

The shipping and fishing interests of the
Robin family of Jersey 1730-1810.

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March 1974

Jersey Mercantile Family of ROBIN, 1730-1810.

1. THOMAS of Jersey. According to Saunders¹ born 1711, died 1788.

1732. Commander of the George and Philip 70 tons, 10 men² of Jersey. Voyage from Poole (Dorset) to Newfoundland Spain.

1743. Saunders claims Commander of the Philip which took passengers from Jersey to Conception Bay in Newfoundland.³ There is no independent confirmation of this from primary sources and I wonder if this could be a confusion of the above entry. According to Saunders he was the Uncle of Charles Robin who is popularly thought to have opened the Jersey fisheries in Canada.⁴

1763. Thomas ROBIN was registered as owning 1/6th of the Charming Nancy of Jersey, 150 tons, 10 men, Captain Philip Winter. This vessel was in the South Carolina and Philadelphia trades.⁵ As far as I can ascertain, Thomas Robin had no connection with the Newfoundland or Canadian fisheries during the 1760's and 70's. Indeed, by 1770 his name has disappeared from the ranks of the Jersey merchants. Thus if as Saunders claims, he died in 1788, he must have been retired for 20 years or more.

JOHN (Senior and Junior) of Jersey. fl. 1730-50's.

John, Senior, was a Jerseyman who resided in Dartmouth, Devonshire; for many years he acted as an import/export broker and in the end owned his own vessel. This vessel was normally commanded by his son, John Junior.

1731. John, Junior, commanded the "SUSANNAH" of Dartmouth, 50 tons, owned by Thomas Holdsworth, a Sack ship which took fish from Newfoundland to the Mediterranean.⁶ He carried out a cargo of Salt for an

- 1731.(cont'd.) important Dartmouth merchant, Thomas Holdsworth.⁷
1732. John Senior signed a petition of the Dartmouth merchants protesting against the activities of the newly appointed Justices of the Peace in Newfoundland.⁸
1732. John Junior commanded the Port Merchant, 70 tons, 9 men, and 2 guns. Probably owned by John Senior. Voyage Dartmouth to Newfoundland and Spain.⁹
1733. Commander of the same vessel, voyage from Dartmouth to Newfoundland and the Mediterranean.¹⁰
1735. Commander of the same vessel, 12 man crew, voyage to Newfoundland and the Mediterranean.¹¹
1737. Commander of the Memorial of Plymouth, 40 tons, 6 men.¹² Voyage from Dover to the Mediterranean.
1738. Commander of the Port Merchant 50 tons, 10 men. Voyage from Dartmouth to Newfoundland the Mediterranean.¹³
1739. January. Dartmouth from Newfoundland and Viana in Portugal with staves and Portuguese oil for his father.¹⁴
March. Dartmouth to Newfoundland with a miscellaneous cargo for his father.¹⁵
1740. February. Dartmouth from Lisbon with fruit for himself and a small parcel of Newfoundland fish for William Gibbs.¹⁶
April. Owned the Port Merchant, Captain John Devessel, sent her from Dartmouth to Newfoundland.¹⁷
Sept. John Junior commanded the Endeavour of 40 tons registered in Dartmouth. Took fish from St. John's to Lisbon and the Mediterranean for Richard Newman of Dartmouth.¹⁸

1740. (cont'd). John (Junior) imported fruit from Lisbon into Dartmouth
(Dec.) on the Port Merchant (new captain, Charles Whalley).¹⁹

1741. Jan. Commander Susannah, 120 tons, 8 m en. Dartmouth to Newfoundland.²⁰
Oct. Susannah arrives at Dartmouth from Oporto with fruit for himself.²¹

1742. Feb. Commander of the Rochford 110 tons, 10 men. Voyage to Newfoundland.²²

1747. Jan. Commander of the Susanah, 50 tons, 8 men. Voyage from Dartmouth
to Barbados and Newfoundland.²³

1750. Apr. Probably commanded the Mary of Jersey. Lost on the Irish coast
whilst going from Jersey to Newfoundland.²⁴

There are no more entries concerning John ROBIN during the 1750's. He probably gave up the sea, or indeed he may have been the same John (Jean) who traded to Newfoundland and Canada later. However, this is doubtful. It is interesting to note the regular and constant connection that John, Senior, and Junior, had with Newfoundland. This in contrast to the Pison, and indeed many of the other Jersey merchants of that era, who tended to be general ship operators rather than fishermen or merchants. However, from the pattern of John Robin's voyages, and the crew size of the vessels, it is apparent that he was not directly involved in the fishery. They were "Sack" ship operators, chartering their vessels to Dartmouth fishing merchants and acting as suppliers and carriers of fish for the trade. This was not unusual for before 1763 only a few of the Jersey men were directly concerned in the Newfoundland fishery.

The Robin family during the era of Canadian-Channel Islands trade.

Our records show that between 1763 and 1800 the Robin family contained the following individuals who engaged in shipping activities:-

1. John (Jean)
2. Charles
3. Philip
4. Thomas (above)
5. Robert (until 1778)

ROBERT ROBIN.

A very shadowy figure who together with his relatives was registered as owning the Hope Captain Poingdestre in 1777.²⁵ However his name never again appears in the records. ,

JOHN (JEAN) ROBIN.

This man was a ship captain - and as far as the records show, the only member of the family to be so employed in the period after 1763. After 1772 he gave up the sea and became a regular shore-based member of the family business.

Details of his voyages.

1763. Dec. Commander of the Judith of Jersey news Alicant from Newfoundland.²⁶

1765. Apr.18. Commanded the Seaflower. Jersey to Newfoundland.²⁷ Vessel of 35 tons and 7 men. Took fish from Newfoundland to Lisbon.²⁸

1766. Jan.18. Seaflower arrived at Guersney from Vivero (Spain).²⁹

Then appointed commander of the Hope 70 tons and 16 men with an intended voyage from Jersey to Canso and the Mediterranean.³⁰

1766. (cont'd). July. News arrived at Arichat from Jersey.³¹
Nov. News at Bilboa from Ile Madame.³²
1767. Jan.16. Plymouth from Bilboa.³³
Jan.20 Jersey from Bilboa/Croisic and Plymouth.³⁴
Aug. News arrived Ile Madame from Jersey.³⁵
Dec. 2 Jersey from Ile Madame.³⁶
1768. July. News Ile Madame from Jersey.³⁷
1769. Feb.16. Southampton from Jersey.³⁸
1771. Jan.19 Commander of the Alexander Jersey from Cadiz.³⁹
Dec. News arrived Cadiz from Newfoundland.⁴⁰
1772. Feb. 9 Jersey from Cadiz.⁴¹
Oct. News arrived Arichat from Jersey.⁴²
Dec. News arrived Cadiz from Louisburg.⁴³
1773. Jan.20 Jersey from Cadiz.⁴⁴

Note that he began in the Newfoundland trade and then in 1766 made his first voyage to the St. Lawrence Gulf, and tended to trade regularly at Cape Breton thereafter. The Seaflower was probably a "sack" ship, but the "Hope" with her 16 man crew was probably a Fishing ship. We also note that there is no record of him going beyond Cape Breton. Other Jersey vessels were by 1773 trading regularly to the Gaspé and Chaleur Bay areas. Were the vessels he commanded owned by the Robin family? I do not have the time to track down their ownership, but the Seaflower which certainly made a voyage to Ile Madame

and on to Chaleur Bay in 1766, under the command of Captain Philip Fainton⁴⁵, was owned in 1768 by the firm of Fiot and Company of Jersey.⁴⁶ Since there are no extent records showing the Robin family owning any vessels until after 1770, I inclined to the belief that all of these vessels were owned by Fiot and Company. The Robin family insofar as they were engaged at all in the fishery must have been employees or at most junior partners of that Company. Thus the commonly accepted belief that the Robin family first developed the Channel Islands -Gaspé/Chaleur fisheries would seem to be untrue.⁴⁷

- (a) The first merchant to engage in that trade would have been John Fiot of Jersey.
- (b) The first voyage from the Channel Islands to that region took place at the latest in 1766 and not in 1767,⁴⁹ or 1773.⁵⁰
- (c) The Commander of⁵¹ that vessel was not Charles Robin, but Philip Fainton.

Details of John Robin after 1773 fall under the general heading of "Robin and Company" and are shown in the section on ship-owning and operation. However, the following details of him may be useful.

- 1779. Independently of his relatives, he took a 1/3rd share in the Jersey privateer "MARS", 120 tons, 60 men, 12-4 pounder cannon, Captain Tocque.⁵²
- 1789. with Philip and Charles, and John Luce obtained a grant of Land at Chetecan, Cape Breton.

CHARLES ROBIN

According to A.C. Saunders he commanded the Seaflower above in 1767 in making the first voyage to Chaleur "Where he later made a large fortune".⁵³ No independent confirmation of this can be found in the records and, in view of the discussion (above), it is not a very significant point. There is no record of him commanding vessels of any sort. Indeed, his name does not appear in the records until 1777 when he is shown as an ordinary member of the family business.⁵⁴ He was not even the most important partner, for the firm was known after 1780 under the name of P.(Philip) Robin and Company. He appears together with Philip and John in the land grant of 1789, and appears as a semi-independent trader only in 1797.⁵⁵ However, even this description may not be accurate, for the main firm continued to be known as Philip Robin and Company and the partnership in 1812, insofar as it owned vessels, did not even include him.⁵⁶ Only around 1820 did the firm become known as Charles Robin and Company. I suspect that his main function was to act as the more or less permanently resident Canadian partner for the firm. He would have spent most of his time, I imagine, at Cape Breton. Even more the "Charles" of the 1820's was probably a son or nephew, rather than the original Charles of our era.

PHILIP ROBIN (and Company).

1762. was 1/4th owner of the Prince William, snow, 70 tons, 12 men and 4 guns, Captain Elias Vibert. In the West Indies/Martinique trade.⁵⁷

There are no more references to Philip Robin during the 1760's. Was this man the Philip who appears as head of the family during the 1770's? At this stage, I cannot say. However, none of the records mention him as being a principle (managing) shipowner during the 1760's. He may well have continued to be a share-holder in vessels managed by others, and it may well have been in this way that Robin and Company emerged. Let us speculate that in the late 1760's they were junior partners in the firm of Fiot and Company. This would explain John Robin's command of Fiot vessels. Let us further speculate that early in the 1770's the family decided to enter the fisheries on their own account. They would have a good background and sufficient capital to commence. Perhaps, however, they wanted to share the initial risks. This would explain the fact that in 1777-8 when details of the family become clearer, the firm of Robin and Company also includes Philip de Gruchy and John Fiot, and Thomas Papon.⁵⁸ These men were also large and separate traders on their own account, whose own business, especially that of Fiot and DeGruchy was much larger than that of Robin and Company. Papon and Company were mainly involved in the Newfoundland fishery, but Fiot and Company were very extensively involved in that of the St. Lawrence Gulf, at Cape Breton, New Brunswick and Quebec. It seems very probably therefore that the firm of Robin and Company was spawned from that of Fiot and Degruchy.

When did Messrs. Robin commence business on their own? A.C. Saunders

stated that two of their vessels were seized for breaches of the Navigation Laws at Chaleur in 1768.⁵⁹ However, as we have seen, one of these vessels, the Seaflower, was owned in 1768 by Fiot and Company, and no vessels are registered under the principle management of Robin. In the Report of the Department of Marine and Fisheries for 1764, Pierre Fortin placed the date of the foundation of the Robin business in 1773. Accordingly, one presumes to oral tradition in the region he placed the first establishment at Paspébiac, from whence the firm gradually expanded into Percee, Grande Riviere and Bonaventure Island.⁶⁰ Given that Robin and Company probably made their first ventures at Cape Breton, and that the firm was well established by 1778, then Fortin's date may well be correct as far as the Gaspé area is concerned. One may speculate then that the first foundation, at Cape Breton occurred some time between 1769 and 1773. The fact that John Robin ceased commanding vessels in 1773 may be of significance, but I would imagine that his last vessel the "ALEXANDER" was always owned by Robin and Company, which would make the foundation of the firm (at Cape Breton) date to about 1770 - the year one may note, in which he did not have a ship. The first establishment, and throughout the 18th century, it remained the principle one, would have been at Arichat in Cape Breton. An examination of the appended shipping records will reveal the patterns of trade and the various regions of the Gulf in which Robin and Company operated in the 18th century.

What exactly did the business of Robin and Company consist of? By 1790 they are obviously carrying on a complex activity in which they not only carry on a fishery for themselves but supply others to fish for them,

but this was certainly not true in the beginning, for such activities required a large population, extensive and complex commercial premises and a socio-economic structure which could not have existed in the 1770's. Instead they would have involved themselves only in direct fishing activity. They would carry out their own fishermen as passengers, and except for a few, would bring them back to Jersey at the end of the fishing season. The passengers would then be discharged, and in many cases the vessel might take the fish onto Northern Spain which, by far the most important market for Channel Island caught, Canadian fish, was also but three or four sailing days from Jersey. Thus, their first "establishments" in Canada would have been primitive in the extreme. Indeed, it may be that for the first two or three years they had no "establishments" at all, merely finding a convenient fishing room upon which to erect some temporary summer working structures. This was the way in which the Newfoundland fishery operated until 1720, and indeed the Channel Island merchants operating in Labrador and on the South and West Coasts of Newfoundland after 1763, continued to do this. One suspects that the transition from purely migratory fishing to building up a "sedentary" supply trade was a result of conditions during the American Revolutionary war - which certainly caused the same trend in Newfoundland.⁶¹

Be that as it may, by 1790 Robin's can be seen to have permanent or temporary establishments at Chetecamp, Arichat and Gabarus Bay in Cape Breton, Caraquet and Paspebiac in New Brunswick, Perceval Bay and Grande Rivere on the Gaspé. Whether their famous establishment at New Carlisle was in existence by this date, I cannot say. Certainly no documents

in my possession indicate this. Their main establishment throughout was at Arichat in Cape Breton. They also, at some time after the American Revolution purchased the Magdalen Islands from a Boston merchant who in turn had purchased it from Mr. Read of Bristol, England. There they employed 12 men in the sea cow fishery.⁶² Presumably, when Admiral Coffin was given these Islands in 1798, Robin lost this trade which would seem rather unfair.

Time prevents me from describing or speculating further upon the activities of Robin and Company. Much of this can in any case be laid open by a study of the shipping records appended. I am also sorry that I could not trace the general shipping and fishing role of the Channel Islands throughout the 17th and 18th centuries. Robin and Company were only one - and by no means the most important - of a host of Jersey, and later Guernsey men who, in the years after 1763, flooded into the newly available fisheries throughout the ceded French territories. To understand and appraise the particular role of Robin and Pipon without the rest is hardly possible.

Footnotes.

1. A.C. Saunders, The Channel Islands during the 18th and 19th Centuries (Jersey 1930).
2. Adm. 7/78, Dec. 1732.
3. Saunders op.cit.
4. Ibid.
5. C.O. 5/510. Oct.1763.
6. Adm. 7/78. Feb.1731.
7. P.R.O. E.190. Feb. Dartmouth. Xmas. 1730-1731.
8. C.O. 194/8. Petition of the traders of Dartmouth, Feb. 1732.
9. Adm.7/78 Feb.1732.
- 10 Adm.7/78 Feb.1733.
11. Adm.7/80 Mar.1735
12. Adm.7/82 Apr.1737
13. Adm.7/82 Mar.1738
14. Dartmouth Port Books Xmas. 1738-1739.
15. Ibid. Mar.1739
16. Dartmouth Port Books Xmas 1730-1740 Feb.1740.
17. Ibid. Apr.1740.
18. Adm.7/134 (Overseas passes).
19. Dartmouth Port Books (overseas) Xmas 1739-Xmas 1740, December.
20. Adm.7/365 (Register of Protections) Jan.1741.
21. Dartmouth Port Books (overseas) Xmas 1740-1741, Oct.: 1741.
22. Adm. 7/365 Feb.1742.
23. Adm.7/84 Jan.1747.
24. Lloyds List Apr.1750.
25. Adm .7/317 Dec.1777 Vessel Hope.
26. Lloyds List Dec.1763.
27. Lloyds List Apr.1765
28. Adm.7/138. 1765
29. Lloyds List 1766 Jan.
30. Adm.7/138. 1766
31. Lloyds List Jul.1766
32. Lloyds List Nov. 1766
33. Lloyds List Jan.1767
34. Lloyds List Jan. 1767
35. Lloyds List Aug.1767
36. Lloyds List Dec. 1767
37. Lloyds List Jul. 1768
38. Lloyds List Feb. 1769
39. Lloyds List Jan.1771
40. Lloyds List Dec.1771
41. Public Advertiser Feb.1772
42. St. James Evening Chronicle Oct.1772
43. Lloyds List Dec.1772
44. St.James Evening Chronicle Jan.1773.
45. Lloyds List Aug./Nov.1766
46. Lloyds Register of Shipping 1768-1771
47. See A.C. Saunders, Jersey in the 18th and 19th Centuries Op.cit. and Report of the Department of Marine and Fisheries for 1864. Report of P.Fortin, (in Canada Sessional Papers 1865, No.25). page 35.

48. Lloyds List Aug./Nov. 1766 "Bee" Captain Fainton.
49. According to Saunders.
50. According to P. Fortin.
51. Lloyds List Aug./Nov.1766.
52. Adm.7/318 Nov.1779. Mars privateer.
53. Saunders op.cit.
54. Adm.7/317 Dec.1777. Hope Letter of Marque.
55. Newman, Hunt (Oporto) Letter Book July 1797.
56. B.T.107/164. (1812). Cape Breton
57. C.O.5/510 Aug./Sept.1762
58. HCA 26/34 Feb.1778/adm. 7/317 Jan.1778
59. Saunders op cit.
60. In Canada Sessional Papers op cit.
61. K. Matthews, "History of the West of England-Newfoundland Fisheries"
(D.Phil. thesis, Oxford University 1968). pp.456-551.
62. C.O.194/38.1789.

LIST OF VESSELS OWNED BY ROBIN AND COMPANY 1770-1810.
either on own or in partnership.

<u>ADVENTURE</u>	1777-1778.	90 tons
<u>ALEXANDER.</u>	1777-1778	90 tons
<u>AURORA</u>	1786-1787.	141 tons
<u>BEE</u>	1773-1770.	180 or 200 tons.
<u>CHETECAN</u>	1783-1785	60 tons
<u>CHRISTIAN</u>	1787-1788	
<u>COD HOOK</u>	1804-1810	181 tons.
<u>DAY</u>	1806-1810	185 tons.
<u>HABNAB</u>	1808-1810	142 tons
<u>HAZARD</u>	1810	82 tons.
<u>HOPE</u>	1776-1778	50 tons
<u>I.F.</u>	1801-1806	200 tons.
<u>MAGGOT</u>	1787-1791	50 tons
<u>M AJOR PIERSON</u>	1784-1794	172 tons
<u>MARS</u>	1778-1781	170 tons
<u>MERCURY (1)</u>	1783-1794	54 tons
<u>MERCURY (11)</u>	1800-1805	147 tons
<u>NEW CENTURY</u>	1798-1802	210 tons
<u>PASPEBIAC</u>	1784-1786	- 120 tons
<u>PEACE</u>	1784-1794	60 tons
<u>PHOENIX</u>	1778	120 tons
<u>PRINCE WILLIAM</u>	1762	70 tons
<u>ST.LAWRENCE</u>	1783-1793	
<u>ST.PETER</u>	1784-1794	200 tons
<u>SPRIGHTLY</u>	1779	70 tons

VESSELS OWNED BY ROBIN & CO. (1770-1810) - cont'd.

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<u>SUSAN (1)</u>	1795-1800	36 tons
<u>SUSAN (2)</u>	1807-1810	46 tons
<u>THREE SISTERS</u>	1792-1798	110 tons
<u>WILLIAM</u>	1776-1777	100 tons

NOTE:

I suspect that they may have owned, or at least had a partial interest in a few other vessels. This is especially true for the period before 1775, but where ownership of vessels may well have involved some of partnership with the firm of Flot DeGruchy and Company. However, at this present time I am unable to disentangle this problem and hence have omitted those vessels. They would include an early Hope and the Seaflower, and Experiment. We have of course, records for the voyages of these vessels but their ownership is obscure.

ADVENTURE

90 tons, 9 men.¹

1777.

Captain Poingdestre.
October. New Oporto from Arichat.²
November. Jersey from Oporto (3).

1778.

Captain Philip Jean.³
Jersey to Ile Madame.

FOOTNOTES.

1. Lloyds Register 1778.
2. Lloyds List October, 1777
3. Lloyds Register 1778.

ALEXANDER. The ownership of the Vessel is not certain. I suspect she was jointly owned by Robin and Fiot, DeGruchy and Company.

1773. Captain John Luce.
July news Ile Madame from Jersey.¹
December. News Bilboa from Newfoundland.²
1774. August. News Carthagenia from Jersey.³
Nov. Jersey from Arichat 28 Oct. via Cadiz.⁴
1775. Jan. Jersey from Cadiz.⁵
Aug. News Carthagenia from Jersey.⁶
14 Nov. Jersey from Arichat.⁷
1776. Jan. Jersey from Bilboa.⁸
Sept. News that she was taken with 2200 quintals of fish aboard by an American Privateer which destroyed the jersey fishing establishments at Arichat.⁹
- However this vessel must have been retaken soon afterwards and Robin and Co. purchased her from the re-captors.
1777. Aug. Captain Vibert. News at Bilboa from Arichat.¹⁰
Dec. News at Arichat from Bilboa.¹¹

FOOTNOTES.

1. Lloyds List July 1773.
2. Lloyds List Dec. 1773
3. St. James Chronicle Aug. 1774
4. St. James Chronicle Nov. 1774
5. Lloyds List Dec. 1774

- AURORA. 141 tons, 10 men .¹ Captain Edward Decaen
(this vessel may have been jointly owned with Flot,
DeGruchy and Company.)²
1786. Voyage from London to Chaleur Bay and return to Jersey³.
A fishing ship which also carried passengers. The combined
total which returned to Jersey numbered 50 men.⁴
- December. Sailed from Jersey to Guersney.⁵
1787. Sailed from Guersney to Dunkirk.⁶ Then to London⁷
and to Jersey. Arrived in Jersey in March.⁸
- 7 April. Sailed to Newfoundland with a 15 man crew.⁹
August. Arrived at Dominica from Paspébiac. Crew of
10 men and a cargo of 72 Hhd. cod, 10 barrels Train Oil,
58 Tierces of Salmon, 3 barrels of Mackerell, 72 barrels
of Herring, Shingles and hoops.¹⁰ She then returned to
Chaleur Bay.
- 2nd Dec. Arrived Jersey from Chaleur Bay .¹¹
Arrived Jersey from Chaleur Bay with 50 crew and passengers.¹¹

FOOTNOTES.

1. Lloyds Register "AURORA" 1787.
2. C.O. 41/7, 1787.
3. Lloyds Lists December 1786.
4. Gazette D'Ile de Jersey, Dec. 1786.
5. Lloyds Lists December 1786/January 1787.
6. Lloyds List December 1786
7. Lloyds List January 1787.
8. Lloyds List March 1787.
9. Gazette de Jersey, April 1787.
10. C.O. 41/7. August 1787.
11. Gazette de Jersey, December 1787.

BER

This Vessel was built in North America (probably New England) in 1772. 180 tons 13 men and a peace-time armament of 2-3 pdr. cannon.¹ However, in 1778 she was fitted out as a letter of Marque not to engage primarily as a privateer but in order that she might sail without convoy, obtain better insurance rates, and if opportunity offered, capture any easy prizes which offered during the course of her normal trading voyages. She was then described as of 200 tons burthen, 30 men and 12-3 & 4 pds. cannon.²

In Lloyds Register she is stated to be owned by Robin and Co.³ but in the complete list of owners given in the register of Letters of Marque they are stated to be:-

John, Philip and Charles Robin.
Thomas Pipon
Messrs. Flot and DeGruchy of London.⁴

Throughout she was commanded by Captain Philip Fainton of Jersey.

1773. May. Arrived Jersey from Boston, New England⁵. Then made a voyage to "Newfoundland."⁶
1774. Jan. News arrived Cadiz from Newfoundland.⁷
- 3 Apr. Jersey from Cadiz.⁸
- Jul. Chaleur from Jersey.⁹
- Oct. News at Lisbon from Chaleur.¹⁰
- 15 Nov. Jersey from Bilboa.¹¹
- 1775 Aug. News Chaleur from Jersey.¹²
- Dec. News Santander from "Newfoundland".¹³
1776. Jan. Jersey from Chaleur and Santander.¹⁴
- Aug. News "Newfoundland" from Jersey.¹⁵
1777. Jan. Jersey from Chaleur.¹⁶
- Nov. Jersey from Chaleur.¹⁷
1778. Feb. Fitted out as a letter of marque. Intended voyage Jersey to Chaleur to a market and home. Cargo bale goods, clothing, salt & fish tackle.¹⁸
- 11 Jun. Taken in Chaleur Bay by 2 American privateers, laden with fish and furs.¹⁹

BEE (cont'd).

- 1778 11 June. Retaken by the "ENTERPRISE" privateer of Bristol and restored on payment of prize money.²⁰
1779. Feb. Jersey from Falmouth.²¹

FOOTNOTES.

1. Lloyds Register 1778.
2. H.C.A. 26/62 and ADM. 3/317. 1778.
3. Lloyds Register 1778.
4. Adm. 7/317, 1778.
5. St. James Evening Chronicle, May 1773.
6. Lloyds List May 1773.
7. Lloyds List Jan. 1774
8. Lloyds List Apr. 1774.
9. Lloyds List Jul. 1774
10. Lloyds List Oct. 1774
11. Lloyds List Nov. 1774
12. Lloyds List Aug. 1775
13. Public Advertiser, Dec. 1775
14. Lloyds List Jan. 1776
15. Public Advertiser Aug. 1776
16. Lloyds List Jan. 1777
17. Lloyds List Nov., 1777
18. H.C.A. 26/62 Feb. 1778
19. Public Advertiser Sept. 1778
20. H.C.A. 28/1. Oct. 1778
21. Public Advertiser, Feb. 1779.

CHETECAN. 60 tons, 8 men.¹

1783 1 Dec. Captain John₂(Jean) Luce. Jersey from Chetecan
 and Bilboa.

1784. Apr. Captain Jean. News Lisbon from Jersey.³

 Oct. News Bilboa from Ile Madame.⁴

 26 Oct. Jersey from Bilboa.⁵

1785 = 20 Jan. Captain Philkp Malzard. Waterford from Jersey.⁶

 3 Feb. Waterford to Jersey.⁷

 10 Feb. Jersey from Waterford.⁸

 Mar. Jersey to Portugal⁹

 Nov. Jersey from London.¹⁰

FOOTNOTES.

1. Lloyds Register 1785.
2. Lloyds List Dec. 1783.
3. Lloyds List Apr. 1784.
4. Lloyds List Oct. 1784
5. LloydsList Oct. 1784
6. Lloyds List Jan. 1785
7. Lloyds List Feb. 1785
8. Lloyds List Feb. 1785
9. Adm. 7/141 Mar.1785
10. Lloyds List Nov. 1785.

CHRISTIAN.

This vessel was possibly owned by Robin and Co. although no direct link has yet been found. I base this conclusion on the name of the Captain who was a regular employee of theirs.

1787. Aug. Captain Hubert, news Lisbon from "Newfoundland".¹
Nov. News Gaspe from Lisbon.²
1788. Jul. Gravesend to "Newfoundland".³

FOOTNOTES.

1. Lloyds List Aug. 1787
2. Lloyds List Nov. 1787
3. Lloyds List Jul. 1788.

CODHOOK

Owned P. Robin and Company.
181 tons, 14 men, built Canada 1804 by them. At Arichat
or Chaleur.

1804.

Capt. Poingdestre.¹

1810 Oct.

Capt. Helier Vibert. Embargoes at Lisbon by the
Portuguese Government at the request of Wellington
in case it might be necessary to evacuate British subjects
and property. She had arrived there with fish from
Canada.²

FOOTNOTES.

1. Lloyds Register 1810.
2. F/O. 173/1. October, 1810.

DAY. 185 or 190 tons. Built by them in Canada. 1806. Captain Philip Jean.¹

1808. Jul. 185 tons, 16 men, 2 guns. Jersey-Newfoundland.²

1809. Mar. 24 men registered in Gaspe. Jersey at Liverpool Voyage to St. Lawrence in Newfoundland.³

1810 Jan. Voyage from England to, "Newfoundland".⁴

FOOTNOTES.

1. Lloyds Register 1810.
2. Adm. 7/122. Jul. 1808
3. Adm. 7/375. Mar. 1809
4. Adm. 7/375 Jan. 1810

- HOPE 50 tons burthen.
1776. Nov. Captain Philip Jean. Jersey fm. Ile Madame.¹
1777. Nov. Jersey from Chetecan.²
1778. Jan. Messrs. PHILIP, John and Charles Robin owners.
fitted out as Letter of Marque 50 tons 25 men 10-3 pdr.cannon.³
- Jersey - Cape Breton (crew given then as 5 men).⁴
(new Captain John Poingdestre).

FOOTNOTES.

1. Public Advertiser Nov. 1776.
2. Public Advertiser Nov. 1777.
3. Adm. 7/317 Jan.1778
4. Adm. 7/375 Jan. 1778

- I.F. 200 tons, built in Newfoundland 1794.¹
1801. 13 Aug. Capt. Francis LeFeuvre. Lisbon from Newfoundland.²
1805. Dec. 200 tons, 14 men. Gibraltar from Newfoundland.³
1806. Aug. Voyage recorded Lisbon=Chaleur-Lisbon-Chaleur-Vigo-Lis-Chaleur.

FOOTNOTES

1. Lloyds Shipowners Register 1804.
2. Lloyds List Sept.. 1801.
3. Adm. 7/375 Dec. 1805.

MAGGOT

50 tons, 12 men.¹

There is as yet no evidence directly linking this vessel with Robin and Co. but the Captains were normally employed by them.

1787. Dec. Captain LeFeuvre. Jersey from Ribadios, Chaleur Bay.²

1788. Aug. News Chaleur from Jersey. Captain Bechervaise.³

1789. Apr. Jersey to Newfoundland Captain Bechervaise.⁴

1790. 22 Sept. Captain LeFeuvre. Jersey from Chaleur Bay.⁵

Oct. News San Sebastian from Jersey.⁶

22 Oct. Jersey from San Sebastian.⁷

1791 8 Nov. Jersey from Chaleur Bay.⁸

FOOTNOTES.

1. Gazette de Jersey Apr. 1789
2. Gazette de Jersey, Dec. 1787
3. Lloyds List Aug. 1788

- MAJOR PIERSON 172 tons. 12 men. Owned P. Robin and Company.¹
- 1784 Dec. Captain John Luce. News Oporto from Ile Madame.²
- 1785 Jan. 10 Jersey from Bilboa.³
- Jul. Jersey to Nova Scotia.⁴
- Dec. Captain Philip Jean. News Santander from Ile Madame.⁵
1786. Mar. Captain Jean. Jersey from Cadiz.⁶
- Aug. " news Ile Madame from Jersey.⁷
- Dec: 12 Captain John Luce. Jersey from Ile Madame.⁸
- 1787 Jan. 26. Captain Phil. Jean. Jersey from Bilboa.⁹
- 1787 Apr. 7. Captain Phil. Jean. Jersey to "fishery" with a crew of 39 men.¹⁰
- July News Ile Madame from Jersey.¹¹
- Nov. 6. Jersey from Ile Madame¹²
- Dec. 28 Bilboa from Jersey.¹³
1788. Jan. 12 Jersey from Bilboa.¹⁴
- Sep. 8 Arichat from Jersey with provisions and tackle.¹⁵
- Oct. 10 Arichat to Jersey with 2400 quintals of fish¹⁶
- Nov. 15 Jersey from Ile Madame with 86 men including passengers.¹⁷
- Dec. News Bilboa from Ile Madame and Jersey.¹⁸
- 1789 Apr. 5 With 44 men including passengers. Jersey to Chaleur Bay with salt and ballast.¹⁹
- Nov. 12 Jersey from Ile Madame with 90 passengers.²⁰
1790. 27 Feb. Jersey from Lisbon.²¹
- Jul. News Ile Madame from Jersey.²²
- Nov. 20 Jersey from Ile Madame.²³
- 1791 Jan. News Santander from Jersey.²⁴
- Dec. News Santander from Ile Madame.²⁵
- 1792 Feb. 19 Jersey from Santander.²⁶
- May 15 Arichat from Jersey with 12 men.²⁷
- 1793 Jan. Jersey from St. Ubes (Setubal in Portugal).²⁸
- 1794 Jul. Jersey to Newfoundland and Canada in convoy with HMS Castor taken by French warship squadron. Retaken by Lord Howe's fleet but burnt by them. (29).

MAJOR PIERSON (cont'd).

FOOTNOTES.

1. B.T.6/36. 10 Oct 1788
2. Lloyds List Dec. 1784
3. Lloyds List Jan. 1785
4. Adm.7/140 Jun.1785
5. Lloyds List Dec. 1785
6. Lloyds List Mar. 1786
7. Lloyds List Aug. 1786
8. Lloyds List Dec. 1786
9. Lloyds List Jan. 1787
10. Gazette de Jersey Mar. 1787/Lloyds List Apr.1787.
11. Lloyds List Jul.1787
12. Lloyds List Nov. 1787
13. Lloyds List Jan.1788
14. Lloyds List Jan.1788
15. B.T.6/35 8 Sept. 1788
16. Ibid 10 Oct. 1788
17. Gazette de Jersey Nov.1788
18. Lloyds List Dec. 1788
19. Gazette de Jersey Apr. 1789
20. Lloyds List Nov. 1789/Gazette de Jersey Nov. 1789
21. Lloyds List Mar. 1790
22. Gazette de Jersey Jul. 1790
23. Lloyds List Nov. 1790
24. Lloyds List Jan.1791
25. Lloyds List Dec. 1791
26. Lloyds List Feb. 1792
27. B.T.6/35 15 May 1792
28. Lloyds List Jan.1793
29. Lloyds List Jul. 1794

- MERCURY (the first). 54 tons, 8 men.¹
- 1783 8 Oct. Captain Philip Jean. Jersey from Chetecan/Bilboa.²
1785. Sept. Captain John Poingdestre. News Bilboa from Chetecan.³
1787. Jan. Captain⁴ Clement Hubert. Jersey from Chetecan and Market.
- 16 Feb. Southampton from Jersey.⁵
- 20 Feb. Jersey from Southampton.⁶
- 7 Apr. Jersey to Newfoundland. 8 men in crew,⁷ and 16 passengers⁸
- 13 Nov. Captain Malzard. Jersey from Chetecan.⁹
1788. 30 Jan. Captain Hubert. Gravesend from Jersey and Dunkirk.¹⁰
- 15 Oct. Arichat to Spain and England with 820 qtls. and miscellaneous cargo (recorded as owned by John Balaine).¹¹
- Oct. News had arrived at Viana from Cape Breton (Capt. Malzard).¹²
- Dec. Captain Hubert. News Corunna from Ile Madame.¹³
- 1789 Jan. = Capt. Hubert. Jersey from Corunna.¹⁴
- Apr. Captain Hubert. Jersey to Newfoundland with salt and ballast.¹⁵
- Oct. Captain Malzard. News Viana from Cape Breton.¹⁶
1790. Nov. Jersey from Ile Madame (Captain Malzard).¹⁷
- 1791 31 Jan. Captain Hubert. Gravesend from Cape Breton.¹⁸
- 1794 Feb. Jersey from Bilboa.¹⁹

FOOTNOTES.

1. Loyds Register 1788/1789. Gazette de Jersey Apr. 1789
2. Lloyds List Oct. 1783
3. Lloyds List Sept. 1785
4. Lloyds List Jan. 1787
5. Lloyds List Feb. 1787
6. Lloyds List Mar. 1787
7. Gazette de Jersey Apr. 1787
- 8/ Gazette de Jersey Apr. 1787
9. Lloyds List Nov. 1787
10. Lloyds List Feb. 1788
11. B.T. 6/35 15 Oct. 1788
12. Lloyds List 1788 Oct.
13. Lloyds List Dec. 1788
14. Gazette de Jersey Jan. 1789

MERCURY (the first). (Continued.)

FOOTNOTES.

15. Gazette de Jersey Apr. 1789
16. Lloyds List Oct. 1789
17. Lloyds List Nov. 1790
18. Lloyd List Feb. 1791
19. Lloyds List Feb. 1794

- MERCURY (number 2). Built Spain 1794. 147 tons 12 m an crew.¹
Owned P. Robin and Company.
- 1800 Captain Edward Briard Jersey-Newfoundland.²
- 1805 Jan. Captain Vibert. News at Valencia with fish from
Canada in November 1804. Was embargoed by the Spanish
Government on the suspension of diplomatic relations
between that Court and Britain. The Captain slipped₃
her cable on 26th November and escaped successfully.

FOOTNOTES.

1. Lloyds Register 1800/1804.
2. Adm. 7/375, 1800.
3. Star, January 1805.

NEW CENTURY.

210 tons, 13 men. Built in Canada probably by themselves.¹

Lloyds Register says she was built in 1801 but this must be a mistake for she was certainly in existence under the same Captain in 1798.

1798 Probably built at Arichat or Gaspé. Captain Philip Berchervaise.

1799 Jan. Captain Bechervaise, Jersey from Canada.²

1802.Oct.8. Lisbon from Newfoundland.³

FOOTNOTES.

1. Lloyds Register 1804
2. Lloyds List Jan. 1799
3. Lloyds List Oct. 1802

PASPEBIAC. 120 tons 12 men. Captain LeCaux (sometimes rendered DeCaux).¹

1784 July. News Lisbon from Jersey.²
Sept. News Chaleur from Jersey/Lisbon.³
Oct. News Lisbon from Chaleur.⁴
14 Dec. Jersey from Lisbon.⁵

1785 July. Jersey to Canada.⁶
Aug. News Chaleur from Jersey.⁷
Dec. News Cadiz from Chaleur.⁸

1786 Mar.11. Jersey from Cadiz.⁹
Aug. News Chaleur from Jersey.¹⁰
Oct. News Lisbon from Chaleur.¹¹

FOOTNOTES.

1. Adm.7/141. July 1785
2. Lloyds List July 1784
3. Lloyds List Sept. 1784
4. Lloyds List Oct. 1784
5. Lloyds List Dec. 1784
6. Adm.7/141 July 1785
7. Lloyds List Aug. 1785
8. Lloyds List Dec. 1785
9. Lloyds List Mar. 1786
10. Lloyds List Aug. 1786
11. Lloyds List Oct. 1786/

PEACE. (brig). 60 tons, 9 men. Built France 1779¹

1784 Sept. Captain Thomas Giffard. News Lisbon from Chaleur.²
Dec. News Chaleur from Lisbon.³
14 Dec. Jersey from Chaleur.⁴

1785 Jan. News Dunkirk from Jersey.⁵
17 Jan. Gravesend from Dunkirk.⁶
Mar. Jersey from London.⁷
Aug. News Chaleur from Jersey.⁸
Sept. News Lisbon from Chaleur.⁹
Dec. Jersey from Chaleur/Lisbon.¹⁰

1786 Jan. Dunkirk from Jersey.¹¹
Feb. Captain Peter Bisson. Gravesend-Jersey.¹²
Mar. Jersey from Gravesend.¹³
Aug. News Chaleur from Jersey.¹⁴
Sept. News Oporto from Chaleur (Captain Giffard).¹⁵
2 Oct. Jersey from Oporto.¹⁶

1787 7 Apr. Captain Isaac Malzard. Jersey to Newfoundland.¹⁷
3 Dec. Jersey from Chetecan and Viana.¹⁸

1788 16 Feb. Waterford to Jersey.¹⁹
Mar. Jersey from Waterford.²⁰
Nov. News voyage from Newfoundland to Vigo. Spoken.²¹

1789 31 Mar. Waterford from Jersey.²²
11 Apr. Waterford to Newfoundland.²³
9 Nov. Jersey from Ile Madame.²⁴

1790 Feb. News Astend from Jersey.²⁵
28 Feb. Gravesend to Cape Breton.²⁶
3 Mar. Jersey from London.²⁷
19 Oct. Jersey from Cape Breton.²⁸

PEACE (continued).

- 1790 Nov. San Sebastian from Jersey.²⁹
23 Nov. Jersey from San Sebastian.³⁰
- 1791 Aug. News Ile Madame from Jersey.³¹
Aug. News Liston from Nova Scotia.³²
15 Nov. Jersey from Cape Breton³³
- 1792 28 Jan. Gravesend from Jersey.³⁴
22 Feb. Downs to Jersey.³⁵
20 May Arichat from Jersey.³⁶
28 June Capt.P. Briard Arichat to Spain (Capt.P.Briard).³⁷
Feb. News Santander from Ile Madame. (Capt.Malzard)³⁸
9 Feb. Jersey from San tander.³⁹
July News Cape Breton from Jersey.⁴⁰
- 1794 Jan. News Vigo from Cape Breton.⁴¹
Jul. News Cadiz from Jersey.⁴²
Oct. News Gaspe from Jersey/Cadiz⁴³
5 Nov. Arichat to Spain with fish (Captain Briard).⁴⁴

FOOTNOTES.

1. Lloyds Register 1786/7
2. Lloyds List Sept. 1784
3. Lloyds List Dec. 1784
4. Lloyds List Dec. 1784
5. Lloyds List Jan. 1785
6. Lloyds List Jan. 1785
7. Lloyds List Mar. 1785
8. Lloyds List Aug. 1785
9. Lloyds List Sept. 1785
10. Lloyds List Dec. 1785
11. Lloyds List Jan. 1786
12. Lloyds List Mar. 1786
13. Lloyds List Mar. 1786
14. Lloyds List Aug. 1786
145. Lloyds List Sept. 1786
16. Lloyds List Oct. 1786
17. Lloyds List Apr.1787/Gazette de Jersey Apr. 1787

PEACE (continued).

FOOTNOTES.

18. Lloyds List Dec. 1787/Gazette de Jersey Dec. 1787
19. Lloyds List Feb. 1788
20. Lloyds List Mar. 1788
21. Whitehall Evening Post Nov. 1788
22. Lloyds List Apr. 1789
23. Lloyds List Apr. 1789
24. Lloyds List Nov. 1789
25. Lloyds List Feb. 1790
26. Lloyds List Mar. 1790
27. Lloyds List Mar. 1790
28. Lloyds List Oct. 1790
29. Lloyds List Nov. 1790
30. Lloyds List Nov. 1790
31. Lloyds List Aug. 1791
32. Lloyds List Aug. 1791
33. Lloyds List Nov. 1791
34. Lloyds List Feb. 1792
35. Lloyds List Feb. 1792
36. B.T. 6/35 20 May 1792
37. B.T. 6/35 28 June 1792
38. Lloyds List Feb. 1793
39. Lloyds List Feb. 1793
40. Lloyds List July 1793
41. Lloyds List Jan. 1794
42. Lloyds List July 1794
43. Lloyds List Oct. 1794
44. B.T. 6/35 5 Nov. 1794

PHOENIX 120 tons, 12 men. Captain J. Norman.

1778. Robin and Co. said to own.¹ But also recorded as being owned²
by Nicholas Fiott and Company. Nothing more is known of her.

FOOTNOTES

1. Lloyds Register 1778.
2. Lloyds Register 1779.

PRINCE WILLIAM (Snow). 70 tons, 12 men and 4 guns.

Owners Philip Robin, Philip Winter, Abraham Gosset and Charles Lempriere of Jersey.

1762. 26th Aug. South Carolina from Martinique in ballast. Captain Elias Vibert. (1)

14 Sept. South Carolina to London with rice.²

FOOTNOTES.

1. C.O. 5/510 26th Aug. 1762
2. C.O. 5/510 14 Sept. 1762

ST. LAWRENCE.

1783. Aug. Captain Philip Fainton. News Chaleur from Jersey.¹
1784. Sept. Capt. Thomas Giffard. News Chaleur from Jersey.²
Sept. News Alicante from Jersey.³
1786. Aug. News "fishery" from Jersey.⁴ Captain Fainton
1787. Apr. Jersey to the fishery 18 man crew.⁵ Captain Bec hervaise.
1790 Jan. Jersey from Chaleur.⁶
July News Chaleur from Jersey.⁷
Nov. News Santander from Chaleur.⁸
28 Dec. Jersey from Santander.⁹
1792 Jan. Jersey from Santander.¹⁰
Aug. News Chaleur from Jersey.¹¹
Nov. San Sebastian from Chaleur.¹²
1793 Feb. Jersey from Santander.¹³

FOOTNOTES.

1. Lloyds List Aug. 1783
2. Lloyds List Sept. 1784
3. Lloyds List Sept. 1784
4. Gazette de Jersey Aug. 1786
5. Gazette de Jersey Apr. 1787
6. Lloyds List Jan. 1790
7. Lloyds List July 1790
8. Lloyds List Nov. 1790
9. Lloyds List Dec. 1790
10. Lloyds List Jan. 1792
11. Lloyds List Aug. 1792
12. Gazette de Jersey Nov. 1793
13. Lloyds List Feb. 1793

ST.PETER

- 260 tons, 14 men. Built Boston 1773.¹
Also called "St.Pierre"² and "Island of St.Pierre".³
- 1784 Feb. Captain John Gideon Morin.London to Newfoundland.⁴
Sept. News Chaleur from Jersey.⁵
1785. Jan. News Alicante from Newfoundland.⁶
Jan. Jersey to Alicant.⁷
22 Apr. Jersey from Alicant.⁸
Sept. News Chaleur from Jersey.⁹
1786. Jan. Captain Philip de Caux.News Lisbon from Chaleur.¹⁰
Sept. News Chaleur from Jersey.¹¹
Nov. News Bilboa from Chaleur.¹²
Dec. Jersey from Bilboa.¹³
- 1787 Apr. Captain Philip Decaux."Island of St.Pierre". Jersey¹⁴
to the fishery with 25 men.(15).
Jul. News Chaleur from Jersey.¹⁶
Dec. Captain Bisson Leghorn from Gaspé.¹⁷
- 1788 July News Chaleur from Leghorn.¹⁸
Oct. Capt. Decaux. News Santander from Chaleur¹⁹
4 Nov. Jersey from Bilboa.²⁰
- 1789 Jul. Capt. Bisson News Chaleur from Jersey.²¹
- 1790 Jul. Capt. Decaux News Chaleur from Jersey.²²
Dec. News Santander from Chaleur.²³
- 1791 July News Chaleur from Jersey.²⁴
Nov. News Bilboa from Chaleur.²⁵
28 Nov. Jersey from Bilboa.²⁶
- 1793 Jan. Jersey from Lisbon.²⁷
- 1794 Jan. News Lisbon from Chaleur (Captain Bechervaise)²⁸

ST. PETER (continued).

FOOTNOTES.

1. Lloyds Register 1785/Adm.7/104 Jan..1785
2. Gazette de Jersey Apr. 1789
3. Gazette de Jersey Apr. 1787
4. Adm. 7/103 Feb. 1784
5. Lloyds List Sept. 1784
6. Lloyds List Jan. 1785
7. Adm. 7/104 Jan. 1785
8. Lloyds List Apr. 1785
9. Lloyds List Sept.1785'
10. Lloyds List Jan. 1786
11. Lloyds List Sept. 1786
12. Lloyds List Nov. 1786
13. Lloyds List Dec. 1786
14. Gazette de Jersey Apr. 1787
15. Ibid.
16. Lloyds List July 1787
17. Lloyds List Dec. 1787
18. Lloyds List July 1788
19. Lloyds List Oc t. 1788
20. Lloyds List Nov. 1788
21. Lloyds List July, 1789
22. Lloyds List July 1790
23. Lloyds List Dec. 1790
24. Lloyds List July 1791
25. Lloyds List Nov. 1791.
26. Lloyds List Dec. 1791
27. Lloyds List Jan. 1793
28. Lloyds List Jan. 1794

SUSAN (Number one). 30 tons. Registered and Built at Arichat, 1794.
Owned at first by John Luce but probably sold it to Robin and Company.¹

1794. Aug. Owned John Luce voyage from Arichat to Boston with 360 quintals of fish.

1795 July Owned Robin and Co.² News Captain LeFeuvre Cape Breton from Jersey.

1800. Aug. News Ile Madame from Jersey.³ Capt. P. Briard.
Dec. News jersey from Ile Madame.⁴

1800. Feb. News lost on a voyage from Ile Madame to Jersey. Captain Edward Vautier.⁵

FOOTNOTES.

1. B.T.6/35 Aug. 1794
2. Lloyds List July 1795
3. Lloyds List Aug..1796
4. Lloyds List Dec. 1796
5. Lloyds List Feb. 1800

SUSAN (Number two). 46 tons, 4 men, built Newfoundland 1807.¹

1807. Captain Philip Fainton. In the Newfoundland Trade.²

1810. May Captain Phil Leboutilier. 44 tons,³ 4 men. Registered at Sydney. Newfoundland from Jersey.

FOOTNOTES.

1. Lloyds Register 1810.
2. Lloyds Register 1810.
3. Newfoundland "Royal Gazette" May 1810. Duckworth Papers, May 1810.

THREE SISTERS.

110 tons, 10 men.

B.T.6/35, May 1792 says she was owned by P. Robin and Co. ¹ but Lloyds Register 1793 records her ownership as John Fiott and Company. ² She was possibly joint owned for the two companies were very closely allied in the Canadian fisheries.

1792. 30 Mar. Captain Clement Hubert. Gravesend to Cape Breton. ³
6 Apr. Jersey from Gravesend. ⁴
Dec. Jersey from Cape Breton. ⁵
- 1793 May On a voyage from Jersey to Chaleur was taken by a French squadron but retaken by HMS Hind frigate to Plymouth. (6)
- 1794 July News Cape Breton from Jersey. ⁷
Sept. News Lisbon from Gaspe, Captain leFeuvre. ⁸
July News Cape Breton from Viana, Capt. Hubert. ⁹
- 1796 Jan. News Viana from Cape Breton. ¹⁰
Aug. News Cape Breton from Viana. ¹¹
- 1798 Feb. News Lisbon from Newfoundland (Capt. Edward Vautier). ¹²

FOOTNOTES.

1. B.T. 6/35 May 1792
2. Lloyds Register 1793
3. Adm. 7/374 Mar. 1792.
4. Lloyds List Apr. 1792
5. Lloyds List Dec. 1792
6. Lloyds List May 1793
7. Lloyds List July 1794
8. Lloyds List Sept. 1794
9. Lloyds List July 1795
10. Lloyds List Jan. 1796
11. Lloyds List Aug. 1796
12. Lloyds List Feb. 1798

WILLIAM 100 tons, 12 men.¹

1776. Oct. Bilboa from Arichat (Capt. Poingdestre).²

1777 Nov. Jersey from Chetecan.³

FOOTNOTES.

1. Lloyds Register 1777
2. Lloyds List Oct. 1776
3. Lloyds List Nov. 1777