

PINSON ANDREW

Born Abbotskerswell, Devonshire in 1728, eldest surviving son of Andrew and
Ann(Dodd) ^{1.} Children include William ,born Broadhempston Devonshire 1754 ²
and died in Dartmouth 1811 ^{3.} Died At Broadhempston 20 April 1810 aged 82. ⁴

Andrew Pinson a rough hewen man with one of the worst reputations for
ill treating his servants in the Newfoundland trade ⁴ was the son of a Bye
Boat Keeper who cleared a fishing room (St Goerge's Increase) in St Johns
during the ~~1702~~ 1720's. ⁵ By 1750 Andrew(senior) had proppered to the
degree that he owned his own trading ship which Andrew(junior) was appointed
to command at the ~~early~~ ⁶ age of 20. By now the father was growing old
and no longer undertook the annual migrations across the Atlantic which
left Andrew Junior with the management of the fishery. Events went
well enough until 1758 when he and his vessel were captured by a Granville
privateer on the return voyage from Newfoundland. ⁷ Pinson probably spent
the next four years as a prisoner and his father, unable to continue his
fishery, leased the St Johns Plantation to another man. ⁸ The Father
died in 1764 and Andrew Pinson inherited little boynd the rents of the
plantation. ⁹ Forced to commence life anew, he chose to work for the
important Bristol firm of John Noble and Company. Noble had traded to
Newfoundland since ~~1754~~ ¹⁰ around 1740 , and during the Seven Year's War
outfitted several privateers. One of them commanded by Captain Nicholas
Darby found rich pickings in the Belle Isle Striats between Newfoundland
and Labrador ¹¹ , and also discovered the richness of the fishing grounds
in that region, which before had been almost unknown to English seaman .

Following the ~~outbreak~~ outbreak of Peace in 1763 Noble(and Darby who set up
in trade on his own account) were well placed to exploit the fisheries
of the ^{"CONCURRENT SHORE"} Northern Peninsula and Pinson was employed to recruit a crew in
st Johns wich fished at Zealot Harbour . ¹² Between 1763 and 1770
Pinson organised annual fishing expeditions from St Johns to Conche and

~~EMX~~ Carouge on the Northern peninsula. His treatment of the servants brought him into great disfavour with the Governors, and he outraged other merchants by claiming exclusive rights to the salmon fishery in those harbours, but John Noble found him efficient and productive.

In 1770 Noble, probably at Pinson's suggestion, ~~moved~~ constructed a more or less permanent fishing station at Lance Cove in Temple Bay Labrador, and in 1772 another at Pitts Harbour. By 1775 Andrew Pinson had become a partner in the firm, and his young son William came out to Labrador as a ship captain and summer agent. The war of the American Revolution proved costly for the firm since their premises/and three ships were destroyed by an American Privateer in 1778. However the same privateer destroyed George Cartwright's establishment ~~at~~ in Sandwich Bay. this Forced Cartwright into one of his periodic bouts of insolvency, and Noble and Pinson acquired ~~THE~~ his premises.

during the war both he and Noble outfitted privateers which enjoyed a modest success, and the end of the war encouraged them to expand their business quickly. There were as yet no independent "Planters" on the Labrador Coast, ~~which was indeed~~ and indeed their only serious mercantile rival was John Slade of Poole, at Battle Harbour. Thus the Company, unlike those in Newfoundland had to employ servants directly to catch the fish, and these men had to be transported out and home ~~from~~ ^{FRON} Britain every year. By 1793 they were employing nine vessels in the carrying trade, and employing up to 250 men in catching cod and salmon, killing seals and trading with the native Indians.

By now Pinson's son William, and Noble son, John Hatt had also
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 joined the firm as partners and the future seemed bright. Once again
 however War intervened to interrupt expansion and in 1796 the firm
 was forced to destroy its own premises at Lance Au Loup in order to
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 prevent them from falling into the hands of Admiral Richery.
 This, and the closure of Spanish and Italian markets as a result of
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 the War caused a certain amount of dislocation, but the ~~firm~~ ^(SIR) seems
 to have ridden it out well enough. The Peace of Amiens allowed them
 to re-expand quickly and by 1804 they again owned 7 ships and
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 were apparently well secured. However Human relationships intervened
 to dislocate this flourishing trade. It would seem that Andrew Pinson
 and to a lesser extent John Noble were ~~just~~ living too long. By 1800
~~Willix~~ Pinson's son William was 46 years old, and John Hatt Noble was
 well into manhood. The older men must have refused to give them
 enough responsibility, for William Pinson formed a new partnership
 with John Hine, ~~longman~~ of Dartmouth, a Brother in law, and long
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 agent and captain with the Company; John Hatt Noble formed a
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 partnership with Henry Hunt of Dartmouth. Noble and Hunt moved
 from the West of England to London where they engaged in a complex
 set of business relationships with the numerous relatives of Henry
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 Hunt; Pinson and Hine began a trade to Labrador on their own
 account. The breach ~~was~~ must have been fairly amicable for they
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 had a fairly close relationship with the Senior firm. The Latter
 found its own salvation by sending out Andrew Pinson Jr (son of William)
 who, born in ¹⁷⁷⁸ ~~1782~~ was now of an age to take on the responsibilities of
 34
 management.

Andrew Pinson (senior) ^{DIATH} died in 1810, and his son ~~William~~ ^{WAS RAPIDLY FOLLOWED BY THAT} followed ^{OF WILLIAM}
 a ~~year~~ later, and both of their ^{ESTATES} properties fell to Andrew Junior. He

severed his connection with the Noble family and traded under the
 name of Pinson and Hine, being an annual ~~visits~~³⁶ migrant between
 Dartmouth and the Labrador where he became the chief resident
 and
 , Justice of the Peace ~~and a man of some influence.~~³⁷ John Hatt
 Noble, ~~in~~³⁸herited his father's share of the trade, and through
 his partner Henry Hunt re-entered the Labrador fishery under the
 name of Beard and Hunt. However he was a sleeping partner
 and soon moved his interests to Oporto in Portugal ^{38 39}. Andrew
 Pinson had a ~~young~~ xson in 1827, but died four years later at
 (by the standards of his ~~family~~⁴⁰ father) the untimely age of 43.

With his death the connection of both Noble and Pinson with
 the Newfoundland trade came to an end.

CARRER

Pinson.

1. Father in 1720s cleared "St Georges INcrease"
room in st jns as a bye boat keeper.
2. ~~HE acts for father from~~ by 1748 owns a ship yhe EXCHANGE"
operating out of dtmth. ANDREW commands the ship.
1758 commands the GRACE nfld-dtmth taken by a granville pteer to
brest(a PRISONER.
3. 1759 HIS FATHER LEASED House/stage and flakes in st jns fm rich middleton
to but drops out of the bussiness. ANDREW no longer involved.
4. 1760 results of 7 years war back in nfld operating fm st jns
goes to the North East(concurrent) french area-one of the earliest.
on own a/c at Zealot Harbour -fishing by travelling fm st jns with
a crew. 1764 FATHER DIES.
1765 at CROQUE _ FUNDED BY NOBLE OF BRISTOL.
1766 at CONCHE- terrible reputation for paying men in liquor
discharing men before their time up and leaving them adrift
HIS AGENT FOR NOBLE(his employer).
1769 HE WINTERED A CONCHE
1770 involved in row with others over rights to fishery north of
bonavista and the salmon fishery.

TEMPLE BAY

- 1771 MOVE UP TO LABRADOR to Lance Cove he goes there sealing post
- 1772 had establishment at PITTS HR. and an agent
- 1775 HIS SON WILLIAM becomes a shipi capt of theres, and William Helling
who is a son in law agent.

1777-8 COMMAND A VESSEL AND OUT HIMSELF DURING THE SUMMER "PINSON"
took her to alicant and NICE add then to labrador.

1778 DESTROYED BY AMERICAN PTEERS at Lance au loup temble bay
lost three ships damage said to be L30000 He taken and Made
prisoner on own ship. but soon released,

1779 THEY TOOK OVER CARTWRGITHS EST IN SANDWICH BAY.

HE AND JN SEALE AND JN HINE OF DTMTH take out a letter of marque
for the DART prteer and with noble l/m for the PINSON

1780 ±&*) HE AND NOBLE OWN THE DART and he SOLE OWNER OF THE
APOLLO JN HINE CAPT.

1781 with JN AND LUKE NOBLE own hercules brstl l/m
sole own HUNTER WILLIAM CAPTAIN.

and with JN STUDDY owned lady howe. pteer
BY NOW PROPERTY IN ST JOHNS IS LEASED OUT TO OTHERS

±&*& HASX ESTABLISHING AT TEMPLE BAYZ SNF HORE BAY
and at ST MODEST MARY HR black bear bay, SANDWICH COVE SANDWICH BAY
em (for SAMMON employing 40 men
and at LANCE A LOUP CAPE CHARLES AND SPEAR HR FOR SEALING 48 men
SUPPLY NO PLANTERS.

1786 HE/co own 3 ships(see also noble)

THEY WENT INTO TRADE about 1766 with NO BLE.

NOW EMPLOY 1780-250 men and sevl ships. complain of french
preventing them from fishing by sending boats fm labrador to north east
coast .intend to challenge french exclusiveness. Govt told to
Use his utmost endeavours to restrain them, but will be very improper
to use force. in the end french did it for them. following year
Parlt bill forbidding interference with french

1788 WILLIAM (JR) brought into PARTNERSHIP own 5 vessels.

1791 own SIX

1792 NINE SHIPS

PAGE #

1794 leases hout his room/store in st jns
BY NOW CALLED NOBLE PINSON AND SONS.

v now own 9 ships
1795 on the three man dtmth committee
accumulating depressions from unnecessary establishemtns

1796 THEIR LANCE AU LOUP POST DESTROYED they did it themselves to
stop it falling into richey hands(BY NOW LONG PAST HE GOING OUT TO NFLD)
1797 so discouraged had only one shallop fishing- ALSO TRADES WITH INDIANS.

1798 TRADE IN BAD WAY - span market closes italy very high freight
great damage

1799 WILLIAM GOES INTO PARTNERSHIP WITH JN HINE of dtmth(also trading
to labrador

1800 his daughter in law mary pinson hine married Henry Hunt

1804 OWNED ~~SIX~~SHIPS.12 ships.

250 men and another 108 in the boats took 5500 seals and 10800 qtl fish
EACH YEAR TAKE HUNDRED OF MEN OUT FM ENGLAND/ireland have never lost any
nor buried any on the labrador as a result of overcroding(THIS PINSON AND HINE)

1806 at FRACNIS HR INDIAN HR AND LANCE AU LOUP 8 ships

1807 seven ships

by ~~1810~~ 1809 ANDREW JR(his grandson) his agent for them in the labrador
gor noble and pinson

and jr

1810 He dies ~~son~~ takes over (PINSON AND HINE but noble/pinson dissolved.

1811 ~~1813 and jr~~ and jr married charlotte goodridge

1811 WILLIAM DIED son and and hines the only survivors.

1813 HE THE CHIEF MAGISTRATE AND MOST CONSIDERABLE PERSON THE WHOLE COAST
OF LABRADOR.extensive seal/cod in bear cove lan au loup and also at sandwich
HE RESIDES MAINLY in labrador

1817 had a son ANDREW at dtmth.

1820 firm consisted of HE jn Hine and Richard Hilling Hine.

18721 HE AT LANCE AU LOUP setepmber complain about americans
the in 1822-3 when he collr of greenwich dues

1831 died in TOWNSTALL age 43/.

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QUERY FROM THE NEW BRUNSWICK MUSEUM

A research project is presently being conducted by Robert S. Elliot of the New Brunswick Museum which concentrates on an assessment of the life and paintings of Saint John's resident ship portrait painter Edward John Russell (1832-1906). Elliot is locating examples of Russell's work and other material in an effort to verify the degree of accuracy with which the artist depicted merchant vessels. Information on E.J. Russell material, whether paintings or documents, would be greatly appreciated. The address is New Brunswick Museum, 277 Douglas Avenue, Saint John, N.B. E2K 1E3, Canada.

CURRENT PROJECTS IN MARITIME HISTORY

CSS ALABAMA PROJECT

In case there is a reader who has not yet heard the news, a major international project has begun centring on the CSS Alabama. The wreck of the famous Confederate States of America raider was discovered last year in French waters off the coast of Cherbourg. Starting in the summer of 1988, a multi-national underwater archaeological project will be begun, under the direction of Captain Max Gerout. William N. Still, Jr. of East Carolina University, Peter N. Davies of the University of Liverpool and Frank Merli (Queens College, New York) are historical advisors. This project is exciting, and is bound to lead to important publications. We will keep you informed in future issues on the progress of this splendid example of international cooperation.

MARITIME HISTORY OF INDIA PROJECT

A number of scholars interested in the maritime history of India have banded together under the sponsorship of the National Institute of Science, Technology and Development Studies (NISTADS) to undertake a broad project on the maritime history of India. To be more precise, this project actually involves at least four separate, yet inter-related projects involving three different units (with the possibility that more may be added over time). The goal of the project is to provide a more complete understanding of indigenous (i.e., pre-European) maritime traditions on the sub-continent.

One project is entitled "Indigenous Traditions of Indian Navigation," which intends to survey and record information on traditional Indian maritime practices. The researchers are gathering material on navigational instruments, nautical charting and routing, types of boats built, techniques of boat building, recruitment and deployment of crews, seafaring communities, maritime traditions, and local lore and beliefs relevant to maritime activities. The scholarly team hopes to be able, among other goals, to assess the degree to which these traditions were truly indigenous as opposed to being influenced by external contacts and influences. Their geographical sweep will include the west coast of India from Mangalore to Kutch, including the Lakshadweep and Maldiva Islands. This research effort is being

co-ordinated by Dr. John Correia-Afonso, Director, Heras Institute of Indian History and Culture, Bombay, with Professor B. Arunachalam of the Department of Geography of the University of Bombay as Principal Investigator and Dr. Lotika Varadarajan of the School of Arts and Aesthetics of Jawaharlal Nehru University, New Delhi, as Co-Investigator.

Professor Arunachalam is the Director of the "Medieval Traditions of Indian Cartography." The goal of this project is to compile, describe and analyze the relevant maps in this area. Eventually, the project hopes to be able to consult important sources throughout India and in repositories in other nations, but in the first instance the project will focus on cartographic traditions in western India. Professor Arunachalam will conduct this research with the assistance of two investigators and two cartographers.

The third project is concerned with the "History of Traditional Navigation in South India," led by a trio of scholars from Tamil University in Thanjavur. Professors G.V. Rajmickam, Y. Subbarayalu and V.I. Subramanyam will carry out field investigations from Mangalore to Kanyakumari on the west coast and across to the Godavari delta on the east coast, including Andaman and the Nicobar Islands. The objectives of this project are similar to those of the west Indian project.

The final project at present is directed toward the compilation of a source-book on traditional navigation in India. It is being directed by Dr. B.V. Subbarayappa of the Centre for History and Philosophy of Science in Bangalore and Dr. K.V. Hartharan of the Scindia Steam Navigation Company, Bombay. The goal is to prepare a composite volume of sources relating to traditional navigation, using materials compiled by other units as well as various sources in Sanskrit, Pali and Prakrit.

There are also plans to develop a fifth project to examine indigenous traditions in east India, and various related studies are also under active consideration. The results of this research should allow us to understand how maritime traditions in India are unique and how they are similar to those elsewhere. We will keep readers informed of the progress of these fascinating and important studies.

(Note: This brief report is based on documents provided by Dr. Satpal Sangwan at the request of Dr. Ashok Jain, the Director of NISTADS, New Delhi; and on a reports from Dr. John Correia-Afonso, Co-ordinator of the West India project, and Dr. Lotika Varadarajan of New Delhi.)

SEAMEN IN BRITAIN'S BLACK COMMUNITIES,
LATE 18TH-MID 19TH CENTURIES

The growing historical literature on blacks in Britain in this period presents them as having a very limited range of occupations (an assertion that is broadly correct), and places a heavy stress on domestic service as the most typical black occupation. Seamen, while not unmentioned, feature in the literature only among the scatter of other occupations. (For examples of this



view, see James Malvin, Black and White: The Negro and English Society 1555-1945, London 1973; Polarin Shyllon, Black Slaves in Britain, Oxford 1974 and Black People in Britain 1555-1833, Oxford 1977; and Peter Fryer, Staying Power. The History of Black People in Britain, London 1974.) The only exception is R. Visram, Avahs, Lascars and Princes. Indians in Britain 1700-1947 (London 1986). As its title implies, this work does address Asian seamen in the East India Company's service. It provides a grim picture of the conditions suffered by such seamen while resident in the Company's barracks in London.

A further undesirable feature of the entire literature is that it relies almost exclusively on qualitative rather than quantitative evidence. Nevertheless, the neglect of black seamen in strange. They do appear in some of the most consulted sources, notably Olaudah Equiano's The Interesting Narrative of the Life of Olaudah Equiano or Gustavus Vassa, the African (2 vols., London 1789), which is a mine of information on the author's life at sea--man and boy, slave and freeman--in the Royal Navy and the merchant marine, in both British-based and colonial shipping. It also contains references to other black seamen known to, or encountered by, Equiano. Again, all the literature agrees that the Afro-Asians were heavily concentrated in maritime cities (London, Liverpool, Lancaster, Bristol, Plymouth, etc.), and commonly in their port areas at that, yet this strong hint of their involvement in seafaring activities is not taken up. N.A.M. Rodger in his book The Wooden World. An Anatomy of the Georgian Navy (London 1986) devotes significant attention to black seamen in the mid-18th century Royal Navy. Unfortunately, the scholarly apparatus supporting his most extended passage has been published in such a state of confusion that Dr. Rodger's sources remain unclear.

My own research has now established a sample of 240 blacks transported as convicts from Britain to Australia from the late 18th to the mid-19th centuries. Since the New South Wales and Tasmanian convict records normally recorded the trades of incoming convicts, this gives some (although not entirely satisfactory) evidence of the occupational structure of black communities in Britain. Interestingly, seamen plus persons with such trades as caulkers, sailmakers, watermen, and "lumpers" (stewdores) slightly exceed domestics, and far exceed any other trade. However, there is a link between domestics and seamen, for among the seamen there were a significant proportion of stewards and cooks, skills which could readily be transferred to or from domestic service. Further, some of those listed as seamen were also listed as domestic servants of one sort or another. Equiano's experience is a particularly well-documented example from outside the sample. By comparison, blacks transported from such places as the West Indian colonies, the Cape Colony and Mauritius were much less likely to be seamen; but many of the black seamen transported from Britain were of West Indian, North American, or (less often) African origins.

The crucial question must be, can the sample be regarded as roughly representative of blacks in Britain as a whole? In answering this question, I have been strongly guided by a forthcoming quantitative work, Peter Shergold, et al., The Government Stroke (Cambridge University Press). This argues

persuasively that those transported were broadly representative of the occupational structure of the British lower orders of the time. More tentatively, I would argue that this is also true of the blacks transported from Britain, although the small size of the sample obviously induces considerable caution.

Finally, from the transported black seamen, placed in juxtaposition with the findings of a recent article (Iain McCalman, "Anti-Slavery and Ultra-Radicalism in Early Nineteenth Century England: The Case of Robert Wedderburn," Slavery and Abolition, VII, No. 2, September 1986), some intriguing further possibilities arise. McCalman argues convincingly for a connection between black ultra-radicalism of the sort practised by Wedderburn and William Davidson, and service at sea, especially in the Royal Navy. My own research further confirms this view. John Goff, who had been a Napoleonic War seaman, became a bushranger and leader of convict rebellion in Australia in the 1820s (see Ian Duffield, "The Life and Death of 'Black' John Goff," Australian Journal of Politics and History, XXIII, 1987). Richard Simmons, who may have been a seaman as well as a pastry cook, was transported for seven years in 1817 for having led a large mob in looting a gunsmith's shop during the Spa Fields Riot in London in December 1816. It would seem that black seamen of the later 18th to mid-19th centuries were an interesting group from more than one perspective.

Ian Duffield
Department of History
University of Edinburgh

NORWEGIAN SHIPOWNING IN THE INTERWAR PERIOD

Work is currently underway at the Norwegian School of Economics on a project to analyze the strategy and structure of the Norwegian shipping industry in the years between the First and Second World War. Sponsored by a special fund established by the Norwegian Shipowners Federation and affiliated both with the Centre for Applied Research (SAF) and the Centre for International Business (CIB), this project is directed by Helge W. Nordvik and Lewis R. Fischer.

The first stage of the project is the establishment of two large-scale computer data bases. The first is a machine-readable file of the shipowners who were members of the Norwegian Shipowners Federation during the period, a group that included virtually all the major owners in the country. Annual accounts of their holdings, broken down between steam, motor and sail tonnage, have been compiled and computerized. This portion of the project has now been completed, and will be the primary source (supplemented by a variety of other records) for the structural analysis of the industry. The second stage, which is nearing completion, is a machine-readable data set on the deployment of the vessels of the major owners. This material is being compiled from a variety of sources, including Lloyd's and Veritas, in an attempt to understand the shifting utilization of maritime assets. Both of these data sets will be made available to other interested researchers upon request.

Our principal concern thus far has been the way in which