

Shipping and Fishing
Interests of Pipon of Jersey
1730-1810

GENERAL NOTES ON THE PIPON FAMILY. 1730-1810.

THOMAS of Jersey living in Dartmouth.

1718 Had a son Thomas baptised in Dartmouth.¹

1720 Had another son Joseph baptised at Dartmouth.²

Acted as agent for John LeCouteur of Jersey importing goods into Dartmouth, Maryland.³ This appears to have been his main function.

1731. Imported the following commodities:

(a) Worsted hose from Jersey for Nicholas Patriarch.⁴

(b) Rice from South Carolina for a London merchant.⁵

(c) Staves from Maryland for George LeFeuvre of Jersey.⁶

(d) Tobacco from Maryland on a Jersey ship for himself.⁷

(e) Exported Carolina rice to Rotterdam.⁸

Commentary. During the period 1700-1750 many Channel Island merchants established agents in the port of Dartmouth. The reason lay in the provisions of the Navigation Acts which laid down that all ships clearing for the Colonies had to clear from English ports, and that vessels coming to Europe from the colonies with enumerated commodities must enter at an English port. The Channel Island, until the 1760's were not regarded as "English ports" within the meaning of the Acts and hence their vessels had to touch at an English port on their colonial voyages. Dartmouth was one of the most important of these. As you will see below, the Robin family also had one of its number residing in Dartmouth during this era.

THOMAS (Two).

1730. Commander of the Thomas of Jersey, 40 tons and 6 men.
A "sack" or cargo vessel in the Newfoundland trade.⁹
Nov. Jersey to Newfoundland and the Mediterranean.
- 1731 Oct. News Leghorn from Newfoundland.¹⁰
1732. Feb. Jersey to Newfoundland and Spain.¹¹

Commentary.

This man was probably a cousin or nephew of Thomas (one).

A "Sack" vessel was defined as one which traded to Newfoundland but was not directly involved in the fishery. Instead it concentrated on taking out supplies and carrying the fish to market.¹² The name of the vessel suggests that she was owned by him. The Pison family already had a long involvement in the Newfoundland fishery, since his father or Grandfather had commanded a fishing ship the Philip in a voyage at Trinity, Trinity Bay, Newfoundland in 1700.¹³ They disappear from Newfoundland records until the 1770's but may well have maintained a slight connection perhaps as junior partners with some other Jersey concern.

THOMAS (Three) 1770's-1783.

See discussion under James (below).

JOSEPH

- 1741 Jan. Commander of the London 180 tons, 32 men and 14 guns of London. Portsmouth to Gibraltar.¹⁴
- 25 Feb. Cork to Gibraltar.¹⁵
- 1742 Sept. London to Barbados. Captain described as "of Jersey".¹⁶

COMMENTARY.

Although this vessel was of London, she was probably owned by

Commentary (cont'd - Joseph).

Jersey men for just as Dartmouth was used to overcome the problems of the Navigation Acts, many Guernsey and Jersey merchants were either moving to, or maintaining agents in, London where proximity to the various government and commercial bodies was of extreme value in overseas trade. This man was quite possibly the son of Thomas (one) above. The size of her crew and armament suggests she was registered as a Letter of Marque, for the war against Spain.

JEAN PIPON (one)

1734. Commander of the Jersey 80 tons, 8 men. A sack ship in the Newfoundland trade. Voyage from Jersey to Newfoundland and Spain.¹⁷

JEAN PIPON (two) or Philip.¹⁸

1788. Oct. 2 Sailed from Shippegan (Chaleur) for market as commander of the "St. Aubin". On the night of the 4th was washed overboard with the mate and 2 others in a bad storm. The vessel was then wrecked near Cape Anguille. - Two men managed to get ashore and were saved.¹⁹

JAMES PIPON.

1731 Commander of the Seaflower 100 tons 10 men. Voyage from Dartmouth to Madeira.²⁰

1733. Oct. Commander of the Pearl of Jersey 80 tons, 8 men. at London voyage to Newfoundland and the Mediterranean.²¹

1738 Commander of the Expedition 100 tons 10 men. Voyage from

JAMES PIPON (con'td).

1739. July "Expedition". Dartmouth from Cadiz with fruit for Catherine Holman.²³
1742. June Expedition 100 tons 12 men and 6 guns. Registered at Dartmouth. Voyage from London to Newfoundland.²⁴
- Oct. 100 tons, 12 men. At St. John's, Newfoundland. Took 1750 quintals of fish to Oporto.²⁵
1743. May Expedition. voyage to Newfoundland.²⁶
1744. Jan. 15. Expedition. Gravesend from Oporto.²⁷
- Commander of the TYGRESS Privateer of Jersey.
- Took the Vestal 30 tons, 10 men to Dartmouth (August) laden with sugar and Indigo.²⁸
- Also took a French vessel going from San Domingo to Rochelle,²⁹ and captured a French-Newfoundland "Banker" which she ransomed for £350.00d.³⁰
- The TYGRESS was registered as being of 300 tons, 200 men and carry 20 guns.³¹
1747. James of LONDON was the main owner of the "Matthew" . Captain George Legros.³² and he was constantly engaged in shipowning-usually in the South Carolina trade during the 1750's. (see details of shipowning below).
1748. Mar. Commander of the Rowland 8 men voyage to Newfoundland.³³
1749. Dec. 27 Commander of the Pascal news Lisbon from Newfoundland.³⁴
1750. June News Pascal Newfoundland from Jersey.³⁵

= Commentary. (re JAMES PIPON)

It is possible that we are dealing with two James' here. One who commanded the "Expedition" and another who commanded the "TYGRESS". That is certainly my impression. They may well have been father and son, or again cousins. Note the continuing connection between Jersey and Dartmouth even to the extent of registering and operating Channel Island ships out of the latter port. I suspect that James Pípon owned the Expedition himself, given the pattern of his voyages and the fact that the port books do not show him carrying goods for any of the Dartmouth shipowners. The trade carried on by James Pípon (of London) during the late 1740's and 1750's was typical of the Channel Island during this era. The Lisbon, Mediterranean, West Indian and Carolina trades were as important as (if not more so), trade to Newfoundland.

THE FIRM OF PIPON AND CO. 1770's onwards.=

This firm comprised two men, Thomas and James, who were either brothers or Father and son. It is these men whom Saunders probably wrote of when he talked of the firm of "Robin, Pípon and Company".³⁶

We have seen that James Pípon during the 1750's was a shipowner trading to almost everywhere in the North Atlantic except Newfoundland.³⁷ However, in 1767, according to Saunders the firm of "Robin and Pípon" opened up the fishery at Gaspe.³⁸ He records that in 1768 two of their vessels were seized at Chaleur for breaches of the Navigations Acts.³⁹ However, I am unsure of this for I can find no independent corroboration in any original documents. Indeed, I am not even sure that the company (as such) of Robin and Company was trading to Canada at this date.⁴⁰ What is certain is that

FIRM OF PIPON AND COMPANY (1770's onwards).

by 1770 - the firm of "Pipon and Company", which as far as I can see had no connection with that of "Robin and Company" was carrying on a fishery at Port de Grace, Conception Bay, Newfoundland, where they had an agent Jean Hamon.⁴¹ They owned three or four vessels which traded to Newfoundland rather than Canada, but around this time, certainly by 1778, they were in at least a ship-owning partnership with three members of the Robin Family, and Messrs. Philip DeGruchy and John Fiot, Jerseymen now domiciled in London.⁴² This "society" traded very extensively to Cape Breton and Chaleur Bay, but the senior partners were probably Fiot and DeGruchy, who had much greater mercantile trade than either the Pipon or the Robin Families. Indeed, I imagine that it was the firm of Fiot and Co. (Fiot and Degruchy), who actually commanded the Channel Islands fishery at Gaspe and Chaleur. The first Robins went to Gaspe on behalf of Fiot.⁴³ To make matters even more confusing, by 1778 although Fiot and DeGruchy were in partnership with Robin and Pipon, they were also large and independent fishing merchants on their own account and they traded to the same regions of the St. Lawrence Gulf. Thus the partners of "Robin, Pipon and Company" traded together on that account, but separately and at times one supposes, competitively on others. This is confusing, and without the existence of, up till now unknown private business papers, it is impossible to clear up successfully. We do know, however, that the Jersey merchants were very prone to organising their fishery by means of "societies" with multiple and cross-fertilised partnerships.

Vessels owned

By Messrs. PIPON AND CO. (Thomas and James Pipon).

1. George Brig. 110 tons 11 men, Built Philadelphia, 1779. In the Newfoundland trade. (44)
2. Mary Brig. 70 tons 9 men. Built America 1763. In the Newfoundland trade. (45).
3. "Bennett" Letter of Marque. 80 tons, 30 men, 4 guns.⁴⁶
4. Dolphin Letter of Marque, 70 tons, 40 men, 6-3 pdr. cannon.⁴⁷
5. Retaliation ship 160 tons, 12 men (1784)⁴⁸

THOMAS PIPON.

With the Pipon Family, Philip DeGruchy and John Fiot.

1. Bee 200 tons, 30 men. Letter of Marque in the Canadian fishery.⁴⁹

With James Amice Lempriere and Philip Robin.

1. Mars 170 tons, 60 men 12-4 pdr. cannon. Letter of Marque.⁵⁰

With the Robin Family.

1. Sprightly 70 tons, 70 men, 8-3 pdr. letter of Marque.⁵¹

After 1784 ,information on Thomas Robin, and the firm of "Pipon and Co." ceases. Probably Thomas Robin died and James went into partnership with someone else, or retired. In 1804 a Thomas Pipon (quite possibly son of the above), was captain of the warship HMS KITE.⁵² During the American Revolutionary war James, while remaining in partnership with Thomas and the other merchants also engaged in separate privateering accounts of his own.

The details are as follows:

1778-1782. With Francis Janvrin of Jersey.

1. Owned Aeolus, 160 tons, 60 men, 12-4 pdr. Letter of Marque.⁵³
2. Eagle, 30 tons 24 men, 2-2 pdr. cannon.⁵⁴

After the American war details of James Pipon become obscure, although he obviously continued as a figure of some social standing in Jersey. In 1787 James (referred to as JACQUES) was a member of the Jersey Chamber of Trade,⁵⁵ but he then disappears from the records. However, in the late 1790's he, or more probably a son James, was in partnership with John Fiott and Company who traded to Gaspe, Chaleur and Cape Breton, but that firm became insolvent in 1797.⁵⁶

However, in 1798 upon the outbreak of war with Holland, James Pipon went into partnership with James Reman, a Jerseyman living at Falmouth in Cornwall and they registered the following vessel:

Marquis of Townsend 71 tons 40 men 8-4 pdr. cannon.⁵⁷ She was in existence until 1805.⁵⁸

Soon after that date James Pipon must have retired, died, became insolvent, or moved out of shipping, for he never appears again amongst the Channel Island merchants, although one Charles Pipon commanded a packet ship in 1815.⁵⁹

Commentary.

It can be readily seen that the affairs of Pipon and Company are confusing, especially in their relationship with other Jersey merchants of the era. Their existence as a separate firm was during the early 1770's and then they traded not to Canada but to Conception Bay, Newfoundland. Their

Canadian connection seems to have been as junior partners to the Robin family who in turn at that time may have been partly dependent upon the firm of Fiotand DeGruchy.

FOOTNOTES.

1. Dartmouth, St.Saviour's Parish Register, 1718.
2. Ibid. 1720.
3. P.R.O. E.190. Mar.21.Dartmouth 1719-1720.
4. P.R.O. E.190. Jan.1731 Dartmouth 1730-1731.
5. Ibid. Jan.1731.
6. Ibid. June 1731.
7. Ibid. Aug.1731.
8. Ibid. Aug.1731.
9. Adm.7/78. Nov.1730
10. Weekly Register. Oct.1731.
11. Adm.7/78 Feb. 1732
12. See K. Matthews, "The West of England-Newfoundland Fishery"(D.Phil.Thesis), Oxford University, 1968) pp.
13. C.O.194/2 Census of Newfoundland 1700.
14. Lloyds List 7 Jan.1741.
15. Lloyds List Mar. 1741.
16. Adm.7/80 Sept. 1742
17. Adm.7/80 Oct.1734.
18. One of the great problems of using the records as they pertain to Channel Island vessels and men, is that the (English) recorders were often confused by the French speaking Channel Islanders. This example is but one of dozens.
19. Gazette d'île de Jersey Jan.1789.
20. Weekly Register, Nov.1731.
21. Adm.7/78. Oct. 1733.
22. Adm.7/82. 1738.
23. P.R.O.E.190 . July 1739.
24. Adm.7/84. Jun 1742.
25. C.O.194/24. List of vessels at St.John's,Newfoundland, 1742.
26. Adm.7/366 "Register of Protections" 1643.
27. Lloyds List Jan.1744.
28. H.C.A. 30/775
29. Lloyds List Aug.1744
30. Lloyds List Aug.1744
31. Adm.7/367. 1744 April.
32. Adm.7/84 Jun.1747
33. Adm.7/371. Mar.1748
34. Lloyds List Jan.1750
35. Lloyds List Jun 1750.
36. A.C. Saunders, Jersey in the Eighteenth and Nineteenth Centuries (Jersey,1930).
37. See above page 4, and below in the details of shipping owned by James Pison during the 1750's.
38. Saunders op cit.
39. Ibid.
40. See my report on the Robin family.
41. Account book of William Tucker of Port de Grace 1775. Transcript in the possession of Dr.K. Matthews, Memorial University.
42. Adm.7/317. "Bee" Jan.1778 and Adm.7/317 "Mars"Aug. 1778.
43. See my report on the Robin family.
44. Lloyds Register 1778 (Messrs.Thomas and James).

Footnotes

45. Ib id.
46. HCA 26/72 Apr.1778
47. Adm.7/317. Aug.1778
48. Lloyds Register 1784.
49. HCA 26/62 Fe b. 1778
50. Adm.7/317 Sept. 1778
51. Adm.1/471. List of the homebound convoy from St. John's, Newfoundland, Nov.1778. and HCA26/36 Feb.1778.
52. H.C.A. 30/77 12 Jul 1803.
53. H.C.A. 26/62 Apr.1778.
54. Adm.7/318 Mar.1782
55. Gazette d'Ile de Jersey, Mar.1787.
56. Letter Book of Newman, Hunt and Company, Mar.1797. Letter book of Robert Newman and Company, Jun. 1797.
57. HCA 26/74. Apr. 1798.
58. See details of her in attached shipping lists.
59. B.T.162/4. 1815.

SHIPS OWNED BY THE PIPON FAMILY. - 1770 onwards.

(either separately or in partnership with others.)

1. AEOLUS 1778-1781, 160 tons.
2. BEE 1773-1778 200 tons.
3. BENNETT 1778 80 tons.
4. DOLPHIN 1778 70 tons.
5. EAGLE 1782. 30 tons
6. GEORGE 1776-1778 110 tons.
7. MARQUIS OF TOWNSEND. 1800-1805, 71 tons.
8. MARS. 1778-1781 171 tons.
9. MARY 1776-8 70 tons.
10. RETALIATION 1784 160 tons.
11. SPRIGHTLY 1779 70 tons.

SHIPS OWNED BY THE PIPON FAMILY.

AEOLUS. 160 tons, 60 men, 12 guns. ¹ Captain Philip Giffard, American Letter of Marque Issue 1778.

Took 3 French prizes before she had officially obtained Letter of Marque against France, and they had to be given up to the Admiralty. ²

In 1781 captured a Danzig vessel of 300 tons, laden with 300 tons of wine on a voyage from Rochfort to Brest. ³

This vessel was owned by James Pipon and Francis Janvrin. ⁴

Footnotes.

1. H.C.A. 28/62 1778.
2. H.C.A. 28/1.
3. Lloyds List Mar. 1781.
4. H.C.A. 26/62

DOLPHIN

70 tons, 50 men, 6-3 prd. Letter of Marque. Captain
Philip Vibert.

1778. Voyage from Jersey to Lisbon in ballast. To load wine for Jersey.¹

FOOTNOTE.

1. H.C.A. 26/62. Aug..1778

MARQUIS OF TOWNSEND.

71 tons, 50 men, 8=8 prd. cannon. Letter of Marque owned JAMES PIPON,¹ James Remon and James A. Lempriere of Jersey. A Lugger.

1805. January . 70 tons, 50 men, voyage from Jersey to Newfoundland.²
December. News taken by French warship.³

Footnote.

1. H.C.A. 26/76
2. Adm. 7/375 Jan. 1805
3. Lloyds List Dec. 1805.

VESSELS JOINTLY OWNED BY ROBIN AND PIPON FAMILIES.

MARS. 170 tons, 60 men, 12-4 pdr. cannon. Letter of Marque. Owned by John, Charles and Thomas Robin, Thomas Pipon and James Amice 2 Lempriere of Jersey. 1 and Charles DeCarteret if Guersn ey.

They owned the Vessel in 1778-9, but in 1779 Nov. ownership was reduced to John and Charles Robin, Thomas Pipon and Lempriere. 3 By 1781 it was further concentrated into the hands of Philip Robin and Thomas Pipon. 4

1778. Captain Thomas Delegarde. 5

1779. Captain John (Jean) Luce. Captured the "DIABLE" of Spain, Condemned in July, 6 and the N.S. de Begona, a 46 man Spanish privateer, condemned in September. (7)

1780. Captain John (Jean) Tocque. 8

July. In a raid along the Norman coast took 9 small French vessels and burnt 7 more. Sent 2 vessels to Penzance laden with flour. Captured a French privateer of 52 men and 8-2 pdr. cannon. Sent her to Falmouth;

Aug. Sent a French schooner into Penzance laden with tar and Rozin.

Nov. Recaptured a Liverpool vessel laden with naval stores from Archangel. (9).

1781. Captain John Poingdestre. 10

Took "Ste. Joseph d'Anuncis" of Spain, 11 sent her to Jersey.
Took the "St. Anne de Cornal" of France 11.

FOOTNOTES.

1. Adm. 7/317 Aug. 1778
2. Adm. 7/318 Sept. 1778
3. Adm. 7/318
4. Adm. 7/318
5. Adm. 7/317 Aug. 1778
6. HCA 24/148
7. HCA 24/148
8. Adm. 7/318
9. HCA 24/149
10. Adm. 7/318.
11. HCA 24/149

SPRIGHTLY.

Owned Charles Robin, Thomas Pipon and Phillip Jean. 70 tons, 70 men
18-3 pdr. Letter of Marque. Registered in Guersney. Cutter.

1779. Feb. Captain Gideon Philip Degaris.¹

Nov. Took the "San Francisco Xavier" of 700 tons. This vessel
was going from Lima to Cadiz with an immensely valuable
cargo including 200,000 dollars in gold, 430 chests of
Cochineal, 140 tons of copper bars, 400 tons of Cocoa,
and an assortment of Bale goods.² It must have been one
of the most valuable ships taken during the entire
American War and the owners of the Privateer would have
shared a fortune.²

FOOTNOTES.

1. Adm. 7/317 Feb. 1779
2. Lloyds List Nov. 1779

MATTHEW

60 tons, 13 men. Captain George Legros.

James Pison of London, the main owner, but the Captain also had a share. ¹

FOOTNOTE.

1. Adm. 7/84 Jun 1747.

PIPON.

1736. Sept.

Adm. 7/135. Probably owned PIPON GALLEY abra MALZARD at Carb.of
Jersey. to Med.

PIPON OWN.-

1779 (before that?) MARY J. Heraute. 70/9 NFLD. TRADE.

Lloyds Register 1779/80.

SALLY. 120 tons 12 men and 6 guns. Owned James Pipon of London,
and the Captain, George Legros. Registered in London, 1756.

1758. 16 May. South Carolina from London.¹

Aug. South Carolina to London.²

FOOTNOTES.

1. C.O. 5/510 May 1758.
2. C.O.5/510 Aug. 1758.

SWIFT

140 tons, 12 men, probably owned by Captain and James Pison:¹

1750. Aug. News Philadelphia from London.²

1751. Jul. News Naples from London.³

1752. Apr. London to Naples.⁴

1753. 22 Feb. Dover from Trieste.⁵

Mar. News Rotterdam from London.⁶

1755. Jan. News Venice from Naples.⁷

FOOTNOTES.

1. Adm. 7/87
2. Lloyds List Aug. 1750.
3. Lloyds List Jul. 1751
4. Lloyds List Apr. 1752
5. Lloyds List Feb. 1753
6. Lloyds List Mar. 1753
7. Lloyds List Jan. 1755