

PIPON family,

ROUEN
6 HOURS \$30
5-11-16

Earliest so far identified in shipping.

(1)
THOMAS of Jersey.
1688 Commander of the "Francis" pink of jersey 60 tons 8 men. voyage to the West Indies ~~viz.~~ Jersey-Madeira- St Kitts and Jamaica.

1700 Commander of the "Philip" of jersey. This vessel was a "fishing ship" of 80 tons, 30 men and using six inshore fishing boats. Made a voyage from Jersey to Trinity Bay in Newfoundland and then took her cargo to Bilboa.

~~Following the outbreak of the war with France and Spain~~

He or his father also traded as merchant in Jersey for in
1701 his vessel the Hawk carried cloth from Exeter to Jersey.

1702 On the outbreak of war with France and Spain Thomas Pipon turned the Hawk into a privateer. He took two small French prizes in 1703.

THOMAS (2)

We hear no more of Thomas after this, but his son Thomas junior settled in Dartmouth, Devonshire as a merchant just after the end of war in 1713. There ~~was~~ ^{were} in the period between 1713 and 1750 close commercial links between Dartmouth and Jersey, and the Robin family (see below) also sent representatives to live there.

THOMAS (3)

1718 Had a son Thomas baptised at St Saviours Church, Dartmouth.
1720 Second son Joseph also baptised there. (JOSEPH)

Pipon seems to have acted as the Dartmouth agent for a number of Channel Islands merchants, shipping goods and handling vessels on their account.

1720 On behalf of John(le)Couteur imported cordage into Dartmouth from Jersey, and later for Mr Samuel Lillie imported a cargo of staves from Maryland.

This pattern continued throughout the 1720s, and his trade seems to have expanded steadily.

1731 his Dartmouth activities comprised the following:-
(a) Imports of worsted hose from Jersey for Nicholas Patriarch
(b) Imported rice from South Carolina for a London merchant
(c) Imported staves from Maryland for George Lefevre
(d) Imported tobacco from Maryland on a Jersey ship for himself.
(e) Exported a cargo of Carolina rice to Rotterdam.

THOMAS (4)?

AT THIS STAGE THERE IS A SLIGHT PROBLEM. In 1730, another Thomas appeared as commander of the "Thomas" a Jersey vessel of 40 tons and 6 men. This vessel was a "sack" or cargo ship in the Newfoundland trade. In 1730 and 1731 she took fish from Newfoundland to Leghorn. In 1732 her voyage was to Newfoundland and Bilboa in Spain-a port which was later to become a great favourite with the Jersey traders of Cape Breton and elsewhere. This man never appears again as a ship captain. The connection between this man and the Thomas at Dartmouth is uncertain. He can hardly have been his son, although it is just possible that they are one and the same man. Another possibility is that they were cousins. This may be discovered through the Parish Registers of St Helier in Jersey.

SONS OF THOMAS (2)

JOSEPH

went to sea ~~as~~ and at the age of 21 was appointed commander of a London vessel which was probably owned by Channel Island merchants.

1741 Commanded the "London" of 120 tons and 36 men. Made a voyage London-Portsmouth-Cork-Gibraltar.

1742 In command of the same vessel made a voyage to Barbados. The vessel was mounted with 14 guns and the large crew would indicate that she was fitted out as a letter of Marque. He was described as being "of Jersey".

After this he never appears in our records.

Thomas (3)

Records concerning him are lacking until the 1760s when according to Saunders he was in partnership with the Robin family in opening up the fishery and trade of Gaspé and Chaleur. However I have no independent confirmation of this.

grave in Newfoundland. ~~Certainly their main trade seems to have been with~~ Port De
 However by the late 1770s a collection of maritime Jean Hamon the
 documents show us the nature of the Pipon mercantile
 Activities. He and his JAMES (probably a brother
 born in Jersey?) were trading independently as
 "Pipon and Company", but were also involved with
 a variety of other Jersey merchants.

~~XXXXXXXXXXXXXXXXXXXX~~1778-1784. VESSEL OWNERSHIP

Pipon and Co (Thomas and James Pipon).

1. "George brig 110 tons 11 men Captain Edward Lecouteur.
built Philadelphia 1769. in the NEWFOUNDLAND trade
2. "Mary brig 70 tons 9 men Captain Jean Herault.
built America 1763, in the Newfoundland Trade.
3. "Bennett 80 tons 30 men. Captain Lawrence Remon.
This vessels was ~~named~~ mounted with 4 guns and
registered as a Letter of Marque.
4. "Dolphin 70 tons 40 men. Captain Philip Vibert.
A Letter of Marque mounting 6-3 pdr cannon.

~~XXXXXX~~ AS "MESSRS PIPON and co"

1784

Retaliation, ship 160 tons 12 men Captain Anthony
Jullin.

~~Following this Thomas Pipon disappears from the
 register of Channel Islands merchants~~

Thomas & ~~with~~ three members of the Robin family, Philip Degruchy
and John Fiott

Messrs De Gruchy and Fiott were Jerseymen who
 had by now become extremely prosperous and moved their
 main operations from Jersey to London. They were extensively
 involved in the Gaspé, Cape Breton and Chaleur Bay trade
 and fisheries.

1. Bee 200 tons 30 men, Captain Philip Fainton.
A Letter of marque mounting 2 12 guns. in the
Chaleur Bay trade. This vessel was captured
by a Privateer going from Chaleur Bay-Jersey
in October of 1778. Later recaptured by a Bristol
privateer.

Thomas & ~~with~~ James Amice Lempriere and Philip Robin

Lempriere was another Jersey merchant who had
 transplanted himself in London.

1. Mars ~~cap~~ 170 tons 60 men, Captain Thomas Delagarde.
A Letter of Marque mounting 12-4 pdr cannon.
in 1779 the ownership was changed, to
Thomas Pipon, Philip Robin, Lempriere and Charles
De Carteret.

Thomas & the Robin Family.

1. Sprightly 70 tons 70 men Captain Philip Degaris.
A Letter of Marque mounting 8-3 pdr cannon.

Thomas and Philip Robin.

By 1781 the Robin family seems to have been
 reduced by death and the "mars" above was recorded as
 being owned by Thomas Pipon and Philip Robin only.

After 1784 information on Thomas Pipon or "Messrs
 Pipon and Company ceases. He probably died. ^{Commanded}
 However in 1804 Captain Thomas Pipon R.N. ~~of~~ H.M. Brig
Kite. If this man was Thomas's son it would not
 be surprising. Large numbers of the Channel Islands
 mercantile families tended, upon obtaining a modicum
 of prosperity to ~~leave trade and enter the Royal Navy.~~
 abandon trade and send their children into the Royal
 Navy.

JAMES (1).

In 1716 a Jersey merchant trading to Newfoundland.

JAMES(2)

James whose relationship to the above is not clear emulated Thomas(2) and spent some time trading in and out of the port of Dartmouth in Devonshire although he also maintained a residence in Jersey.

1731. Commanded the Seaflower of Jersey. made a voyage from Dartmouth to Madeira.
- 1733 Commanded the Pearl Of jersey. 80 tons 8 men. made a voyage from Jersey - Newfoundland and the Mediterranean.
- 1738.. Commanded the Expedition of Dartmouth 100 tons 10 men. made a voyage to Newfoundland. took fish to cadiz.
- 1739.. brought fruit to Dartmouth from Cadiz. He probably owned this vessel personally and traded "on freight" to other merchants. He does not seem to have been a merchant himself.
- 1742.. Commander of the Expedition reported to be a Dartmouth "sack" ship. Voyage Lond-St Johns and then to Oporto with a cargo of 1750 quintals of cod fish.
- 1743 Commander of the Expedition said to be 150 tons and 16 men. Voyage to Newfoundland and Oporto, and returning to London.
- 1744 Commander of the Tigress PRIVATEER of Dartmouth. The ownership of this vessel is unknown but given its extreme size - 300 tons, 200 men and 20 guns it cannot have been Pipon himself. This privateer was quite successful for Pipon captured at least the following vessels.
1. a 30 ton French-Madeira vessel.
 2. A French 300 tonner from the West Indies laden with sugar and indigo.
 3. A French San Domingo-Rochelle trader richly laden.
 4. A French-Newfoundland "Banker" or fishing vessel.

On the basis of these prizes Pipon seems to have established himself in a modest way as a ship owner. ~~Indeed this man probably laid the basis of the fortunes of Thomas and James in the 1770s.~~

- 1747 Calling himself a merchant of London, he signed a bond concerning the Matthew of London 60 tons 8 men captain George Legros for a voyage to Lisbon.
- 1748 Commander of his own vessel the Roland . voyage from London to Newfoundland.
- 1749 Commander of the Pascal. Voyage from England to Newfoundland and Lisbon .
- 1750 Commander of the Pascal voyage from Jersey to Newfoundland.
- 1758 with the ~~captain~~ owned the Sally Captain George Legros. Vessel registered in London. in the South Carolina trade.

We have no more information on James Pipon ~~WHATEVER~~ ~~1770s~~ but given the dates he was possibly the father of another James Pipon, he who appears with Thomas in the 1770s. Thus

JAMES (3)

- See also the discussion concerning Messrs Pipon and Co(Thomas and James Pipon) above. VESSEL OWNERSHIP
- 1778-82 1. for "Pipon and co" see Thomas above. with Francis Janvrin of Jersey.
1. Aeolus 160 tons 60 men Captqin Philip Giffard. This vessel was in the Lisbon wine trade and registered as a Letter of Marque mounting 12-4 pdr cannon.
- 1782 was half owner of the:-
Eagle 30 tons 24 men Captain John Lefevre. Registered as a letter of marque mounting 2-2 pdr cannon.

After the American revolution and the disappearance of Thomas James(who was sometimes also referred to as JACQUES remained in Trade and was a prominent member of the Jersey Chamber of Commerce. During the 1790's he was in partnership with John Fiott and Company who maintained a trade to Canada , but this firm may have become insolvent in 1797.

in 1798 the outbreak of war with Holland saw James re-enter the Privateering business in partnership with James Remon, a Jerseyman who was now living in Falmouth, Cornwall. They owned the following vessels.

- | | | |
|------|--------------------------|--|
| 1798 | 1. "Marquis of Townsend" | 71 tons 40 men Captain William Vibert. A letter of marque mounting 8-4 pdr cannon. |
| 1799 | | The same vessel, captain Samuel Gagnier. |
| 1800 | | The same vessel captain Hocquard. |
| 1803 | -5. | The Same vessel captain Vibert |

He must have died or retired soon after for the name of James Pipon never again appears in Jersey shipping or Trade.

Indeed it marks the end of the Pipon direct involvement in trade although one Charles Pipon commanded a Channel Islands packet ship in 1815.

Thus the Pipon connection with the Robin and other families in the Canadian fisheries was fairly shortlived. It was at its height during the 1770s, but even then they were not committed to the trade in the way that the Janvrin or Robin families were. They always engaged in other trades, and were probably more ~~interested~~ interested in the Newfoundland than the new Canadian fisheries.

Miscellaneous other Pipons.

The relationship of these men with those discussed above is not clear, but it must have been close.

RICHARD PIPON

fl during the early 18th century when he was the commander of a Jersey privateers. He was an extremely able and adventurous ^{man} ~~privateer~~ and even amongst the Channel Islanders who were noted for their privateering abilities, he stands out for the number and richness of the prizes he took. He took at least 22 vessels including a 36 gun converted French man of war.

JEAN PIPON (1)

Obscure commander in the Newfoundland trade of the 1730s.
1734 Commanded the "Jersey" 80 tons 8 man sack ship which made a voyage to Newfoundland Spain.

JEAN PIPON(2)

1788 Commander of the St Aubin owners unknown but of the Channel Islands. Probably either the Robin or the Janvrin families.

He made a voyage from Jersey to Shippegan and in October, left ^{fish} ~~fully~~ laden for Europe. 2 days out the vessels was wrecked near Cape L'Anguille. Captain Pipon and most of the crew were drowned and three survivors managed to reach Codroy(Newfoundland).