BRISTOL, AFRICA AND
THE EIGHTEENTH-
CENTURY SLAVE TRADE
TO AMERICA

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VOL. XLVII

BRISTOL, AFRICA

AND THE

EIGHTEENTH-CENTURY

SLAVE TRADE

TO AMERICA

VOL. 4 THE FINAL YEARS, 1770–1807
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INTRODUCTION

Bristol merchants were the first group outside London to develop a major export trade to Africa after the ending of the Royal African Company's monopoly of English trade south of Cape Blanco in 1698. Evidence presented in earlier volumes in this series shows that the number of ships leaving the Avon port each year rose from under five immediately after 1698 to fifty or more in 1730–2. Accounting for over 40 per cent of all English clearances to Africa at the latter date, Bristol was by this time the leading English port trading to Africa, eclipsing London in the late 1720s and still overshadowing Liverpool, the other principal outport involved in the trade. Overall, Bristol merchants played a major role in the expansion of English trade to Africa in 1698–1730. At the same time, the African trade was an important factor in the growth of Bristol's general overseas commerce, with investment by the port's merchants in African voyages reaching perhaps £200,000 a year and clearances to Africa accounting for about 12 per cent of all the port's clearances in the early 1730s.¹

The ascendancy of Bristol over England's trade to Africa lasted, however, for little more than a decade. The number of ships clearing from Liverpool to Africa rose steadily during the 1730s and, as Bristol merchants' enthusiasm for the African trade waned sharply during the Anglo-French war of 1743–8, their northern rivals established a dominance over British trade to Africa that was to prove unchallenged for over a century. The ending of the French war in 1748 witnessed a revival in Bristol's interest in the African trade, with the number of ships being fitted out for the coast surpassing thirty in 1748–9 and again in 1763–4 and averaging overall about twenty-five a year during the two decades before 1770. Furthermore, as financial outlays per voyage tended to rise after 1748, it is possible that at the height of annual clearances in 1748–69 investment by Bristol merchants in the African trade approximated that reached in the 1730s. Despite this, Bristol's

relative position in the African trade continued to decline after 1748 as annual clearances from Liverpool to Africa climbed steadily to around 100 in the early 1770s, merchants from other ports in north-west England became involved in the trade, and London's interest in it revived from the mid-1760s onwards. By 1770, therefore, Bristol's share of Britain's trade to Africa had fallen to about 15 per cent, or about a third of that achieved at the height of the port's influence over the trade in the early 1730s.

Although in the shadow of Liverpool merchants, Bristol merchants continued nevertheless to be significant participants in the African trade for at least two decades or so after 1770. The data presented in this volume indicate, in fact, that between 1770 and 1807, when the slave trade was abolished by Parliament, Bristol merchants dispatched some 541 voyages to Africa. Of these voyages, 526 were fitted out at Bristol, with the remaining fifteen being fitted out in London, Liverpool, the Caribbean, and Boston, New England. A further three African voyages were fitted out at Bristol by merchants of other ports and are included in this collection. Excluding the last three, Bristol merchants financed, therefore, some fourteen African voyages a year, on average, during the thirty-eight years covered by the present volume. Compared to Bristol's earlier trade to Africa or the level of Liverpool's African trade in 1770–1807, this was a modest performance. However, as we shall see, much of this activity was concentrated in the period before the outbreak of war with France in 1793, when in some years Bristol merchants dispatched over thirty vessels each year to Africa. Given that most of these voyages were for slaves, Bristol thus remained one of the principal middle-ranking slave-trading ports in Europe until late in the eighteenth century.

As with previous volumes in this series, the remainder of this introduction is divided into two sections. Section I describes the main sources used to trace Bristol voyages to Africa in the period from 1770 to 1807. Since the reliability of some of these sources has been the subject of some debate among historians, this section also contains some discussion of this issue. Section 2 outlines some of the major features of Bristol's trade to Africa from 1770 onwards and concludes by offering some reflections on the causes of the collapse of Bristol's trade to Africa in the period after 1793.

**I. SOURCES AND METHODOLOGY**

The historian investigating Bristol's commerce with Africa from 1770 onwards is fortunate in having a relative abundance of sources of data at his or her disposal compared to earlier years in the century. The principal sources used in this volume include official commercial and

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shipping records; surveys of British trade to Africa; newspapers, marine lists and *Lloyd's Register*; Parliamentary papers; African company records; and, finally, private correspondence and commercial papers. A brief review of these sources and the information they supply follows.

Several sets of official or public commercial and shipping records that were used in earlier volumes in this series continue to provide important information about Bristol voyages to Africa from 1770 onwards. These include the Port Books (PRO E190 series), the Mediterranean Passes (PRO ADM 7 series), the Wharfage Books (Society of Merchant Venturers Hall, Bristol), the Colonial Naval Office Shipping Lists (PRO CO series), and Bristol Muster Rolls (Society of Merchant Venturers Hall, Bristol). The provenance of these records and the sort of information they supply have been considered in earlier volumes, and the reader is referred to them for a fuller discussion of these matters. Some of these records, notably the Muster Rolls, provide information about trading places in Africa. The major value of these official records lies, however, in the information they supply about the ships involved in the African trade, their owners, their voyage patterns and voyage times, and the numbers of slaves delivered to America.

There are no inward Port Books available for Bristol after 1742. But outward books are available in a largely continuous series through to 1789. Furthermore, information similar to that provided by the Port Books is also given in the *Bristol Presentments* held at Avon County Reference Library. Locally printed weekly lists of imports and exports at Bristol, these first appeared in the late 1760s and continue, with some gaps, into the nineteenth century. From these sources, it is possible to identify ships bound for Africa, the goods they carried, and the merchants loading them. Further information on these ships is to be found in the Mediterranean Passes, Wharfage Books, and Muster Rolls. A continuous series of Mediterranean Passes exists for the whole period covered by the present volume, while similar series of Wharfage Books and Muster Rolls continue into the 1790s. These records are important sources of information about the place and date of construction of ships employed in the African trade as well as their tonnage, armament, crew, and voyage times.

Information on the ships employed by Bristol merchants in the slave trade is also to be found in the Naval Office Shipping Lists. The uneven survival rate of these lists for the period up to 1769 has been noted in earlier volumes; similar problems exist in the period after 1769. Except for Virginia, there are apparently few extant lists available for any of the slave-owning British colonies in America during most of the 1770s. The survival rate of lists improves thereafter, but substantial variations

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3 There is also a discussion of some of these records in Kenneth Morgan, *Bristol and the Atlantic Trade in the Eighteenth Century*, Cambridge, 1993, pp.225–31.

The Eighteenth-Century Slave Trade

between colonies in their rates of survival remain. There are few lists in 1780–1807 for Barbados and the Leeward Islands of Antigua, Montserrat, Nevis, and St Kitts, but good, though broken, runs of lists for Jamaica for most of the same period. At the same time, there are quite lengthy runs of lists, particularly in the 1780s and 1790s, for Dominica, Grenada, and St Vincent. The relatively high survival rate of lists for the last three islands and Jamaica is especially welcome as these colonies proved to be among the principal markets supplied by Bristol slave ships during these years. By comparison, few Bristol ships appear to have supplied slaves to Barbados and the Leeward Islands after 1783.

The data from official commercial and shipping records represent the backbone of the voyage histories contained in this volume. Further information relating to the history of these voyages is obtainable from other records. These include several sources used to reconstruct voyages undertaken before 1770; the most notable of these are a survey of Bristol ships involved in the African trade between 1750 and 1776; Felix Farley’s Bristol Journal; Lloyd’s List; accounts of duties paid on slave imports into South Carolina before 1776; and Damer Powell’s listing of Bristol ships issued with letters of marque in wartime. For the period covered by this volume, however, information has also been obtained from a variety of new sources. The most important of these are Lloyd’s Register, an annual series of which is available from the 1770s; various surveys and reports found in Colonial Office, Treasury, and other papers relating to the ownership and destinations of Bristol ships trading to Africa, the arrival and departure of ships at the African coast, and slave imports at Grenada and Jamaica; West Indian newspapers such as the Royal Gazette and Cornwall Chronicle (both published in Jamaica) and the Demerary and Essequebo Gazette; and Parliamentary papers. The last group includes reports and minutes of evidence arising


7 Lloyd’s Register of Shipping; P.R.O. T 64/286; P.R.O. T 70/1537–87, African Company records, detached papers; P.R.O. CO 106/3, List of Slaves Sold in Grenada since its return to the English in 1784; P.R.O. BT 6/7, A List of Vessels belonging to the Port of Bristol employ’d in the African slave trade, 11 March 1788; ‘Slaves imported from the coast of Africa at Kingston and Montego Bay, Jamaica, November 1792 to November 1799’, Journals of the Assembly of Jamaica, volume X (1797–1802), pp.367–9, 380; Parliamentary papers, House of Commons, Sessional papers, notably XXIV (1789), 629, 631, 633; XXVI (1789), 646a; XXXI (1790), 705; XXXV (1792), 766–8; XLII (1795–6), 849; IV (1801–2), 429; XIII (1806), 777; House of Lords, Sessional papers, III (1798–9), order dates 10 June, 21 June, 24 June 1799; VII (1806),
from Parliamentary investigations of the slave trade as well as information on slaving and non-slaving voyages to Africa arising from Parliamentary regulation of the trade from 1788 onwards. Concerned mainly to improve the conditions of slaves in transit from Africa to America by, among other things, limiting the loading capacity of ships, such regulations generated substantial amounts of data on slaves shipped in Africa and delivered in America as well as on the trading locations and voyage times of slave ships. As a result, it is possible to construct a much more detailed picture of Bristol voyages to Africa in the late eighteenth century than for any other period.

In addition to a greater variety of public records, there is a substantial volume of business papers relating to Bristol voyages to Africa from 1770 onwards. Of these, the most important are undoubtedly the papers of James Rogers in the series of Chancery Masters Exhibits in the Public Record Office. Comprising fifteen boxes of accounts and correspondence, mainly relating to the decade after 1783, Rogers’ papers provide detailed information about the owners and costs of African voyages, conditions of trade in Africa, prices of slaves in America, remittances from the West Indies, and the profitability of slaving voyages. Particularly through correspondence from masters of ships from the African coast, the Rogers papers offer some unique insights into the conduct of trade by Bristol merchants at the African coast before the abolition of the slave trade in 1807. To the evidence gleaned from Rogers’ papers one may also add evidence on business aspects of Bristol’s African trade found in some other, smaller collections of voyage accounts. These include the accounts of the *Hector*, 1770–3; the accounts of the snow *Africa*, 1774–6; and the logbook of the *African Queen*, 1790. Combining the voyage accounts contained in these sources with those found in the papers of James Rogers, it is possible to calculate the profits from some twenty-eight Bristol slaving voyages during the period from 1770 to 1792. This is the most concentrated series of voyage accounts for the Bristol slave trade so far unearthed.

Given the range of sources used, it seems unlikely that any significant numbers of vessels leaving Bristol for Africa in 1770–1807 have been overlooked in compiling the voyage histories contained in this volume. Some historians have sought to cast doubt on the reliability of some of the sources used here. This applies, in particular, to Parliamentary

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201; House of Lords Record Office, returns, order dates 10 July, 28 July 1799; *Cornwall Chronicle* (Montego Bay, Jamaica); *Royal Gazette* (Kingston, Jamaica); *Essequebo and Demerary Gazette* (Stabroek). I am grateful to Stephen Behrendt for supplying me with data gleaned from the last three sources. Copies of the *Royal Gazette* are available at Harvard University Library, Cambridge, Massachusetts.

8 P.R.O. C 107/1–15.

9 Ms 92/011, Log of the *Hector* 1770–3 and LOG/M/64, Logbook of *African Queen* 1790, National Maritime Museum, Greenwich; logbook of snow *Africa*, 1774–6, Bristol Museum.
papers which, according to Joseph Inikori, significantly understate the annual number of slave ships leaving British ports for Africa after 1788.10 It is inappropriate to review here the debate surrounding estimates of the volume of the British slave trade in the two decades before its abolition in 1807.11 It should be noted, however, that the data on Bristol voyages to Africa presented in this volume are derived from a number of often overlapping sources, some of which have been endorsed by Inikori as providing a reliable guide to British ships entering the African trade.12 Moreover, evidence gleaned from local Bristol sources such as the Bristol Presentments and Felix Farley's Bristol Journal indicates that Parliamentary papers provide accurate listings of Bristol ships bound for Africa in the period from 1788 onwards. On the whole, therefore, it seems reasonable to assume that this volume contains a more or less complete inventory of Bristol voyages to Africa in 1770–1807.

Although few, if any, voyages to Africa have probably escaped detection, the amount of information unearthed about each voyage still remains very uneven, despite the increased range of sources available from the 1770s onwards. For instance, the trading places in Africa of most of the vessels employed in non-slaving voyages remain unknown, and evidence regarding the quantities and prices of goods purchased by their masters at the coast is slender. As for the ships involved in slaving voyages, there is still relatively little evidence, at least before the mid-1780s, on slave prices, the numbers of slaves loaded at the coast, and their mortality levels in the crossing to America. Largely because of Parliamentary regulation of slaving, a number of surveys of the trade, and survival of the Rogers papers, information of this nature is, however, much more abundant during the late 1780s and 1790s, thus allowing detailed investigation of the economics of the trade at this time. Furthermore, there are more data available throughout the period from 1770 to 1807 than earlier in the century about the ships involved in the slave trade, their trading locations in Africa and America, and the duration of parts or all of their voyages. For the great majority of ships, there is information about their crews, tonnage, armament, and place of construction. In addition, we have almost complete information about the managing-owners of slave ships and full lists of owners of some 20 per cent of them. At the same time, we can trace the actual or intended trading location in Africa of some 75 per cent of the slave ships dispatched from Bristol in 1770–1807, while we know the place at

which slaves were sold for some 93 per cent of the vessels which succeeded in reaching the Americas. These figures are, in each case, higher than those reported in earlier volumes for the same aspect of Bristol slaving voyages before 1770. Thus, there are more data for the Bristol slave trade in its final years than for any other period in its history.

The way in which the voyage data contained in this volume is presented essentially follows that adopted in earlier volumes in this series. Vessels are listed alphabetically by name according to the year in which they embarked on their voyage to Africa. Information about each vessel and its voyage is then entered under 14 headings, as follows:

1. The tonnage and armament of the vessel
2. The number of the vessel's crew, outward from Bristol, on its homeward journey, or otherwise specified
3. The place and year of construction of the vessel
4. The place and date of its registration
5. The master(s) of the vessel
6. The owner(s) of the vessel
7. The vessel's date of departure from Bristol or other (named) port
8. The vessel's recorded place or places of trade in Africa
9. The number and/or intended* number of slaves shipped in Africa
10. The port or ports of arrival of the vessel in America
11. The vessel's date(s) of arrival at the port(s) in America
12. The number of slaves delivered to or sold at the port(s) in America
13. The date of departure of the vessel from its last port of call in America
14. The date of the vessel's return to Bristol or other known outcome to the voyage.

A lack of information about a vessel or its voyage under any of these headings is signalled by a blank entry, except for (8), where a blank normally indicates that the vessel’s trading location was simply given as 'Africa'. Where there is information about the dates of both departure and return of vessels at Bristol and the issue and return of Mediterranean Passes, the latter is given in brackets under (7) and (14). As noted in an earlier volume, passes were normally taken out some days or even weeks before a vessel sailed from Bristol and were returned often weeks after its arrival home.\(^{13}\) It should also be noted that before 1789 there was no formal restriction on the numbers of slaves that vessels were allowed to carry. However, under the Dolben Act passed in 1788, the slave-carrying capacity of British vessels was regulated in accordance with their tonnage. Furthermore, new

\(^{13}\) Richardson (ed.), *Years of Ascendancy*, p.xiii.
regulations governing vessels' carrying capacities were introduced from 1799. Under (9), therefore, the 'intended' number of slaves to be shipped in Africa refers before 1789 to merchants' expectations of the number of slaves to be loaded. But from 1789 onwards it refers to the number of slaves that the vessel was legally permitted to carry. Although some historians have suggested that the laws regulating the carrying capacities of slave ships were sometimes evaded, there seems little firm evidence to suggest widespread evasion, a point reinforced by the voyage data presented in this volume.

The variety of records used in compiling this volume means that there is some overlap in information about ships and their voyages. Often information from one source exactly duplicates that found in another. But in some cases variations in information occur between different sources. This poses problems for summarising the data under the headings noted above. For the sake of consistency, I have largely adopted in the present volume the method used in earlier volumes for arranging entries under these headings. Thus the registers of Mediterranean Passes and Naval Office Shipping Lists are the primary sources of information for entries (1) to (4) and (10) to (13), the Port Books for entries under (5) and (6), the Muster Rolls for entries under (7), and the Wharfage Books for entries under (14). As the Port Books end in 1789, I have thereafter relied principally on the Bristol Presentments for the data entered under (5) and (6). At the same time, it is clear that Lloyd's Register often provides more specific information than either the Mediterranean Passes or the Naval Office Shipping Lists about the place and date of construction of ships. Where this is the case, I have preferred the information provided by Lloyd's Register and have included information from this source under (3).

Where relevant information exists in other sources that differs from that given by the principal source used, I have again followed the practice adopted in earlier volumes and entered this in brackets under the appropriate heading. This type of information is to be distinguished from that given in square brackets; this is intended to clarify evidence from contemporary sources or to signal that the information given lacks proper documentary support. Multiple entries are particularly common under heading (12) where data on slave deliveries in the Americas given in the Naval Office Shipping Lists often vary from those given in other sources such as Parliamentary papers or newspapers. They are also common in the case of (11), (13) and (14), where data from Muster Rolls relating to the dates of discharge and enlistment of crew at colonial ports are included together with those from the Naval Office

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Shipping Lists and the Wharfage Books. As noted elsewhere, there is often a close correlation between the dates of arrival and departure of ships given by the last two sources and the dates when, according to Muster Rolls, crew were discharged or enrolled abroad or at Bristol.\(^\text{16}\) Thus, when the Naval Office Shipping Lists or Wharfage Books are missing, Muster Rolls may be used to indicate approximate dates of the arrival and departure of ships at ports in the Americas as well as their return to Bristol.

Evidence about voyages that largely falls outside the headings noted above is presented at the end of the voyage history, together with references to the various sources used. The amount of supplementary evidence varies greatly from voyage to voyage, but, on the whole, is greater in 1770–1807 than for earlier periods in the century. It is particularly dense in 1783–93 when James Rogers was heavily involved in the trade and Parliamentary regulation of it began. The information given includes details of the costs of vessels and their outfit, the dates of arrival at and departure from Africa, the sex and age structure of slaves shipped, the mortality of slaves in the Atlantic crossing, the merchants to whom slaves were consigned for sale in America, the prices obtained for slaves and the methods used for remitting the proceeds of slaves, and, where the vessel failed to complete its voyage, the circumstances surrounding its fate. Because of limitations of space, data available in the Port Books, Naval Office Shipping Lists or business papers on the types of goods exported to Africa or imported into Bristol by ships have largely been ignored. However, some features of Bristol’s exports to Africa in this period are highlighted in section II, while readers interested in Bristol’s imports of colonial goods, whether on returning slave ships or other vessels, can find information on this subject in some other recent studies.\(^\text{17}\)

\section*{II. BRISTOL AND THE AFRICAN TRADE, 1770–1807}

Throughout the second half of the eighteenth century Liverpool merchants dominated British trade to Africa. This is shown most obviously by the annual numbers of ships clearing British ports for the African coast, with clearances from Liverpool comfortably exceeding in 1750–1807 those from Bristol and London combined. It is also reflected in data on British exports to Africa after 1770. For the most part, eighteenth-century British trade statistics simply distinguish exports from London and the outports,\(^\text{18}\) but a document

\[^{16}\] Richardson (ed.), \textit{Years of Decline}, p.xiii.

\[^{17}\] See, for example, Morgan, \textit{Bristol and Atlantic Trade}, chap.7 and the references cited therein.

presented to Parliament in the late 1780s provides figures on exports to Africa from 1772 to 1787 from individual British ports. The data contained in this document are summarised in Table 1. As with other trade statistics at the time, the valuations of exports used by the document’s authors were based on ‘official’ (or constant) values rather than current prices of goods. Nevertheless, from the evidence shown in Table 1, it appears that exports from Bristol to Africa averaged some £62,134 a year in 1772-87 whereas exports from London averaged £114,816 a year and exports from Liverpool £325,534 a year. A further £6,105 of goods a year were exported from other ports. Overall, therefore, Bristol’s exports to Africa lagged well behind those of Liverpool and London in the 1770s and 1780s, accounting for just over 12 per cent of British trade to Africa at this time. As we shall see, from the numbers of vessels clearing the port for Africa after 1792, its share of British trade to Africa was even smaller during most of the twenty years preceding Parliamentary abolition of British slaving in 1807.

TABLE 1: Exports from England to Africa, 1772–1787, distinguishing Exports from Bristol, Liverpool and London from Total Exports (annual averages, £s)

<table>
<thead>
<tr>
<th>Period</th>
<th>(1) Period</th>
<th>(2) Bristol</th>
<th>(3) Liverpool</th>
<th>(4) London</th>
<th>(5) Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1772–75</td>
<td>118,879</td>
<td>452,718</td>
<td>181,696</td>
<td></td>
<td>768,427</td>
</tr>
<tr>
<td>1783–87</td>
<td>85,577</td>
<td>458,467</td>
<td>124,738</td>
<td></td>
<td>674,610</td>
</tr>
<tr>
<td>1772–87</td>
<td>62,134</td>
<td>325,534</td>
<td>114,816</td>
<td></td>
<td>508,589</td>
</tr>
</tbody>
</table>


Although Bristol ranked only third among British ports trading to Africa in the late eighteenth century, its merchants still appear to have committed substantial resources at times to the pursuit of the African trade after 1770. This was particularly so in 1770–5 and 1783–92, the only years in the period from 1770 to 1807 when Britain was not heavily involved in war. Thus, of the 541 voyages to Africa financed by the port’s merchants between 1770 and 1807, no less than 412 were fitted out in peacetime and only 129 in war years. Put another way, between 1770 and 1807 Bristol merchants financed, on average, over twenty-five voyages a year to Africa in years of peace compared to less than six a year in war years. Moreover, even during years of peace, the level of their involvement in the African trade varied substantially, with the number of voyages fitted out reaching only fifteen in 1784 but climbing to forty-nine in 1792. Overall, some 261 (or over 48 per cent) of the African voyages financed by Bristol merchants between 1770 and
1807 departed for the coast in 1770–2, 1787, and 1789–92, with no less than 146 (or 27 per cent) leaving in the final four of these years. Measured in terms of annual clearances, the commitment of Bristol merchants to the African trade after 1769 was generally just as strong in peacetime as it had been in the preceding two decades. As in earlier periods, however, their enthusiasm for the trade in 1770–1807 fell sharply in wartime.

All but one of the 157 Bristol ships clearing for Africa in the 1770s were intended for the slave trade. In this respect, the pattern of clearances from Bristol to Africa established before 1770 continued into the following decade. A significant decline in the relative importance of slave ships among clearances from Bristol to Africa is evident, however, from the early 1780s onwards. Thus, between 1780 and 1807, ninety-seven (or 25.3 per cent) of the 384 ships clearing Bristol for Africa were non-slavers. As with clearances to Africa in general, the number of ‘produce’ or bilateral traders dispatched each year from Bristol varied, and in 1786, 1795 and 1800–03 accounted for up to a half or more of total clearances to the African coast. Significantly, the rise in numbers of non-slavers at Bristol preceded the introduction in 1788 of restrictions on the slave trade and the proportion of non-slavers among Bristol clearances to Africa in 1780–1807 seems to have been higher than at Liverpool, which remained much more committed throughout this period to slaving. Overall, the growth of the trade in African produce was an important factor in sustaining peacetime clearances from Bristol to Africa in 1770–92 at levels similar to those of the mid-eighteenth century.

Estimates made in earlier volumes suggest that Bristol merchants invested up to £200,000 a year in the African trade in the early 1730s and that despite a decline in annual clearances to Africa they may have invested similar sums in the trade in the mid-1760s as average outlays per voyage rose substantially between 1730 and 1769. Detailed statistics on exports to Africa in 1772–87 as well as a larger volume of business records allow one to make rather more robust estimates of Bristol investment in the African trade from 1770 onwards. The relevant data are presented in Table 2. Columns 2–4 report figures on average exports per voyage based on trade statistics and on total outlays per voyage based on some thirty-eight sets of accounts. It should be noted that the trade statistics are in constant prices, while the voyage outlays are in current prices. Combining average voyage outlays with clearance data gives the estimates of average annual investment by Bristol merchants in the African trade in 1770–92 shown in column 5.

20 Richardson (ed.), Years of Ascendancy, p.xv; idem, Years of Decline, pp.xv–xvi.
TABLE 2: Estimates of Bristol Investment in the African Trade, 1770–1792 (£ sterling)

<table>
<thead>
<tr>
<th>Period</th>
<th>(1) Exports per Ship</th>
<th>(2) Average Outlays per Ship</th>
<th>(3) Trade Goods per Voyage</th>
<th>(4) Average Annual Total Investment (nearest £100)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1770–76</td>
<td>5,092(a)</td>
<td>5,513</td>
<td>4,308</td>
<td>121,300</td>
</tr>
<tr>
<td>1780–87</td>
<td>4,089</td>
<td>5,752</td>
<td>4,140</td>
<td>86,300</td>
</tr>
<tr>
<td>1788–92</td>
<td>NA</td>
<td>8,489</td>
<td>5,827</td>
<td>280,100</td>
</tr>
</tbody>
</table>

Note: (a) based on 1772–76 only


Interpreting the data in Table 2 poses some problems. To begin with, the voyage accounts relate primarily to slaving voyages, whereas, as we have seen, about a quarter of Bristol voyages to Africa after 1780 were non-slaving voyages. On the whole, it seems likely that outlays per venture were lower in the case of the latter as the vessels employed tended to be smaller and were more lightly manned than their slaving counterparts. In addition, a document relating to the number of Bristol vessels employed in the slave trade in March 1788 reveals that no less than six out of the thirty vessels listed were described as ‘tenders’ to another named vessel.21 Most of these were reported as measuring less than 30 tons and were intended to facilitate trade at the coast rather than transport slaves to America. The indications are that the employment of tenders in the slave trade was not confined to Bristol merchants nor to 1788; there is, in fact, evidence of the practice among Liverpool traders from the 1760s onwards and among Bristol traders throughout 1780–93.22 Given the size of tenders, expenditures on their outlays were naturally small compared to the larger vessels that they served. Unfortunately, while tenders are listed among the vessels clearing Bristol for Africa, surviving financial accounts of voyages relate very largely to ‘principal’ traders.23 When allowance is also made for the lack of evidence on the financing of bilateral voyages, it is likely,

21 P.R.O. BT 6/7.
22 For Liverpool, see my ‘Profits in the Liverpool Slave Trade: the Accounts of William Davenport, 1757–1784’, in Anstey and Hair (eds.), Liverpool and Slave Trade, p.80; for Bristol, see the voyage entries in this volume.
23 The accounts of the Hector in 1773 do include, however, records of the voyage of its tender, the Ambris.
therefore, that the figures given in column 5 of Table 2 overstate to some degree the actual levels of Bristol investment in the African trade, particularly in 1780–92. This is perhaps reflected in the fact that while exports per ship as shown in column 2 of Table 2 tended to fall by about 20 per cent between the early 1770s and the 1780s, expenditures on trade goods for those ships for which accounts have survived (shown in column 4) fell only marginally.

Despite the probable upward bias in the figures shown in column 5 of Table 2, there is little doubt that investment by Bristol merchants in the African trade reached historically high levels at certain times between 1770 and 1792. Indeed, unless the figures for 1788–92 are grossly inaccurate, it is quite probable that Bristol merchants invested more in the African trade in this five-year period than in any other equivalent period in the eighteenth century, with perhaps as much as £400,000 being invested in the trade in 1792 alone. Furthermore, while no other period between 1770 and 1792 began to approach that from 1788 to 1792 in terms of the intensity of Bristol’s enthusiasm for the African trade, investment in the trade in 1770–2 and in 1787 was, nevertheless, close to or, in the case of 1787, even above earlier peaks. In this respect, the decline in numbers of ships leaving Bristol for Africa between the 1730s and the 1780s gives a misleading impression of the trend in investment in the African trade by the port’s merchants during the sixty years before 1793. Declines in clearances were, in fact, largely offset by perhaps a doubling in investment outlays per venture in money terms during this period. This, in turn, reflected an increase in average tonnages of ships employed in the trade, a rise in the real price of slaves at the African coast, and inflationary pressures in Britain from the 1770s onwards.24

Information about those who invested in Bristol voyages to Africa from 1770 onwards is incomplete. It is, nevertheless, rather fuller than for earlier periods. Thus, there is detailed information on the shareholdings of investors in some seventy-eight Bristol voyages between 1770 and 1795; an apparently complete listing of investors in almost all voyages to Africa between 1789 and 1795; and more or less complete information about the agents or ‘pursers’ who managed, on behalf of their fellow investors, Bristol’s voyages to Africa throughout the period from 1770 to 1807.25 On the whole, information on the investors in Bristol’s trade to Africa from 1770 onwards is densest in precisely those periods when the port was most heavily committed to it.

Eighteenth-century voyages to Africa from Bristol and other British ports were typically financed by partnerships, with partners holding shares in both the vessel and its cargo.26 The size of individual shares

25 For the use of the term ‘purser’ to describe the managers of ships see P.R.O. BT 6/7.
The Eighteenth-Century Slave Trade

varied considerably, as did the number of shareholders in African ventures. At Bristol, the number of partners in most African voyages seems to have ranged between three and eight individuals in the period before 1770. This pattern appears to have continued well into the 1780s, with the number of investors in some thirty-eight voyages for which we have detailed breakdowns of owners in 1770–88 averaging 3.7 individuals. A more complete list of shareholders reveals that partnerships comprising three or more individuals remained quite common as a means of financing voyages to Africa in the early 1790s. Indeed, as Table 3 shows, some sixty-five (or 37.8 per cent) of Bristol’s African-bound ships in 1789–95 for which we have evidence were owned by groups of three or more individuals. The most striking feature of Table 3, however, is the proportion of ships which had only one or two owners. As the table shows, no less than seventy (or 40.7 per cent) of Bristol’s African voyages in the six years after 1788 were funded by single individuals, while a further thirty-seven (21.5 per cent) were funded by partnerships of just two individuals. Evidence on investors in voyages before 1788 is admittedly more patchy than in 1789–95 and there are indications that some earlier Bristol voyages to Africa were financed by single individuals. Nevertheless, on the basis of the evidence presented in Table 3, a significant change in the pattern of financing Bristol’s trade to Africa seems to have occurred in the late 1780s, with some individuals being prepared to shoulder the whole cost of funding of voyages by themselves.

TABLE 3: Ownership of Bristol Ships in the African Trade, 1789–1795

<table>
<thead>
<tr>
<th>Year</th>
<th>Ships</th>
<th>Total Number of Owners</th>
<th>Average Number of Owners</th>
<th>Three or More Owners</th>
<th>Two Owners</th>
<th>One Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>1789</td>
<td>25</td>
<td>58</td>
<td>2.3</td>
<td>7</td>
<td>9</td>
<td>9</td>
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<tr>
<td>1790</td>
<td>29</td>
<td>84</td>
<td>2.9</td>
<td>21</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>1791</td>
<td>38</td>
<td>83</td>
<td>2.2</td>
<td>14</td>
<td>7</td>
<td>17</td>
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<tr>
<td>1792</td>
<td>43</td>
<td>99</td>
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<td>14</td>
<td>10</td>
<td>19</td>
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<tr>
<td>1793</td>
<td>11</td>
<td>17</td>
<td>1.5</td>
<td>1</td>
<td>3</td>
<td>7</td>
</tr>
<tr>
<td>1794</td>
<td>14</td>
<td>27</td>
<td>1.9</td>
<td>3</td>
<td>3</td>
<td>8</td>
</tr>
<tr>
<td>1795</td>
<td>12</td>
<td>28</td>
<td>2.3</td>
<td>5</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>172</td>
<td>396</td>
<td>2.3</td>
<td>65</td>
<td>37</td>
<td>70</td>
</tr>
</tbody>
</table>

Source: P.R.O. T 64/286.

An analysis of the agents who managed Bristol’s voyages to Africa in 1770–1807 throws some light on the change in patterns of financing voyages in the 1780s. In analysing these agents, it is useful to
distinguish ‘produce’ or bilateral voyages from slaving voyages. With regard to bilateral voyages, we have information on agents for ninety voyages, all but one of which were fitted out after 1780. These voyages were managed by some twenty-two agents, the average number of voyages per agent being 4.1. However, closer inspection of the data shows that no less than forty-eight (or 53.3 per cent) of the ninety voyages were managed by just three agents, namely, Sidenham Teast Sr and Samuel and Isaac Biggs. Significantly, all three were major traders to Africa in the decade after 1783 and, on the evidence of owners of ships in 1789–95, tended to rely solely on their own or their family’s resources to finance their African ventures.27 Moreover, while other investors in bilateral voyages to Africa were usually involved in the slave trade, Sidenham Teast and Samuel and Isaac Biggs were only very occasionally involved in helping to finance slaving voyages before and after 1783.28 At Bristol, therefore, the slave trade and trade in African produce were financially rather distinct activities in 1780–95. At the same time, as the produce trade expanded, the methods used by the principal participants in this activity to fund their voyages was an important influence on changes in the overall pattern of financing Bristol’s trade to Africa after 1780.

A close inspection of the evidence relating to investors in slaving voyages suggests, however, that the growth of the produce trade was not the only factor promoting changes in the financing of Bristol voyages to Africa in this period. Earlier volumes have shown that in most years before 1770 a group of about twelve to fifteen merchants dominated Bristol’s slave trade. Recruited from a variety of backgrounds, including members of the city’s leading families as well as former commanders of slave ships, this core group of traders normally managed some 70 per cent of Bristol’s voyages to Africa. Furthermore, the members of this group probably provided a relatively large proportion of the capital invested in such voyages as it seems that they frequently took shares in voyages managed by traders other than themselves. In this respect, there appear to have been significant levels of resource-pooling and risk-spreading among the Bristol slave-trading elite.

Certain features of the pre-1770 pattern of financing and managing slave voyages continued in the period covered by the present volume. This was particularly the case with the management of voyages, with a small core of merchants organising a large proportion of the voyages dispatched from the port.29 Thus, an analysis of agents reveals that of the 429 slaving voyages in 1770–1807 where the agent’s name is known, no less than 341 (or 79.5 per cent) were managed by just ten merchants, the

28 Teast appears, however, to have been co-owner of one slave ship in 1764; see Richardson (ed.), Years of Decline, p.175. For Biggs, see 1791/3.
remaining ninety-eight voyages being managed by thirty-two other agents. The latter group included some individuals, such as Thomas Sims, who had been among the leading managers of Bristol voyages to Africa before 1770, but most were small-scale participants in the trade, managing no more than one or two African voyages. Prominent among the leading agents in the last thirty years of the century were John Fowler and John Powell in the 1770s, James Jones and James Rogers in the 1780s and early 1790s, and Thomas Jones and John Anderson throughout the whole period from 1770 until their deaths in 1795 and 1797, respectively. Each of these men managed at least thirty voyages in the period from 1770 onwards, and together controlled some 278 (or nearly 65 per cent) of Bristol’s slaving ventures in 1770–1807.30

There is evidence that some pooling of resources by leading managers of slaving voyages continued into the 1770s and 1780s.31 Thus, for instance, Thomas Deane, a major agent in the early 1760s, was a partner with John Chilcott, one of the ten leading agents after

30 John Anderson became a freeman of Bristol on 9 June 1766 (Bristol Record Office (B.R.O.), Burgess Rolls (BR) 1759–68, f.68) and was listed as a merchant at 9 Queen’s Street in 1775 (Sketchley’s Bristol Directory, 1775). He was a member of the Common Council of the city from 1772 until his death in 1797, serving as sheriff in 1772–3 and mayor in 1783–4 before becoming an alderman in 1784–97 (A.B. Beaven, Bristol Lists: Municipal and Miscellaneous, Bristol, 1899). John Fowler became a freeman of Bristol on 21 September 1754 (B.R.O. BR 1748–55, f.187) and was later described as a merchant residing in 1775 at The Butts (Sketchley’s Bristol Directory) and in 1783 at Wine Street (Bailey’s Western and Midland Directory). He was co-founder of the bank of Peach, Fowler & Co. which traded from Wine Street in 1774–81 (C.H. Cave, A History of Banking in Bristol 1750–1899, Bristol, 1899). He became Master of the Society of Merchant Venturers in 1783–4 and died on 22 December 1789 (Beaven, Lists). James Jones became a freeman of Bristol on 18 March 1784 (B.R.O. BR 1780–86, f.206) and was described as a merchant, residing at Pennwell Lane in 1787 and 1794 (Routh’s Bristol and Bath Directory; Matthews’ New History, Survey and Description of the City and Suburbs of Bristol). He became a member of the Society of Merchant Venturers in March 1792 and served as warden in 1794–5 until his death on 21 March 1795 (Beaven, Lists). Thomas Jones was described as an African merchant in 1775, residing at St James’s Barton (Sketchley’s Directory) and as a merchant, residing at Barton Street in 1794 (Matthews’ New History). John Powell became a freeman of Bristol on 1 October 1774 (B.R.O. BR 1768–74, f.110) and was described in 1775 as a Guinea merchant, residing at College Green (Sketchley’s Directory). He was appointed Collector of Customs in 1779 until his death in 1799. In 1779–80 he was Master of the Society of Merchant Venturers and in 1783 the President of the Colston Society (Beaven, Lists; Routh’s Directory; Matthews’ New History). James Rogers became a freeman of Bristol on 6 September 1774, when he was described as an insurance office keeper, having previously been a partner in a marine insurance business at Haverfordwest (B.R.O. BR 1768–74, f.109; P.R.O. C 107/11). He was described in 1775 as a merchant residing at Orchard Street (Sketchley’s Directory) and in 1787 and 1793–4 as a merchant at College Green (Routh’s Directory; Matthews’ New History). He was warden of the Society of Merchant Venturers in 1788–9 and died in 1799, six years after going bankrupt in 1793 (Beaven, Lists; Minchinton (ed.), Trade, p.190).

31 The following two paragraphs are based on voyage histories contained in this volume.
1770, in the voyages of the *Hector* in 1770–3; between them they held half of the shares in the ship’s three voyages in this period. Chilcott was also a shareholder with John Anderson and James Rogers in the voyage of the *Africa* in 1774, each of them taking a one-eighth share in the ship. Similarly, Thomas Jones was joined by John Powell in taking shares in the *Wasp* in 1780 and was later a shareholder with James Rogers in the voyage of the *Sally* in 1783, while the latter was a shareholder with John Anderson in the voyage of the *Tartar* in 1780 and with John Powell in the voyages of the *Pearl* in 1783 and 1785. Precise details of the shareholdings in most of these voyages are unavailable, but between them Powell and Rogers owned three-eighths of the *Pearl* in 1783.

While pooling of resources by leading slave merchants was still evident in the mid-1780s, evidence on the ownership of Bristol slave ships suggests that a sharp decline in this activity had occurred by the end of the decade. Thus, while James Rogers took shares in voyages organised by lesser agents such as Patrick Fitzhenry, neither he nor any of the other principal traders in 1789–95 — namely, John Anderson, James Jones, and Thomas Jones — held shares in each other’s voyages. On the contrary, each of the four was separately involved solely on their own account in several slaving voyages in 1789–95. Furthermore, while some investors in slaving voyages in this period such as Thomas Deane and Thomas Rigge were partners of more than one of the leading agents, some of the latter seem to have forged particularly strong ties with certain partners. Thus, James Harvey and Charles Young were regular partners of John Anderson, with Young, as Anderson’s nephew, taking his uncle’s surname, and continuing in the trade after John Anderson’s death in 1797.32 Similarly, Richard Fydell and Sir James Laroche were frequent shareholders in voyages managed by James Rogers in 1789–93, as were Edward and John Watkins in voyages managed by James Jones. Overall, however, the number of investors in Bristol slaving voyages seems to have declined sharply around 1790, leaving the principal managers of voyages to assume an increased share in the costs of fitting out voyages. The indications are that in doing so they overwhelmingly invested in voyages directly under their own control.

A review of the evidence suggests that the African trade continued to attract new investors at Bristol in the late eighteenth century, but that the financing and management of voyages to Africa from the port were increasingly concentrated in the hands of a small number of merchants, even in the years 1788–92 when Bristol’s investment in the African trade reached perhaps its highest level before 1807. More than ever before, then, the pattern of Bristol’s trade to Africa in 1770–1807 was very largely shaped by the decisions of a few merchants and by the

32 As a beneficiary under John Anderson’s will, Charles Young was exhorted to adopt the surname Anderson. P.R.O. Prerogative Court of Canterbury (PCC) PROB/11/1292.
financial outcome of their ventures. A further indication of the influence of these merchants on Bristol's trade to Africa after 1770 may be obtained, therefore, by examining the coastal distribution in Africa of Bristol voyages, the pattern of slave sales in the Americas, and, finally, the profitability of Bristol African ventures.

In examining the coastal distribution of voyages to Africa, it is useful to distinguish bilateral from slaving voyages. Although there are detailed records of voyages of some bilateral traders such as the African Queen, which traded in 1790 between Sierra Leone and Anamaboe on the Gold Coast, information on the trading venues of bilateral ships is limited. Nevertheless, from the data that are available, it appears that the voyage of the African Queen was not untypical, with most 'produce' ships trading at places between Upper Guinea and the Gold Coast, where they obtained ivory, camwood, and palm oil in exchange for goods exported from Bristol. A significant minority of 'produce' ships also traded at Gabon and Cameroon, with redwood being the principal item of trade at these places. In general, there is little evidence to suggest that any of the leading merchants engaged in this branch of the African trade had a marked preference for trading with a particular African region. All, in fact, dispatched ships to each of the areas noted above. In this respect, regional specialisation was limited in the 'produce' trade.

Evidence on the coastal distribution of Bristol slaving activity is fuller for the years after 1770 than for any other period in the eighteenth century. Information relating to trading venues in Africa exists, in fact, for some 329 (or 74.3 per cent) of the ships involved in slaving in this period. This compares with about 50 per cent of ships in the quarter-century before 1770 and only about 11 per cent in the first thirty years of the century. In general, information on trading locations becomes denser over the period from 1770 to 1807, with information of this sort being available for about half of the ships sailing in the 1770s, 82 per cent of those sailing in the 1780s, and 91 per cent of those sailing in 1790–1807. Taking the period 1770–1807 as a whole, ports such as Old Calabar, New Calabar, and Bonny in the Bight of Biafra attracted no less than 151 (or 45.9 per cent) of the ships with known trading destinations, while the Gold Coast attracted eighty (24.3 per cent) and Sierra Leone and the Windward Coast fifty-three (16.1 per cent). Of the remaining forty-five ships with known trading venues, twenty-six visited Angola, fourteen Senegambia, and five the Bight of Benin. Overall, then, about 70 per cent of Bristol ships involved in the slave trade from 1770 to 1807 traded at just two regions in Africa, while over half of the remaining ships traded at one other region.

In some respects, the pattern of slaving activity in Africa by Bristol traders after 1770 differed from that in earlier years. In particular, the importance of Angola and Sierra Leone changed as fewer ships traded at the former region and more at the latter. This broadly paralleled changes in the general distribution of British slaving activity in Africa, particularly
in the fifty years before 1793. Changes in the relative importance of Angola and Sierra Leone apart, the most striking feature of trading patterns in the last third of the century was, however, the continuing importance of the Bight of Biafra and Gold Coast as trading venues for Bristol slave merchants. Thus, as in the quarter-century before 1770, two-thirds or more of Bristol slave ships appear in 1770–1807 to have traded at these two regions, with the numbers visiting the Bight of Biafra being some 60 per cent greater than those visiting the Gold Coast. In this respect at least, the entry of new merchants into the trade from 1770 onwards did little to change the broad pattern of Bristol's slaving activity in Africa.

A closer inspection of the data reveals, nevertheless, that the coastal pattern of slaving activity varied between 1770 and 1807. For instance, about 57 per cent of ships went to the Bight of Biafra in the 1780s, while none visited the region in 1800–7. Similarly, over a quarter of Bristol slavers went to Sierra Leone and the Windward Coast in 1790–1807, while less than 3 per cent did so in the 1770s. As with the broader picture described earlier, these fluctuations in the relative importance of particular regions within the period 1770–1807 are similar to those found in the slave trades of other ports, notably Liverpool. As such, they suggest that changes in the regional distribution of Bristol slaving activity in Africa after 1770 were perhaps largely symptomatic of more general adjustments by British merchants to changing trading conditions at the African coast. However, it is also possible that they reflected to some extent changes in management of slaving voyages at Bristol. Thus, further inspection of the data shows that, while all the leading Bristol managers of slaving voyages sent large proportions of their ships to the Bight of Biafra, some evinced greater preference for trade with certain other regions than their fellow managers. In 1783–93, James Rogers, for example, tended to direct ships towards ports in or near to Sierra Leone, while John Anderson and James Jones seem to have preferred trading at the Gold Coast. Moreover, within the Bight of Biafra, ships owned by James Rogers tended to visit Old Calabar, while those of Thomas Jones were largely directed to New Calabar and those of John Anderson and James Jones to Bonny. As the types of goods and vessels employed in trades with particular regions or ports varied, these differences in trading habits may have helped to promote the growing demarcation in slave trading firms at Bristol around 1790. At the same time, as the number of

33 Richardson, 'British Slave Trade', p.173.
Bristol merchants in the trade declined, the preferences of individual merchants had an increasingly large impact on the general pattern of the port's trade in Africa.

Among the Bristol ships involved in the 443 slaving voyages fitted out in Bristol in 1770–1807, it appears that thirty were lost before they reached an American port while a further eighteen acted purely as tenders to larger vessels and did not carry slaves across the Atlantic. In total, therefore, Bristol ships successfully completed some 395 slaving voyages to America between 1770 and 1807. In twenty-four cases, the port of arrival of ships in America is unknown, but an analysis of the remaining 371 voyages shows that Bristol ships delivered slaves to some nineteen different colonies or markets in this period. As in earlier periods, however, the distribution of slave sales across these markets was highly uneven, with no less than 332 (or over 89 per cent) of the 371 shiploads of slaves being delivered to just six markets. Of these 332 cargoes, 193 were sold at Jamaica, 51 at Grenada, 36 at St Vincent, 22 at South Carolina, 18 at Dominica, and 12 at Demerara. Of the remaining thirty-nine cargoes, eight were sold at Tobago, six each at St Kitts and Barbados, four at Tortola, three at Virginia, two each at Antigua, Martinique, Montevideo, and St Domingue, and one each at St Croix, St Thomas, Trinidad, and Oronoko, the last after the vessel involved had been seized by the enemy.

From these data, it appears that, in comparison with the 1760s, a substantial decline occurred from 1770 onwards in the level of slave deliveries by Bristol ships to Antigua, Dominica, St Kitts, and South Carolina. At the same time, deliveries of slaves to Grenada rose sharply during the 1770s and remained at relatively high levels through to the mid-1790s, while deliveries to St Vincent rose substantially during the 1780s and to Demerara from 1796 onwards. The decline of shipments to South Carolina seems largely to have been the result of changes in the political relationship between Britain and its former colony and the imposition of restrictions on imports by the newly independent state for most of the period from 1783 to 1807. Significantly, eighteen of the twenty-two cargoes of slaves supplied by Bristol traders to South Carolina between 1770 and 1807 arrived in the colony before 1775. Political factors also influenced the timing of slave deliveries by Bristol ships to Demerara since all the cargoes supplied by the port's traders to the colony arrived after its capture by British forces in 1796. Explaining the contrasting trends in slave deliveries to Antigua, Dominica, and St Kitts, on the one hand, and Grenada and St Vincent, on the other, is a more difficult problem. From the early 1770s, however, sugar output tended to decline at Antigua and St Kitts and to stagnate at very modest levels at Dominica, while it climbed to much

36 For earlier patterns see Richardson (ed.), *Years of Decline*, pp.xxi–xxiii.
37 Imports into South Carolina were outlawed between 1787 and 1803.
Introduction

higher and more stable levels at Grenada until the mid-1790s and seems to have grown rapidly at St Vincent during the 1780s. Levels of sugar output provide an imperfect indicator of total product in these islands since other commercial crops were grown besides sugar. Coffee, for example, was an important crop in Grenada and St Vincent throughout much of the late eighteenth century. At the same time, several of the smaller British islands in the Caribbean served as slave supply centres for the colonies of other nations. Nevertheless, available figures suggest that total slave imports into Antigua, Dominica, Grenada, St Kitts, and St Vincent were strongly influenced by trends in sugar production, with imports at Antigua and St Kitts falling away after 1770 and rising substantially at Grenada and, during the 1780s, at St Vincent. Moreover, from the voyage data it appears that Bristol traders supplied significant proportions of the slaves delivered to the last two islands. In re-orientating their trade towards the so-called Ceded Islands and away from the older Leeward Islands, Bristol slave traders continued after 1770 to demonstrate flexibility in the face of changing economic opportunities in the West Indies.

There is evidence that, particularly in the late 1780s, Bristol merchants were also tempted to supply slaves to the colonies of other nations. In 1787, John Powell & Co. sent the Friends to St Domingue with slaves, seeking to exploit the system of bounties on slave imports into their islands introduced by the French authorities after 1783, and Patrick Fitzhenry may have been involved in a similar venture a year later. At the same time, as the Spanish authorities began to relax restrictions on slave imports into their colonies, James McTaggart & Co. dispatched the Pilgrim and the Prince on slaving voyages to Montevideo, where they imported over 700 slaves in early 1788. Compared to their counterparts at Liverpool, however, Bristol slave traders seem to have been slow to seize opportunities to supply slaves directly and legally to foreign colonies. On the contrary, the voyage data indicate that, as the largest sugar colony in the British Caribbean and the principal gateway to Spanish America, Jamaica retained after 1770 its traditional position as the major market for slaves in America for Bristol traders. Indeed, if anything, its position strengthened. Thus, while the proportion of Bristol slave cargoes delivered to Jamaica varied from about 43 per cent in the 1780s to about 56 per cent in the 1790s,

40 For data on slave imports at the smaller islands as well as Jamaica in 1783–92 see Parliamentary papers, XXIV (1789), 646a; XXXV (1792), 766–7.
42 Liverpool traders imported substantial numbers of slaves into Cuba in 1790–6 and 1802–4. I am grateful to Herbert Klein for this information.
overall about 52 per cent of the cargoes of slaves reaching America in Bristol ships in 1770–1807 were landed at the island. This was a higher proportion than the share of cargoes arriving at Jamaica in the early and middle decades of the century and suggests that, despite the opening of new markets as a result of British military successes and changes in policy by other nations, Bristol traders were increasingly and perhaps exceptionally dependent on their staple market for slaves in the late eighteenth century. Overall, therefore, continuity as much as change seems to have characterised the pattern of Bristol slave sales in the Americas after 1770.

The profitability of slaving to British merchants remains a source of debate among historians. Most discussion has centred on the last fifty years of the trade, with estimated average annual returns from slaving voyages ranging from 8 per cent to 30 per cent. Such calculations have largely been based on accounts relating to Liverpool voyages. Information presented in this volume allows us to make detailed estimates for the first time of profits in the Bristol trade, at least for the period 1770 to 1792. These estimates are based on fairly good accounts relating to twenty-eight Bristol slaving voyages, fifteen of which were undertaken before restrictions on the carrying-capacity of slave ships were introduced in 1788 and thirteen in the five years from 1788 to 1792. These twenty-eight voyages represent no more than 7.3 per cent of all Bristol voyages for slaves made in 1770–92, but, proportionately, they are a rather larger sample than that used by some other historians to estimate returns from slaving at this time. The relevant data from the twenty-eight voyages are presented in Table 4.

In approaching the data in Table 4 it needs to be noted that the estimates of profits presented in column 6 refer to returns per voyage and make no allowance for the fact that most of the remittances from slave sales in the Americas were made in bills of exchange. As the voyage data in this volume indicate, the length of bills remitted was often twelve months or more and seems to have increased between 1770 and 1792. The returns shown in column 5 of Table 4 must, therefore, be discounted by perhaps 5 per cent or more in order to produce estimated annual rates of return. To put the matter another way, the rates of profit shown in column 6 tend to exaggerate annual returns from the twenty-eight voyages covered by the table.

43 Jamaica also dominated Bristol's sugar trade; see Morgan, Bristol and Atlantic Trade, p.197.

44 For a summary of earlier debates on profits see my 'Accounting for Profits in the British Trade in Slaves', Explorations in Economic History, 26 (1989), pp.492–3. For a more recent contribution see Behrendt, 'Slave Trade', chap.2.

TABLE 4: Profitability in the Bristol Slave Trade, 1770–1792

<table>
<thead>
<tr>
<th>Period</th>
<th>Number of Voyages</th>
<th>Total Outlays (£s)</th>
<th>Average Outlays (£s)</th>
<th>Total Returns (£s)</th>
<th>Rate of Profit per Voyage (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1770–76</td>
<td>8</td>
<td>44,103</td>
<td>5,513</td>
<td>52,278</td>
<td>18.5</td>
</tr>
<tr>
<td>1780–87</td>
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<td>43,468</td>
<td>6,210</td>
<td>44,360</td>
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</tr>
<tr>
<td>1788–92</td>
<td>13</td>
<td>86,860</td>
<td>6,682</td>
<td>91,034</td>
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<tr>
<td>1770–92</td>
<td>28</td>
<td>174,431</td>
<td>6,230</td>
<td>187,672</td>
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</tbody>
</table>

Note: the returns for 1770–76 assume that the owners recovered through insurance the full outlays on the Africa snow which blew up during an engagement with an American privateer on its second voyage in 1776.

Sources: Log of Hector, Ms 92/011, National Maritime Museum, Greenwich; logbook of Africa snow, Bristol Museum; P.R.O. C 107/1–15, papers of James Rogers.

From Table 4 it appears that investors in these voyages earned, on average, a profit of some 7.6 per cent per venture on initial outlays. This was rather lower than the annual rate of return achieved by William Davenport of Liverpool from over seventy voyages to Africa between 1757 and 1784 or that estimated by the late Roger Anstey for the whole British slave trade between 1771 and 1800. It was also substantially lower than the estimates of voyage profits in the late eighteenth-century British slave trade made by another historian using evidence of voyages from all the major British ports. At first sight, therefore, Bristol merchants were apparently less successful than those at other British ports in making profits from slaving after 1770. A closer inspection of Table 4 shows, however, that profits from slaving may have varied, with returns in the early 1770s perhaps being substantially higher than twenty years later. Furthermore, it should be emphasised that all the evidence on profits from 1780 onwards derives from the accounts of James Rogers. As noted earlier, Rogers was one of the principal investors in and managers of Bristol slaving voyages between 1783 and 1793. But, whereas other major investors in the trade at this time such as John Anderson and James and Thomas Jones continued to be involved in slaving voyages up to the time of their

47 Inikori, 'Market Structure'.

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The Eighteenth-Century Slave Trade

deads, James Rogers failed in 1793, owing, according to one contemporary observer, about £100,000. Moreover, some of Rogers' partners in African and other ventures such as marine insurance also failed for sizeable sums at the same time. It is quite conceivable, therefore, that the picture of profits in the Bristol slave trade in 1780-92 painted by Table 4 is misleading, and may give an over-pessimistic impression of the financial returns obtained by Bristol traders in general in this period.

An investigation of the efficiency with which Rogers conducted the slave trade compared to other Bristol merchants reinforces this suggestion. For this purpose, we may focus on the five years up to and including Rogers' bankruptcy when Bristol investment in the slave trade was at or near record levels. Measuring the efficiency of traders poses some problems, but it is assumed that, together, the length of voyages and the number of slaves delivered relative to ships' carrying capacities provide a reasonable indicator of levels of efficiency. On voyage duration, we have data for ninety-one Bristol slaving ventures in 1789-93. Of these ventures, thirty-one were managed by James Jones, twenty-seven by James Rogers, and ten each by John Anderson and Thomas Jones, the remaining thirteen being managed by other owners. Analysis of the data shows that voyage times ranged from seven to thirty-one months, but that the average time taken to complete voyages was just under twelve months. This was nearly three months shorter than in the mid-eighteenth century. More importantly in the present context, the management of vessels appears to have had little impact on voyage times, with vessels of almost all Bristol slave traders taking about the same time, on average, to complete their voyages. The exceptions to this were the vessels of Thomas Jones which tended to complete their voyages two months faster than those of other merchants.

Turning to loading rates, it is important to bear in mind that after the Dolben Act in 1788 the carrying-capacities of slave ships were legally controlled, the numbers of slaves a ship could carry being regulated by a formula related to its registered tonnage. The effect of the Act seems to have been to reduce the average slave complements of Bristol ships.

49 P.R.O. C 107/4.
51 W.E. Minchinton, 'The Slave Trade of Bristol with the British Mainland Colonies in North America 1699-1770', in Anstey and Hair (eds.), Liverpool and Slave Trade, p.49.
52 The formula allowed ships to load five slaves for every three tons up to 201 tons and one slave per ton thereafter. Thus a ship of 180 tons was allowed 300 slaves while one of 280 tons was allowed 414 (that is, 335 for the first 201 tons and 79 for the remaining tons). Legislation in 1799 further restricted the carrying-capacities of Bristol slave ships and limited the maximum loading of any ship to 400 slaves.
James Jones claimed that the Act would lower the number of slaves normally carried by nine of his ships by some 817 slaves, or 23 per cent of their normal complement of 3,520 slaves. Another calculation, based on twenty-two slave ships, suggests that, whereas these ships expected to load 7,520 slaves (or 1.87 slaves per registered ton) in 1787–8, under the Dolben formula their complement of slaves was restricted to 6,321 slaves (1.57 slaves per ton), a fall of almost 16 per cent. On the whole, ships of 201 tons or less were permitted to carry more slaves per ton than larger ones. But according to evidence given by James Jones to Parliament in 1788 a ship of 200 tons or under that failed to obtain at least two slaves per ton usually made 'a losing Voyage', Jones arguing that if a ship of 200 tons 'does not purchase 400 slaves, and more, she must certainly sink the Owner's Money – because the mere Expence of Carriage of that Number amounts to near Nine Pounds per Head; consequently every Slave she carries less she loses so many Nine Pounds'. Such pessimism about the outcome of regulating the trade is difficult to reconcile with the high level of Bristol investment in the African trade in the years immediately after the Dolben Act. Nevertheless, it is plain that the Act did restrict loading rates, thereby placing perhaps added importance on maximising slave delivery rates after 1788.

Information about the numbers of slaves that vessels were allowed to carry as well as the numbers that they delivered is available for Bristol for ninety-three voyages in 1789–93. Details of these voyages, including those who managed them, are presented in Table 5. From the table, it appears that the vessels involved were legally allowed to carry no more than 28,434 slaves and were recorded as delivering some 23,105. It appears, therefore, that the slave delivery rate on Bristol voyages in 1789–93 was equal to some 81.3 per cent of their legal complement of slaves. Interestingly, this seems to have been only marginally higher, on average, than that achieved by Bristol ships before 1788, when carrying capacities of vessels were unrestricted. More importantly, however, in the present context, the table also shows that variations in delivery rates existed, with the ships of some merchants achieving noticeably higher rates of delivery than those of others. In particular, ships managed by John Anderson achieved exceptionally high delivery rates, while those managed by James Rogers

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54 Based on P.R.O. BT 6/7, List of Vessels belonging to the Port of Bristol employ'd in the African Slave Trade, March 1788, and the voyage records contained in this volume. It is worth noting that some of the ships listed in March 1788 were re-registered at a higher tonnage after 1788. No allowance for this is made in the calculations in the text, which rely solely on the tonnages given in the 1788 list.
56 Richardson (ed.), Years of Decline, p.xviii.
achieved relatively low ones. Close inspection of the table reveals, in fact, that delivery rates on the voyages of Rogers’ ships were some 20 per cent lower than those achieved by Anderson’s ships and over 11 per cent lower than for all other slaving voyages from Bristol in 1789–93. Moreover, the performance of Rogers’ ships was perhaps even poorer than these figures suggest, for the average number of slaves delivered by his ships, as shown in column (4) of Table 5, was the lowest among Bristol’s leading slave traders while the voyage times of his ships were, as noted above, no shorter. Thus, whereas Anderson’s ships delivered 31.5 slaves per voyage-month and those of James and Thomas Jones delivered 20 or more per voyage-month, the number of slaves delivered per voyage-month by Rogers’ ships was only 17.4. Overall, it appears that James Rogers was the least efficient of the major managers of Bristol slaving voyages in 1789–93.

TABLE 5: Slave Delivery Rates by Bristol Ships, 1789–1793

<table>
<thead>
<tr>
<th>Manager</th>
<th>Number of Voyages</th>
<th>Slaves Allowed</th>
<th>Slaves Delivered</th>
<th>Delivery Rate (4)/(3) (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Anderson</td>
<td>11</td>
<td>4,484 (407)</td>
<td>4,159 (378)</td>
<td>92.8</td>
</tr>
<tr>
<td>James Jones</td>
<td>31</td>
<td>9,646 (311)</td>
<td>7,932 (256)</td>
<td>82.2</td>
</tr>
<tr>
<td>Thomas Jones</td>
<td>10</td>
<td>2,850 (285)</td>
<td>2,299 (230)</td>
<td>80.7</td>
</tr>
<tr>
<td>James Rogers</td>
<td>26</td>
<td>7,623 (293)</td>
<td>5,563 (214)</td>
<td>73.0</td>
</tr>
<tr>
<td>Other</td>
<td>15</td>
<td>3,831 (255)</td>
<td>3,152 (210)</td>
<td>82.3</td>
</tr>
<tr>
<td>Total</td>
<td>93</td>
<td>28,434 (306)</td>
<td>23,105 (248)</td>
<td>81.3</td>
</tr>
<tr>
<td>Total, excluding Rogers</td>
<td>67</td>
<td>20,811 (311)</td>
<td>17,542 (262)</td>
<td>84.3</td>
</tr>
</tbody>
</table>

Note: figures in brackets in columns (3) and (4) refer to the mean number of slaves allowed and delivered.

Sources: voyage records, this volume.

It is difficult to explain variations in the efficiency of the conduct of the slave trade by Bristol merchants. Moreover, the impact of efficiency differentials on profit margins is almost impossible to quantify precisely. When asked in 1788 to assess the profitability of the slave trade, James Jones claimed that it was ‘a precarious Trade’ where ‘Sometimes Profits [were] good – sometimes not so’. Jones was

57 Lambert (ed), House of Commons, vol.68, p.44.
Introduction

unspecific about the particular risks associated with slaving, but a perusal of
voyage histories suggests that Rogers' ships may have encountered some
exceptional problems in the early 1790s. For example, several of his ships
trading at Sierra Leone in 1790–1 were unable to obtain their full
complements of slaves because of the deaths at Riopongos and Isle de Los
of two local slave dealers to whom Rogers' masters had advanced large
amounts of trade goods on credit. At the same time, some of his ships
trading at Old Calabar and Bonny in the Bight of Biafra experienced very
heavy levels of slave mortality in the Atlantic crossing even for ships
departing from that notorious region. Thus in 1791 the Rodney and Swift
lost eighty-seven and sixty-one slaves, respectively, during their crossings
from Bonny, and in the following year the African Queen lost ninety-eight
slaves and the Fame at least sixty-five in their crossings from Old Calabar.
In these cases, the loss of slaves was equivalent to 21–33 per cent of those
shipped in Africa, or at least double the average expected for ships leaving
those ports at that time.\textsuperscript{58} Heavy though they were, such losses were modest
compared to those of the Pearl which, on its 1792 voyage, may have lost
some 260 (or 65 per cent) of the 400 slaves that it loaded at Bonny. Only
the Fame's voyage among this group with exceptional slave mortality is
included among those used to estimate profits in Table 4, though it is
unlikely that any of the others made a profit. Indeed, most, if not all of them
probably made losses, and perhaps in some cases spectacular ones.\textsuperscript{59}

Other Bristol traders after 1788 sometimes had voyages with heavy
slave mortality, but on the evidence available none seems to have
experienced the clustering of such voyages as Rogers did in 1791–2. It
is difficult to know if Rogers' experience was largely due to chance or
whether it reflected some deeper problems in his management of the
trade. However, he does appear to have made some basic errors in
pursuing the trade, some of which may have contributed to his
misfortunes. For example, he was at times accused of sending ships to
Bonny at the wrong season, thereby enhancing the risks of slave
mortality.\textsuperscript{60} He was also accused of choosing incompetent
subordinates\textsuperscript{61} and of dispatching poorly assorted and over-priced

\textsuperscript{58} For estimates of mortality on slave ships leaving the Bight of Biafra compared to
other places see Klein and Engerman, 'Mortality', p.118.

\textsuperscript{59} Inset accounts for the Pearl in 1792 do not appear to have survived but the initial
costs of fitting out the vessel for its voyage amounted to over £19,200. Assuming its
slaves sold for £50 each (see Anstey, Slave Trade, p.47) – probably a generous figure
given the heavy mortality of slaves – gross proceeds on the slaves delivered would have
amounted to no more than £7,000. Excluding running costs and other charges, the Pearl
may have lost, therefore, at least £12,000 on this voyage. There are fuller, though still
incomplete, accounts for some of the other ships that experienced high slave mortality.
For example, the net proceeds of slaves sold from the Rodney in 1791 totalled £7,474,
whereas the cost of the vessel's trade goods for Africa amounted to £7,755 alone.
Allowing for the outfitting costs of the ship and running costs, the Rodney probably made
a sizeable loss on this voyage.

\textsuperscript{60} See 1791/29 Rodney.

\textsuperscript{61} See 1788/9 Jupiter.
cargoes of trade goods to the coast. Inadequate and uncompetitive assortments of trade goods hindered Rogers’ agents at the coast in the efforts to achieve full complements of slaves.

Whatever the causes of Rogers’ poor performance as a slave trader were, it is worth reiterating that his accounts almost certainly give a misleading impression of the overall profitability of Bristol slaving voyages in the decade or so before 1793. Other merchants such as John Anderson and James and Thomas Jones were clearly more proficient slave traders, and given their prominence as investors in the trade, it seems reasonable to assume that the average return on slave voyages dispatched from the port around 1790 was noticeably higher than the 4.8 per cent shown in Table 4. Precisely how much higher is difficult to say, but by adopting the method pioneered by Roger Anstey and using the available partial information to reconstruct a voyage account it is possible to give some indication of the probable mean rate of return on Bristol voyages in 1788–92. Such a reconstruction is presented in Table 6. It should be noted that the figures shown in the table make no allowance, as Anstey did, for trade goods used to purchase goods other than slaves. Nor do they include on the debit side the balance of wages owing to the crew at the end of the voyage and on the credit side the residual value of the vessel on its return to Bristol. Assuming, however, that the last two items broadly balance out, then it appears that returns per voyage at Bristol around 1790 averaged between 7.8 per cent and 19.8 per cent on initial outlays, while the annual rate of return was between 7.0 per cent and 18.9 per cent, the difference in the two calculations reflecting the fact that most remittances in the trade were made in post-dated bills of exchange. Given that, on the basis of evidence presented in this volume, the mean price of slaves in the West Indies in 1788–92 was probably nearer to £45 than £50, it is likely that average profits were closer to the lower of the figures in these two sets of estimates. Such returns were, nevertheless, not significantly different from those estimated by Anstey and Behrendt for the whole British slave trade for the 1780s and 1790s. It appears therefore that, Rogers’

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62 Thus in June 1789 Thomas Walker complained to Rogers that 'the prices of many Articles is Over Charged Considerable [sic] more to us than the Liverpool Vessels' and went on to suggest that an examination of invoices would show that the cargoes of trade goods of Liverpool merchants were '25 p Cent Cheapper that [than] what we do'. Similar complaints were made by Walker to Rogers between September 1790 and January 1791, inducing him on the last occasion to suggest that, because of the duplicity of suppliers of goods, 'I am labouring for them, & not the Gentlemen that does Imploy me'. P.R.O. C 107/14, 20 June 1789, 20 September and 31 December 1790, 16 January 1791, Thomas Walker to James Rogers.

63 For Anstey's method see his Slave Trade, pp.41–9. For a revision of Anstey's calculations for 1785–1807 see Behrendt, 'Slave Trade', pp.283–5.

64 Anstey deducted 5 per cent from outset costs to allow for resources used in the purchase of produce.

65 According to Anstey (Slave Trade, p.47) annual profits from slaving averaged 10.7 per cent in 1781–90 and 13.0 per cent in 1791–1800, whereas Behrendt ('Slave Trade', p.108) estimates median venture profits at 7.1 per cent in 1785–90 and 7.2 per cent in 1791–1800.
bankruptcy in 1793 notwithstanding, the Bristol merchants who invested in the slave trade in 1788–92 may have found the business just as profitable as their contemporaries in Liverpool and London.66

TABLE 6: Estimated Profits from Slaving Voyages, 1788–1792

<table>
<thead>
<tr>
<th>Initial Outlays (£s)</th>
<th>Slaves Sold</th>
<th>Price per Slave £s</th>
<th>Gross Returns £s</th>
<th>Net Returns £s</th>
<th>Voyage Profit £s</th>
<th>Bill Discount £s</th>
<th>Annual Profit £s</th>
</tr>
</thead>
<tbody>
<tr>
<td>8,489</td>
<td>248</td>
<td>45</td>
<td>11,160</td>
<td>9,151</td>
<td>662</td>
<td>68</td>
<td>594</td>
</tr>
<tr>
<td>8,489</td>
<td>248</td>
<td>50</td>
<td>12,400</td>
<td>10,168</td>
<td>1,679</td>
<td>76</td>
<td>1,103</td>
</tr>
</tbody>
</table>

Notes: column (1), see Table 2. column (2), based on ninety-three voyages from 1789 to 1793, see Table 5. column (3), based on fifteen price observations as reported in this volume. These reveal that prices varied between £26 and £60 per slave, with nine observations being £40 or over. Of these, only three were over £45. Given that the price data very largely relate to voyages of James Rogers' ships, it is assumed that they may understate general price levels for slaves in this period. Hence the assumption in column (3) that prices averaged £45–50. column (4), based on columns (2) and (3). column (5), based on column (4) less an allowance for charges and factors' commissions on slave transactions in the West Indies amounting to 18 per cent of the gross proceeds of slave sales. This figure derives from Roger Anstey, *The Atlantic Slave Trade and British Abolition 1760–1810*, London, 1975, p.47. It should be noted that data presented in this volume reveal that charges and commissions in the West Indies in 1788–92 were equal to just over 21 per cent of gross sales. But as the data relate primarily to Rogers' ships, it is assumed that these may have been higher than average. column (6), based on column (5) less column (1). column (7), based on data on slave remittances in this volume. Most remittances were made in bills of 9–30 months to maturity 'after sight', that is, on receipt in England. It is assumed that the average length of bills was eighteen months and that the discount rate was 5 per cent a year. It should be noted that the average duration of voyages in 1789–93 was approximately twelve months. Apart from discounting bills, no other adjustments to net returns are needed, therefore, to convert voyage profits into annual profits. column (8), based on column (5) less columns (1) and (7).

Sources: voyage records, this volume.

66 It is worth noting perhaps that large traders at other major slave ports failed at times. For instance, John Dawson, the largest investor in the slave trade at Liverpool in 1790, failed for an estimated half a million pounds in 1793 (Parliamentary papers, XXIX (1790), 698; Pressnell, *Country Banking*, pp.546–7).
The apparent profitability of slaving in the early 1790s raises some interesting questions about the collapse of Bristol's investment in the African trade from 1793 through to abolition of the slave trade in 1807. As in 1776, the outbreak of war in 1793 clearly dampened the enthusiasm of the port's merchants for the African trade. There is also evidence that anti-slavery activity was increasing at Bristol at the start of the 1790s. After studying such activity, however, Peter Marshall concluded that it was the financial crisis of 1793 rather than 'abolitionist agitation' that triggered the collapse of the port's slave trade. According to Marshall, by precipitating the failures of James Rogers and some other lesser slave traders, the crisis 'sapped the material strength of the slave trade from Bristol'. There is little doubt that the 1793 crisis was severe and that it hit Bristol merchants hard. But if it was a decisive blow to Bristol's involvement in the slave trade, it was so only because so few of the city's merchants were actively involved in the trade by 1793. The central question, therefore, is not why Bristol's involvement in the slave trade fell away sharply after 1793 but why the trade proved unattractive to all but a small segment of the city's merchant community before the crisis of 1793. Marshall acknowledges that the 'last years of the slave trade' were 'largely a period which displayed the indifference of the much lessened mercantile and shipping interests of the city'. But, despite the surge in investment in the trade in 1788–92, indifference to the slave trade among the city's merchant community seems to have been widespread before 1793, with only James Jones and James Rogers, both, incidentally, relative newcomers to the city, emerging in the decade after 1783 to join the shrinking ranks of regular and substantial investors at the port in slaving voyages. By contrast, interest in bilateral trade with Africa, as we have seen, seems to have expanded, at least up to 1793.

The causes of Bristol merchants' disengagement from the slave trade in the late eighteenth century have yet to be thoroughly explored, but in view of the evidence that reasonable profits were still to be made from slaving voyages in the 1780s and early 1790s, it is probable that social and ideological factors were more important than economic ones in explaining this phenomenon. Ironically, perhaps, one of the better indicators of the shifting priorities and preferences of Bristol merchants in the late eighteenth century is to be found in the will of Thomas Jones who died in 1795 after nearly thirty years as a slave trader. In his will, Jones left £1,000 to be put out at interest for the benefit of his son, Frederick, and in particular to maintain him 'at an university or

69 Ibid, p.213.
qualifying him for any of the learned professions'. We do not know if Frederick Jones followed his father's wishes. However, among those given responsibility by Thomas Jones for managing the trust fund for his son's education were two Bristol merchants with close connections with the African trade, James McTaggart, a retired slave trader, and Sidenham Teast, a leading figure in the 'produce' trade of Africa in the years after 1783. Thus, while death and bankruptcy sharply reduced the ranks of Bristol traders to Africa in 1793-7, it seems that, on the evidence of Thomas Jones' will, even those who had dedicated their careers to the pursuit of the African trade were by the mid-1790s active in encouraging new generations of Bristolians to pursue careers in other fields of activity.

70 P.R.O. PCC PROB/11/1269.
NOTE ON TRANSCRIPTION

No attempt has been made in this volume to standardise names, whether of ships or people. As far as possible, names are reproduced as they appear in the sources used. Where the spelling of names varies from one source to another, I have normally preferred that given in the Port Books or Bristol Presentments to that given in other sources. Entries included without documentary support are recorded in square brackets. Where there is doubt about the reliability of information given, this is signalled by (?). References to duties paid on slaves imported at South Carolina are in local currency. It should be noted that £1 sterling exchanged for over £7 currency in South Carolina in 1770–5 (J.J. McCusker, Money and Exchange in Europe and America, 1660–1775, London, 1978, pp. 222–224).
# LIST OF ABBREVIATIONS

The following abbreviations have been used in the listing of sources of information about voyages:

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADM</td>
<td>Admiralty papers, Public Record Office</td>
</tr>
<tr>
<td>BT</td>
<td>Board of Trade papers, Public Record Office</td>
</tr>
<tr>
<td>C</td>
<td>Chancery Masters Exhibits, Public Record Office</td>
</tr>
<tr>
<td>CO</td>
<td>Colonial Office papers, Public Record Office</td>
</tr>
<tr>
<td>E190</td>
<td>Exchequer K.R. Port Books, Public Record Office</td>
</tr>
<tr>
<td>Felix Farley</td>
<td><em>Felix Farley's Bristol Journal</em>, Avon County Reference Library</td>
</tr>
<tr>
<td>HLRO</td>
<td>House of Lords Record Office</td>
</tr>
<tr>
<td>HLSP</td>
<td>House of Lords Sessional papers</td>
</tr>
<tr>
<td>Jamaica Journal</td>
<td><em>Journals of the Assembly of Jamaica</em>.</td>
</tr>
<tr>
<td>List of shipping</td>
<td>Society of Merchant Venturers, Bristol, List of shipping 1747–1787</td>
</tr>
<tr>
<td>LL</td>
<td><em>Lloyd's List</em></td>
</tr>
<tr>
<td>LReg</td>
<td><em>Lloyd's Register of Shipping</em></td>
</tr>
<tr>
<td>ParlP</td>
<td>Parliamentary papers, House of Commons Sessional papers</td>
</tr>
<tr>
<td>SC Duty books</td>
<td>Duty books of the Public Treasurer of South Carolina, 1735–1776, South Carolina Department of Archives and History, Columbia, S.C.</td>
</tr>
<tr>
<td>SMV</td>
<td>Society of Merchant Venturers, Bristol</td>
</tr>
<tr>
<td>T</td>
<td>Treasury papers, Public Record Office</td>
</tr>
</tbody>
</table>
AFRICAN QUEEN

1770/1

(1) 110 tons; 12 guns
(2) 40 outward
(3) French prize
(4)
(5) Richard Craddock
(6) John Anderson & Co.
(7) 12 April (pass 14 March) 12 April (pass 14 March)

Formerly known as the Wells (see 1766/26), the vessel was reported bound for Africa and Barbados. Its muster roll shows that it left Bristol with 43 crew and returned with 21. Of the original crew, 30 reached Grenada, where 9 were discharged on 4–13 October.

Sources: E190/1228/2; ADM 7/96; BT 6/3; SMV Muster rolls, 1770–1, no.155; SMV List of shipping; Felix Farley, 10 March, 21 April, 15 September, 24 November, 8 December 1770; LL, 14 September 1770

ANSON

1770/2

(1) 140 tons; 6 guns
(2) 45 outward
(3) British
(4)
(5)
(6)
(7) Pass 19 July

Pass returned 10 July 1771

Sources: ADM 7/96
BETSEY 1770/3

(1) 80 tons; 8 guns (8) Angola
(2) 25 outward (9)
(3) Plantation (10) Dominica/South Carolina
(4) (11) c. 9 May/6 June 1771
(5) William Morgan (12) 280
(6) David Hamilton & Co. (13) c. 24 July 1771 from South Carolina
(7) 26 February (pass 22 December 1769) (14) 4 October (22 October) 1771

According to its pass the vessel was bound for Africa and Barbados. From its muster roll the vessel had 26 crew on its departure from Bristol and returned with 14. Newspaper reports suggest it touched at the Windward Coast and according to its muster roll it took on one new crewman at Anamaboe on 8 June 1770. The vessel reached Dominica with 19 crew, discharging 2 there on 9 May 1771. It arrived with 17 crew at South Carolina, where it discharged 8 between 17 June and 17 July 1771. Five new crew enrolled there on 24 July. Miles Brewton was agent at South Carolina for the sale on 19 June of the 280 slaves, who were reported to be from the Masse-Congo country. Duty on the slaves was £1935 currency. On its voyage home the vessel appears to have touched at Combe [Ilfracombe?].

Sources: E190/1228/2; ADM 7/96; BT 6/3; SMV Muster rolls, 1771–2, no.25; SC Duty books, Journal C; Log of Hector, Ms 92/011, National Maritime Museum, Greenwich; Felix Farley, 23 December 1769, 10 March, 4 August 1770, 15 June, 6, 27 July, 28 September, 12 October 1771; LL, 3 August 1770, 14 June, 9, 30 July 1771; Donnan, IV, 438

BETSEY 1770/4

(1) 100 tons; 4 guns (8)
(2) 28 outward (9)
(3) Plantation (10) Grenada
(4) (11) c. 20 December 1770
(5) Stephen Madge (12)
(6) John Fowler & Co. (13) c. 20 January 1771
(7) 29 May (pass 18 May) (14) 25 March (18 July) 1771

According to its pass and newspaper reports the vessel was bound for Africa and Barbados. Its muster roll shows that it left Bristol with 25 crew and returned with 13. All but two of the original crew reached Grenada, where 14 were discharged between 20 December and 7 January. Four new crew were enlisted after 20 January, the last on 20 March just before the vessel reached Bristol.

Sources: E190/1228/2; ADM 7/96; BT 6/3; SMV Muster rolls; 1770–1, no.152; Felix Farley, 19 May, 2 June, 8 December 1770, 23, 30 March 1771; LL, 19, 29 March 1771
BRITANNIA 1770/5

(1) 100 tons  
(2)  
(3)  
(4)  
(5) James Bruce  
(6) John Fowler & Co.  
(7) 15 March  

The vessel entered out for Africa and Jamaica. It was reported lost on the bar of Bonny, its crew saved.

Sources: E190/1228/2; BT 6/3; Felix Farley, 24 February, 24 March, 15 September 1770; LL, 14 September 1770

BRITON 1770/6

(1) 140 tons  
(2)  
(3)  
(4)  
(5) John Purnell (John McIntosh)  
(6) John Fowler & Co.  
(7) 12 August  

The vessel entered out for Africa and Dominica. According to its muster roll, it left Bristol with 41 crew and returned with 22. Of the original crew, 33 appear to have reached Grenada, where 13 were discharged on 3–23 April. Three new men enlisted on 1 May. One man died on the voyage home.

Sources: E190/1228/2; BT 6/3; SMV Muster rolls, 1770–1, no.195; Felix Farley, 21 July, 18 August 1770, 16 March, 25 May, 8 June 1771; LL, 12 March, 7 June 1771

CONSTANTINE 1770/7

(1) 160 tons  
(2)  
(3)  
(4)  
(5) Archibald Robe  
(6) David Hamilton & Co.  
(7) 14 July  

According to its muster roll, the vessel left Bristol with 40 crew, all of whom reached Grenada. Fourteen were discharged there between 18 January and 4 February. Two new men enlisted on 6 February.

Sources: E190/1228/2; BT 6/3; SMV Muster rolls, 1770–1, no.145; Felix Farley, 23 June, 21 July 1770, 16, 23 March; LL, 12, 22 March 1771
CORNWALL 1770/8

(1) 150 tons; 5 guns  
(2) 44 outward  
(3) British  
(4) Benjamin Smith  
(5) John Fowler & Co.  
(6) 23 June (pass 23 May)  
(7) According to its pass and newspaper reports the vessel was bound for Africa and Jamaica. It was reported to have called at Barbados before reaching Jamaica. Its muster roll shows that the vessel left Bristol with 43 crew and returned with 22. All but one of the original crew reached Jamaica where 28 were discharged on 11–23 February. Eight new men enlisted on 22 April.

Sources:  E190/1228/2; ADM 7/96; BT 6/3; SMV Muster rolls, 1770–1, no.199; Felix Farley, 26 May, 30 June 1770, 16, 23 March, 8 June 1771; LL, 12, 26 March, 26 April, 23 May 1771

DORSETSHIRE 1770/9

(1) 100 tons; 2 guns  
(2) 28 outward  
(3) Plantation  
(4) Nicholas Doyle (John Froad)  
(5) John Fowler & Co.  
(6) 16 April (pass 30 March)  
(7) According to its pass and newspaper reports, the vessel was bound for Africa and Barbados. It was reported spoken with on 23 May 1770 in latitude 7° N., longitude 18° W. Its muster roll shows that it left Bristol with 26 crew and returned with 19. Of the original crew, all but one reached Jamaica, where 5 were discharged on 16–31 December. Nicholas Doyle died on 23 February on the voyage home.

Sources:  E190/1228/2; ADM 7/96; BT 6/3; SMV Muster rolls, 1770–1, no. 151; Felix Farley, 31 March, 21 April, 1 September, 20 October 1770, 2, 23 March 1771; LL, 19 October 1770, 5, 22 March 1771
DUKE OF YORK 1770/10

(1) 100 (130) tons; 4 guns  (8) Old Calabar
(2) 45 outward  (9)
(3) Plantation  (10) Dominica
(4)  (11) c. 19 June 1771
(5) James Bivins  (12)
(6) John Powell & Co.  (13) c. 27 August 1771
(7) 10 June (pass 23 May)  (14) 19 October (21 December) 1771

According to its pass and newspaper reports the vessel was bound for Africa and Dominica. Its muster roll shows that it left Bristol with 44 crew and returned with 24. Of the original crew, 33 appear to have reached Dominica, where 9 were discharged between 19 June and 27 August 1771.

Sources: E190/1228/2; ADM 7/96; BT 6/3; SMV Muster rolls, 1771–2, no.56; Felix Farley, 19 May, 16 June 1770, 15 June, 19 October 1771; LL, 14 January, 14 June, 18 October 1771

ELIZABETH 1770/11

(1) 105 (120) tons; 4 guns  (8) New Calabar
(2) 30 outward  (9)
(3) Spanish prize  (10) St Vincent
(4)  (11) c. 13 March 1771
(5) William Dyer  (12)
(6) John Anderson & Co.  (13) c. 3 April 1771
(7) 1 July (pass 29 May)  (14) 1 June (18 July) 1771

According to its pass the vessel was bound for Africa and Barbados. Its muster roll shows that it left Bristol with 28 crew and returned with 18. One additional man enlisted at New Calabar, and the vessel reached St Vincent with 22 crew, discharging 7 there on 13–24 March. Three new men enlisted at Dominica on 3 April 1771. The vessel was advertised for sale at 120 tons at Bristol on 15 June 1771.

Sources: E190/1228/2; ADM 7/96; BT 6/3; SMV Muster rolls, 1770–1, no.184; Felix Farley, 26 May, 7 July 1770, 16 March, 18 May, 8, 15 June 1771; LL, 12 March, 7 June 1771
HECTOR 1770/12

(1) 100 tons; 6 guns  (8) Angola
(2) 30 outward  (9) 360–370*
(3) Plantation  (10) South Carolina
(4)  110  (11) c. 30 May 1771
(5) William Llewellyn  (12) 280
(6) John Chilcott & Co.  (13) c. 14 July 1771
(7) 3 September (pass 21 August)  (14) 27 August (22 October) 1771

According to its pass the vessel was bound for Africa and St Kitts. Initial investment in the voyage totalled £6954.15s.4d., of which £4937.12s.1ld. constituted trade goods. The shareholders in the voyage were Thomas Deane and Thomas Longdon, each of whom held a quarter; John Read, one-sixth; Archibald Robe, one-sixteenth; and John Chilcott, thirteen forty-eighths. Net returns on the voyage (excluding the residual value of the vessel) totalled £8583.0s.10d., of which bills at 3, 6, 9, 12 and 15 months drawn on Richard Farr & sons and Joseph Nutt comprised £8386.15s.9d. Its muster roll shows that the vessel left Bristol with 37 crew and returned with 20. All the original crew reached South Carolina where 25 were discharged between 3 June and 1 July 1771. Eight new crew enlisted on 14 July. Miles Brewton was responsible for the sale of the slaves at South Carolina, duties on the slaves totalling £2635 currency. The sale of the slaves was scheduled to begin on 11 June.

Sources: E190/1228/2; ADM 7/96; SMV Muster rolls, 1771–2, no. 9; SC Duty books, Journal C; Log of Hector, Ms 92/011, National Maritime Museum, Greenwich; Felix Farley, 18 August, 8 September 1770, 15 June, 20 July, 31 August 1771; LL, 14 June, 16 July 1771; Donnan, IV, 438

HUNGERFORD 1770/13

(1) 120 tons; 6 guns  (8) Bonny
(2) 45 outward  (9)  
(3)  Plantation  (10)  
(4)  110  (11)  
(5) Walter Robe  (12)  
(6) John Powell & Co.  (13)  
(7) 15 March (pass 7 March)  (14) Pass returned 10 July 1771

Formerly the Joshua, the vessel was bound, according to its pass and newspaper reports, for Africa and Dominica. It was reported lost on the bar of Bonny, its crew saved.

Sources: E190/1228/2; ADM 7/96; Felix Farley, 10, 24 March, 15 September 1770; LL, 14 September 1770
INDIAN PRINCE 1770/14

(1) 100 tons; 4 guns  (8) New Calabar
(2) 26 outward  (9)
(3) Plantation  (10) Dominica/Jamaica
(4)  (11) c. 8 May 1771 at Jamaica
(5) David Griffiths  (12)
(6) [Thomas Sims & Co.]  (13) c. 19 July 1771 from South Carolina
(7) 16 June (pass 11 June)  (14) 7 September (22 October) 1771

The vessel sailed from London with 26 crew and returned to Bristol with 13. It appears to have reached Dominica with 22 crew, discharging 2 there and a further 12 at Jamaica before 8 May 1771. It was reported spoken with c. 1 June 1771 entering the Gulf [of Florida] bound for Bristol, but then to have put into South Carolina in distress. Its muster roll shows it arrived at South Carolina with 8 crew and enlisted 5 additional crew there on 19 July.

Sources: ADM 7/96; SMV Muster rolls, 1771–2, no. 30; Felix Farley, 3 November 1770, 27 April, 20 July, 14 September 1771; LL, 12 March, 30 April, 21 May, 16 July, 10 September 1771

JANE 1770/15

(1) 120 tons; 6 guns  (8)
(2) 45 outward  (9)
(3) British  (10) Dominica
(4)  (11) c. 25 February 1771
(5) George Walker  (12)
(6) John Powell & Co.  (13) c. 24 March 1771
(7) 16 April (pass 24 March)  (14) 27 April (10 July) 1771

According to its pass and newspaper reports, the vessel was bound for Africa and Dominica. In October 1770 it was reported well off Cape Palmas. Its muster roll shows that it left Bristol with 45 crew and returned with 22. Of the original crew, 35 reached Dominica, one of the missing 10 crew having been left as a prisoner at St Thomas. George Walker died at the African coast on 10 November. Fifteen crew were discharged at Dominica between 25 February and 24 March, while 2 new men enlisted on 3 March.

Sources: E190/1228/2; ADM 7/96; BT 6/3; SMV Muster rolls, 1770–1, no. 183; Felix Farley, 24 March, 24 April, 20 October, 8 December 1770, 23 March, 27 April 1771; LL, 19 October 1770, 30 April 1771
KING GEORGE

1770/16

(1) 84 tons; 4 guns (8) Gambia
(2) 25 outward (9)
(3) British (10) Barbados
(4) (11) c. 13 August 1770
(5) James Maies (12)
(6) [John Fowler & Co.] (13) c. 10 November 1770
(7) 8 January (pass 29 November 1769) (14) 28 December 1770

According to its muster roll the vessel left Bristol with 20 crew and
returned with 8. It arrived at Barbados with 13 crew, discharging 10
crew between 13 August and 18 October. It enlisted 5 new crew on
10 November. According to its pass it was bound for Africa and
Carolina.

Sources: ADM 7/96; BT 6/3; SMV Muster rolls, 1770–1, no. 121; Felix
Farley, 13 January, 9 June, 10 November 1770; LL, 8 June 1770, 1
January 1771

KING GEORGE

1770/17

(1) .100 tons (8)
(2) (9)
(3) (10) Jamaica
(4) (11) c. 2 September 1770
(5) James Maxwell (12)
(6) John Anderson & Co. (13) c. 4 November 1770
(7) 2 February (14) 28 December 1770

According to its muster roll the vessel left Bristol with 37 crew and
returned with 20. One additional man enlisted on 2 June and the vessel
reached Jamaica with 32 crew, discharging 17 there on 2–30
September. Five new men enlisted on 4 November. A vessel of the
same name, master unstated, was reported by Lloyd’s List at Dominica
from Bonny.

Sources: E190/1228/2; BT 6/3; SMV Muster rolls, 1770–1, no.189; Felix
Farley, 10 February, 15 September, 10 November, 29 December
1770; LL, 16 October 1770
MAESGW\textsc{in} \hspace{1cm} 1770/18

(1) 120 tons; 6 guns \hspace{1cm} (8) Anamaboe
(2) 40 outward \hspace{1cm} (9)
(3) French prize \hspace{1cm} (10) Grenada
(4) \hspace{1cm} (11) \hspace{0.5cm} c. 15 August 1771
(5) Robert Howe \hspace{1cm} (12)
(6) John Powell & Co. \hspace{1cm} (13)
(7) 5 August (pass 10 July) \hspace{1cm} (14) 3 November 1771 (10 February 1772)

The vessel was reported in Anamaboe Road on 9 October 1770. A later report in August 1771 indicated that it had had 300 slaves on board and was to leave the African coast at the end of June. Its muster roll shows that the vessel left Bristol with 43 crew and returned with 18. Of the original crew, 23 reached Grenada, 5 being discharged there on 15–29 August 1771.

Sources: E190/1228/2; ADM 7/96; BT 6/3; T 70/1541; SMV Muster rolls, 1771–2, no. 101; Felix Farley, 7 July, 11 August 1770, 23 February, 19 October, 9 November 1771; LL, 22 February, 19 April, 9 August, 18 October 1771

MARLBOROUGH \hspace{1cm} 1770/19

(1) 150 tons; 4 guns \hspace{1cm} (8) Anamaboe
(2) 32 outward \hspace{1cm} (9)
(3) Plantation \hspace{1cm} (10) Grenada
(4) \hspace{1cm} (11) \hspace{0.5cm} c. 10 July 1771
(5) John Marshall \hspace{1cm} (12)
(6) Richard Farr, sons & Co. \hspace{1cm} (13) \hspace{0.5cm} c. 24 July 1771
(7) 29 June (pass 31 May) \hspace{1cm} (14) 14 September (22 October) 1771

According to its pass and newspaper reports the vessel was bound for Africa and Barbados. It was reported to be at Anamaboe Road on 9 October 1770. Its muster roll shows that the vessel left Bristol with 23 crew and returned with 20. Six additional crew enlisted at Milford on 7 July 1770 and a further 3 at Anamaboe between 1 October and 14 November. The vessel reached Grenada with 25 crew, discharging 9 on 10–20 July and enlisting 4 new men on 24 July.

Sources: E190/1228/2; ADM 7/96; BT 6/3; SMV Muster rolls, 1771–2, no.79; Felix Farley, 2, 30 June 1770, 16 February, 10 August, 14 September 1771; LL, 19 April, 13 August, 10 September 1771
NIGHTINGALE 1770/20

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<td>100 tons; 2 guns</td>
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<td>George Saunders</td>
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<td>Thomas Sims &amp; Co.</td>
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<td>7 July (pass 28 June)</td>
<td>(14) Pass returned 10 July 1771</td>
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According to its pass and newspaper reports the vessel was bound for Africa and Barbados.

Sources: E190/1228/2; ADM 7/96; BT 6/3; Felix Farley, 30 June, 14 July 1770, 16 March 1771; LL, 12 March, 23 April 1771

PATSY 1770/21

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Sources: Felix Farley, 8 June, 27 July 1771; LL, 12 March, 18 June 1771

PHOENIX 1770/22

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<tr>
<td>(1)</td>
<td>120 (200) tons; 6 guns</td>
<td>(8) New Calabar/Bonny</td>
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<td>(2)</td>
<td>45 outward</td>
<td>(9)</td>
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<td>(3)</td>
<td>Bristol; 1767</td>
<td>(10) Dominica</td>
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<td>(4)</td>
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<td>(11) c. 1 September 1770</td>
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<td>(5)</td>
<td>Thomas Borthwick (Michael Bell)</td>
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<td>(6)</td>
<td>John Powell &amp; Co.</td>
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<td>(7)</td>
<td>1 February (pass 27 November 1769)</td>
<td>(14) 28 October 1770 (27 February 1771)</td>
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According to its muster roll the vessel had 48 crew on its departure from Bristol and returned with 18. It arrived with 35 crew at Dominica, where it discharged 17 on 1 September. The vessel was reported at New Calabar, but was said to have arrived at Dominica from Bonny. Thomas Borthwick was reported in March 1771 to have died after many years as a commander in the African trade.

Sources: E190/1228/2; ADM 7/96; BT 6/3; SMV Muster rolls, 1770–1, no.48; Felix Farley, 25 November 1769, 10 February, 15 September, 20 October, 3 November 1770, 23 March 1771; LReg; LL, 14 September, 16, 19 October 1770
PRINCE OF WALES 1770/23

(1) 130 (200) tons; 12 guns
(2) 45 outward
(3) Spanish prize
(4) David Cargill
(5) John Powell & Co.
(6) 24 July (pass 4 July)

According to its pass the vessel was bound for Africa and Dominica. Its muster roll shows that it left Bristol with 43 crew and returned with 23. Of the original crew, 25 appear to have reached Dominica where 9 were discharged between 22 April and 12 May 1771. Seven new crew enlisted on 13 May.

Sources: E190/1228/2; ADM 7/96; BT 6/3; SMV Muster rolls, 1771–2, no.37; Felix Farley, 23 June, 28 July 1770, 16 March, 8 June, 6 July 1771; LReg; LL, 12 March, 11 June 1771

PRINCE OF WALES 1770/24

(1) 70 tons; 4 guns
(2) 16 outward
(3) Plantation (French prize)
(4) James Mowatt
(5) Thomas Jones & Co.
(6) 30 August (pass 23 August)

The vessel was reported spoken with on 1 November bound for New Calabar, all well. It was lost on the African coast, its crew saved. James Mowatt died at the African coast.

Sources: E190/1228/2; ADM 7/96; BT 6/3; Felix Farley, 25 August, 8 September 1770, 4 May, 8 June, 14 September 1771; LReg; LL, 30 April, 7 June, 13 September 1771

ROEBUCK 1770/25

(1) 100 tons; 6 guns
(2) 30 outward
(3) Plantation
(4) Thomas Gullan
(5) David Duncomb & Co.
(6) 5 August (pass 28 June)

According to its pass and newspaper reports the vessel was bound for Africa and Jamaica. It was reported to be at Anamaboe Road on 9 October 1770 and was expected to sail from the coast about 15 May 1771. Its muster roll shows that the vessel left Bristol with 35 crew and returned with 28. Of the original crew, 32 reached Grenada where 4 were discharged on 5–25 July 1771.

Sources: E190/1228/2; ADM 7/96; BT 6/3; SMV Muster rolls, 1771–2, no.52; Felix Farley, 30 June, 11 August 1770, 23 February, 14 September, 12 October 1771; LL, 19 April, 9 August, 10 October 1771
THOMAS 1770/26

(1) 72 (100) tons; 4 guns  (8) Anamaboe
(2) 24 outward  (9)
(3) British (America); 1760  (10) Grenada
(4)  (11) c. 14 June 1771
(5) James Dougall  (12)
(6) Thomas Jones & Co.  (13) c. 6 July 1771
(7) 10 May (pass 12 April)  (14) 6 September (22 October) 1771

According to its pass and newspaper reports the vessel was bound for Africa and Jamaica. It was reported to be at Anamaboe Road on 9 October 1770. Its muster roll shows that the vessel left Bristol with 23 crew and returned with 14. One additional man enlisted at Anamaboe on 30 November and another at St Thomas on 28 March 1771. The vessel reached Grenada with 17 crew, discharging 6 there on 14–25 June and enlisting 3 new crew on 6 July.

Sources: E190/1228/2; ADM 7/96; BT 6/3; SMV Muster rolls, 1771–2, no.12; Felix Farley, 14 April, 12 May 1770, 23 February, 27 July, 14 September 1771; LReg; LL, 22 February, 19 April, 10 September 1771

VENUS 1770/27

(1) 80 tons; 10 guns  (8) Windward Coast
(2) 35 outward  (9)
(3) Plantation  (10) St Kitts/St Croix
(4)  (11) c. 26 January 1771 at St Croix
(5) Thomas Lewis  (12)
(6) Thomas Sims & Co.  (13) c. 16 March 1771
(7) 10 March (pass 17 February)  (14) 25 April (18 July) 1771

Newspaper reports indicate that the vessel entered out for Africa and Dominica. It was reported at St Kitts but returned to Bristol from St Croix. Its muster roll shows that the vessel left Bristol with 35 crew and returned with 24. Of the original crew, 26 appear to have reached St Croix where 6 were discharged between 26 January and 25 February 1771. Four new men enlisted on 16 March.

Sources: E190/1228/2; ADM 7/96; BT 6/3; SMV Muster rolls, 1770–1, no.170; Felix Farley, 17 February, 17 March, 4 August, 3 November 1770, 23 March, 27 April 1771; LL, 3 August 1770, 19 March, 30 April 1771
VIRGIN QUEEN 1770/28

(1) 120 tons; 12 guns  (8) Old Calabar
(2) 40 outward  (9)
(3) British  (10) Barbados
(4) 120 tons; 6 guns (8) Old Calabar
(5) William Penhale (Alexander (12) 115
   Forsyth) (13) c. 28 December 1771
(6) Thomas Jones & Co. (14) 28 February (16 April) 1772
(7) 16 August (pass 31 July)

According to its pass and newspaper reports the vessel was bound for Africa and Virginia. Its muster roll shows that it left Bristol with 40 crew and returned with 16. It enlisted 7 additional men at Calabar between 9 May and 24 July 1771 and another man at Anabona on 9 September 1771. William Penhale died at the coast on 21 January 1771 and was succeeded as commander by Alexander Forsyth who enlisted on 24 July. The vessel reached Barbados with 21 crew, discharging 18 on 8–12 November 1771 and enlisting 13 new men between 25 November and 28 December. The vessel called at Cork on its way home. Smith & Walker were responsible for the sale of the slaves at Barbados.

Sources: E190/1228/2; ADM 7/96; BT 6/3; CO 28/33, Gg 74; SMV Muster rolls, 1771–2, no.131; Felix Farley, 4, 18 August 1770, 9 February 1771, 15 February, 7 March 1772; LL, 12 February 1771, 3, 14 March 1772

AFRICA 1771/1

(1) 100 tons; 6 guns  (8)
(2) 25 outward  (9)
(3) Plantation  (10) Barbados/Jamaica
(4) John Smith (Gaven Fraser)  (11) c. 26 February 1772 at Jamaica
(5) John Anderson & Co. (12)
(6) 11 February (pass 20 December (14) 22 June (8 September) 1772
   1770)

According to newspaper reports, the vessel was bound for Africa and Barbados. Smith was usually named as master, but Fraser was named in the Board of Trade papers and newspaper reports of its sailing from Bristol. Its muster roll shows that the vessel left Bristol with 24 crew and returned with 19. Two additional crew enlisted on 15 April 1771 and a further 2 on 15 July. It reached Jamaica with 27 crew, discharging 14 there between 26 February and 7 April 1772. Six new men enlisted on 14 April.

Sources: E190/1228/2; ADM 7/96; BT 6/3; SMV Muster rolls, 1771–2, no.195; Felix Farley, 22 December 1770, 16 February, 10 August 1771, 2, 9 May, 27 June 1772; LL, 9 August 1771, 28 April, 26 June 1772
AFRICAN QUEEN 1771/2

(1) 110 tons; 12 guns (8)
(2) 40 outward (9)
(3) British (10) Jamaica
(4) Richard Craddock (11) c. 26 December 1771
(5) [John Anderson & Co.] (12)
(6) 19 May (pass 9 April) (13) c. 4 March 1772
(7) According to newspaper reports the vessel was bound for Africa and Barbados. The muster rolls show that it carried 45 crew on departing from Bristol and returned home with 19. Of the original crew, 36 reached Jamaica. Twenty-seven were discharged at Jamaica from 26 December 1771 to 22 February 1772, and 10 new crew enrolled between 15 January and 4 March 1772.

Sources: ADM 7/96; BT 6/3; SMV Muster rolls, 1771–2, no.162; Felix Farley, 6 April, 25 May, 7 December 1771, 28 March, 9 May 1772; LL, 5 July, 10 December 1771

BETSEY 1771/3

(1) 120 (100) tons; 6 guns (8)
(2) 30 outward (9)
(3) Plantation (10) St Kitts
(4) Richard Broad (11)
(5) [John Fowler & Co.] (12) c. 21 October 1772
(6) 29 October (pass 8 October) (13) 22 (21) December 1772
(7) According to its pass and newspaper reports the vessel was bound for Africa and Virginia. The muster roll shows that it left Bristol with 26 crew and returned with 11. Richard Broad died on 30 May 1772 and the vessel appears to have reached St Kitts with only 5 crew. Eight new crew enrolled at St Kitts on 15–21 October 1772 and 2 were discharged, presumably on the voyage home, on 27 November.

Sources: ADM 7/96; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1772–3, no.213; Felix Farley, 28 September, 9 November 1771, 6 June, 5, 26 December 1772; LL, 9 June 1772
BETSEY 1771/4

(1) 80 tons; 8 guns  (8) Angola
(2) 25 outward  (9)
(3) Plantation  (10) South Carolina
(4)  (11) c. 3 September 1772
(5) William Morgan  (12) 285 (279)
(6) [David Hamilton & Co.]  (13) c. 12 October 1772
(7) 31 December (pass 2 November) (14) 1 December (28 November)

According to its muster roll the vessel left Bristol with 31 crew and returned home with 17. Of the original crew, 26 arrived at South Carolina where 17 were discharged on 10–28 September. Eight new crew enlisted on 12 October. The vessel’s slaves were advertised for sale on 15 September, the agent being Miles Brewton. Duties paid totalled £2510 currency on 279 slaves.

Sources: ADM 7/96; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1772–3, no.70; SC Duty books, Journal C; Felix Farley, 2 November 1771, 4 January, 4 July, 7 November 1772; LL, 3 November, 1 December 1772; Donnan, IV, 442

BRITON 1771/5

(1) 140 tons; 6 guns  (8)
(2) 45 outward  (9)
(3) British  (10) Barbados/Jamaica
(4)  (11) c. 14 April 1772 at Jamaica
(5) George Saunders  (12)
(6) [John Fowler & Co.]  (13) c. 27 July 1772
(7) 2 August (pass 6 July)  (14) 30 (27) September

(26 October) 1772

According to its muster roll, the vessel left Bristol with 38 crew and returned with 19. It probably had 24 crew on its arrival at Jamaica. Eleven were discharged between 14 April and 20 June, and 6 new crew enrolled on 27 July.

Sources: ADM 7/96; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1772–3, no. 59; Felix Farley, 6, 27 July, 10 August 1771, 15 February, 6 June, 18 July, 3 October 1772; LL, 18 February, 9 June, 17 July, 29 September 1772
CONSTANTINE 1771/6

(1) 160 tons; 8 guns (8)  
(2) 40 outward (9)  
(3) British (10) Grenada  
(4) Archibald Robe (11) c. 20 November 1771  
(5) [David Hamilton & Co.] (12)  
(6) 6 June (pass 26 April) (13) c. 10 January 1772  
(7) According to its pass it was bound for Africa and Grenada, but newspaper reports suggest it was bound for Africa and Jamaica. The muster roll shows that it left Bristol with 44 crew and returned with 27. Of the original 44, 42 reached Grenada, where 21 were discharged between 20 November 1771 and 9 January 1772. Six new crew enlisted on 10 January 1772.

Sources: ADM 7/96; BT 6/3; SMV Muster rolls, 1771–2, no. 141; Felix Farley, 6 April, 8 June, 7 December 1771, 15 February, 28 March 1772; LL, 10 December 1771, 24 March 1772

CORNWALL 1771/7

(1) 150 tons; 6 guns (8)  
(2) 45 outward (9)  
(3) British (10) Barbados/St Vincent  
(4) Benjamin Smith (11) c. 16 February 1772 at St Vincent  
(5) [John Fowler & Co.] (12)  
(6) 6 August (pass 19 July) (13) c. 6 May 1772 from St Vincent  
(7) According to newspaper reports the vessel was bound for Africa and Jamaica, but after touching at Barbados traded at St Vincent. Its muster roll shows it left Bristol with 44 crew and returned home with 24. Of the original crew, 39 reached St Vincent where 15 were apparently discharged.

Sources: ADM 7/96; BT 6/3; SMV Muster rolls, 1772–3, no. 60; Felix Farley, 20 July, 10 August 1771, 15 February, 6, 13 June 1772; LL, 18 February, 9 June, 17 July 1772
**DORSETSHIRE**

<table>
<thead>
<tr>
<th>(1)</th>
<th>100 tons; 4 guns</th>
<th>(8)</th>
</tr>
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<tbody>
<tr>
<td>(2)</td>
<td>28 outward</td>
<td>(9)</td>
</tr>
<tr>
<td>(3)</td>
<td>British</td>
<td>(10)St Vincent</td>
</tr>
<tr>
<td>(4)</td>
<td>Stephen Madge</td>
<td>(11)c. 5 February 1772</td>
</tr>
<tr>
<td>(5)</td>
<td>[John Fowler &amp; Co.]</td>
<td>(12)</td>
</tr>
<tr>
<td>(6)</td>
<td>5 June (pass 9 May)</td>
<td>(13)c. 10 February 1772</td>
</tr>
</tbody>
</table>

Its pass indicates that the vessel was bound for Africa and Barbados. According to its muster roll the vessel had 26 crew on its departure from Bristol and returned home with 17. It appears to have arrived at St Vincent with all its original crew, discharging 12 there on 5 February. Three new crew enlisted on 10 February.

**Sources:** ADM 7/96; BT 6/3; SMV Muster rolls, 1771–2, no. 147; Felix Farley, 8 June, 7 December 1771, 28 March 1772; LL, 10 December 1771, 27 March 1772

**GAMBIA**

<table>
<thead>
<tr>
<th>(1)</th>
<th>71 tons; 6 guns</th>
<th>(8) Gambia</th>
</tr>
</thead>
<tbody>
<tr>
<td>(2)</td>
<td>22 outward</td>
<td>(9)</td>
</tr>
<tr>
<td>(3)</td>
<td>Plantation</td>
<td>(10) South Carolina</td>
</tr>
<tr>
<td>(4)</td>
<td>James Willis</td>
<td>(11)c. 22 September 1771</td>
</tr>
<tr>
<td>(5)</td>
<td>[John Fowler &amp; Co.]</td>
<td>(12) 133</td>
</tr>
<tr>
<td>(6)</td>
<td>9 February (pass 15 January)</td>
<td>(13)c. 18 November 1771</td>
</tr>
</tbody>
</table>

According to its pass and newspaper reports, the vessel was bound for Africa and South Carolina. Its muster roll shows that it left Bristol with 18 crew and returned home with 12. Fifteen of its original crew appear to have reached South Carolina, where 9 were discharged during 22 September–26 October. Six new crew enlisted on 18 November. The sale of the slaves was advertised for 15 October, agents, Powell, Hopton & Co. Duties on the slaves totalled £1172.5s. currency.

**Sources:** ADM 7/96; BT 6/3; SMV Muster rolls, 1771–2, no. 127; SC Duty books, Journal C; Felix Farley, 12 January, 16 February, 7 December 1771, 11 January 1772; LL, 23 July 1771, 10 January 1772; Donnan, IV, 438
GREENWICH 1771/10

(1) 102 tons; 10 guns (8)
(2) 28 outward (9)
(3) Plantation (10) Tobago
(4) (11) c. 30 December 1772
(5) John Harwood (Edmund Williams) (12) 256
(6) [Richard Farr son & Co.] (13) No pass returned
(7) 15 February (pass 25 January)

According to its muster roll the vessel left Bristol with 26 crew and arrived at Tobago with 17. All were discharged at the island between 30 December 1772 and 1 February 1773. John Harwood died on 2 December 1771.

Sources: ADM 7/96; BT 6/3; SMV Muster rolls, 1774–5, no. 243; Felix Farley, 23 February, 19 October 1771, 20 March 1773; LL, 22 October 1771, 23 March 1773

HECTOR 1771/11

(1) 100 tons (8) Angola (Malemba)
(2) (9) 360*
(3) (10) St Kitts/South Carolina
(4) (11) c. 18 October 1772 at South Carolina
(5) William Llewellyn (12) 308 (304 or 300)
(6) [John Chilcott & Co.] (13) c. 25 December 1772
(7) 30 October (14) 16 (13) February 1773

According to newspaper reports it was bound for Africa and Barbados. Initial investment in the voyage (excluding the value of the vessel) totalled £6314.17s.3d., of which £5363.17s.3d. constituted trade goods. Shareholders in the voyage were Thomas Deane, John Chilcott, and Thomas Longdon, one quarter each; John Read, one sixth; and Archibald Robe, one twelfth. Net returns on the voyage (excluding the residual value of the vessel) totalled £10774.6s.3d., of which bills at 3, 6, 9 and 12 months drawn on Richard Farr & sons, Benjamin Stead, and Joseph Nutt comprised £10114.5s. The muster roll shows that the vessel left Bristol with 41 crew and returned home with 19. Two additional crew were taken on at Malemba on 11 June 1772, and the vessel reached St Kitts with 23 crew on 28 September, when 7 further crew enlisted. After reaching South Carolina, 13 were discharged between 18 October and 16 November. Two new crew enlisted on 25 December. The vessel reportedly passed St Kitts with 308 slaves. On arrival at South Carolina, 300 were advertised for sale on 5 November, the agent for the sale being Miles Brewton. Duties totalled £2850 currency for 304 slaves.

Sources: BT 6/3; SMV Wharfage books; SMV Muster rolls, 1772–3, no.141; SC Duty books, Journal C; Log of Hector, Ms 92/011, National Maritime Museum, Greenwich; Felix Farley, 21 September, 9 November 1771, 7 November, 5 December 1772, 2 January, 20 February 1773; LL, 3 November, 8 December 1772, 1 January 1773; Donnan, IV, 442
HUNGERFORD 1771/12

(1) 160 tons; 10 guns  (8) New Calabar
(2) 50 outward  
(3) British  (10) Dominica
(4)  
(5) Walter Robe  (12)
(6) [John Powell & Co.] (13) c. 24 May 1772
(7) 23 August (pass 1 July)  (14) 14 July (26 October) 1772

Its muster roll shows that the vessel left Bristol with 53 crew and returned home with 28. It appears to have arrived at Dominica with 28 crew, where 4 were discharged on 23 May 1772. Two new crew enlisted there on 22-24 May and a further 2 at St Eustatius on 28 May.

Sources: ADM 7/96; BT 6/3; SMV Muster rolls, 1772-3, no. 20; Felix Farley, 29 June, 27 July 1771, 15 February, 27 June 1772; LL, 18 February, 26, 30 June, 17 July 1772

INDIAN QUEEN 1771/13

(1) 200 (280 or 250) tons; 8 guns  (8) Grenada
(2) 45 outward  
(3) British  (10) c. 14 August 1772
(4)  
(5) William Dyer  (12)
(6) [John Anderson & Co.?] (13)
(7) 4 October (pass 12 September)  (14) 5 (1) December 1772 (23 February 1773)

Its muster roll shows that the vessel left Bristol with 50 crew and returned home with 22. The vessel appears to have arrived at Grenada with 39 crew and discharged 17 there between 14 August and 6 September 1772. The wharfage books suggests it entered Bristol from St Vincent. The vessel was advertised for sale at 280 tons on 17 March 1773, having been rebuilt 8 years earlier by Mr Blanning. It was re-advertised for sale, this time at 250 tons, on 6 November 1773.

Sources: ADM 7/96; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1773-4, no. 45; Felix Farley, 14 September, 5 October 1771, 23 May, 17 October, 5 December 1772, 13 March, 23 October 1773; LL, 13, 16 October 1772
According to its muster roll the vessel left Bristol with 42 crew and returned home with 18. Of the original crew, 32 appear to have arrived at Jamaica, where 21 were discharged between 5 January and 31 March 1772. Seven new crew enlisted at Montego Bay on 6 April.

Sources: ADM 7/96; BT 6/3; SMV Muster rolls, 1771–2, no. 182; Felix Farley, 15, 29 June 1771, 15 February, 28 March, 6 June 1772; LL, 18 February, 27 March 1772

Its pass shows the vessel was bound for Africa and Jamaica. According to its muster roll it left Bristol with 33 crew and returned home with 25. Of the original crew, 32 appear to have reached Jamaica where 11 were discharged on 29 November. Four new crew enlisted on 19 December.

Sources: ADM 7/96; BT 6/3; SMV Muster rolls, 1771–2, no. 128; Felix Farley, 23 March, 4 May, 7 December 1771, 29 February, 7 March 1772; LL, 10 December 1771, 28 February, 10 March 1772
KING GEORGE 1771/16

(1) 160 tons; 16 guns  (8) Old Calabar
(2) 50 outward  (9)
(3) Plantation  (10) Dominica/Jamaica
(4)  (11) c. 25 March 1772 at Jamaica
(5) Robert Forsyth (— Tate)  (12)
(6) [John Anderson & Co.]  (13) c. 15 April 1772
(7) 25 February (pass 26 December  (14) 20 June (8 September) 1772.

Its muster roll shows that the vessel had 42 crew when it left Bristol and returned home with 20. Of the original crew, 26 seem to have reached Jamaica, where 15 were discharged on 25 March 1772. Nine new crew enlisted on 15 April 1772. Robert Forsyth died on 14 November 1771.

Sources: ADM 7/96; BT 6/3; SMV Muster rolls, 1772–3, no. 33; Felix Farley, 9 March, 19 October 1771, 18 April, 30 May, 27 June 1772; LL, 17 April, 29 May 1772

KING GEORGE 1771/17

(1) 84 tons; 4 guns  (8)
(2) 22 outward  (9)
(3) British  (10) Jamaica
(4)  (11) c. 18 December 1771
(5) Joseph Maies  (12)
(6) [John Fowler & Co.]  (13)
(7) 18 April (pass 26 March)  (14) 28 March (16 April) 1772

According to its pass the vessel was bound for Africa and Barbados. Its muster roll shows that it had 19 crew when it left Bristol and returned with 15. Eighteen of the original crew seem to have reached Jamaica where 3 were discharged between 18 December 1771 and 6 January 1772.

Sources: ADM 7/96; BT 6/3; SMV Muster rolls, 1771–2, no. 148; Felix Farley, 23 March, 7 December 1771, 7 March, 4 April 1772; LL, 10 December 1771

KING GEORGE 1771/18

(1) 100 tons; 8 guns  (8)
(2) 35 outward  (9)
(3) French prize  (10) Grenada
(4)  (11) c. 9 May 1772
(5) James Maxwell (Walter Vaughan)  (12)
(6) [John Anderson & Co.]  (13) c. 6 June 1772
(7) 5 July (pass 27 May)  (14) 25 July (26 October) 1772

According to its muster roll the vessel left Bristol with 37 crew and returned home with 20. Of the original crew, 21 seem to have reached Grenada, where 9 were discharged on 9–15 May 1772. Eight new crew enlisted on 6 June. James Maxwell died at the African coast on 13 February 1772.

Sources: ADM 7/96; BT 6/3; SMV Muster rolls, 1771–2, no. 235; Felix Farley, 25 May 1771, 15 February, 6 June, 4 July 1772; LL, 18 February, 30 June, 3, 28 July 1772
### MARIA 1771/19

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<thead>
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<tbody>
<tr>
<td>(1)</td>
<td>105 (260) tons; 10 guns</td>
</tr>
<tr>
<td>(2)</td>
<td>35 outward</td>
</tr>
<tr>
<td>(3)</td>
<td>Spanish prize</td>
</tr>
<tr>
<td>(4)</td>
<td>George Bishop</td>
</tr>
<tr>
<td>(5)</td>
<td>24 September (pass 6 September)</td>
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</table>

According to newspaper reports the vessel was bound for Africa and Grenada. It muster roll shows that it left Bristol with 38 crew and returned home with 11. It may have arrived at Tobago with only 9 crew, and enlisted 6 there on 18 July 1773. Four crew were discharged on 23-24 July 1773, possibly at Tortola, from where, according to one newspaper report, it returned to Bristol. It was advertised for sale, as a 260 ton snow, at Bristol on its return home.

**Sources:** ADM 7/96; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1773-4, no. 73; Felix Farley, 13 July, 28 September 1771, 4 July 1772, 25 September, 6 November 1773; LL, 30 June 1772, 21 September 1773

### MERCURY 1771/20

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<table>
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<tbody>
<tr>
<td>(1)</td>
<td>120 tons; 6 guns</td>
</tr>
<tr>
<td>(2)</td>
<td>30 outward</td>
</tr>
<tr>
<td>(3)</td>
<td>British</td>
</tr>
<tr>
<td>(4)</td>
<td>John Froad</td>
</tr>
<tr>
<td>(5)</td>
<td>[David Hamilton &amp; Co.]</td>
</tr>
<tr>
<td>(6)</td>
<td>22 June (pass 19 June)</td>
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</tbody>
</table>

According to its muster roll the vessel left Bristol with 32 crew and returned home with 17. All the original crew appear to have reached the West Indies, where 19 were discharged between 18 February and 16 March 1772, the last at St Kitts, possibly on the homeward voyage from Grenada. Four new crew enlisted at Grenada on 10 March.

**Sources:** ADM 7/96; BT 6/3; SMV Muster rolls, 1771-2, no. 178; Felix Farley, 4 May, 29 June 1771, 15 February, 11 April, 16 May 1772; LL, 18 February, 14 April, 15 May 1772
MOLLY 1771/21

(1) 100 tons; 4 guns
(2) 25 outward
(3) Plantation Jamaica
(4) c. 17 March 1772
(5) Mungo Wright
(6) [James McTaggart & Co.] c. 24 May 1772
(7) 2 July (pass 8 June) 27 July (26 October) 1772

According to its muster roll the vessel left Bristol with 25 crew and returned with 13. Of the original crew, 20 appear to have reached Jamaica, where 12 were discharged between 17 March and 28 April 1772. Five new crew enlisted on 24 May.

Sources: ADM 7/96; BT 6/3; SMV Muster rolls, 1772–3, no. 84; Felix Farley, 8 June, 6 July 1771, 15 February, 23 May, 1 August 1772; LL, 18 February, 31 July 1772

PHOENIX 1771/22

(1) 120 tons; 6 guns
(2) 45 outward
(3) British Jamaica
(4) c. 13 December 1771
(5) Middleton Belt (or Bell)
(6) [John Powell & Co.]
(7) 1 May (pass 1 April) 15 June (8 September) 1772

According to its pass the vessel was bound for Africa and Dominica. Its muster roll shows it left Bristol with 44 crew and returned with 19. Of the original crew, 41 appear to have reached Jamaica where 22 were discharged between 13 December 1771 and 20 March 1772.

Sources: ADM 7/96; BT 6/3; SMV Muster rolls, 1771–2, no. 181; Felix Farley, 30 March, 4 May, 7 December 1771, 29 February, 20 June 1772; LL, 10 December 1771, 28 February, 19 June 1772
**POLLY**

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<tr>
<td>(1)</td>
<td>200 tons; 14 guns</td>
<td>(8) Angola</td>
</tr>
<tr>
<td>(2)</td>
<td>45 outward</td>
<td>(9)</td>
</tr>
<tr>
<td>(3)</td>
<td>British</td>
<td>(10) James river, Virginia</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11) c. 19 May 1772</td>
</tr>
<tr>
<td>(5)</td>
<td>Thomas Duncomb</td>
<td>(12) 430 (432, 434, or 450)</td>
</tr>
<tr>
<td>(6)</td>
<td>[Thomas Longdon &amp; Co.]</td>
<td>(13) c. 10 July 1772</td>
</tr>
<tr>
<td>(7)</td>
<td>3 August (pass 27 May)</td>
<td>(14) 10 August (8 September) 1772</td>
</tr>
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</table>

According to its muster roll the vessel left Bristol with 55 crew and returned home with 24. Of the original crew, 46 reached Virginia, where 26 were discharged between 19 May and 6 July 1772. Four new crew enlisted between 24 June and 10 July. The vessel was reported as importing 430 slaves, but advertisements for the sale at Bermuda Hundred on 25 May 1772 refer to 450 slaves, the agents for the sale being Burnley & Braikenridge. The vessel was said to be new and prepared to take in tobacco at £6 per ton freight, ‘delivered alongside’.

**Sources:** ADM 7/96; BT 6/3; SMV Muster rolls, 1771–2, no. 239; Felix Farley, 27 July, 10 August 1771, 2 May, 13 June, 15 August 1772; LL, 8 May, 12, 16 June, 18 August 1772; W.E.Minchinton, Celia King, and Peter Waite (eds.), *Virginia Slave-Trade Statistics 1698–1775*, Richmond, Virginia, 1984, pp. 184–5

**PRINCE TOM**

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<tr>
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<tbody>
<tr>
<td>(1)</td>
<td>120 tons</td>
<td>(8)</td>
</tr>
<tr>
<td>(2)</td>
<td></td>
<td>(9)</td>
</tr>
<tr>
<td>(3)</td>
<td></td>
<td>(10) St Kitts</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11)</td>
</tr>
<tr>
<td>(5)</td>
<td>Benjamin Jones</td>
<td>(12)</td>
</tr>
<tr>
<td>(6)</td>
<td></td>
<td>(13)</td>
</tr>
<tr>
<td>(7)</td>
<td>c. 14 December</td>
<td>(14)</td>
</tr>
</tbody>
</table>

The vessel was reported on 14 December entered out for Africa at Bristol. It was subsequently reported to have sailed for Africa from Gravesend and the Downs on 6 and 10 February 1772 respectively.

**Sources:** BT 6/3; Felix Farley, 14 December 1771; LL, 7, 11 February, 4 December 1772
### THOMAS 1771/25

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<tr>
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<tr>
<td>(1)</td>
<td>72 (75) tons; 4 guns</td>
<td>(8)</td>
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<tr>
<td>(2)</td>
<td>25 outward</td>
<td>(9)</td>
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<tr>
<td>(3)</td>
<td>British</td>
<td>(10) James river, Virginia</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11) 30 July 1772</td>
</tr>
<tr>
<td>(5)</td>
<td>Thomas Lewis</td>
<td>(12) 200</td>
</tr>
<tr>
<td>(6)</td>
<td>[Thomas Jones &amp; Co.]</td>
<td>(13) c. 7 September 1772</td>
</tr>
<tr>
<td>(7)</td>
<td>28 November (pass 2 November)</td>
<td>(14) 17 (15) October (23 December) 1772</td>
</tr>
</tbody>
</table>

According to its muster roll the vessel had 24 crew when it left Bristol and returned home with 14. At least 14 of the original crew reached Virginia, where 2 were discharged. Two new crew enlisted on 7 September 1772. The vessel was reported to have reached Virginia via Grenada. The sale of the slaves was advertised to begin on 13 August at Osborne’s on the James river, the agents being Burnley & Braikenridge.

**Sources:** ADM 7/96; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1772–3, no. 55; Felix Farley, 2 November, 7 December 1771, 6 June, 19 September, 17 October 1772; LL, 9 June, 18 September, 16 October 1772; Donnan, IV, 160; W.E. Minchinton, Celia King and Peter Waite (eds.), *Virginia Slave-Trade Statistics 1698–1775*, Richmond, Virginia, 1984, p. 185

### VENUS 1771/26

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<tbody>
<tr>
<td>(1)</td>
<td>80 tons; 10 guns</td>
<td>(8) Old Calabar</td>
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<tr>
<td>(2)</td>
<td>35 outward</td>
<td>(9)</td>
</tr>
<tr>
<td>(3)</td>
<td>Plantation</td>
<td>(10) St Kitts</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11)</td>
</tr>
<tr>
<td>(5)</td>
<td>John Forbes</td>
<td>(12)</td>
</tr>
<tr>
<td>(6)</td>
<td>[Thomas Sims &amp; Co.]</td>
<td>(13)</td>
</tr>
<tr>
<td>(7)</td>
<td>c. 29 June (pass 16 May)</td>
<td>(14) No pass returned</td>
</tr>
</tbody>
</table>

The master died before the vessel reached St Kitts. The vessel was reported abandoned and ‘left exposed in a wild bay’ at the Blasques, near Dingle, Ireland, on 25 January 1773, its crew having been saved.

**Sources:** ADM 7/96; BT 6/3; Felix Farley, 18 May, 29 June 1771, 29 February, 19 December 1772, 20 February 1773; LL, 28 February 1772, 23 February, 2 April 1773
AFRICA 1772/1

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<tbody>
<tr>
<td>(1)</td>
<td>100 tons; 6 guns</td>
<td>(8)</td>
</tr>
<tr>
<td>(2)</td>
<td>25 outward</td>
<td>(9)</td>
</tr>
<tr>
<td>(3)</td>
<td>Plantation</td>
<td>(10) South Carolina</td>
</tr>
<tr>
<td>(4)</td>
<td>Gavin Fraser (Walter Vaughan)</td>
<td>(11) c. 9 June 1773</td>
</tr>
<tr>
<td>(5)</td>
<td>John Anderson &amp; Co.</td>
<td>(12) 190 (185)</td>
</tr>
<tr>
<td>(6)</td>
<td>9 September (pass 11 August)</td>
<td>(13) c. 6 July 1773</td>
</tr>
</tbody>
</table>

**Sources:** E190/1229/2; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1773–4, no. 163; SC Duty books, Journal C; Felix Farley, 15 August, 12 September 1772, 24 April, 19 June, 24 July, 4 September 1773; LL, 20 April, 15 June, 31 August 1773; Donnan, IV, 453

AFRICAN QUEEN 1772/2

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<tbody>
<tr>
<td>(1)</td>
<td>110 tons; 12 guns</td>
<td>(8)</td>
</tr>
<tr>
<td>(2)</td>
<td>40 outward</td>
<td>(9)</td>
</tr>
<tr>
<td>(3)</td>
<td>British</td>
<td>(10) Jamaica</td>
</tr>
<tr>
<td>(4)</td>
<td>Richard Craddock</td>
<td>(11) c. 29 November 1772</td>
</tr>
<tr>
<td>(5)</td>
<td>John Anderson &amp; Co.</td>
<td>(12) c. 16 January 1773</td>
</tr>
<tr>
<td>(6)</td>
<td>9 June (pass 25 May)</td>
<td>(13) 1 March (24 February) 1773</td>
</tr>
</tbody>
</table>

**Sources:** E190/1229/2; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1772–3, no. 130; Felix Farley, 30 May, 13 June, 19 December 1772, 6, 27 February 1773; LL, 22 December 1772, 9 February, 2, 5 March 1773

Walter Vaughan was named as master when the pass was issued and in newspaper reports of the vessel's departure from Bristol, but Gavin Fraser was named as master in the muster roll and other sources. Its muster roll shows that the vessel left Bristol with 29 crew and returned with 14. Of the original crew, 22 reached South Carolina where 11 were discharged on 9 June 1772. Three new crew enlisted on 6 July. The vessel was reported spoken with by the Five Sisters off Barbados, all well and bound for South Carolina. The sale of 190 slaves from the vessel was advertised to begin on 8 June, the agents being Inglis & Lloyd. Import duties on 185 slaves totalled £1530 currency.

The vessel entered out at Bristol for Africa and Barbados. It was reported to have passed St Kitts, bound for Jamaica. Its muster roll shows that it left Bristol with 43 crew and returned home with 12. Of the original crew, 29 appear to have reached Jamaica, where 24 were discharged between 29 November 1772 and 9 January 1773. Seven new crew enlisted on 16 January 1773.
BETSEY 1772/3

(1) 73 tons
(2)  
(3)  
(4)  
(5) Kenneth Robertson
(6) David Hamilton
(7) 3 April

Sources:  E190/1229/2; BT 6/3; Felix Farley, 4, 18 April 1772

BRITANNIA 1772/4

(1) 140 tons; 6 guns
(2) 45 outward
(3) British
(4) James Bruce
(5) John Fowler & Co.
(6) 22 April (pass 2 April)

Sources:  E190/1229/2; ADM 7/96; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1773–4, no. 60; Felix Farley, 4, 25 April, 21 November 1772, 20 February, 29 May 1773; LL, 20 November 1772, 19 February, 1 June 1773
Catherine 1772/5

| (1) | 100 tons; 10 guns | (8) | Angola |
| (2) | 35 outward | (9) | |
| (3) | British | (10) | South Carolina |
| (4) | James Fraser (Thomas Jones) | (11) | c. 30 July 1773 |
| (5) | Thomas Langdon & Co. | (12) | 200 (237) |
| (6) | 28 August (pass 15 August) | (13) | c. 21 August 1773 |
| (7) | | (14) | 20 (21) September |

Thomas Jones was named as master in the port book and Board of Trade papers and when the vessel was entered out at Bristol, but James Fraser was named on the pass, the muster roll and later reports. The vessel was entered out for Africa and South Carolina. Its muster roll shows that it left Bristol with 39 crew and returned home with 25. It appears that 34 of the original crew reached South Carolina where 13 were discharged on 4–20 August 1773. Four new crew enlisted on 21 August. The sale of 200 slaves from the vessel was advertised to be held on 30 July, John Neufville agent. Import duties on 237 slaves totalled £2295 currency.

Sources: E190/1229/2; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1773–4, no. 16; SC Duty books, Journal C; Felix Farley, 25 July, 29 August 1772, 1 May, 11, 25 September 1773; LL, 24 September 1773; Donnan, IV, 454

Colston 1772/6

| (1) | 180 tons; 6 guns | (8) | Jamaica |
| (2) | 40 outward | (9) | |
| (3) | Plantation | (10) | |
| (4) | Joseph Jackson | (11) | c. 10 February 1773 |
| (5) | John Powell & Co. | (12) | |
| (6) | 10 April (pass 26 March) | (13) | c. 30 June 1773 |
| (7) | | (14) | 7 (4) September (16 December) |

The vessel was entered out for Africa and St Kitts. Its muster roll shows that it left Bristol with 43 crew and returned with 20. It appears that 34 of the original crew reached Jamaica where 24 were discharged between 10 February and 10 April 1773. Ten new crew enlisted on 30 June.

Sources: E190/1229/2; ADM 7/96; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1773–4, no. 75; Felix Farley, 28 March, 18 April, 21 November 1772, 24 March, 18 April, 21 November 1772, 24 April, 11 September 1773; LL, 20 November 1772, 20 April, 7 September 1773
CONSTANTINE 1772/7

(1) 160 tons; 8 guns  (8)  
(2) 40 outward  (9)  
(3) British  (10) Jamaica  
(4)  
(5) John Chilcott (Archibald Robe)  (12)  
(6) David Hamilton & Co.  (13) c. 4 March 1773  
(7) 27 May (pass 19 May)  (14) 19 April (25 June) 1773  

The vessel was entered out under the command of Archibald Robe who was also named as master in the port book, but the vessel sailed under the command of John Chilcott. Its pass suggested it was bound for Africa and St Vincent. It was reported well off St Thomas in West Africa on 24 December by the Polly, Duncomb (1772/25). Its muster roll shows that it left Bristol with 40 crew and returned with 19. One additional man enlisted at the African coast on 27 October. The vessel appears to have reached Jamaica with less than 30 crew, only 13 still being retained at the island on 17 February 1773. Six new crew enlisted on 4 March.

Sources: E190/1229/2; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1772–3, no. 178; Felix Farley, 18 April, 6 June, 19 December 1772, 3, 24 April 1773; LL, 22 December 1772, 2, 20 April 1773

DISPATCH 1772/8

(1) 20 tons; no guns  (8)  
(2) 6 outward  (9)  
(3) British  (10)  
(4)  
(5) Robert Weaver  (12)  
(6)  (13)  
(7) c. 22 February (pass 20 January)  (14) No pass returned  

The vessel was reported to have arrived at Africa.

Sources: ADM 7/96; BT 6/3; Felix Farley, 8, 22 February, 12 September 1772; LL, 11 September 1772

DORSETSHIRE 1772/9

(1) 100 tons; 4 guns  (8)  
(2) 30 outward  (9)  
(3) British  (10) Jamaica  
(4)  
(5) Joseph Maies  (12)  
(6) John Fowler & Co.  (13) c. 5 March 1773  
(7) 24 May (pass 14 May)  (14) 24 (21) May (25 June) 1773  

Its muster roll shows that the vessel left Bristol with 30 crew and returned home with 14. It appears that at least 30 of the original crew reached Jamaica, where 20 were discharged between 19 January and 5 February 1773. Four new crew enlisted on 5 March.

Sources: E190/1229/2; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1772–3, no. 155; Felix Farley, 16, 30 May, 19 December 1772, 27 February, 22 May 1773; LL, 22 December 1772, 2 March, 25 May 1773
### FRIENDSHIP 1772/10

<p>| | | |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>(1)</td>
<td>80 tons; no guns</td>
<td>(8)</td>
</tr>
<tr>
<td>(2)</td>
<td>15 outward</td>
<td>(9)</td>
</tr>
<tr>
<td>(3)</td>
<td>Plantation</td>
<td>(10) Jamaica</td>
</tr>
<tr>
<td>(4)</td>
<td>John Barker</td>
<td>(11) c. 3 February 1773</td>
</tr>
<tr>
<td>(5)</td>
<td>Thomas Sims &amp; Co.</td>
<td>(12)</td>
</tr>
<tr>
<td>(6)</td>
<td>22 June (pass 18 June)</td>
<td>(13) c. 4 April 1773</td>
</tr>
</tbody>
</table>

According to its pass the vessel was bound for Africa and Jamaica. Its muster roll shows that it left Bristol with 14 crew and returned home with 11. It appears that 11 of the original crew reached Jamaica where 6 were discharged on 3–22 February 1773. Six new crew enlisted on 4 April.

**Sources:** E190/1229/2; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1772–3, no. 191; Felix Farley, 20, 27 June 1772, 23 January, 3 April, 5 June 1773; LL, 29 January, 2 April, 4 June 1773

### GAMBIA 1772/11

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<table>
<thead>
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</thead>
<tbody>
<tr>
<td>(1)</td>
<td>71 tons; 4 guns</td>
<td>(8) Gambia</td>
</tr>
<tr>
<td>(2)</td>
<td>20 outward</td>
<td>(9)</td>
</tr>
<tr>
<td>(3)</td>
<td>Plantation</td>
<td>(10) South Carolina</td>
</tr>
<tr>
<td>(4)</td>
<td>James Willis</td>
<td>(11) c. 6 June 1773</td>
</tr>
<tr>
<td>(5)</td>
<td>John Fowler &amp; Co.</td>
<td>(12) 170 (106)</td>
</tr>
<tr>
<td>(6)</td>
<td>28 September (pass 10 September)</td>
<td>(13) c. 11 July 1773</td>
</tr>
</tbody>
</table>

Its pass suggests the vessel was bound for Africa and South Carolina. According to its muster roll it left Bristol with 19 crew and returned home with 10. Twelve of its original crew appear to have reached South Carolina where 6 were discharged on 6–16 June 1773. Four new crew enlisted on 11 July. The sale of 170 slaves from the vessel was advertised for 8 June, agents Roger Smith and Alexander Inglis. Import duties totalled £1017.10s. currency on 106 slaves.

**Sources:** E190/1229/2; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1773–4, no. 4; SC Duty books, Journal C; Felix Farley, 12 September, 3 October 1772, 16 January, 24 July, 4 September 1773; LL, 23 July, 3 September 1773; Donnan, IV, 453
GREYHOUND: 1772/12

(1) 120 tons; 6 guns (8) Calabar
(2) 40 outward (9)
(3) Plantation (10) Barbados/South Carolina
(4) (11) c. 5 May/c.7 June 1773
(5) Jacob Patterson (Terence O’Neil) (12) 130 (132)
(6) Thomas Sims & Co. (13) c. 28 July 1773 from Virginia
(7) 12 February (pass 23 January) (14) 7 (4).September (16 December) 1773

Its muster roll shows that the vessel left Bristol with 41 crew and returned home with 13. Two additional crew enlisted at the African coast on 29 November 1772. Jacob Patterson died on 21 December. The vessel had 19 crew when it reached Barbados, where 6 were discharged on 5–7 May 1773, leaving 13 to sail to South Carolina where a further 10 were discharged between 7 June and 11 July. Ten new crew were reported enlisted in Virginia on 28 July. The sale of 130 slaves from the vessel was advertised to be held in South Carolina on 8 June, the agents being Roger Smith and Alexander Inglis. Import duties on 132 slaves totalled £1120 currency.

Sources: E190/1229/2; ADM 7/96; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1773–4, no. 176; SC Duty books, Journal C; Felix Farley, 22 February, 29 August 1772, 19 June, 24 July, 11 September 1773; Donnan, IV, 453

HUNGERFORD 1772/13

(1) 160 tons; 12 guns (8)
(2) 45 outward (9)
(3) British (10) Dominica
(4) (11) c. 18 June 1773
(5) Henry Bell (12)
(6) John Powell & Co. (13) c. 22 July 1773
(7) 22 December (pass 31 October) (14) 3 (1) September 1773 (25 February 1774)

Its pass indicates that the vessel was bound for Africa and Dominica. According to its muster roll it left Bristol with 54 crew and returned home with 32. Of the original crew, 42 appear to have reached Dominica, where 10 were discharged between 18 June and 22 July 1773.

Sources: E190/1229/2; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1773–4, no. 141; Felix Farley, 31 October, 26 December 1772, 5 June, 21 August, 4 September 1773; LL, 17 August, 3 September 1773
INDIAN PRINCE 1772/14

(1) 100 (150) tons; 2 guns (8) 100 (150) tons; 6 guns
(2) 28 outward (9) 45 outward
(3) Plantation (10) Jamaica British
(4) (11)
(5) David Griffiths (12)
(6) Thomas Sims & Co. (13) c. 5 April 1773 John Powell & Co.
(7) 23 March (pass 7 March) (14) 9 June (1 October) 1773 c. 11 July (pass 8 July)

Its pass indicates that the vessel was bound for Africa and Dominica. According to its muster roll it left Bristol with 27 crew and returned home with 15. It appears to have reached Jamaica with at least 16 of its original crew. Eight were discharged there between 1 February and 9 April 1773, and 7 new crew were enlisted on 5 April. The vessel was advertised for sale on 23 October 1773 as a snow of about 150 tons and 'compleat' for the African trade.

Sources: E190/1229/2; ADM 7/96; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1772–3, no. 192; Felix Farley, 7 March, 21 November 1772, 1, 27 February, 12 June, 16 October 1773; LL, 20 November 1772, 2 March, 11 June 1773.

JANE 1772/15

(1) 120 tons; 6 guns (8)
(2) 45 outward (9)
(3) British (10) Dominica
(4) (11)
(5) Charles Taylor (12)
(6) John Powell & Co. (13)
(7) c. 11 July (pass 8 July) (14) 7 April (14 July) 1773

Sources: E190/1229/2; ADM 7/98; SMV Wharfage books; Felix Farley, 20 June, 11 July 1772, 23 January, 3, 10 April 1773; LL, 22 January, 2, 9 April 1773.
### JASON 1772/16

<table>
<thead>
<tr>
<th>No.</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>100 tons; 6 guns</td>
</tr>
<tr>
<td>2</td>
<td>32 outward</td>
</tr>
<tr>
<td>3</td>
<td>Plantation</td>
</tr>
<tr>
<td>4</td>
<td>George Merrick</td>
</tr>
<tr>
<td>5</td>
<td>John Chillcott &amp; Co.</td>
</tr>
<tr>
<td>6</td>
<td>29 September (pass 8)</td>
</tr>
</tbody>
</table>

- **Source:**
  - E190/1229/2; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1773–4, no. 82; SC Duty books, Journal C; Felix Farley, 12 September, 3 October 1772, 3 July, 11 September, 27 November 1773; LL, 6 July, 14 September, 26 November 1773; Donnan, IV, 454

Its muster roll shows that the vessel left Bristol with 33 crew and returned home with 17. Of its original crew, at least 33 reached South Carolina, where 20 were discharged between 17 August and 28 September 1773. Four new crew enlisted on 25 September. The sale of 200 slaves from the vessel was advertised to be held on 11 August, the agent being Miles Brewton. Import duties totalling £2175 currency were paid on 250 slaves.

### JOHN 1772/17

<table>
<thead>
<tr>
<th>No.</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>140 tons; 4 guns</td>
</tr>
<tr>
<td>2</td>
<td>40 outward</td>
</tr>
<tr>
<td>3</td>
<td>Plantation</td>
</tr>
<tr>
<td>4</td>
<td>Stephen Madge</td>
</tr>
<tr>
<td>5</td>
<td>John Fowler &amp; Co.</td>
</tr>
<tr>
<td>6</td>
<td>2 May (pass 4 April)</td>
</tr>
</tbody>
</table>

- **Source:**
  - E190/1229/2; ADM 7/96; BT 6/3; Felix Farley, 4 April, 9 May, 19 December 1772, 20, 27 February, 12 June 1773; LL, 22 December 1772, 19 February, 2 March, 1 June 1773

The vessel was variously reported lost on its way home from Jamaica off Bahama Banks or on Member Rock in the Gulf of Florida, its crew being saved ‘after being 5 days in their boat’.

### KING GEORGE 1772/18

<table>
<thead>
<tr>
<th>No.</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>84 tons; 4 guns</td>
</tr>
<tr>
<td>2</td>
<td>22 outward</td>
</tr>
<tr>
<td>3</td>
<td>British</td>
</tr>
<tr>
<td>4</td>
<td>Peter Webber</td>
</tr>
<tr>
<td>5</td>
<td>John Fowler &amp; Co.</td>
</tr>
<tr>
<td>6</td>
<td>30 May (pass 28 May)</td>
</tr>
</tbody>
</table>

- **Source:**
  - E190/1229/2; ADM 7/98; BT 6/3; Felix Farley, 30 May 1772, 20, 27 February 1773; LL, 23 February, 2 March 1773

The vessel was entered out for Africa and St Kitts. It was reported overset by a storm or tornado in the New Calabar river, its crew and 30 slaves saved.
### MAESGWYN
**1772/19**

<table>
<thead>
<tr>
<th>(1)</th>
<th>120 tons; 6 guns</th>
<th>(8)</th>
<th>Anamaboe/Appollonia</th>
</tr>
</thead>
<tbody>
<tr>
<td>(2)</td>
<td>40 outward</td>
<td>(9)</td>
<td></td>
</tr>
<tr>
<td>(3)</td>
<td>French prize</td>
<td>(10)</td>
<td>South Carolina</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11)</td>
<td>c. 10 June 1773</td>
</tr>
<tr>
<td>(5)</td>
<td>Windsor Brown</td>
<td>(12)</td>
<td>270 (264)</td>
</tr>
<tr>
<td>(6)</td>
<td>John Powell &amp; Co.</td>
<td>(13)</td>
<td>c. 27 July 1773</td>
</tr>
<tr>
<td>(7)</td>
<td>23 February (pass 4 February)</td>
<td>(14)</td>
<td>8 (6) September (16 December) 1773</td>
</tr>
</tbody>
</table>

According to its muster roll the vessel left Bristol with 45 crew and returned home with 17. Of the original crew, 29 appear to have reached South Carolina, 4 having joined the *Martha*, Taylor (1772/21) at Anamaboe. Twenty were discharged at South Carolina between 15 June and 23 July 1773 and 9 new crew enlisted there on 27 July. One died on the home run. The sale of 270 slaves was advertised to be held on 10 June, the agents for the sale being Powell, Hopton & Co. Import duties totalled £2590 currency for 264 slaves.

**Sources:** E190/1229/2; ADM 7/96; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1773-4, no. 56; SC Duty books, Journal C; Felix Farley, 8, 29 February, 29 August 1772, 24 July, 11 September 1773; LL, 28 August 1772, 23 July, 7 September 1773; Donnan, IV, 453

### MARLBOROUGH
**1772/20**

<table>
<thead>
<tr>
<th>(1)</th>
<th>150 (250) tons; 4 guns</th>
<th>(8)</th>
<th>Grenada/Jamaica</th>
</tr>
</thead>
<tbody>
<tr>
<td>(2)</td>
<td>30 outward</td>
<td>(9)</td>
<td></td>
</tr>
<tr>
<td>(3)</td>
<td>Plantation</td>
<td>(10)</td>
<td>c. 28 November 1773 at Jamaica</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11)</td>
<td></td>
</tr>
<tr>
<td>(5)</td>
<td>John Marshall</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(6)</td>
<td>Richard Farr sons &amp; Co.</td>
<td>(12)</td>
<td>over 300</td>
</tr>
<tr>
<td>(7)</td>
<td>10 February (pass 13 January)</td>
<td>(13)</td>
<td>c. 27 February 1774</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(14)</td>
<td>11 (10) April (24 October) 1774</td>
</tr>
</tbody>
</table>

According to its pass the vessel was bound for Africa and Grenada. Its muster roll shows it left Bristol with 35 crew and took on one more crew at Falmouth on 10 March. It was reported spoken with by the *King George*, Smith (1773/15) off Barbados. It was also reported to have passed Grenada on 25 November 1773 with 'upwards of 300' slaves on board. The vessel reached Jamaica with 29 crew, discharging 14 there between 28 November 1773 and 18 February 1774. Five new crew enlisted on 27 February, giving a crew of 20 on board when the vessel returned to Bristol. The vessel was advertised for sale, at 250 tons, 'lately from Africa', on 9 June 1774.

**Sources:** E190/1229/2; ADM 7/96; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774-5, no. 242; Felix Farley, 11 January, 8 February, 22 August 1772, 5 February, 4 June 1774; LL, 25 August 1772, 1, 22 February, 15 April 1774
**MARTHA**  
1772/21

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<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>(1)</td>
<td>80 tons</td>
<td>(8)</td>
<td>Anamaboe (?)</td>
</tr>
<tr>
<td>(2)</td>
<td></td>
<td>(9)</td>
<td></td>
</tr>
<tr>
<td>(3)</td>
<td></td>
<td>(10)</td>
<td>Jamaica</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11)</td>
<td>c. 6 January 1774</td>
</tr>
<tr>
<td>(5)</td>
<td>William Taylor</td>
<td>(12)</td>
<td></td>
</tr>
<tr>
<td>(6)</td>
<td>John Powell &amp; Co.</td>
<td>(13)</td>
<td>c. 25 March 1774</td>
</tr>
<tr>
<td>(7)</td>
<td>11 February</td>
<td>(14)</td>
<td>25 June 1774</td>
</tr>
</tbody>
</table>

According to its muster roll the vessel left Bristol with 24 crew. A further 9 crew were enlisted at the African coast, including 4 from the *Maesgwin*, Brown (1772/19) at Anamaboe. The vessel was reported to have called at Princes Island, and appears to have reached Jamaica with only 14 crew. Twelve of them were discharged there on 6–18 January 1774 before 2 new crew were enlisted on 23 February and 25 March 1774. The ship reached Bristol with only 4 crew on board.

**Sources:**  
E190/1229/2; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 221; Felix Farley, 18 January, 15 February, 8 August 1772, 5 February, 12 March, 2 July 1774; LL, 18 August 1772, 8 March 1774

**MERCURY**  
1772/22

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</thead>
<tbody>
<tr>
<td>(1)</td>
<td>120 tons</td>
<td>(8)</td>
<td></td>
</tr>
<tr>
<td>(2)</td>
<td></td>
<td>(9)</td>
<td></td>
</tr>
<tr>
<td>(3)</td>
<td></td>
<td>(10)</td>
<td>Jamaica</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11)</td>
<td>c. 28 February 1773</td>
</tr>
<tr>
<td>(5)</td>
<td>John Froad (Turoad)</td>
<td>(12)</td>
<td></td>
</tr>
<tr>
<td>(6)</td>
<td>David Hamilton &amp; Co.</td>
<td>(13)</td>
<td>c. 10 April 1773</td>
</tr>
<tr>
<td>(7)</td>
<td>22 June</td>
<td>(14)</td>
<td>12 (10) June 1773</td>
</tr>
</tbody>
</table>

Its muster roll shows the vessel left Bristol with 31 crew and returned home with 15. Of the original crew, 25 appear to have reached Jamaica where 16 were discharged between 28 February and 8 April 1773. Six new crew enlisted on 10 April.

**Sources:**  
E190/1229/2; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1773–4, no. 77; Felix Farley, 23 May, 19 December 1772, 24 April, 12 June 1773; LL, 22 December 1772, 20 April, 15 June 1773
### NIGHTINGALE 1772/23

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<tr>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>120 tons; 6 guns</td>
<td>(8)</td>
</tr>
<tr>
<td>2</td>
<td>40 outward</td>
<td>(9)</td>
</tr>
<tr>
<td>3</td>
<td>British</td>
<td>(10) Dominica/Jamaica</td>
</tr>
<tr>
<td>4</td>
<td>James Nixon</td>
<td>(12)</td>
</tr>
<tr>
<td>5</td>
<td>Thomas Sims &amp; Co.</td>
<td>(13) c. 19 June 1773</td>
</tr>
<tr>
<td>6</td>
<td>9 May (pass 18 April)</td>
<td>(14) 17 (16) August (16 December) 1773</td>
</tr>
</tbody>
</table>

According to its muster roll the vessel left Bristol with 40 crew and returned with 20. It appears that, of the original crew, 35 reached Jamaica, where 15 were discharged between 5 April and 19 June 1773.

**Sources:** E190/1229/2; ADM 7/96; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1773–4, no. 9; Felix Farley, 18 April, 16 May, 12 December 1772, 5, 12 June, 21 August 1773; LL, 11 December 1772, 15 June, 20 August 1773

### PHOENIX 1772/24

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</thead>
<tbody>
<tr>
<td>1</td>
<td>120 tons; 6 guns</td>
<td>(8)</td>
</tr>
<tr>
<td>2</td>
<td>45 outward</td>
<td>(9)</td>
</tr>
<tr>
<td>3</td>
<td>British</td>
<td>(10) Dominica</td>
</tr>
<tr>
<td>4</td>
<td>Middleton (William) Belt</td>
<td>(12) c. 28 February 1773</td>
</tr>
<tr>
<td>5</td>
<td>John Powell &amp; Co.</td>
<td>(13) c. 7 March 1773</td>
</tr>
<tr>
<td>6</td>
<td>6 August (pass 10 July)</td>
<td>(14) 20 (17) April (1 October) 1773</td>
</tr>
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</table>

According to its pass the vessel was bound for Africa and Jamaica. Its pass was reported returned ‘never having been issued’. Its muster roll shows that the vessel left Bristol with 49 crew and returned home with 34. It appears to have arrived at Dominica with at least 39 crew where 5 were discharged between 28 February and 4 March 1773. The vessel was reported spoken with on 20 March 1773 13 days out of Dominica, all well.

**Sources:** E190/1229/2; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1773–4, no. 35; Felix Farley, 11 July, 1, 8 August 1772, 20 February, 10, 24 April 1773; LL, 23 February, 9, 20 April 1773
POLLY 1772/25

(1) 200 (300) tons; 14 guns (8) Angola
(2) 45 outward (9)
(3) British (10) Barbados/St Vincent
(4) (11) c. 29 July 1773 at St Vincent
(5) Thomas Duncomb (12)
(6) Thomas Langdon & Co. (13) c. 29 August 1773
(7) 29 September (pass 5 September) (14) 17 (15) October 1773

According to its pass the vessel was bound for Africa and South Carolina. Its muster roll shows that it left Bristol with 55 crew and returned home with 19. It appears that 48 of the original crew reached St Vincent, where 29 were discharged between 29 July and 29 August 1773. It was reported to have spoken with the Constantine (1772/7) to the west of St Thomas on 24 December 1772, all well. The vessel was advertised for sale on 29 January 1774 when it was described as lately from Africa, 300 tons, and rebuilt at Bristol 3 years ago.

Sources: E190/1229/2; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 35; Felix Farley, 5 September, 3 October 1772, 3 April, 3 July, 10 October, 20 November 1773, 8 January 1774; LL, 2 April, 6 July, 19 November 1773

PRINCE OF WALES 1772/26

(1) 130 tons; 10 guns (8)
(2) 40 outward and homeward (9)
(3) Spanish prize (10) Lower James, Virginia
(4) Bristol; 16 April 1763 (11) c. 24 September 1772
(5) James Bivins (12) 400
(6) John Powell & Co. (13) 1 January 1773 from Upper James, Virginia
(7) 19 January (pass 12 December 1771) (14) 17 (15) February (14 April) 1773

According to its pass the vessel was bound for Africa and Jamaica. Its muster roll shows that it left Bristol with 43 crew and arrived at Virginia with at least 30. Ten were discharged there between 8 October and 15 November 1773, leaving 20 to sail the vessel home. The sale of 400 slaves imported by the vessel was advertised on 24 September to be held on 8 October at Bermuda Hundred, the agents for the sale being John Wayles and Richard Randolph.

Sources: ADM 7/96; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1773–4, no. 70; Felix Farley, 14 December 1771, 1 August, 14 November 1772, 20 February 1773; LL, 7 August, 13 November 1772, 19 February 1773; Donnan, IV, 161; W.E. Minchinton, Celia King and Peter Waite (eds.), Virginia Slave-Trade Statistics 1698–1775, Richmond, Virginia, 1984, p.185
According to its muster roll the vessel left Bristol with 35 crew. One further crewman was enlisted at the African coast on 10 April 1773. The vessel was reported to have passed Barbados on 4 May 1773 on its way to Jamaica with 340 slaves, all well. The vessel arrived at Jamaica with at least 28 crew, discharging 22 there on 11–26 June 1773. The vessel sailed for Bristol with only 6 crew, discharging 3 on 8 July and the remaining 3 crew on 8 August.

Sources: ADM 7/96; BT 6/3; SMV Muster rolls, 1773–4, no. 220; Felix Farley, 7 December 1771, 1 February, 22 August 1772, 19 June, 31 July 1773; LL, 25 August 1772, 15 June, 2 August 1773

According to its muster roll the vessel left Bristol with 33 crew and returned home with 16. It appears that 28 of the original crew reached Jamaica where 19 were discharged on 7 April 1773. Seven new crew enlisted there on 23 May.

Sources: E190/1229/2; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1773–4, no. 80; Felix Farley, 20 June 1772, 23 January, 24 April, 5 June, 24 July 1773; LL, 22 January, 20 April, 8 June, 20 July 1773
AFRICAN QUEEN 1773/1

(1) 110 tons
(2) Jamaica
(3) Richard Craddock
(4) c. 2 January 1774
(5) John Anderson & Co.
(6) c. 31 January 1774
(7) 16 April
(8) 30 (26) March 1774

According to its muster roll the vessel left Bristol with 44 crew and returned home with 18. It appears to have arrived with 34 crew at Jamaica, where 19 were discharged on 2–31 January 1774. Three new crew enlisted on 30 January.

Sources: E190/1229/4; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1773–4, no. 162; Felix Farley, 27 March, 16 October 1773, 5 March, 2 April 1774; LL, 30 April, 19 October 1773, 29 March 1774

AMBRIS 1773/2

(1) 30 (40) tons; 4 guns
(2) Angola
(3) 8 outward
(4) 50*
(5) British
(6) St Kitts/South Carolina
(7) Jonathan (Joseph) Lovegrove
(8) c. 26 May 1774 at South Carolina
(9) John Chilcott & Co.
(10) 49
(11) 26 June (pass 11 May)
(12) c. 11 August 1774
(13) 28 June (pass 11 May)
(14) 26 (19) September (24 October) 1774

The vessel was tender to the Hector (1773/13) and was reported to have entered out for Africa and St Kitts. It was expected to carry 50 'sortable' slaves supplied by the Hector. The accounts of the Hector suggest that about £600 in trade goods were shipped to Angola on account of the Ambris. Its muster roll shows that the vessel left Bristol with 10 crew and returned home with 7. Eight of its original crew reached South Carolina where 4 were discharged between 26 May and 9 August 1774. Three new crew enlisted on 11 August. John Neufville paid import duties of £435 for 49 slaves at South Carolina. The vessel was advertised at 40 tons to be sold on 26 November 1774.

Sources: E190/1229/4; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 42; SC Duty books, Journal C; Log of Hector, Ms 92/011, National Maritime Museum, Greenwich; Felix Farley, 15 May, 26 June 1773, 12 February, 30 July, 17, 24 September, 19 November 1774; LL, 29 June 1773, 11 February, 26 July, 23 September 1773
BETSEY (1) 1773/3

(1) 80 tons; 8 guns (8) Gambia
(2) 25 outward (9)
(3) Plantation (10) South Carolina
(4) (11) c. 20 July 1773
(5) William Morgan (12) 150 (120)
(6) David Hamilton & Co. (13) c. 8 August 1773
(7) 3 February (pass 26 December (14) 28 (23) September 1773 (17 1772) February 1775)

According to its muster roll the vessel left Bristol with 35 crew and returned home with 20. Of the original crew, 30 reached South Carolina where 13 were discharged on 21–22 July 1773. Three new crew enlisted on 1–8 August. The sale of 150 slaves from the vessel was advertised to begin on 20 July, Miles Brewton agent. Import duties totalled £1175 currency for 120 slaves.

Sources: E190/1229/4; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1773–4, no. 22; SC Duty books, Journal C; Felix Farley, 26 December 1772, 13 February, 26 June, 25 September 1773; LL, 9 February, 31 August 1773; Donnan, IV, 454

BETSEY (2) 1773/4

(1) 80 tons (8) Gambia
(2) (9)
(3) (10) South Carolina
(4) (11) c. 11 October 1774
(5) William Morgan (12) 128 (112)
(6) David Hamilton & Co. (13) c. 15 November 1774
(7) 16 December (14) 5 (3) January 1775

Newspaper reports suggest the vessel entered out for Africa and South Carolina. According to its muster roll it left Bristol with 35 crew and returned home with 16. Of the original crew, 19 reached South Carolina, where 10 were discharged on 11–14 October 1774. Seven new crew enlisted on 15 November. The vessel was reported spoken with, bound from Gambia to South Carolina, on 15 September 1774 in Lat. 22.30°, Long. 62°, all well. The sale of 128 slaves was advertised to begin on 11 October 1774, Dupont, Brewton & Co. agents. Import duties totalled £1100 currency for 112 slaves.

Sources: E190/1229/4; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 181; SC Duty books, Journal C; Felix Farley, 30 October, 18 December 1773, 28 May, 19 November, 10 December 1774, 7 January 1775; LL, 21 December 1773, 29 June, 22 November, 9 December 1774, 10 January 1775; Donnan, IV, 467
BETSEY 1773/5

(1) 100 tons; 4 guns  (8)
(2) 24 outward  (9)
(3) Plantation  (10) Barbados/Jamaica
(4)  (11) c. 11 August 1774 at Jamaica
(5) Thomas Nicholson  (12)
(6) Edward Nicholas & Co.  (13) c. 2 October 1774
(7) 18 October (pass 3 September)  (14) 2 (1) January (17 February)

The vessel entered out for Africa and Jamaica. On 9 October, it was reported to have sailed, but it was later reported to have been forced to return to Kingroad by contrary winds, eventually sailing about 23 October. Its muster roll shows that it had 26 crew when it left Bristol and returned home with 13. It appears that 16 of the original crew reached Jamaica where 4 were discharged on 11 August 1774. One new man enlisted on 2 October.

Sources: E190/1229/4; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 197; Felix Farley, 4 September, 9, 23 October 1773, 4 June, 1 October, 19 November 1774, 7 January 1775; LL, 26 October 1773, 27 September, 18 November 1774, 3 January 1775

BRITON 1773/6

(1) 140 tons; 6 guns  (8)
(2) 40 outward  (9)
(3) British  (10) Jamaica
(4)  (11) c. 26 December 1773
(5) George Saunders  (12)
(6) John Fowler & Co.  (13) c. 19 April 1774
(7) 26 March (pass 5 March)  (14) 25 (23) June (24 October) 1774

According to its pass the vessel was bound for Africa and Barbados. Its muster roll named John Fowler jr as the ship’s purser or managing owner and shows that the vessel left Bristol with 42 crew and returned home with 20. Of the original crew, it appears that 41 may have reached Jamaica where 27 were discharged between 26 December 1773 and 22 January 1774. Six new crew enlisted on 19 April.

Sources: E190/1229/4; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 27; Felix Farley, 6 March, 3 April 1773, 5 March, 25 June 1774; LL, 2 April, 19 October 1773, 8 March, 28 June 1774
Catherine 1773/7

<table>
<thead>
<tr>
<th>(1) 100 tons; 10 guns</th>
<th>(8) Windward Coast/Angola</th>
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<tbody>
<tr>
<td>(2) 35 outward</td>
<td>(9)</td>
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<tr>
<td>(3) Plantation</td>
<td>(10)</td>
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<td>(4)</td>
<td>(11)</td>
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<td>(5) James (John) Fraser (Frazier)</td>
<td>(12) 300</td>
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<td>(6) Thomas Langdon (Longdon) &amp; Co</td>
<td>(13) c. 13 May 1775 from St Kitts</td>
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<td>(7) 21 November (pass 26 October)</td>
<td>(14) 30 (27) June (11 October) 1775</td>
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The vessel was entered out for South Carolina but sailed for Africa. Samuel Child was also reported to have loaded goods on the vessel. According to its muster roll it left Bristol with 33 crew and returned home with 15. It reached South Carolina with 26 of its original crew and discharged 11 there and at St Kitts between 15 March and 13 May 1775. It was reported to have arrived at South Carolina with 300 slaves from Angola consigned to John Neufville, but under the Non-Importation Agreement was refused permission to land the slaves. One newspaper report suggests the vessel arrived at South Carolina from the Windward Coast. Having been supplied with provisions and water, it was reported to have sailed on 27 March 1775 to St Kitts.

Sources: E190/1229/4; Bristol Presentments; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 226; Log of Hector, Ms 92/011, National Maritime Museum, Greenwich; Felix Farley, 23 October, 27 November 1773, 30 July 1774, 29 April, 3 June, 1 July 1775; LL, 30 November 1773, 26 July 1774; Donnan, IV, 470

Constantine 1773/8

<table>
<thead>
<tr>
<th>(1) 160 tons; 8 guns</th>
<th>(8) Anamaboe</th>
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<tbody>
<tr>
<td>(2) 40 outward</td>
<td>(9)</td>
</tr>
<tr>
<td>(3) British</td>
<td>(10) St Vincent/Jamaica</td>
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<tr>
<td>(4)</td>
<td>(11)</td>
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<tr>
<td>(5) John Chilcott</td>
<td>(12) 376 at St Vincent</td>
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<td>(6) David Hamilton &amp; Co.</td>
<td>(13)</td>
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<td>(7) 21 July (pass 8 June)</td>
<td>(14) 23 June (24 October) 1774</td>
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The vessel entered out for Jamaica. One of its other owners was John Coghill. It delivered gunpowder and guns to Anamaboe in November 1773 and January 1774. It was reported at St Vincent with 376 slaves but probably sold its slaves at Jamaica whence it returned to Bristol.

Sources: E190/1229/4; ADM 7/98; BT 6/3; T 70/1234; T 70/1541; SMV Wharfage books; Felix Farley, 19 June, 31 July 1773, 16 April, 21 May, 4, 25 June 1774; LL, 30 July 1773, 15 April, 10, 24 June 1774
### CORNWALL

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<tbody>
<tr>
<td>(1)</td>
<td>150 tons; 6 guns</td>
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<td>(2)</td>
<td>45 outward</td>
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<td>(3)</td>
<td>British</td>
<td>(10)</td>
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<td>(5)</td>
<td>Thomas Baker</td>
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<td>(6)</td>
<td>John Fowler &amp; Co.</td>
<td>(13)</td>
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<td>(7)</td>
<td>22 May (pass 15 May)</td>
<td>(14)</td>
<td>4 July (23 October) 1774</td>
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The vessel entered out for Africa and Jamaica. It was reported to have passed Barbados on 27 January 1774 bound for Jamaica.

**Sources:** E190/1229/4; ADM 7/98; BT 6/3; SMV Wharfage books; Felix Farley, 15, 29 May 1773, 19 February, 9, 16 April, 9 July 1774; LL, 28 May 1773, 22 February, 12, 15 April, 5 July 1774

### DORSETSHIRE

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<tr>
<td>(1)</td>
<td>100 tons; 6 guns</td>
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<td>(3)</td>
<td>British</td>
<td>(10)</td>
<td>Jamaica</td>
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<td>(4)</td>
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<td>c. 20 April 1774</td>
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<td>(5)</td>
<td>Joseph Maires</td>
<td>(12)</td>
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<tr>
<td>(6)</td>
<td>John Fowler &amp; Co.</td>
<td>(13)</td>
<td>c. 25 May 1774</td>
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<td>(7)</td>
<td>9 July (pass 29 June)</td>
<td>(14)</td>
<td>12 (11) July (24 October) 1774</td>
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The vessel entered out for Africa and Barbados. Its muster roll names John Fowler jr as the ship’s purser or managing owner and shows that the vessel had 30 crew when it left Bristol and returned home with 18. It appears that 26 of the original crew reached Jamaica where 10 were discharged on 20–29 April 1774. Two new crew enlisted on 25 May.

**Sources:** E190/1229/4; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 31; Felix Farley, 3 July 1773, 19 February, 25 June, 16 July 1774; LL, 16 July 1773, 22 February, 24 June, 15 July 1774
ELIZABETH 1773/11

(1) 200 tons; 10 guns (8) Bonny (New Calabar)
(2) 40 outward (9)
(3) British (10)
(4) (11)
(5) Archibald Robe (12)
(6) David Hamilton & Co. (13)
(7) 6 April (pass 24 March) (14) No pass returned

The vessel entered out for Africa and Grenada. It was reported to have sunk at anchor on the Bar of Bonny on 18 June 1773, its crew saved. Another report suggests it was lost near New Calabar.

Sources: E190/1229/4; ADM 7/98; BT 6/3; Felix Farley, 27 March, 1 May, 30 July, 16 October 1773; LL, 30 April, 19 October 1773

GAMBIA 1773/12

(1) 71 (72) tons; 4 guns (8) Gambia
(2) 22 outward (9)
(3) Plantation (10) South Carolina
(4) (11) c. 29 August 1774
(5) James Willis (12) 86
(6) John Fowler & Co. (13) c. 22 September 1774
(7) 7 December (pass 9 October) (14) 30 (28) December 1774 (17 February 1775)

According to its pass the vessel was bound for Africa and South Carolina. Its muster roll shows that it left Bristol with 21 crew and returned home with 11. Of the original crew, 18 appear to have reached South Carolina where 11 were discharged on 29 August 1774. Four new crew enlisted on 22 September. Powell, Hopton & Co were agents for the sale of the vessel's slaves, paying import duties of £800 currency on 86 slaves. The vessel called at Milford on its home voyage.

Sources: E190/1229/4; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 147; SC Duty books, Journal C; Felix Farley, 9 October, 11 December 1773, 14 May, 15 October, 10, 31 December 1774; LL, 30 November 1773, 20 May, 14 October, 6, 9 December 1774, 3 January 1775
HECTOR 1773/13

(1) 100 (150) tons; 6 guns (8) Angola
(2) 30 outward (9)
(3) Plantation (10) St Kitts/South Carolina
(4) (11) c. 27 June 1774 at South
(5) William Llewellin Carolina
(6) John Chilcott & Co. (12) 280 (296)
(7) 27 June (pass 11 May) (13) c. 6 August 1774
(14) 19 (15) September (24 October) 1774

The vessel entered out for Africa and St Kitts and was accompanied by the *Ambris* (1773/2). Initial investment in the voyage (excluding the vessel) totalled £6576.12s.9d., of which £5511.1s.3d. constituted trade goods. The latter included about £600 in goods on behalf of the *Ambris*. Shareholders in the voyage were Thomas Deane, Thomas Longdon, and John Chilcott, with one quarter each; John Read, one sixth; and Archibald Robe, one twelfth. Net returns on the joint venture of the *Hector* and *Ambris* totalled £9382.14s. These included £240 for the *Hector* and bills drawn by John Neufville for slaves sold to the value of £8486.18s.10d. Some changes in shareholding occurred during the voyage, occasioned perhaps by the death of Thomas Longdon whose share had fallen to one eighth on the vessel’s return. New shareholders in the voyage included Philip Protheroe and William Llewellin who each held one sixteenth. The other shares remained unchanged. The vessel was sold on its return. Its muster roll shows that the *Hector* left Bristol with 36 crew and returned home with 16. Of the original crew, 28 reached South Carolina where 20 were discharged between 27 June and 12 July 1774. Eight new crew enlisted on 6 August. At South Carolina, the sale of 280 slaves was advertised to begin on 6 July 1774, John Neufville agent. Import duties totalled £2795 currency on 296 slaves. The vessel was advertised to be sold at Bristol on 26 November 1774 at 150 tons.

Sources: E190/1229/4; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 41; SC duty books, Journal C; Log of *Hector*, Ms 92/011, National Maritime Museum, Greenwich; Felix Farley, 8 May, 3 July 1773, 30 July, 20 August, 17 September, 19 November 1774; LL, 2 July 1773, 26 July, 19 August, 20 September 1774; Donnan, IV, 467
JANE 1773/14

(1) 120 (100) tons; 6 guns (8)
(2) 45 outward (9)
(3) British (10) Jamaica
(4) (11) c. 21 May 1774
(5) Robert Clark (12)
(6) John Powell & Co. (13) c. 27 July 1774
(7) 11 July (pass 9 June) (14) 11 (10) October 1774 (no pass returned)

The muster roll named John Powell & Son as ship’s pursers, or managing owners, of the vessel. It shows that it left Bristol with 45 crew and returned home with 18. The vessel was reported to have passed Barbados and Dominica, the latter on 5 May 1774, on its way to Jamaica. It reached Jamaica with 30 crew, discharging 20 there between 21 May and 21 June 1774, before enlisting 8 new crew on 21–27 July.

Sources: E190/1229/4; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1775–6, no. 50; Felix Farley, 19 June, 17 July 1773, 19 February, 25 June, 2, 9 July, 15 October 1774; LL, 16 July 1773, 22 February, 24 June, 12 July, 14 October 1774

KING GEORGE 1773/15

(1) 100 tons; 10 guns (8) Angola
(2) 30 outward (9)
(3) French prize (10) Jamaica
(4) (11) c. 30 November 1773
(5) John Smith (12)
(6) John Anderson & Co. (13) c. 4 January 1774
(7) 4 January (pass 29 October) (14) 28 March (8 April) 1774

Its muster roll shows that the vessel left Bristol with 46 crew and returned home with 25. It was reported to have spoken with the Marlborough, Marshall (1772/20) off Barbados. It appears to have reached Jamaica with 41 of its original crew, discharging 22 there between 30 November and 24 December 1773. Six new crew enlisted on 4 January 1774.

Sources: E190/1229/4; ADM 7/98; BT 6/3; SMV Muster rolls, 1773–4, no. 161; Felix Farley, 31 October 1772, 9 January 1773, 5, 12 February, 2 April 1774; LL, 29 June 1773, 8 February, 28 March 1774
KING GEORGE 1773/16

1. 160 tons; 16 guns (8) Old Calabar
2. 50 outward (9)
3. British (10) Jamaica
4. (11) c. 11 August 1774
5. John Teap (12) 370
6. John Powell & Co. (13)
7. 2 January (pass 19 November 1772) 2 January 1775 (20 February 1778)

According to its muster roll the vessel left Bristol with 48 crew. It was reported to have been at St Thomas on its way from Africa to Jamaica. It appears to have reached the latter with 17 crew, discharging 11 of these on 11 August 1774. Its remaining crew were discharged on 2 January 1775 though where is unclear. Newspaper reports in early January 1775 suggest the vessel had put into South Carolina on its way from Jamaica, having lost its mizen mast and bowsprit.

Sources: E190/1229/4; ADM 7/98; BT 6/3; SMV Muster rolls, 1774–5, no. 220; Felix Farley, 21 November 1772, 9 January, 21 August 1773, 20 August, 10 September 1774, 14 January 1775; LL, 17 August 1773, 19 August 1774, 13 January 1775

KING GEORGE 1773/17

1. 140 tons; no guns (8) Senegal
2. 25 outward (9)
3. Plantation (10) South Carolina
4. (11) c. 6 October 1773
5. William Graham (12) 150
6. (13) c. 24 December 1773
7. 29 June (pass 26 June) from London 1774 28 (27) January (24 October) 1774

According to its muster roll the vessel left London with 11 crew. All arrived at South Carolina where 5 were discharged on 10 October 1773. Six new crew enlisted on 24 December, giving the vessel a crew of 12 for the homeward voyage. The sale of 150 slaves was advertised to be held on 6 October 1774, agent Miles Brewton who paid import duties of £1340 currency on the slaves.

Sources: ADM 7/98; SMV Wharfage books; SMV Muster rolls, 1773–4, no. 219; SC Duty books, Journal C; Felix Farley, 29 January 1774; LL, 23 November 1773, 1 February 1774; Donnan, IV, 454
KITTY 1773/18

(1) 70 tons; 2 guns (8) 1773/18
(2) 20 outward (9)
(3) Plantation (10) Jamaica
(4) (11) c. 2 December 1773
(5) John Evans (12)
(6) John Powell & Co. (13) c. 27 January 1774
(7) 8 May (pass 28 April) (14) 7 (5) April (24 October) 1774

The vessel entered out for Africa and Jamaica. Its muster roll shows that it left Bristol with 21 crew and returned home with 9. Of its original crew, 14 reached Jamaica where 9 were discharged on 2–21 December 1773. Four new crew enlisted on 27 January 1774.

Sources: E190/1229/4; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 72; Felix Farley, 24 April, 15 May, 27 November 1773, 5 March, 9 April 1774; LL, 14 May 1773, 8 April 1774

MAESGWYN 1773/19

(1) 120 ton; 6 guns (8) Anamaboe
(2) 35 outward (9)
(3) Spanish prize (10) Barbados/South Carolina
(4) (11) c. 14 September 1774 at South Carolina
(5) Windsor Brown (12) 300
(6) John Powell & Co. (13) c. 26 October 1774
(7) 14 December (pass 6 November) (14) 7 (3) January (17 February) 1775

The vessel entered out for Africa and Jamaica. Its muster roll shows that it left Bristol with 39 crew and returned home with 16. Of the original crew, 36 appear to have reached South Carolina where 27 were discharged between 14 September and 19 October 1774. Eight new crew enlisted on 26 October. One man died on the home run. The vessel was reported to have arrived at Anamaboe on 19 March 1774. At South Carolina, Powell, Hopton & Co. paid duties totalling £2835 currency on 300 slaves imported by the vessel.

Sources: E190/1229/4; ADM 7/98; BT 6/3; T 70/1541; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 134; SC Duty books, Journal C; Felix Farley, 6 November, 18 December 1773, 18 June, 8, 29 October 1774, 7 January 1775; LL, 17 June, 7 October, 1 November 1774, 10 January 1775
MOLLY 1773/20

(1) 100 tons; 4 guns  (8) Jamaica
(2) 30 outward  (9) c. 26 February 1774
(3) Plantation  (10) c. 2 May 1774
(4)  (11) 16 May (pass 7 May)
(5) Mungo Wright  (12) 9 (5) July (24 October) 1774
(6) James McTaggart & Co.  (13) 21 (22) March (17 May) 1775
(7) 30 outward (9) St Vincent/Jamaica
According to its pass the vessel was bound for Africa and Jamaica. The muster roll named James McTaggart as the ship’s purser or managing owner. It also shows that the vessel left Bristol with 32 crew and returned home with 17. Thirty of the original crew appear to have reached Jamaica where 19 were discharged between 26 February and 28 March 1774. Six new crew enlisted on 2 May.

Sources: E190/1229/4; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1773–4, no. 242; Felix Farley, 3 April, 22 May 1773, 19 February, 16 April 1774; LL, 25 May 1773, 22 February, 15 April, 12 July 1774

SALLY 1773/21

(1) 72 (70) tons; 2 guns  (8) Gambia/Anamaboe
(2) 8 outward  (9) St Vincent/Jamaica
(3) Plantation  (10) c. 24 November 1774 at St Vincent
(4)  (11) 26 November (pass 6 November)
(5) James Hodnett  (12) c. 19 January 1775 from Jamaica
(6) John Powell & Co.  (13) 21 (22) March (17 May) 1775
(7) 30 outward (9) St Vincent
The vessel entered out for Africa and South Carolina. Its muster roll shows that it left Bristol with 11 crew and enlisted 3 more at the African coast on 29 May 1774, including 2 from the Maesgwyn, Brown (1773/19). The vessel was reported to have arrived at Anamaboe on 19 March 1774. It was later reported to have passed Barbados bound for Jamaica in November 1774, but appears to have stopped first at St Vincent where it arrived with 7 crew, discharging 2 on 24 November. It arrived at Jamaica with 5 crew and enlisted 4 more on 19 January 1775, returning home with 9.

Sources: E190/1229/4; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774–5, no.164; Felix Farley, 6 November, 4 December 1773, 14 May, 18 June 1774, 11 February, 18, 25 March 1775; LL, 30 November 1773, 20 May, 17 June 1774, 17 March 1775
### THOMAS 1773/22

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<tr>
<td>1</td>
<td>75 (72) tons; 4 guns</td>
<td>(8)</td>
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<tr>
<td>2</td>
<td>25 outward</td>
<td>(9)</td>
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<tr>
<td>3</td>
<td>British</td>
<td>(10) St Kitts/Jamaica</td>
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<td>4</td>
<td>Thomas Lewis</td>
<td>(11) c. 19 August 1773 at Jamaica</td>
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<td>5</td>
<td>Thomas Jones &amp; Co.</td>
<td>(12)</td>
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<td>6</td>
<td>30 January (pass 15 December 1772)</td>
<td>(14) 29 (27) November 1773 (25 February 1774)</td>
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According to its muster roll the vessel left Bristol with 27 crew and returned home with 14. Fifteen of its original crew appear to have reached Jamaica where 9 were discharged on 19–29 August 1773. Eight new crew enlisted on 27 September.

**Sources:** E190/1229/4; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1773–4, no. 84; Felix Farley, 12 December 1772, 16 January, 6 February, 21 August, 25 September, 30 October, 4 December 1773; LL, 9 February, 17 August 1773

### AFRICA 1774/1

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<tr>
<td>1</td>
<td>100 (140) tons; 6 guns</td>
<td>(8) New Calabar</td>
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<tr>
<td>2</td>
<td>30 outward</td>
<td>(9)</td>
<td></td>
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<tr>
<td>3</td>
<td>Plantation (Bristol); 1750</td>
<td>(10) St Kitts</td>
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<tr>
<td>4</td>
<td>George Merrick</td>
<td>(11) c. 8 May 1775</td>
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<tr>
<td>5</td>
<td>John Chilcott &amp; Co.</td>
<td>(13) c. 9 June 1775</td>
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<tr>
<td>6</td>
<td>14 October (pass 14 September)</td>
<td>(14) 11 August (15 July)</td>
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According to its muster roll the vessel left Bristol with 31 crew and returned with 17. Of the original crew, 23 reached St Kitts where 10 were discharged between 8 May and 8 June 1775. Four new crew enlisted on 9 June. The owners of the vessel were John Chilcott, John Anderson, James Rogers, Thomas Lucas, Daniel Henderson, John Coghlan, James Ruscomb, and Samuel Galton & Son, each of whom held a one-eighth share in the voyage. Initial investment in the voyage totalled £5692.16s., of which £4648.1s.1d. constituted trade goods. The master was instructed to purchase slaves at New Calabar and to proceed thence to Messrs. Akers & Houston at St Vincent for instructions regarding their sale. Net proceeds from the voyage were £5442.8s.; these included two bills of exchange at 9 and 12 months sight remitted by Akers & Houston of St Kitts and totalling £5128.12s.6d.

**Sources:** Bristol Presentments; ADM 7/98; BT 6/3; C 107/2, bundle 10, inset account, September 1775, snow Africa; SMV Wharfage books; SMV Muster rolls, 1774–5, no.247; Felix Farley, 17 September, 22 October 1774, 20 May, 1, 22 July 1775; LReg; LL, 18 October 1774, 19 May, 18 July 1775; Bristol Museum, Logbook of Africa snow; W.E. Minchinton, ‘The Voyage of the Snow Africa’, Mariner's Mirror, 37 (1951), pp.187–196
AFRICAN QUEEN 1774/2

(1) 110 tons; 10 guns  (8)
(2) 35 outward  (9)
(3) French prize  (10) Jamaica
(4)  (11) c. 15 January 1775
(5) Richard Craddock (John Evans)  (12)
(6) J[ohn] Anderson & Co.  (13) c. 26 February 1775
(7) 29 May (pass 7 May)  (14) 24 (22) April (11 October) 1775

According to its muster roll the vessel left Bristol with 41 crew and returned with 20. Richard Craddock died on 15 November 1774. The vessel was reported to have passed Grenada on 14 January 1775 bound for Jamaica, and reached the latter with 36 crew. Seventeen were discharged between 15 January and 24 February 1775 and one new man enlisted on 26 February.

Sources: Bristol Presentments; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 175; Felix Farley, 7 May, 4 June, 5 November 1774, 25 February, 22, 29 April 1775; LL, 10 June, 1 November 1774, 28 February, 21, 25 April 1775

ANTELOPE 1774/3

(1) 120 tons; 8 guns  (8)
(2) 30 outward  (9)
(3) British  (10) Jamaica
(4)  (11) c. 26 December 1774
(5) Archibald Robe  (12)
(6) D[avid] Hamilton & Co.  (13) c. 7 February 1775
(7) 24 March (pass 29 January)  (14) 20 (16) April (11 October) 1775

The vessel entered out for Africa and Jamaica. Its muster roll shows that it left Bristol with 42 crew and returned with 27. Of the original crew, 37 appear to have reached Jamaica where 16 were discharged between 26 December 1774 and 30 January 1775. Six new crew enlisted on 7 February.

Sources: Bristol Presentments; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 189; Felix Farley, 29 January, 2 April, 5 November 1774, 25 February, 22 April 1775; LL, 1 April, 1 November 1774, 24 February, 21, 28 April 1775
BRITANNIA 1774/4

(1) 140 tons; 6 guns (8) Windward Coast/Gold Coast
(2) 45 outward (9)
(3) British (10) Jamaica
(4) (11) c. 11 December 1774
(5) James Bruce (12)
(6) John Fowler & Co. (13) c. 17 January 1775
(7) 11 March (pass 8 February) (14) 15 (12) March (20 May) 1775

Its pass suggests the vessel was bound for Africa and Jamaica. According to its muster roll it left Bristol with 39 crew and returned with 22. It was reported to have passed Barbados in November 1774 bound for Jamaica. It appears to have arrived at Jamaica with 34 crew and discharged 20 there between 11 December 1774 and 14 January 1775. Eight new crew enlisted on 17 January.

Sources: Bristol Presentments; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774-5, no. 146; Felix Farley, 5 February, 19 March, 8 October 1774, 4, 11 February, 18 March 1775; LL, 18 March, 7 October 1774, 3 February, 17 March 1775

BRITON 1774/5

(1) 140 tons; 6 guns (8) Windward Coast/Gold Coast
(2) 40 outward (9) 400
(3) British (America); 1755 (10) Jamaica
(4) (11) c. 8 October 1775
(5) John Marshall (12)
(6) John Fowler & Co. (13) c. 12 December 1775
(7) 6 December (pass 5 November) (14) 27 (25) February (17 April) 1776

Its pass suggests that the vessel was bound for Africa and Jamaica. The muster roll named John Fowler as the ship's purser or managing owner. It also shows that the vessel left Bristol with 36 crew and returned home with 17. It was reported spoken with on 6 January 1775 in Lat.8°, Long.16°, all well, bound for Africa. It delivered gunpowder and guns at Anamaboe in February 1775, having arrived at the Gold Coast on 7 February. It left the coast on 16 August. It appears to have reached Jamaica with 22 of its original crew, discharging 13 there between 8 October and 14 November 1775 and enlisting 7 new crew on 12 December. On its return voyage it called at Kinsale, where 8 crew ran away on 1 February 1776. Nine new crew enlisted at Kinsale on 20 February.

Sources: Bristol Presentments; ADM 7/100; BT 6/3; T 70/1234; T 70/1541; SMV Wharfage books; SMV Muster rolls, 1775–6, no. 214; Felix Farley, 5 November 1774, 22 April, 1 July, 16 December 1775, 17 February, 2 March 1776; LReg; LL, 16 December 1774, 25 April, 30 June, 21 November, 19 December 1775, 1 March 1776
CATO 1774/6

(1) 80 (150) tons; 4 guns  (8) Old Calabar
(2) 25 outward  
(3) Plantation (Boston); 1752  
(4)  
(5) John Langdon  
(7) 14 October (pass 16 August)  

According to its muster roll the vessel left Bristol with 30 crew and returned with 9. Of the original crew, 25 appear to have reached Jamaica where 22 were discharged between 23 August and 7 October 1775. Seven new crew enlisted on 23–27 November. One man died on the home run. The vessel was reported well at Old Calabar on 14 March 1775 with 130 slaves.

Sources: Bristol Presentments; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1775–6, no. 210; Felix Farley, 20 August, 22 October 1774, 20 May, 21 October, 25 November 1775, 10 February 1776; LReg; LL, 18 October 1774, 19 May, 25 July, 20 October, 28 November 1775, 9 February 1776

COLSTON 1774/7

(1) 180 tons; 6 guns  
(2) 40 outward  
(3) Plantation  
(4)  
(5) Joseph (John) Jackson  
(6) John Powell & Co.  
(7) 1 February (pass 16 December 1773)  

According to its muster roll the vessel left Bristol with 47 crew and returned with 23. Of the original crew, 36 appear to have reached Jamaica where 11 were discharged between 21 August and 1 October 1774. Eleven new crew enlisted on 1–11 October. Two men died on the home run. The vessel was reported to have arrived at Anamaboe on 19 March 1774.

Sources: E190/1229/4; Bristol Presentments; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 131; Felix Farley, 18 December 1773, 5 February, 18 June, 30 July, 8 October, 19 November 1774, 7 January 1775; LL, 8 February, 17 June, 29 July, 7 October, 18 November 1774, 3 January 1775
CONSTANTINE 1774/8

(1) 160 (200) tons; 8 guns  (8) Gold Coast
(2) 30 outward  (9) 380
(3) British (Bristol); 1748  (10) St Vincent/Jamaica
(4)  (11) c. 7 May 1775 at Jamaica
(5) Thomas Bennett  (12)
(6) D[avid] Hamilton & Co.  (13) c. 10 July 1775
(7) 26 September (pass. 8  (14) 31 (30) August 1775 (20
September)  April 1776)

The muster roll shows that the vessel left Bristol with 36 crew and returned with 17. It sailed from the Gold Coast on 8 March 1775 and appears to have reached Jamaica with 32 of its original crew. Twenty-four were discharged there between 7 May and 26 June and 9 new crew were enlisted on 10 July.

Sources: Bristol Presentments; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1775–6, no. 7; Felix Farley, 27 August, 1 October 1774, 29 April, 1, 22 July, 2 September 1775; LReg; LL, 7 October 1774, 28 April, 21 July, 5 September 1775

ELIZABETH 1774/9

(1) 150 tons; 8 guns  (8)
(2) 45 outward  (9)
(3) British  (10) Barbados/Jamaica
(4)  (11) c. 23 September 1774 at Jamaica
(5) Stephen Madge
(6) J[ohn] Fowler & Co.  (12)
(7) 11 March (pass 22 January)  (13) c. 1 November 1774
(14) 5 (3) January (17 February) 1775

Its pass suggests that the vessel was bound for Africa and Jamaica. According to its muster roll it left Bristol with 44 crew and returned with 27. It appears to have reached Jamaica with 40 of its original crew, discharging 20 there on 23–29 September 1774. Seven new crew enlisted on 1 November.

Sources: Bristol Presentments; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 145; Felix Farley, 22 January, 19 March, 5 November, 10 December 1774, 7 January 1775; LL, 18 March, 29 July, 1 November, 13 December 1774, 6 January 1775
FRIENDSHIP 1774/10

(1) 80 (120) tons; 6 guns (8) Barbados
(2) 20 outward (9)
(3) Plantation (Carolina); 1763 (10) c. 10 October 1774
(4) John Barker (11) 92
(5) John Watkins & Co. (12) c. 6 January 1775
(6) 20 April (pass 15 March) (13) 28 (14) February (17 May) 1775
(7) c. 10 October 1774

The vessel entered out for Africa and Jamaica. Its muster roll shows that it left Bristol with 23 crew and returned with 13. It was reported to have passed Barbados for Jamaica in November 1774, but appears to have stopped at Barbados. It seems to have reached Barbados with 14 of its original crew, discharging 8 there on 10–30 October. Seven new crew enlisted on 6 January 1775. Smith & Walker were agents for the sale of the slaves at Barbados.

Sources: Bristol Presentments; ADM 7/98; BT 6/3; CO 28/34, Hh 28; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 148; Felix Farley, 12 March, 23 April, 5 November 1774, 4, 18 February 1775; LReg; LL, 26 April, 1 November 1774, 17 February 1775

HUNGERFORD 1774/11

(1) 160 tons; 12 guns (8) Dominica/Jamaica
(2) 45 outward (9)
(3) British (10) c. 15 February 1775 at Jamaica
(4) (11)
(5) Henry Bell (12)
(6) J[ohn] Powell Son & Co. (13) c. 4 March 1775
(7) 1 May (pass 2 April) (14) 27 (25) April (11 October) 1775

Also referred to as the Haverfordwest, the vessel was entered out for Africa and Jamaica. Its muster roll shows that it left Bristol with 42 crew and returned with 23. Thirty of the original crew appear to have reached Jamaica where 12 were discharged on 15–26 February 1775. Five new crew enlisted on 4 March.

Sources: Bristol Presentments; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 194; Felix Farley, 2 April, 7 May, 5 November 1774, 18 March, 22, 29 April 1775; LL, 6 May, 1 November 1774, 17 March, 21, 28 April 1775
JASON 1774/12

(1) 100 tons; 5 guns (8) Angola
(2) 25 outward (9)
(3) Plantation (10) St Vincent/Jamaica
(4) (11) c. 23 April 1775 at Jamaica
(5) Patrick McDonough (12)
(6) John Chilcott & Co. (13) c. 26 July 1775
(7) 4 February (pass 8 January) (14) 6 (3) October 1775 (17 April 1776)

The vessel was entered out for Africa and Grenada. James Rogers was one of its other owners, holding a one-eighth share in the voyage. Its muster roll shows that it left Bristol with 32 crew and returned with 14. Twenty-two of its original crew appear to have reached Jamaica where 17 were discharged between 23 April and 19 June 1775. Nine new crew enlisted on 26 July. In September 1774 the vessel was reported spoken with in latitude 1° N., longitude 15° E., all well. An inset account compiled by John Chilcott on 20 February 1776 shows a net balance of £5158.16s.; this included £2309.11s. from produce payable on 16 May 1776. The remaining payments comprised bills due on 7 October 1776 and 7 April and 7 October 1777. Chilcott noted that the accounts excluded the residual value of the vessel and returned trade goods. Another account shows that the vessel was sold for £550 while returned goods amounted to £64.16s. Unfortunately, detailed evidence on the outset costs of the voyage has not been found, but an account of James Rogers with John Coghlan dated 5 October 1774 indicates that Rogers had invested at least £547 in the voyage. As Rogers held a one-eighth share, this suggests that total initial outlays on the voyage were no less than £4376.

Sources: ADM 7/98; BT 6/3; C 107/2; SMV Wharfage books; SMV Muster rolls, 1774–6, no. 65; Felix Farley, 8 January, 12 February, 3 September 1774, 28 January, 17 June, 1 July, 7 October 1775; LL, 11 February, 2 September 1774, 27 January, 27 June, 6 October 1775

KING GEORGE 1774/13

(1) 100 tons; 10 guns (8) Anamaboe
(2) 30 outward (9)
(3) French prize (10) Jamaica
(4) (11) c. 19 January 1775
(5) Edmund Williams (12)
(6) John Anderson & Co. (13) c. 26 February 1775
(7) 27 June (pass 28 May) (14) 2 May (28 April) (11 October) 1775

Its muster roll shows that the vessel left Bristol with 35 crew and returned with 20. Of the original crew, 32 appear to have reached Jamaica where 12 were discharged between 19 January and 26 February 1775. The vessel delivered gunpowder and guns at Anamaboe in September 1774.

Sources: Bristol Presentments; ADM 7/98; BT 6/3; T 70/1234; T 70/1541; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 176; Felix Farley, 28 May, 2 July 1774, 4 February, 18 March, 6 May 1775; LL, 17 March, 29 April 1775
KING GEORGE 1774/14

(1) 120 tons; 6 guns  (8) Angola
(2) 30 outward  (9)
(3) British  (10) St Kitts/Jamaica
(4)  (11) c. 17 July 1775 at Jamaica
(5) Thomas (David) Duncombe  (12)
   (Cornelius Taylor)  (13) c. 24 September 1775
(6) David Duncombe & Co.  (14) 27 (24) November 1775
(7) 24 August (pass 2 August)  (17 April 1776)

Its pass indicates that the vessel was bound for Africa and St Kitts. James Rogers was another owner of the vessel, holding a one-twelfth share in its voyage. Initial investment in the voyage totalled £9403.9s.3d., of which £6622.4s.11d. constituted trade goods. The net inset on the voyage totalled £7837.10s.3d.; this included bills for £5922.18s.9d. at 24 months sight. According to its muster roll it left Bristol with 36 crew and returned with 17. It appears to have arrived at Jamaica with 22 of its original crew, discharging 14 there between 17 July and 7 August 1775. Nine new crew enlisted on 24 September. Thomas Duncombe died on 24 January 1775. The vessel was reported to have arrived at Angola from Bilbao and to have touched at Grenada on its way from Africa, sailing from the island 'in search of a market'.

Sources: Bristol Presentments; ADM 7/98; BT 6/3; C 107/2; SMV Wharfage books; SMV Muster rolls, 1775–6, no. 104; Felix Farley, 6, 27 August 1774, 22 April, 16 September, 28 October, 25 November 1775; LL, 30 August 1774, 25 April, 8, 15 September, 27 October, 28 November 1775

MARIA 1774/15

(1) 105 tons; 10 guns  (8)
(2) 30 outward  (9)
(3) Spanish prize  (10)
(4)  (11)
(5) William Floyd  (12)
(6)  (13)
(7) c.12 March (pass 20 January)  (14) No pass returned

Bound for Old Calabar, the vessel was lost on the Cape Verde Islands, its crew saved.

Sources: ADM 7/98; BT 6/3; Felix Farley, 22 January, 12 February, 12 March, 18 June 1774; LL, 11 February, 18 March, 17 June 1774
MERCURY 1774/16

(1) 120 tons; 6 guns (8) Grenada/Jamaica
(2) 30 outward (9)
(3) British (10) c. 9 November 1774 at Grenada
(4) William Brown (Michael Patten) (11) 307 at St Vincent
(5) David Hamilton & Co. (12) c. 20 January 1775 from Jamaica
(6) 8 March (pass 8 January) (13) 27 (25) March (17 May) 1775

The vessel entered out for Africa and Grenada. Its muster roll shows that David Hamilton was the purser or managing owner of the vessel. It also shows that the vessel left Bristol with 30 crew and returned with 16. William Brown died on 17 May 1774 and was succeeded by Michael Patten. The vessel was reported to have passed St Vincent on 3 November 1774, bound for Jamaica, the former late master being named in this report as Forsyth. It was later reported arrived at Jamaica under the command of Leard. It appears to have called at Grenada with 18 of its original crew, discharging 11 there and at Jamaica between 9 November 1774 and 17 January 1775. It was reported to have sailed from Grenada on 14 November. Nine new crew enlisted at Jamaica on 20 January.

Sources: E190/1229/4; Bristol Presentments; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 170; Felix Farley, 8, 29 January, 12 March, 1 October 1774, 14 January, 4 February 1775; LL, 8 February, 18 March, 30 September 1774, 13, 27 January, 28 March, 4 April 1775

MOLLY 1774/17

(1) 120 tons; 4 guns (8)
(2) 30 outward (9)
(3) Plantation (10) Jamaica
(4) (11) c. 17 June 1775
(5) John Froad (12)
(6) James McTaggart & Co. (13) c. 29 August 1775
(7) 17 October (pass 13 October) (14) 18 (16) November 1775 (17 April 1776)

According to its muster roll the vessel left Bristol with 37 crew and returned with 16. It was reported to have been well at Princes Island in mid-April 1775 and to have passed Barbados on 1 June 1775, all well, bound for Jamaica. After touching at St Vincent, it appears to have arrived at Jamaica with 28 crew, discharging 19 there between 17 June and 17 August 1775. Seven new crew enlisted on 29 August.

Sources: Bristol Presentments; ADM 7/100; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1775–6, no. 120; Felix Farley, 17 September, 22 October 1774, 1, 19 July, 12 August, 2 September, 18 November 1775; LL, 30 June, 25 July, 15 August, 1 September, 21 November 1775
PHOENIX 1774/18

(1) 120 tons; 8 guns        (8)
(2) 45 outward             (9)
(3) British                (10) Jamaica
(4)                        (11) c. 20 December 1774
(5) Charles Taylor         (12)
(6) J[ohn] Powell & Co.    (13) c. 7 March 1775
(7) 10 April (pass 15 March) (14) 4 (3) May (11 October) 1775

The vessel entered out for Africa and Jamaica. Its muster roll shows that it left Bristol with 49 crew and returned with 24. Of its original crew, 45 appear to have reached Jamaica where 23 were discharged between 20 December 1774 and 14 February 1775. Three new crew enlisted on 7 March. One man died on the home run.

Sources: Bristol Presentments; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 199; Felix Farley, 19 March, 16 April, 5 November 1774, 25 February, 6 May 1775; LL, 15 April, 1 November 1775, 21, 24 February, 5 May 1775

RELIANCE 1774/19

(1) 150 (220) tons; 8 guns        (8) Bonny (Calabar)
(2) 35 outward             (9)
(3) Bristol; 1774           (10) Grenada/Jamaica
(4)                        (11) 29 November 1774 at Grenada
(5) Thomas Lewis            (12) over 350 at Grenada
(6) Thomas Jones & Co.      (13) c. 1 April 1775
(7) 10 April (pass 19 March) (14) 7 (17) May (11 October) 1775

The vessel entered out for Africa and Jamaica. Its muster roll shows that left Bristol with 39 crew and returned with 19. Of its original crew, 31 appear to have reached Grenada. Twenty were discharged there and at Jamaica between 30 November 1774 and 26 March 1775. Eight new crew enlisted at Jamaica on 1 April. The vessel was reported with 'upwards of' 350 slaves at Grenada and to have sailed to St Kitts or Jamaica.

Sources: Bristol Presentments; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 193; Felix Farley, 19 March, 16 April, 8 October 1774, 28 January, 25 February, 20 May 1775; LReg; LL, 15 April, 7 October 1774, 27 January, 24 February, 19 May 1775
**THOMAS** 1774/20

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<tbody>
<tr>
<td>1</td>
<td>72 tons; 6 guns</td>
<td>(8)</td>
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<tr>
<td>2</td>
<td>24 outward</td>
<td>(9)</td>
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<tr>
<td>3</td>
<td>Plantation</td>
<td>(10) Jamaica</td>
</tr>
<tr>
<td>4</td>
<td>David Griffiths</td>
<td>(11) c. 16 September 1774</td>
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<tr>
<td>5</td>
<td>Thomas Jones &amp; Co.</td>
<td>(12)</td>
</tr>
<tr>
<td>6</td>
<td>1 February (pass 20 January)</td>
<td>(13) c. 20 October 1774</td>
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<tr>
<td>7</td>
<td></td>
<td>(14) 2 (1) January (17 February) 1775</td>
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The vessel entered out for Africa and Jamaica. Its muster roll shows that it left Bristol with 30 crew and returned with 14. Of its original crew, 16 appear to have reached Jamaica, where 7 were discharged between 16 September and 18 October 1774. Five new crew enlisted on 20 October.

**Sources:** E190/1229/4; Bristol Presentments; ADM 7/98; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1774–5, no. 121; Felix Farley, 1 January, 5 February, 30 July, 19 November 1774, 7 January 1775; LL, 8 February, 18 November 1774, 3 January 1775

**AFRICAN QUEEN** 1775/1

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<tbody>
<tr>
<td>1</td>
<td>110 (130, 180) tons; 10 guns</td>
<td>(8) Bonny</td>
</tr>
<tr>
<td>2</td>
<td>35 outward</td>
<td>(9)</td>
</tr>
<tr>
<td>3</td>
<td>French prize (America); 1760</td>
<td>(10) Jamaica</td>
</tr>
<tr>
<td>4</td>
<td>John Evans</td>
<td>(11) c. 3 January 1776</td>
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<tr>
<td>5</td>
<td>John Anderson &amp; Co.</td>
<td>(12)</td>
</tr>
<tr>
<td>6</td>
<td>8 June (pass 25 May)</td>
<td>(13) c. 8 February 1776</td>
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<tr>
<td>7</td>
<td></td>
<td>(14) 22 (20) April (7 October) 1776</td>
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According to its muster roll the vessel left Bristol with 37 crew and returned with 28. It appears to have reached Jamaica with 33 of its original crew, discharging 5 there between 3 January and 8 February 1776. The vessel was reported to have passed Cape Coast, bound for Bonny.

**Sources:** Bristol Presentments; ADM 7/100; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1775–6, no. 166; Felix Farley, 27 May, 10 June, 16 December 1775, 13, 27 April 1776; LReg; LL, 19 December 1775, 9, 23 April 1776
**AMBRIS**

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<tr>
<td>1</td>
<td>30 (45) tons; 4 guns</td>
<td>(8) Gold Coast</td>
</tr>
<tr>
<td>2</td>
<td>9 outward</td>
<td>(9) 65</td>
</tr>
<tr>
<td>3</td>
<td>British (Wales); 1771</td>
<td>(10) Jamaica</td>
</tr>
<tr>
<td>4</td>
<td>Jonathan Lovegrove</td>
<td>(11) c. 24 November 1775</td>
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<td>5</td>
<td>John Chilcott &amp; Co.</td>
<td>(12) c. 3 February 1776</td>
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<tr>
<td>6</td>
<td>16 March (pass 12 January)</td>
<td>(14) 11 (6) April (17 April) 1776</td>
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According to its muster roll the vessel left Bristol with 10 crew and returned with 6. An unnamed sloop of Bristol, almost certainly the *Ambris*, and described as the tender of the *Hector* (1775/9), was reported to have arrived at the Gold Coast on 24 July 1775 and to have left for the West Indies with 65 slaves. The vessel appears to have touched at Barbados and Grenada on its way to Jamaica, reaching the last with 8 of its original crew and discharging 5 there between 24 November 1775 and 22 January 1776. Three new crew enlisted on 3 February 1776.

**Sources:** Bristol Presentments; ADM 7/100; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1776–7, no. 8; Felix Farley, 14 January, 18 March, 18 November, 23 December 1775, 10 February, 13 April 1776; LReg; LL, 21 November, 26 December 1775, 13 February, 9 April 1776.

**ANNA JANE**

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<tr>
<td>1</td>
<td>140 (100, 130) tons; 4 guns</td>
<td>(8) Gambia</td>
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<tr>
<td>2</td>
<td>16 outward</td>
<td>(9)</td>
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<tr>
<td>3</td>
<td>New England; 1773</td>
<td>(10) Barbados/Tobago</td>
</tr>
<tr>
<td>4</td>
<td>Richard Pratt</td>
<td>(11)</td>
</tr>
<tr>
<td>5</td>
<td>George Winter</td>
<td>(12)</td>
</tr>
<tr>
<td>6</td>
<td>16 August (pass 29 June)</td>
<td>(13)</td>
</tr>
<tr>
<td>7</td>
<td>11 (6) April (17 April) 1776</td>
<td>(14) 22 August (7 October) 1776</td>
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The vessel entered out for Tenerife and Africa. It returned to Bristol from Tobago.

**Sources:** Bristol Presentments; ADM 7/100; BT 6/3; SMV Wharfage books; Felix Farley, 22 July 1775, 17 February, 18 May, 8 June, 24 August 1776; LReg; LL, 20 February, 10 May, 7 June, 23 August 1776.
ANTELOPE 1775/4

(1) 130 (120, 200) tons; 7 guns  (8) Bonny/New Calabar
(2) 40 outward  (9) 403 (393)
(3) British (Newfoundland)  (10) Barbados/Jamaica
(4)  (11) c. 6 February 1776 at Barbados
(5) Mungo Wright  (12) 396 (386)
(6) David Hamilton & Co.  (13) c. 20 April 1776 from Jamaica
(7) 16 July (pass 20 June)  (14) 8 (4) July (7 October) 1776

The vessel entered out for Africa and Jamaica. Its muster roll shows that it left Bristol with 40 crew and returned with 26. Of its original crew, 38 appear to have reached Barbados. Twenty-six were discharged there and at Jamaica between 6 February and 2 March 1776. Fourteen new crew enlisted at Jamaica on 20 April. The vessel was variously reported to have been at or to have passed Barbados on 7–8 February 1776 with 396 (386) slaves, having buried 7. It reported leaving a French slaver at Bonny and 2 Bristol ships at New Calabar.

Sources: ADM 7/100; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1776–7, no. 53; Felix Farley, 10 June, 15, 22 July 1775, 10 February, 20 April, 18 May, 6 July 1776; LReg; LL, 13 February, 19, 23 April, 17 May, 9 July 1776

BRITANNIA 1775/5

(1) 100 (140, 250) tons; 10 guns  (8)
(2) 42 outward  (9)
(3) British (Bristol); 1772  (10) Jamaica
(4)  (11) c. 22 December 1775
(5) Joseph Maies  (12)
(6) John Fowler & Co.  (13) c. 11 February 1776
(7) 1 June (pass 15 May)  (14) 11 (6) April (7 October) 1776

The pass indicates that the vessel was bound for Africa and Dominica. Its muster roll shows that it left Bristol with 38 crew and returned with 23. It appears that 33 of the original crew reached Jamaica where 21 were discharged between 22 December 1775 and 7 February 1776. Eleven new crew enlisted on 11 February.

Sources: Bristol Presentments; ADM 7/100; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1775–6, no. 161; Felix Farley, 13 May, 10 June, 23 December 1775, 24 February, 13 April 1776; LReg; LL, 26 December 1775, 27 February, 9 April 1776
COLSTON 1775/6

(1) 180 (200) tons; 6 guns (8) Bonny
(2) 40 outward (9)
(3) Virginia; 1765 (10) Antigua/Jamaica
(4) (11) c. 10 October 1775 at Jamaica
(5) Joseph Jackson (12)
(6) J[ohn] Powell son & Co. (13) c. 19 January 1776
(7) 6 April (pass 11 March) (14) 20 March (17 April) 1776

According to its pass the vessel was bound for Africa and Jamaica. Its muster roll shows that it left Bristol with 44 crew and returned with 24. Of the original crew, 39 appear to have reached Jamaica where 25 were discharged between 10 October and 24 December 1775. Ten new crew enlisted on 19 January 1776.

Sources: Bristol Presentments; ADM 7/100; BT 6/3; SMV Muster rolls, 1775–6, no. 159; Felix Farley, 11 March, 8 April, 9 September, 2, 16 December 1775, 23 March 1776; LReg; LL, 14 April, 12 September, 28 November 1775, 22 March 1776

CORNWALL 1775/7

(1) 150 (250) tons; 6 guns (8) Barbados/Jamaica
(2) 45 outward (9)
(3) British (Bristol); 1756 (10) c. 10 September 1775 at Jamaica
(4) (11) 502 at Barbados
(5) James Bruce (12)
(6) J[ohn] Fowler & Co. (13) c. 24 October 1775
(7) 7 April (pass 18 March) (14) 15 (13) December 1775 (pass returned, no date)

According to its pass the vessel was bound for Africa and Jamaica. Its muster roll shows that it left Bristol with 40 crew and returned with 18. Of the original crew, 39 appear to have reached Jamaica where 25 were discharged between 10 September and 7 October 1775. Four new crew enlisted on 24 October.

Sources: Bristol Presentments; ADM 7/100; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1775–6, no. 99; Felix Farley, 11 March, 15 April, 9 September, 18 November, 16 December 1775; LReg; LL, 11 April, 17 November, 22 December 1775
ELIZABETH 1775/8

(1) 150 (250, 280) tons; 8 guns  
(2) 45 outward  
(3) British  
(4) Stephen Madge  
(6) 12 May (pass 27 April)  
(7) J[ohn] Fowler & Co. (13)  

According to its muster roll the vessel left Bristol with 45 crew and returned with 25. Of the original crew, 40 appear to have reached Jamaica where 14 were discharged on 2–31 December 1775. One new man enlisted on 6 January 1776. Two died on the home run. The vessel was advertised for sale, at 280 tons and calculated for the African trade, on 16 May 1776.

Sources: Bristol Presentments; ADM 7/100; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1775–6, no. 160; Felix Farley, 29 April, 13 May, 18 November 1775, 10, 24 February, 11 May 1776; LReg; LL, 19 May 1775, 13, 27 February 1776

HECTOR 1775/9

(1) 100 tons; 8 guns  
(2) 35 outward  
(3) Plantation  
(4) John Chilcott jr  
(5) John Chilcott & Co.  
(6) 16 March (pass 12 January)  

John Coghlan was also an owner of the vessel. According to its muster roll it left Bristol with 36 crew. It arrived at the Gold Coast on 7 June 1775 and sailed for Benin. It delivered gunpowder and guns at Anamaboe in July 1775. It was reported at Anabona on 1 January 1776, ready to sail that evening. It appears to have arrived at Jamaica with 33 crew where, it seems, all the crew were discharged between 17 February and 16 April 1776. The vessel was reported to have entered the Thames from Jamaica in early November 1776.

Sources: Bristol Presentments; ADM 7/100; BT 6/3; T 70/1234; T 70/1541; SMV Muster rolls, 1776–7, no. 9; Felix Farley, 14 January, 18 March, 4 November 1775, 27 April, 25 May; LL, 3 November 1775, 19 April, 21 May, 8 November 1776
HUNGERFORD 1775/10

(1) 160 tons; 10 guns
(2) 45 outward
(3) British
(4) Henry Bell
(5) [John Powell & Co.]
(6) 7 July (pass 31 May)

Barbados/Jamaica
c. 22 March 1776 at Jamaica
c. 23 May 1776
15 (13) July 1776 (pass 16 April 1777)

Its pass suggests that the vessel was bound for Africa and Dominica, but it entered out for Africa and Jamaica. Its muster roll shows that it left Bristol with 51 crew and returned with 27. Of the original crew, 41 appear to have reached Jamaica where 22 were discharged between 22 March and 22 April 1776. Eight new crew enlisted on 23 May.

Sources: ADM 7/100; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1775–6, no. 226; Felix Farley, 3 June, 15 July, 23 December 1775, 18, 25 May, 20 July 1776; LL, 14 July, 26 December 1775, 10, 14, 21 May, 16 July 1776

KING GEORGE 1775/11

(1) 100 tons; 10 guns
(2) 35 outward
(3) French prize
(4) Edmund Williams
(6) 15 July (pass 20 June)

Anamaboe
Barbados/Jamaica
No pass returned

The vessel delivered gunpowder at Anamaboe in September 1775. It was reported taken by an American privateer on 22 October 1776 on its way from Jamaica to Bristol.

Sources: Bristol Presentments; ADM 7/100; BT 6/3; T 70/1234; T 70/1541; Felix Farley, 24 June, 22 July 1775, 17 February, 10 August, 26 October 1776, 4 January 1777; LL, 13 August, 25 October 1776, 3 January 1777
MAESGWYN 1775/12

(1) 120 tons; 6 guns  (8) Gold Coast
(2) 40 outward  (9) 420
(3) Spanish prize  (10) Jamaica
(4)  (11) c. 24 December 1775
(5) Windsor Brown  (12)
(6) John Powell son & Co.  (13) c. 7 February 1776
(7) 7 April (pass 21 March)  (14) 11 (7) April (7 October) 1776

According to its pass the vessel was bound for Africa and Jamaica. Its muster roll shows that it left Bristol with 48 crew and enlisted another man on 20 October 1775. It arrived at the Gold Coast on 11 July and sailed on 18 October with 420 slaves for the West Indies. It delivered gunpowder and guns at Anamaboe in September 1775. It appears to have arrived at Jamaica with 29 crew, discharging 18 there on 7–31 January 1776. Nine new crew enlisted between 24 December 1775 and 7 February 1776. Three of the crew on the home run were discharged on 1 April and the ship entered Bristol with 17 crew.

Sources: Bristol Presentments; ADM 7/100; BT 6/3; T 70/1234; T 70/1541; SMV Wharfage books; SMV Muster rolls, 1776–7, no. 59; Felix Farley, 25 March, 15 April, 4 November 1775, 24 February, 13 April 1776; LL, 11 April, 3 November 1775, 27 February, 12 April 1776

MARTHA 1775/13

(1) 80 (140) tons; 6 guns  (8)
(2) 30 outward  (9)
(3) French (Spanish) prize  (10) Jamaica
(4)  (11) c. 14 December 1776
(5) John Smith (John Roach)  (12)
(6) John Powell son & Co.  (13) c. 1 April 1777
(7) 4 September (pass 28 July)  (14) 5 (4) June (18 October) 1777

According to its pass the vessel was bound for Africa and Jamaica. Its muster roll names Joshua Powell jr as the ship’s purser or managing owner. It also shows that the vessel left Bristol with 23 crew and enlisted 2 more at the African coast on 4 and 16 May 1776. John Smith enlisted on the Phoenix (1775/115) on 4 May 1775. John Roach was appointed master of the Martha on 16 May. The vessel appears to have arrived at Jamaica with 13 crew, discharging 8 there between 14 December 1776 and 19 January 1777. Six new crew enlisted on 1 April. The vessel was reported to have been ‘run foul of by another vessel’ on its way from Port Royal to Bluefields, Jamaica, to join convoy, and to have put into Old Harbour, Jamaica, for repairs before continuing its voyage home.

Sources: Bristol Presentments; ADM 7/100; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1777–8, no. 83; Felix Farley, 29 July, 9 September 1775, 17 February 1776, 8 March, 7 June 1777; LReg; LL, 4, 7 February, 11 March, 6 June 1777
MERCURY 1775/14

(1) 120 (140, 200) tons; 6 guns (8) Gold Coast
(2) 30 outward (9) 300
(3) London; 1759 (10) Barbados/Grenada
(4) (11) c. 12 March 1776 at Grenada
(5) William Llewellyn (12)
(6) J[ohn] Coghlan & Co. (13) c. 26 March 1776
(7) 26 May (pass 27 April) (14) 3 (1) June (7 October) 1776

According to its pass the vessel was bound for Africa and Jamaica. Its muster roll shows that it left Bristol with 35 crew and returned with 25. It arrived at the Gold Coast on 16 August and left with 300 slaves for the West Indies on 30 December. After calling at Barbados, it appears to have reached Grenada with 33 crew, discharging 8 there on 12–26 March 1776. It was advertised for sale in September 1777 at 200 tons and calculated for the Streights or African trade.

Sources: ADM 7/110; BT 6/3; T 70/1541; SMV Wharfage books; SMV Muster rolls, 1777–8, no. 82; Felix Farley, 29 April, 27 May, 16 December 1775, 11 May, 8 June 1776, 20 September 1777; LReg; LL, 19 December 1775, 7, 10 May 1776

PHOENIX 1775/15

(1) 120 (300) tons; 8 guns (8) Gold Coast
(2) 45 outward (9)
(3) British (Bristol); 1767 (10) Jamaica
(4) (11) c. 12 July 1776
(5) Charles Taylor (John Smith) (12)
(6) J[ohn] Powell son & Co. (13) c. 6 November 1776
(7) 20 July (pass 4 July) (14) 24 January (17 April) 1777

According to its muster roll the vessel left Bristol with 38 crew. It enlisted 11 more crew at the African coast between 12 October 1775 and 3 May 1776. These included John Smith (see Martha 1775/13) who joined the ship as master after Charles Taylor drowned on 3 May 1776. One report suggests that Taylor may have been murdered by some of his own slaves ‘who rowed in the Boat’ that was taking him from Cape Coast to Anamaboe at the time of his death. The vessel supplied guns to Anamaboe in January 1776. The vessel was reported to have passed Dominica on its way to Jamaica where it appears to have arrived with 24 crew. Twenty were discharged there on 12 July 1776 and 15 new crew were enlisted by 8 October and 6 November.

Sources: Bristol Presentments; ADM 7/100; BT 6/3; T 70/1234; SMV Wharfage books; SMV Muster rolls, 1777–8, no. 137; Felix Farley, 8, 29 July 1775, 17 February, 24 August, 14 September, 26 October 1776, 25 January 1777; LReg; LL, 25 July 1775, 23 August, 17 September, 22 October 1776, 28 January 1777
RELIANCE 1775/16

(1) 150 (220, 250) tons; 8 guns (8) New Calabar
(2) 35 outward (9)
(3) Bristol; 1774 (10) Tobago/Jamaica
(4) (11) c. 12 April 1776 at Tobago
(5) Thomas Lewis (12)
(6) T[omas] Jones & Co. (13) c. 22 September 1776 from Jamaica
(7) 5 September (pass 27 June) (14) 19 (16) November 1776 (17 April 1777)

According to its muster roll the vessel left Bristol with 36 crew and returned with 14. Of the original crew, 26 appear to have reached Tobago, where one man may have been discharged on 12 April. Of the remaining 25 crew, 18 appear to have been discharged at Jamaica between 29 April and 16 September 1776. Seven new crew enlisted on 22 September. The vessel was reported to have run ashore on the island of Soana, east of Hispaniola, on its way to Jamaica, and to have left the master and about 80 slaves there. On its return to Bristol, the vessel was advertised for sale in March 1777, being described as 250 tons, four years old and calculated for the African or Leeward Islands trade.

Sources: Bristol Presentments; ADM 7/100; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1777–8, no. 73; Felix Farley, 24 June, 9 September 1775, 20 April, 8, 22 June, 23 November 1776, 1 March 1777; LReg; LL, 1 September 1775, 23 April, 11, 23 June, 19 November 1776

ROEBUCK 1775/17

(1) 100 tons; 6 guns (8) Gold Coast
(2) 30 outward (9) 330
(3) Plantation (10) Grenada/Jamaica
(4) (11) c. 18 February 1776 at Jamaica
(5) Thomas Gullan (12) 310
(6) D[avid] Hamilton & Co. (13) c. 25 April 1776
(7) 28 February (pass 23 December 1774) (14) 6 (5) July (7 October) 1777

According to its pass the vessel was bound for Africa and Jamaica. Its muster roll shows that the vessel left Bristol with 30 crew and returned with 21. It arrived at the Gold Coast on 9 June and sailed for the West Indies with 330 slaves on 3 November. It delivered gunpowder and guns at Anamaboe between August and October 1775. It was reported to have passed Barbados with 310 slaves bound for Jamaica. The vessel appears to have reached Jamaica with 27 of its original crew, discharging 13 there between 18 February and 23 April 1776. Seven new crew enlisted on 25 April.

Sources: Bristol Presentments; ADM 7/100; BT 6/3; T 70/1234; T 70/1541; SMV Wharfage books; SMV Muster rolls, 1775–6, no. 215; Felix Farley, 24 December 1774, 4 March, 7 October 1775, 20 April, 11 May, 6 July 1776; LL, 3 March 1775, 19 April, 14 May, 9 July 1776
**SALLY** 1775/18

1. 70 (65) tons; 4 guns
2. 12 outward
3. Plantation (America); 1767
4. 
5. James Hodnett
6. [John Powell & Co.]
7. c. 3 June (pass 30 May)

The vessel was reported to have returned to London from Africa.

**Sources:** ADM 7/100; BT 6/3; Felix Farley, 20 May, 3 June, 16 December 1775, 3 May 1777; LReg; LL, 19 December 1775

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**SWALLOW** 1775/19

1. 70 tons; no guns
2. 12 outward
3. British
4. 
5. Benjamin Griffiths
7. 13 November (pass 23 September) 1777

The vessel was reported taken by an American privateer on its way from Tobago to Bristol and carried into Cape Ann. Its pass was returned 'in Consul Hardy's letter'.

**Sources:** Bristol Presentments; ADM 7/100; BT 6/3; Felix Farley, 23 September 1775, 15 June, 28 September, 28 December 1776; LL, 27 December 1776

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**THOMAS** 1775/20

1. 72 (100) tons; 6 guns
2. 24 outward
3. America; 1760
4. 
5. Thomas Nicholson (Nightingale)
7. c. 11 April (pass 30 March)

John Coghlan was also an owner of the vessel. It delivered gunpowder at Anamaboe in December 1775. In May 1777 the vessel was reported taken on its way from Jamaica to Bristol and carried into Maryland. In July it was reported retaken on 12 January 1777 with logwood, fustic and mahogany on board and carried into St Croix.

**Sources:** Bristol Presentments; ADM 7/100; BT 6/3; T 70/1234; T 70/1541; Felix Farley, 1, 29 April, 6 May, 16 December 1775, 10 August, 19 October 1776, 17 May, 5, 19 July 1777; LReg; LL, 28 April, 19 December 1775, 13 August 1776
AFRICA 1776/1

(1) 100 (140) tons; 6 guns (8) Old Calabar
(2) 20 (28) outward (9)
(3) British (Bristol); 1750 (10)
(4) (11)
(5) Thomas Baker (12)
(6) John Chilcott & Co. (13)
(7) 31 July (pass 23 May) (14) No pass returned.

The owners of the vessel were John Chilcott, who owned five-sixteenths of the voyage; John Coghlan, James Rogers, Thomas Lucas & Son, John Chilcott jr, and Thomas Baker, who each owned one-eighth; and Bright Davis & Co. who owned one-sixteenth. Initial investment in the voyage totalled £4483.13s.10d., of which £3072.5s.11d. constituted trade goods. The master was instructed to buy gold, ivory and rice along the Windward and Gold Coast as far as Anamaboe but to make his purchase of slaves at Old Calabar and to proceed thence to Thomas Bird at Scarborough in Tobago for instructions regarding the sale of the slaves. The vessel blew up during an engagement on 22 August 1776 with the American privateer, Rover, Forrester, off the coast of Portugal, all but three of the crew being killed.

Sources: E190/1230/6; ADM 7/100; BT 6/3; C 107/2; Felix Farley, 25 May, 10 August, 28 September, 26 October 1776; LReg; LL, 13 August, 20 September 1776; Bristol Museum, Logbook of Africa snow; Damer Powell, p.331

AFRICAN QUEEN 1776/2

(1) 110 (180) tons; 10 guns (8) Bonny
(2) 35 outward (9)
(3) French prize (America); 1760 (10)
(4) (11)
(5) John Evans (12)
(6) John Anderson & Co. (13)
(7) 1 July (pass 8 June) (14) No pass returned

The vessel was reported lost on the bar of Bonny, its crew saved.

Sources: E190/1230/6; ADM 7/100; BT 6/3; Felix Farley, 8 June, 13 July 1776, 1 February 1777; LReg; LL, 9 July 1776, 28 January 1777
ALEXANDER

1776/3

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<td>(1)</td>
<td>120 (200) tons; 10 guns</td>
<td>(8) Calabar</td>
</tr>
<tr>
<td>(2)</td>
<td>35 outward</td>
<td>(9)</td>
</tr>
<tr>
<td>(3)</td>
<td>Bermuda</td>
<td>(10) Grenada/St Lucea, Jamaica</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11) 12 December 1776 at Jamaica</td>
</tr>
<tr>
<td>(5)</td>
<td>James Fraser</td>
<td>(12) 325</td>
</tr>
<tr>
<td>(6)</td>
<td>James McTaggart &amp; Co.</td>
<td>(13) c. 1 April 1777</td>
</tr>
<tr>
<td>(7)</td>
<td>16 April (pass 9 March)</td>
<td>(14) 9 (6) June (18 October) 1777</td>
</tr>
</tbody>
</table>

Formerly the *King George*, its muster roll shows that the vessel left Bristol with 29 crew and returned with 16. Of the original crew, 20 appear to have reached St Lucea where 7 were discharged between 22 January and 1 April 1777. Three new crew enlisted between 16 March and 1 April. The sale of the slaves at Jamaica was advertised to begin on 12 December, the slaves being described as ‘Choice Eboe’. William Brown was agent for the sale.

**Sources:** E190/1230/6; ADM 7/100; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1777–8, no. 37; SMV List of shipping; Felix Farley, 9 March, 20 April, 12 October 1776, 1 February, 15 March, 14 June 1777; LReg; LL, 8 October 1776, 4 February, 10 June 1777; Cornwall Chronicle, 14 December 1776

BRITANNIA

1776/4

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>(1)</td>
<td>140 (250) tons; 10 guns</td>
<td>(8) Montego Bay, Jamaica</td>
</tr>
<tr>
<td>(2)</td>
<td>42 outward</td>
<td>(9)</td>
</tr>
<tr>
<td>(3)</td>
<td>Bristol; 1772</td>
<td>(10) c. 17 January 1777</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11)</td>
</tr>
<tr>
<td>(5)</td>
<td>Stephen Madge</td>
<td>(12)</td>
</tr>
<tr>
<td>(6)</td>
<td>John Fowler &amp; Co.</td>
<td>(13) c. 4 April 1777</td>
</tr>
<tr>
<td>(7)</td>
<td>10 July (pass 1 June)</td>
<td>(14) 10 (7) June (20 October) 1777</td>
</tr>
</tbody>
</table>

According to its muster roll the vessel left Bristol with 37 crew and returned with 30. Of the original crew, 33 appear to have reached Jamaica where 7 were discharged between 17 January and 10 March 1777. The vessel was reported to have cleared Montego Bay on 29 March 1777, 4 new crew enlisting on 4 April.

**Sources:** E190/1230/6; ADM 7/100; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1776–7, no. 144; Felix Farley, 25 May, 13 July 1776, 8 February, 22 March, 14 June 1777; LReg; LL, 19 July 1776, 7, 11 February, 21 March 1777; Cornwall Chronicle, 29 March 1777
According to its muster roll the vessel left Bristol with 24 crew and returned with 14. It appears to have reached Montserrat with 17 crew and discharged 12 there and at St Kitts and Jamaica between 27 July and 1 October 1777. It appears to have been at St Kitts between 31 July and 4 August and to have reached Jamaica about 1 October. Nine new crew enlisted on 26 October 1777.

Sources: E190/1230/6; ADM 7/100; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1778–9, no. 25; Felix Farley, 6 July, 31 August 1776, 10 May, 27 September, 15 November 1777, 24 January 1778; LReg; LL, 27 August 1776, 13 May 1777

According to its pass the vessel was bound for Africa and Jamaica. Its muster roll shows that it left Bristol with 37 crew and returned with 31. It appears to have reached Jamaica with 33 crew and to have discharged 7 there after 25 January 1777. The vessel was reported to have cleared Montego Bay on 29 March 1777, 5 new crew enlisting on 1 April.

Sources: E190/1230/6; ADM 7/100; BT 6/3; SMV Wharfage books; SMV Muster rolls, 1777–8, no. 141; Felix Farley, 27 April, 23 November 1776, 1 February, 15 March, 14 June 1777; LReg; LL, 19 November 1776, 4 February, 18 March, 10 June 1777; Cornwall Chronicle, 29 March 1777
### CONSTANTINE 1776/7

<table>
<thead>
<tr>
<th></th>
<th></th>
<th>1776/7</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>160 (200) tons; 8 guns</td>
<td>(8) Gold Coast</td>
</tr>
<tr>
<td>(2)</td>
<td>35 outward</td>
<td>(9)</td>
</tr>
<tr>
<td>(3)</td>
<td>Bristol; 1748</td>
<td>(10) Grenada</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11) c. 26 February 1777</td>
</tr>
<tr>
<td>(5)</td>
<td>Archibald Robe</td>
<td>(12)</td>
</tr>
<tr>
<td>(6)</td>
<td>David Hamilton &amp; Co.</td>
<td>(13) c. 11 June 1777</td>
</tr>
<tr>
<td>(7)</td>
<td>20 March (pass 11 January)</td>
<td>(14) 2 August (31 July) 1777 (14 February 1778)</td>
</tr>
</tbody>
</table>

John Coghlan was also an owner of the vessel. According to its pass it was bound for Africa and Grenada. Its muster roll shows that it left Bristol with 35 crew and returned with 24. It enlisted another man at the African coast on 24 September and was reported to have arrived with the *Two Brothers*, Fisher, at Grenada with 600 slaves after beating off two American privateers. It appears to have had 31 crew on its arrival at Grenada and to have discharged 11 there between 26 February and 8 April 1777. It enlisted 4 new crew on 11 June.

### Sources:
- E190/1230/6; ADM 7/100; BT 6/3; T 70/1541; SMV Wharfage books; SMV Muster rolls, 1777–8, no. 70; Felix Farley, 13 January, 30 March, 31 August 1776, 24, 31 May, 2 August 1777; LReg; LL, 29 March, 3 September 1776, 23 May 1777

### CORNWALL 1776/8

<table>
<thead>
<tr>
<th></th>
<th></th>
<th>1776/8</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>150 (250) tons</td>
<td>(8) Bonny</td>
</tr>
<tr>
<td>(2)</td>
<td></td>
<td>(9)</td>
</tr>
<tr>
<td>(3)</td>
<td>Bristol; 1756</td>
<td>(10) Barbados/Montego Bay, Jamaica</td>
</tr>
<tr>
<td>(4)</td>
<td>James Bruce</td>
<td>(11)</td>
</tr>
<tr>
<td>(5)</td>
<td>John Fowler &amp; Co.</td>
<td>(12)</td>
</tr>
<tr>
<td>(7)</td>
<td>17 April</td>
<td>(13) c. 28 December 1776</td>
</tr>
</tbody>
</table>

(14) There are varying reports of the vessel's fate. One report suggests it put into Antigua on its way from Jamaica to Bristol after losing its masts and was plundered by an American privateer. Another suggests that after being caught in a hurricane on 28 December 1776 it sailed in distress for Barbados and was captured by an American privateer on 23 January 1777 and plundered.

### Sources:
- E190/1230/6; BT 6/3; Felix Farley, 10 February, 13 April, 12 October, 7 December 1776, 25 January, 29 March 1777; LReg; LL, 19 April, 8 October, 22 November, 10 December 1776, 24 January, 1 April 1777; Cornwall Chronicle, 8, 15 March 1777
AMBRIS 1777/1

(1) 45 tons  
(2)  
(3) Wales; 1771  
(4)  
(5) Richard Pratt  
(6) John Chilcott & Co.  
(7) 26 April  

The vessel entered out for Africa and Tobago.

Sources: E190/1231/4; Felix Farley, 22 February, 18 October 1777, 10 January 1778; LReg; LL, 1 April 1777

VALIANT 1777/2

(1) 150 (300) tons; 16 guns  
(2) 50 (56) outward  
(3) Liverpool; 1772  
(4)  
(5) James Fraser  
(6) John Anderson & Co.  
(7) 9 November (pass 4 October)  

Letters of marque were declared on 10 October 1777 when the other owners of the vessel were named as James Pierce and James Ruscombe, the latter of Cannington, near Bridgwater. According to its muster roll the vessel left Bristol with 48 crew and returned with 25. Of the original crew, 41 appear to have reached Jamaica where 19 were discharged between 15 June and 25 July 1778. Three new crew enlisted on 1 August.

Sources: E190/1231/4; ADM 7/102; SMV Wharfage books; SMV Muster rolls, 1778–9, no. 39; Felix Farley, 4 October, 15 November 1777, 8 August, 31 October 1778; LReg; Damer Powell, p.289
BRITON 1778/1

(1) 70 (120) tons; 12 guns (8) Benin
(2) 30 outward (9)
(3) British (10) Tobago
(4) John Hardcastle (William Sims) (11) c. 5 April 1779
(5) John Fowler & Co. (12) 150
(6) 20 June (pass 23 May) (13) c. 25 June 1779
(7) 20 June (pass 23 May) (14) 4 (3) August 1779 (7 February 1780)

Letters of marque were declared on 30 May 1778 when Richard Tombs was named as the other owner of the vessel. According to its muster roll the vessel left Bristol with 29 crew. It arrived at Cape Coast Castle on the Gold Coast on 24 August 1778 and sailed for Benin on the following day. One more man enlisted on 28 January 1779. The vessel appears to have reached Tobago with 13 crew and to have discharged 8 there between 5 April and 20 May 1779. Seven new crew enlisted between 26 May and 25 June.

Sources: E190/1232/3; ADM 7/102; T70/1537; SMV Wharfage books; SMV Muster rolls, 1779–80, no. 130; Felix Farley, 23 May, 27 June 1778, 24 April, 19 June, 7 August 1779; LReg; LL, 27 April, 15, 18 June, 3 August 1779; Damer Powell, p.293

CONSTANTINE 1778/2

(1) 160 (200, 250) tons; 14 (16) guns (8) Cape Coast Castle
(2) 50 (40) outward (9) 430
(3) Bristol; 1748 (10) Grenada/Jamaica
(4) Archibald Robe (11) c. 8 October 1778 at Jamaica
(5) David Hamilton & Co. (12) 391
(6) 2 February (pass 11 December 1777) (13) c. 13 March 1779
(7) 2 February (pass 11 December 1777) (14) 28 (24) May 1779 (8 February 1780)

Letters of marque were declared on 7 January 1778. Its muster roll shows that the vessel left Bristol with 51 crew and returned with 21. The vessel arrived at Cape Coast Castle on the Gold Coast on 5 April and left for Grenada with 430 slaves on 17 July. It called at Grenada before sailing to Jamaica and appears to have reached the latter with 50 crew. Forty were discharged there on 8–22 October 1778. Eleven new crew enlisted between 31 January and 13 March 1779.

Sources: E190/1232/3; ADM 7/102; T70/1537; SMV Wharfage books; SMV Muster rolls, 1779–80, no. 91; Felix Farley, 13 December 1777, 7 February, 1 August, 26 December 1778, 29 May 1779; LReg; LL, 5 January, 28 May 1779; Damer Powell, p.294
### POLLY 1779/1

<table>
<thead>
<tr>
<th>(1)</th>
<th>20 tons; 4 guns</th>
<th>(8)</th>
<th>Gambia</th>
</tr>
</thead>
<tbody>
<tr>
<td>(2)</td>
<td>6 outward</td>
<td>(9)</td>
<td></td>
</tr>
<tr>
<td>(3)</td>
<td>Bristol; 1778</td>
<td>(10)</td>
<td></td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11)</td>
<td></td>
</tr>
<tr>
<td>(5)</td>
<td>John Hayes</td>
<td>(12)</td>
<td></td>
</tr>
<tr>
<td>(6)</td>
<td>Thomas Vaughan</td>
<td>(13)</td>
<td></td>
</tr>
<tr>
<td>(7)</td>
<td>20 April (pass 17 March)</td>
<td>(14)</td>
<td>No pass returned</td>
</tr>
</tbody>
</table>

Lloyd's Register suggests the vessel was bound for Gambia.

**Sources:** E190/1232/4; ADM 7/102; Felix Farley, 20 March 1779; LReg

### CONSTANTINE 1780/1

<table>
<thead>
<tr>
<th>(1)</th>
<th>150 (200, 250) tons; 10 (16) guns</th>
<th>(8)</th>
<th>Cape Coast</th>
</tr>
</thead>
<tbody>
<tr>
<td>(2)</td>
<td>50 outward</td>
<td>(9)</td>
<td>420</td>
</tr>
<tr>
<td>(3)</td>
<td>Bristol; 1748</td>
<td>(10)</td>
<td>Barbados/Jamaica</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11)</td>
<td>c. 4 April 1781 at Jamaica</td>
</tr>
<tr>
<td>(5)</td>
<td>Mungo Wright</td>
<td>(12)</td>
<td></td>
</tr>
<tr>
<td>(6)</td>
<td>James McTaggart &amp; Co.</td>
<td>(13)</td>
<td>c. 31 July 1781</td>
</tr>
<tr>
<td>(7)</td>
<td>23 July (pass 5 June)</td>
<td>(14)</td>
<td>20 September 1781 (6 April 1782)</td>
</tr>
</tbody>
</table>

Letters of marque were declared on 21 April 1780. The vessel entered out for Africa and Jamaica. Its muster roll shows that it left Bristol with 48 crew and returned with 26. The vessel arrived at Cape Coast on 1 October 1780 and sailed for Jamaica on 1 February 1781. It appears to have reached Jamaica with 45 of its original crew and to have discharged 29 there on 4 April 1781. It enlisted 10 new crew on 31 July. The vessel was advertised for sale in November 1781, being described as copper sheathed, 200 tons and carrying 16 guns.

**Sources:** E190/1233/2; ADM 7/103; BT 6/6; T 70/1544; SMV Wharfage books; SMV Muster rolls, 1781–2, no. 22; Felix Farley, 8 April, 29 July 1780, 10 March, 16 June, 22 September, 10 November 1781; LReg; LL, 6 March, 15, 22 June, 25 September 1781; Damer Powell, p. 294
**HAWK  1780/2**

1. 70 (75, 100) tons; 12 guns (8) Cape Coast
2. 25 outward (9)
3. North Carolina; 1779 (10)
4. (11)
5. William Sims (12)
6. James McTaggart & Co. (13)
7. 23 July (pass 5 June) (14). No pass returned

Letters of marque were declared on 6 May 1780. The vessel was reported at Cape Coast on the Gold Coast on 6 October 1780. James McTaggart reported in November 1783 that there had been no further news of the vessel since 6 October 1780 and suggested that the master had been murdered by the crew. There was also a report that the crew had mutinied and that the vessel was lost. The vessel arrived at Cape Coast Castle on 17 September 1780 and sailed to leeward on 13 October.

**Sources:** E190/1233/2; ADM 7/103; BT 6/6; T 70/1544; SMV Muster rolls, 1783–4, no. 20; Felix Farley, 3 June, 29 July 1780, 10 March 1781, 10 November 1783; LReg; LL, 9 March 1781; Damer Powell, p. 295

**HERL  1780/3**

1. (8)
2. (9)
3. (10)
4. (11)
5. William Llewelin (12)
6. John Anderson & Co. (13)
7. 19 December (14)

**Sources:** E 190/1233/2


The vessel entered out for Africa and Barbados. James Rogers owned a one eighth share in the voyage. Initial investment in the voyage totalled £8300.16s. This included £2400 for the vessel, £2082.17s. for its outfit, and £3817.19s. for trade goods. The vessel arrived at Cape Coast Castle on 23 November 1780 and sailed for Jamaica on 1 February 1781. Its muster roll shows that it left Bristol with 60 crew and returned with 26. It appears to have reached Barbados with 54 crew, discharging 28 there and at Jamaica between 30 March and 18 July 1781. On its way home, the vessel took on 40 tons of rice and 500 skins seized from a vessel bound from the Spanish Main to Havana.

Sources: E190/1233/2; T 70/1544; C 107/13; SMV Muster rolls, 1781–2, no. 72; Felix Farley, 8 January, 18 March 1780, 10 March, 16 June, 22 September 1781; LReg; LL, 17 March 1780, 9 March, 15, 22 June, 25 September 1781

Letters of marque were declared on 19 July 1780 when the other owners of the vessel were named as John Champion, John Powell, and James Cross. Thomas Jones was named as purser or managing owner on the muster roll, which also shows that the vessel left Bristol with 35 crew and enlisted another 7 at Lisbon on 8–22 September. The vessel was reported to have seized the Sea Crabb, bound from Marseilles to St Valery, and to have carried it into Lisbon. The vessel arrived at Cape Coast Castle on 24 November 1780. It appears to have reached Barbados with 25 crew and to have discharged 19 there and at Jamaica between 12 March and 13 June 1781. The Wasp appears to have reached Jamaica about 23 March. Seven new crew enlisted on 21 August, giving the vessel a return crew of 13. On its return to Bristol the vessel was advertised for sale, being described as a privateer of 80 tons and 16 guns and calculated for the African trade.

Sources: E190/1233/2; T 70/1544; SMV Wharfage books; SMV Muster rolls, 1781–2, no. 120; Felix Farley, 27 May, 19 August, 30 September, 1780, 24 March, 16 June, 17 November, 29 December 1781, 5 January 1782; LReg; LL, 25 August 1780, 15 June, 16 November 1781; Damer Powell, p. 292
**ALERT (1)**

1781/1

(1) 100 (150) tons; 16 guns
(2) 40 (35) outward
(3) Nantes (French prize); 1780
(4) Bristol; 20 November 1780
(5) William Llewelin
(6) John Anderson & Co.
(7) 1 January (pass 9 December)

Letters of marque were declared on 29 November 1780. The vessel cleared from Bristol to Africa on a cruise. It arrived at Cape Coast Castle on 25 February 1781 with three prizes. According to its muster roll the vessel left Bristol with 71 crew and, after discharging 14 on 16 March 1781, returned to Bristol with 57. The vessel returned from Africa with three prizes.

**Sources:** E190/1233/5; ADM 7/103; T 70/1544; SMV Wharfage books; SMV Muster rolls, 1780–1, no. 111; Felix Farley, 9 December 1780, 6 January, 23 June 1781; LReg; LL, 5 January, 26 June 1781; Damer Powell, pp. 250–1

**ALERT (2)**

1781/2

(1) 100 (150) tons
(2)
(3) Nantes (French prize); 1780
(4)
(5) William Llewelin
(6) John Anderson & Co.
(7) 13 September

The vessel sailed from Cape Coast Castle for Jamaica on 2 February 1782. According to its muster roll the vessel left Bristol with 39 crew and returned with 14. It appears to have arrived at Jamaica with 30 crew, discharging 20 there between 16 March and 28 April. Four new crew enlisted on 25 May.

**Sources:** E190/1233/5; T 70/1548; SMV Wharfage books; SMV Muster rolls, 1781–2, no. 141; Felix Farley, 14 July, 22 September 1781, 6 July, 3 August 1782; LReg; LL, 5 July 1782
APOLLO 1781/3

(1) 110 (150) tons; 16 guns  (8)  
(2) 40 outward  (9)  
(3) Philadelphia; 1759  (10) St Kitts  
(4)  
(5) James Sutherland  (11) 296  
(6) John Anderson & Co.  (12)  
(7) 6 August (pass 31 July)  (13) No pass returned  

Letters of marque were declared on 8 August 1781. The vessel entered out for Africa and Barbados. Bound from Africa to Jamaica, the vessel put into St Kitts and was seized, 'not knowing that the Island was taken'. The records indicate that no muster roll was obtainable for the vessel.

Sources: E190/1233/5; ADM 7/103; SMV Muster rolls, 1783–4, no. 36; Felix Farley, 4 August, 22 September 1781, 20 July 1782; LReg; LL, 16 July 1782; Damer Powell, p.252

GASCOYNE 1781/4

(1) 300 (350) tons; 22 guns  (8) Cape Coast  
(2) 60 at Jamaica  (9) 590  
(3) French prize; 1772  (10) Kingston, Jamaica  
(4) London; 8 November 1779  (11) 13 May 1782  
(5) William Chalmers (Chubery)  (12) 500  
(6) John Coghlan  (13) 5 July 1782 to London  
(7) c. 11 August  (14)  

Bond was taken out in London on 14 June 1781. The vessel took on goods at Bristol between 13 June and 16 July. It arrived at Cape Coast Castle on 17 November 1781 and sailed on 3 March 1782. It was reported in December 1781 that John Coghlan had directed the vessel to deliver its slaves at Jamaica to Kingston 'where negroes were in high demand for high prices'. Payment for the slaves was to be made in bills at 9, 12 and 15 months' sight, John Coghlan acting as security for them. At Jamaica, the slaves were consigned to Phipps & Lane for sale.

Sources: E190/1233/5; CO 142/19; T 70/1547–8; Felix Farley, 2 June, 11 August 1781, 20 July 1782; LReg; LL, 12 July 1782; 5 December 1781, William Miles to John Tharp, in Patrick McGrath (ed.), A Bristol Miscellany, Bristol Record Society's Publications, XXXVII (1985), p. 100
ALERT 1782/1

(1) 100 tons; 16 guns (8)
(2) 40 outward and at Jamaica (9)
(3) French prize (10) Savanna la Mar, Jamaica
(4) Bristol; 28 November 1780 (11) 21 April 1783
(5) William Llewelin (12) 305
(6) John Anderson & Co. (13) c. 15 May 1783
(7) 5 October (pass 13 August) (14) 5 July (19 September) 1783

According to its muster roll the vessel left Bristol with 44 crew and returned with 24. Of the original crew, 39 appear to have reached Jamaica, where 17 were discharged. Two new crew enlisted on 15 May 1783.

Sources: E190/1234/1; ADM 7/103; T 64/72; SMV Muster rolls, 1782–3, no. 130; Felix Farley, 17 August, 21 September, 12 October 1782, 25 January, 21 June, 12 July 1783; LL, 8, 18 October 1782, 24 January, 20 June 1783

BONETTA 1782/2

(1) 40 tons (8)
(2) (9)
(3) North Carolina; 1779 (10)
(4) (11)
(5) James Williams (12)
(6) John Anderson & Co. (13)
(7) 30 July (14)

The vessel was reported to have arrived at the African coast.

Sources: E190/1234/1; Felix Farley, 27 July, 21 September, 12 October 1782, 12 April 1783; LReg; LL, 8 October 1782, 11 April 1783

LION 1782/3

(1) 200 (260) tons; 30 (32) guns (8)
(2) 60 outward (9)
(3) Bristol; 1771 (10)
(4) (11)
(5) Mungo Wright (12)
(6) John Collard & Co. (13)
(7) 30 August (pass 31 July) (14) No pass returned

Letters of marque were declared on 27 July 1782. The vessel was reported taken on its outward passage to Africa by three American privateers and sent into L'Orient. Ten crew were reported killed in the engagement.

Sources: E190/1234/1; ADM 7/103; Felix Farley, 20 July, 7 September, 12 October 1782; LReg; LL, 6 September, 11 October 1782; Cornwall Chronicle, 7 December 1782; Damer Powell, p. 273
LIVELY 1782/4

(1) 120 tons  (8)  
(2)  
(3) American  (10)  
(4)  (11)  
(5) Alexander Robe  (12)  
(6) William Saunders & Co.  (13)  
(7) 4 October  (14) 10 October 1783  

According to its muster roll the vessel left Bristol with 20 crew and returned from Africa with 18. Two crew died at the African coast on 19 December 1782.

Sources: E190/1234/1; SMV Muster rolls, 1783–4, no. 50; Felix Farley, 31 August, 21 September, 12 October 1782, 24 May, 11 October 1783: LReg; LL, 8 October 1782, 23 May, 14 October 1783

PHOENIX 1782/5

(1) 120 tons (200); 18 (16) guns  (8) Calabar  
(2) 40 outward  (9) 430 (420)  
(3) Bermuda (Plantation)  (10)  
(4)  (11)  
(5) James Sutherland  (12)  
(6) John Anderson & Co.  (13)  
(7) 17 October (pass 3 October)  (14) No pass returned  

Letters of marque were declared on 4 October 1782 when the other owners of the vessel were named as Thomas Easton and Joshua Powell. It was variously reported overset when ‘fully slaved’ on the Calabar coast or two days after leaving the African coast for the West Indies, all its slaves, its master and 21 of its crew being drowned. The records show that no muster roll was obtainable for the vessel.

Sources: E190/1234/1; ADM 7/103; SMV Muster rolls, 1783–4, no. 35; Felix Farley, 5 October, 16 November 1782, 24 May, 13 September 1783; LReg; LL, 23 May, 12 September 1783; Damer Powell, p. 297

TARTAR 1782/6

(1) 160 tons; 20 guns  (8)  
(2) 40 outward  (9)  
(3) British  (10)  
(4)  (11)  
(5) James Fraser (Frasier)  (12)  
(6) John Anderson & Co.  (13)  
(7) 12 March (pass 31 January)  (14) No pass returned  

The vessel was reported taken by a French frigate, sloop of war, and cutter off Cape Mount. One report suggests 3 crew were killed and 5 wounded, whereas another suggests 10 were killed and a number wounded in the engagement. The records show that no muster roll was obtainable for the vessel.

Sources: E190/1234/1; ADM 7/103; SMV Muster rolls, 1783–4, no. 37; Felix Farley, 2 February, 13 April, 31 August 1782; LL, 12 April, 30 August 1782; Cornwall Chronicle, 7 December 1782
TRYALL 1782/7

(1) 72 (80, 100) tons; 8 guns (8) Calabar/Gabon
(2) 12 outward (9)
(3) American; 1778 (10)
(4) (11)
(5) William Lasselle (John Smith) (12)
(6) Samuel Jefferies & Co. (13)
(7) 3 September (pass 13 August) (14) 31 July 1783 (8 January 1784)

According to its muster roll the master of the vessel was John Smith, but other sources suggest William Lasselle (or Lascelles, Laffells, Laffel, or Lofiall) was commander. Lasselle was also named as an owner of the vessel, but died at the coast, the vessel being reported as returning to Bristol from Africa under the command of Captain [Patrick?] McDonough. According to its muster roll the vessel left Bristol with 13 crew and returned from Africa with 12. It was arrived at Cape Coast Castle on 10 December 1782, bound for Gabon, and left on 17 December for Calabar. The vessel was advertised for sale at 100 tons on its return.

Sources: E190/1234/1; ADM 7/103; T 70/1548; SMV Muster rolls, 1783–4, no. 17; Felix Farley, 10 August, 7 September 1782, 7 June, 2 August, 6 September 1783; LReg; LL, 6 September 1782, 10 June, 5 August 1783

WASP 1782/8

(1) 70 (90) tons; 14 guns (8) Old Calabar
(2) 20 outward (9)
(3) Plantation; 1776 (10) Tortola/Martha Brae, Jamaica
(4) (11) c. 26 July/3 August 1783
(5) Richard (William) Bowen (12)
(6) Thomas Jones & Co. (13) c. 2 October 1783
(7) 13 October (pass 13 September) (14) 24 December 1783 (16 January 1784)

Letters of marque were declared on 16 September 1782. According to its muster roll the vessel left Bristol with 32 crew and returned with 11. Of the original crew, 27 appear to have reached Tortola. Twenty were discharged there and at Jamaica between 26 July and 2 September 1783, and 5 new crew enlisted at Jamaica on 2 October. Two crew were discharged at Kinsale on 9 December and one new man enlisted there on 22 December. The vessel was reported to have beaten off a French pirate on its way to Africa, but also suffered a slave insurrection on its arrival in the West Indies. One report suggests 100 slaves were killed, another that ‘upwards of 100’ were killed, in the insurrection.

Sources: E190/1234/1; ADM 7/103; SMV Muster rolls, 1783–4, no. 119; Felix Farley, 24 August, 26 October 1782, 12 July, 13 September, 11 October, 20, 27 December 1783; LReg; LL, 18 October 1782, 11 July, 16 September, 10 October, 23, 26 December 1783; Cornwall Chronicle, 9 August 1783; Damer Powell, p. 292
AFRICA 1783/1

(1) 160 (200, 240, 250) tons; 4 (8) Sierra Leone/Cape Mesurade (no) guns (9)
(2) 30 outward; 22 at St Vincent (10) St Vincent
(3) Dutch prize; 1770 (11) 30 April 1784
(4) Bristol; 13 August 1783 (12) 220
(5) John McTaggart (13) 7 July 1784
(6) James McTaggart & Co. (14) 28 August (8 October) 1784
(7) 22 August (pass 9 August)

According to its pass, the vessel was bound for Africa and Jamaica. Its muster roll shows that it left Bristol with 30 crew and took on another man at Cape Mesurade on 2 November, two having died there on 30 October. A further 6 crew died at sea between 21 February and 10 April before the vessel arrived at St Vincent with 23 crew. Eleven were discharged there between 30 April and 15 May, while 7 new crew enlisted between 24 May and 5 July. The vessel arrived at Bristol with 18 crew, one having died on the home run. William Elton was named as another owner of the vessel. In January 1785, the vessel was advertised for sale at 250 tons and calculated for the African or Newfoundland trade, £700 having been spent on its hull ‘last year’. Another advert for its sale by private contract was posted in June 1786, its tonnage on this occasion being listed as 200 tons.

Sources: E190/1235/3; ADM 7/103; BT 6/188; SMV Muster rolls, 1784–5, no. 45; Felix Farley, 12 July, 23 August 1783, 10 April, 19 June, 4 September 1784, 29 January 1785, 3 June 1786; LReg; LL, 26 August 1783, 6 April, 18 June 1784

ALERT 1783/2

(1) 100 (150) tons; 4 guns (8) Gold Coast
(2) 30 outward (9) 212 (250)
(3) Prize (10) South Carolina
(4) (11) c. 19 July 1784
(5) Thomas Watkins (Walker) (12) 199
(6) John Anderson & Co. (13) c. 19 August 1784
(7) 11 October (pass 30 September) (14) 22 (21) October 1784 (4 March 1785)

According to its muster roll the vessel left Bristol with 34 crew and returned with 11. Of the original crew, 21 appear to have reached South Carolina, where 11 were discharged between 19 July and 12 August. Two new crew enlisted on 28 July and 19 August. One man was discharged on the home run on 6 October. The vessel was reported to have reached Africa on 9 November 1783 and to have arrived at Cape Coast Castle on 17 April 1784. It was later reported at Winnebah taking in provisions and water in anticipation of sailing for Carolina with about 250 slaves. It was reported to have sailed from Cape Coast on 7 May 1784 with 212 slaves. The agents for the sale of the slaves at South Carolina were Fisher, Hughes & Edwards.

Sources: E190/1235/3; ADM 7/103; T 70/1550; T 70/1553; SMV Wharfage books; SMV Muster rolls, 1784–5, no. 47; Felix Farley, 20 September, 4, 18 October 1783, 10 April, 21 August, 23 October 1784; LReg; LL, 17 October 1783, 9 April, 17 August 1784; Donnan, IV, 475
ALFRED 1783/3

(1) 100 (150) tons; 6 guns (8) Bonny
(2) 30 at Jamaica; 34 homeward (9)
(3) British (Plantation); 1777 (10) Kingston, Jamaica
(1759, 1755) (11) 29 December 1783
(4) Bristol; 29 August 1781 (12) 396
(5) Stephen Madge (13) 16 February 1784
(6) James Jones & Co. (14) 27 April 1784
(7) 20 May

According to its muster roll, the vessel left Bristol with 34 crew and enlisted one further man on 7 July. It reached Jamaica with 34 crew, 13 of whom were discharged there between 27 December and 10 February. Two new men enlisted on 28 January and 20 February.

Sources: E190/1235/3; CO 142/19; CO 142/21; SMV Muster rolls, 1783–4, no. 104; Felix Farley, 10, 24 May, 29 November 1783, 21 February, 1 May 1784; LReg; LL, 23 May, 2 December 1783, 24 February, 30 April 1784

CONSTANTINE 1783/4

(1) 160 (200) tons; 6 guns (8) Windward Coast
(2) 40 outward (9)
(3) Bristol; 1748 (10) St Vincent
(4) (11) c. 1 March 1784
(5) John Langdon (Langton) (12)
(6) Thomas Coulson & Co. (13) c. 22 March 1784
(7) 16 September (pass 7 August) (14) 11 May 1784 (15 September 1786)

The vessel entered out for Africa and Jamaica. Its muster roll shows that it left Bristol with 29 crew and returned with 16. Of the original crew, 21 appear to have reached St Vincent, where 4 were discharged on 1–22 March. One man died on 1 April. On its return, the vessel was advertised for sale at 200 tons, copper bottomed, and with water casks for 300 slaves.

Sources: E190/1235/3; ADM 7/103; SMV Muster rolls, 1783–4, no. 136; Felix Farley, 9 August, 20 September 1783, 6 March, 10 April, 15, 22 May 1784; LReg; LL, 26 September 1783, 5 March, 14 May 1784
EMILIA 1783/5

(1) 140 (278) tons; 16 (20 or no) guns
(2) 40 outward; 50 at Jamaica; 30 homeward
(3) Bristol; 1782
(4) Bristol; 21 November 1782
(5) James Fraser.
(6) Walter Jacks
(7) 8 February (pass 4 February)
The vessel entered out for Africa and Jamaica. Its muster roll shows that it left Bristol with 45 crew and returned with 26. Of the original crew, 41 appear to have reached Jamaica, where 15 were discharged on 12–18 February 1784. Evan Baillie was named as another owner of the vessel. The vessel was reported well at the African coast on 10 June 1783 with 100 slaves on board. At Jamaica, the slaves were consigned to Allan & Campbell for sale. The vessel returned to Bristol in ballast.

The surgeon on this voyage was Alexander Falconbridge who was one of the witnesses that gave evidence to Parliament in 1788 on his experiences of the slave trade during two voyages to Bonny. Falconbridge seems in fact to have made at least three voyages to Bonny, the others being on the Alexander (1785/3) and the Emilia (1786/7). He noted that on his second voyage the vessel expected to obtain 420 slaves and went to Jamaica, losing about 40 slaves during a voyage of six weeks from the coast to Antigua and St Kitts. Falconbridge seems to have confused his first with his second voyage since his description of his second voyage to Bonny better fits his first voyage.

Sources:
E190/1235/3; ADM 7/103; CO 142/19; SMV Muster rolls, 1783–4, no. 109; ParlP, XXVI (1789), 646a, part II; Felix Farley, 23 November 1782, 15 February, 8 November 1783, 6 March, 3, 17 April 1784; LReg; LL, 21 February, 4 November 1783, 5, 30 March, 16 April 1784; Royal Gazette, 27 January 1784
HECTOR 1783/6

(1) 300 tons; 12 (6 or no) guns (8) Cape Coast
(2) 50 outward; 25 at Jamaica and (9) 400
    homeward (10) Dominica/Savanna la Mar,
(3) French prize (11) 
(4) Bristol; 5 August 1783 (12) 6/27 January 1785
(5) William Llewellin (William Ball) (13) 
(6) John Anderson & Co. (14) 7 May 1785 from Savanna la Mar
(7) 30 September (pass 29 August) 9 July (1 December) 1785

According to its pass, the vessel was bound for Africa and Jamaica. Its muster roll shows that it left Bristol with 47 crew. It appears to have reached Dominica with 39 crew, though the naval office list and Parliamentary papers indicate that it entered the island with only 28. Twenty crew were discharged between 3 January and 4 April 1785, while 10 new crew enlisted at Jamaica on 13 May. The vessel returned to Bristol with 27 crew, two having died on the home run. The vessel arrived at Cape Coast Castle on 16 March 1784, and sailed for the West Indies with 400 slaves on 20 October. It entered Dominica with 514 slaves on 6 January 1785, clearing on the same day with 402 for Jamaica. It entered Savanna la Mar with 390 slaves. J. Noble was named as another owner of the vessel. William Llewellin died on 24 December 1784, the vessel reaching Jamaica under the command of John Smith. William Ball was engaged as master of the vessel on 13 May 1785 at Jamaica. On its return the vessel was advertised for sale in April 1786, having undergone a thorough repair at Wapping by Sydenham Teast & Son.

Sources: E190/1235/3; ADM 7/103; CO 76/4; CO 142/22; T 70/1550; T 70/1553; SMV Wharfage books; SMV Muster rolls, 1785–6, no. 96; ParLP, XXIV (1789), 629; Felix Farley, 11 October 1783, 10 April 1784, 5 March, 9 April, 16 July 1785, 22 April 1786; LReg; LL, 9 April 1784, 1 March, 8 April, 12 July 1785

JUPITER 1783/7

(1) 220 tons; 8 guns (8) Bonny
(2) 45 at Jamaica; 22 homeward (9) 
(3) Prize; 1773 (10) St Kitts/Kingston, Jamaica
(4) Bristol; 23 September 1783 (11) c. 14 March/16 April 1784
(5) Robert Craggs (Charles Sloper) (12) 350
(6) James Rogers & Co. (13) 10 May 1784
(7) 17 October (14) 27 June 1784

James Cross was named as another owner of the vessel. According to its muster roll it left Bristol with 48 crew and returned with 32. The vessel was reported to have passed Dominica bound for St Kitts. It may have arrived at the latter with 46 of its original crew, discharging 22 there and at Jamaica between 14 March and 10 May. Nine new crew enlisted on 12 May at Jamaica. Robert Craggs died on 29 May 1784. At Jamaica, the slaves were consigned to Fitch, Stewart & Co. for sale.

Sources: E190/1235/3; CO 142/19; SMV Muster rolls, 1783–4, no. 147; Felix Farley, 30 August 1783, 24 April, 29 May, 19 June, 3 July 1784; LReg; LL, 24 October 1783, 20 April, 18 June, 2 July 1784; Royal Gazette, 16 April 1784
### LITTLE HORNET 1783/8

| (1) | 130 (120) tons; 6 guns | (8) |
| (2) | 25 outward | (9) |
| (3) | French prize | (10) | St Vincent |
| (4) | | (11) | c. 7 December 1783 |
| (5) | John Ford (Thomas Phillips) | (12) |
| (6) | Randolph & Jones | (13) | c. 31 December 1783 |
| (7) | 5 April (pass 22 March) | (14) | 23 February (3 May) 1784 |

According to its muster roll the vessel left Bristol with 28 crew and returned with 22. Of the original crew, 25 appear to have reached St Vincent, 3 being discharged on 7-31 December. John Ford died on 11 November 1783.

**Sources:** E190/1235/3; ADM 7/103; SMV Muster rolls, 1783-4, no. 65; Felix Farley, 22 March, 12 April 1783, 3 January, 28 February 1784; LReg; 11 April, 30 December 1783, 27 February 1784

### LITTLE PEARL 1783/9

| (1) | 70 (80, 100) tons; 6 guns | (8) | Old Calabar (Bonny) |
| (2) | 12 outward | (9) |
| (3) | Plantation | (10) | St Vincent |
| (4) | | (11) |
| (5) | John Smith (Alford Hughes) | (12) |
| (6) | James Rogers & Co. | (13) |
| (7) | 13 October (pass 23 September) | (14) | 18 August 1784 (30 July 1785) |

The vessel appears to have sailed with the *Pearl* (1783/11). Investment in the vessel's voyage totalled £1208.14s.4d., of which £306.4s constituted trade goods. James Williams held a one-eighth share in the voyage, while William Tapscott also seems to have been a shareholder in the voyage. The accounts of the voyage were settled in conjunction with those of the *Pearl*. According to its muster roll the vessel left Bristol with 14 crew and returned home, apparently direct from Africa, with 8 crew. The return crew included only 5 of the original crew, 3 new men having being enlisted on 28 April 1784. The vessel was reported at Cape Mount before arriving on 6 February 1784 at Cape Coast Castle, whence it was reported to have sailed for Bonny on 9 February. On its return to Bristol, the vessel was advertised for sale, being described as 100 tons and 'coppered'.

**Sources:** E190/1235/3; ADM 7/103; C 107/13; T 70/1550; SMV Muster rolls, 1784-5, no. 101; Felix Farley, 20 September, 4, 18 October 1783, 6 March, 21 August, 11 September, 18 December 1784; LReg; LL, 17 October 1783, 9 March, 20 August 1784
**MERCURY 1783/10**

(1) 130 (120) tons; 4 (no) guns  (8) Bonny
(2) 30 outward; 27 at Jamaica  (9)
(3) London; 1759  (10) Antigua/Montego Bay, Jamaica
(4) Bristol; 19 April 1783  (11) 27 November 1783 at Montego Bay
(5) Cobb Taylor  (12) 200
(6) Thomas Jones & Co.  (13)
(7) 19 April (pass 10 April)  (14) No pass returned

According to its pass the vessel was bound for Africa and Jamaica. It was reported to have passed St Thomas with 230 slaves on its way to Jamaica. It entered Montego Bay from Africa and Antigua. It was reported lost on the Jourdains, near the Isle of Pines, on 13 March 1784 on its way home from Jamaica.

**Sources:** E190/1235/3; ADM 7/103; CO 142/21; Felix Farley, 15 March, 3 May, 8 November 1783, 17 January, 21 February, 5 June 1784; LReg; LL, 29 April, 7 November, 2 December 1783, 13 January, 24 February, 4 June 1784

**PEARL 1783/11**

(1) 200 (300, 350) tons; 8 (4) guns  (8) Old Calabar
(2) 45 outward; 31 at St Vincent  (9)
(3) French prize  (10) St Vincent
(4) Bristol; 22 June 1782  (11) 11 September 1784
(5) William Morgan (John Richards)  (12) 315 (318, 295)
(6) William Tapscott & Co.  (13) 18 October 1784
(7) 1 October (pass 26 August)  (14) 29 (26) November 1784 (20

The vessel entered out for Africa and Jamaica. The vessel appears to have sailed with the **Little Pearl** (1783/9). Outlays on the vessel's outfit and cargo totalled £8626.18s.8d., of which £4999.8s. constituted trade goods. A further £1208.14s.4d. was expended on the outfit and cargo of the **Little Pearl**, bringing the total outlay on the two vessels to £9835.13s. The shareholders in the voyage were William Tapscott, one-sixteenth; James Williams and John Powell, one-eighth each; James Rogers, one quarter; and James Cross & Co., seven-sixteenths. According to its muster roll the vessel left Bristol with 50 crew and enlisted another man on 10 March 1784. The vessel appears to have reached St Vincent with 31 crew and to have enlisted a further man, according to the muster roll at Dominica, on 26 September. It reached Bristol with 31 crew, one man dying on the home run. William Morgan died on 26 August 1784. The vessel is reported to have passed Barbados with 318 slaves but entered St Vincent with 315. The accounts of the voyage indicate that 295 slaves were sold at St Vincent by Baillie & Hamilton; these included 141 men, 83 women, 66 boys, and 5 girls. Gross proceeds from the sale were £7102.6s.8d., the average price per slave being £24.1s.6d. Net proceeds totalled £5743.11s.5d., payable in bills at 18, 21, and 24 months sight drawn on James Baillie & Co. The net inset at Bristol for the **Pearl** and **Little Pearl** was £6014.15s.4d., including the bills from slave sales at St Vincent. On its return to Bristol the vessel was advertised for sale at 300 tons, 104 feet keel and 28 feet beam.

**Sources:** E190/1235/3; ADM 7/103; BT 6/188; C 107/13; C 107/15; SMV Wharfage books; SMV Muster rolls, 1784–5, no. 100; Felix Farley, 9 August, 4 October 1783, 29 May, 30 October, 4, 18 December 1784; LReg; LL, 26 October, 30 November 1784
REBECCA 1783/12

(1) 80 tons; 4 guns (8) Cape Coast
(2) 20 outward (9)
(3) British (10)
(4) (11)
(5) Thomas Williams (12)
(6) Samuel and Isaac Biggs (13)
(7) 2 November (pass 1 October) (14) 7 (5) April (3 May) 1785

The vessel was a direct trader to Africa. According to its muster roll it left Bristol with 20 crew and returned to Bristol via Limerick with 9. One of its crew was left at Cape Coast on 26 September 1784, and 8 others were discharged at the African coast between 24 January and 7 November 1784. Seven other crew ran away, probably at Limerick, on 24–30 January 1785. Five new men enlisted between 16 February and 9 March 1785.

Sources: E190/1235/3; ADM 7/103; SMV Wharfage books; SMV Muster rolls, 1784–5, no. 97; Felix Farley, 4, 25 October 1783, 10 April 1784, 5 February, 9 April 1785; LL, 24 October 1783, 6 April, 7 September 1784

ROYAL CHARLOTTE 1783/13

(1) 160 (250) tons; 6 guns (8) Bonny
(2) 35 outward (9)
(3) British (American); 1775 (10) Tobago
(4) (11) c. 8 February 1784
(5) Mungo Wright (12)
(6) John Collard & Co. (13) c. 30 April 1784
(7) 8 July (pass 3 June) (14) 11 June (8 October) 1784

According to its muster roll the vessel left Bristol with 46 crew and returned with 31. All but 2 of the original crew appear to have reached Tobago, where 13 were discharged between 8 February and 30 April 1784. One new man enlisted on 6 March. One died on the home run. The vessel was advertised for sale on its return, being described as 250 tons and coppered.

Sources: E190/1235/3; ADM 7/103; SMV Muster rolls, 1783–4, no. 142; Felix Farley, 7 June, 12 July 1783, 24 January, 6 March, 19 June 1784; LReg; LL, 11 July 1783, 23 January, 5 March, 15 June 1784
SALLY 1783/14

(1) 150 (270, 200) tons; 8 (6 or no) guns (8) Bonny
(2) 44 outward; 40 at Grenada; 32 homeward (10) Grenada
(3) French prize; 1775 (11) 26 January 1784
(4) Bristol; 21 July 1783 (12) 380 (410)
(5) Archibald Robe (13) 5 March 1784
(6) Thomas Jones & Co.
(7) 27 July (pass 18 June)

According to its muster roll the vessel left Bristol with 46 crew. Two died at Bonny on 14 October and 23 November and 3 others at sea on 8–27 December. Of the 41 crew who reached Grenada, 15 were discharged before 9 new crew enlisted on 14 March. The vessel arrived at Bristol with 34 crew, one having died on the home run. James Cross, Gavin Allanson, John Naylor, James Rogers and Archibald Robe were named as the other owners of the vessel, Rogers’ share being one quarter. Initial investment in the voyage totalled £10660.9s.9d., of which £6238.10s.10d. constituted trade goods. One report indicates that it imported 380 slaves at Grenada, whereas another suggests that 410 were sold from it, the gross proceeds amounting to £14500. According to the latter, the slaves included 180 men, 90 women, 70 boys, and 70 girls, and were sold by Baillie & Hamilton. According to accounts presented by Thomas Jones on 7 July 1784, gross returns from the voyage totalled £13887.16s.1d., comprising £3338.2s.6d. from freight and the residual value of the vessel, said in 1784 to be £2850, and £10549.13s.7d. in bills at 12, 15, and 18 months. After allowing for inset charges of £475.16s.1Od., net returns from the voyage were £13411.19s.3d.

Sources: E190/1235/3; ADM 7/103; CO 106/3; C 107/13; SMV Muster rolls, 1783–4, no. 108; Felix Farley, 21 June, 2 August 1783, 24 January, 3 April, 1 May 1784; LReg; LL, 23 January, 6, 27 April 1784

TRYALL 1783/15

(1) 150 (180) tons; 6 (no) guns (8) Anamaboe
(2) 25 outward and at Jamaica (9)
(3) French prize (10) Kingston, Jamaica
(4) Bristol; 5 February 1783 (11) 16 February 1784
(5) George M’Donald (McDougall) (12) 265 (240)
(6) (William) Randolph & Jones (13) 18 March 1784
(7) 12 March (pass 8 February) (14) 18 May (8 October) 1784

According to its pass the vessel was bound for Africa and Jamaica. Its muster roll shows that it left Bristol with 26 crew and returned with 19. All but one of its original crew reached Jamaica where 8 were discharged on 12–23 March. Two new crew enlisted on 18 March. At Jamaica, the slaves were consigned to Thomas Adlam for sale. The vessel cleared Jamaica for Bristol in ballast.

Sources: E190/1235/3; ADM 7/103; CO 142/19; SMV Muster rolls, 1783–4, no. 122; Felix Farley, 8 February, 8, 15 March, 1, 8 November 1783, 17 April, 22 May 1784; LReg; LL, 18 March, 31 October 1783, 16 April, 21 May 1784; Royal Gazette, 13 February 1784
ALFRED 1784/1

(1) 150 tons; 2 (4) guns
(2) 34 outward; 30 at St Vincent;
    22 homeward
(3) New England (British); 1757 (1755)
(4) Bristol; 29 August 1781
(5) John Marshall
(6) James Jones & Co.
(7) 23 June (pass 27 May)

Anamaboe (Bonny?)
Barbados/St Vincent
28 December 1784 at St Vincent
380
28 February 1785
22 (21) April (3 May) 1785

The vessel entered out for Africa and Jamaica. Its muster roll shows that it left Bristol with 36 crew and returned with 23. Of the original crew, 30 reached St Vincent, where 7 were discharged. The vessel was reported off Anamaboe, but it is not known if it traded there. A vessel called the Marlborough, but commanded by Captain Marshall of Bristol, arrived at Cape Coast Castle on 6 August 1784 and sailed on the same day for Bonny. This may have been the Alfred. Joseph Jones was also named as an owner of the vessel.

Sources: E190/1236/3; ADM 7/104; T 70/1553; SMV Wharfage books; SMV Muster rolls, 1784–5, no. 93; Felix Farley, 29 May, 26 June, 4 December 1784, 22 January, 19 March, 23 April 1785; ParlP; LL, 18 January, 18 March, 22 April 1785

CONSTANTINE 1784/2

(1) 160 (200) tons; 6 guns
(2) 40 outward; 28 at Dominica
(3) Bristol; 1748
(4) Bristol; 27 March 1782
(5) John Langdon
(6) Thomas Coulson & Co.
(7) 3 August (pass 10 July)

St Vincent/Dominica
2 August 1785 at Dominica
(14) Pass returned 8 September 1786

The vessel entered out for Africa and Barbados. Its muster roll shows that it left Bristol with 39 crew and reached the West Indies with 28. Parliamentary papers show the vessel entered Dominica on 2 August 1785, but according to the muster roll 6 crew were discharged at St Vincent on 3 August and 10 at Dominica on 8–14 August. The vessel was reported lost on Thatch Island [in Virgin Islands] in a hurricane on 26 August, bound from Dominica to St Eustatius and Bristol, its crew saved. Twelve crew were paid off on 3 September 1785.

Sources: E190/1236/3; ADM 7/104; SMV Muster rolls, 1785–6, no. 168; ParlP, XXIV (1789), 629; Felix Farley, 10 July, 7 August 1784, 22 January, 3, 24 September, 2 October 1785; LReg; LL, 18 January, 27 September, 18 October 1785
EMILIA (AMELIA) 1784/3

(1) 140 (278) tons; 2 (no) guns (8) Bonny
(2) 40 outward; 30 at Dominica; 36 homeward (9) 490
(3) Bristol; 1782 (10) Dominica
(4) Bristol; 21 November 1782 (11) 27 November 1784
(5) James (John) Fraser (12) 450 (440)
(6) Walter Jacks (13) 29 November 1784
(7) 21 June (pass 1 June)

The vessel entered out for Africa and Jamaica. Its muster roll shows that it left Bristol with 42 crew and reached Dominica with 35, discharging 3 there between 21 November and 6 December. The vessel returned to Bristol with 31 crew, one man dying on the home run. The vessel was reported to have bought 490 slaves and to have lost 50, but the naval office lists report that it entered Dominica with 450. Evan Baillie was also named as an owner of the vessel, which cleared Dominica for Bristol in ballast.

Sources: E190/1236/3; ADM 7/103; CO 76/4; SMV Wharfage books; SMV Muster rolls, 1784–5, no. 66; ParlP, XXIV (1789), 629; Felix Farley, 8 May, 26 June 1784, 22 January 1785; LReg; LL, 18, 21 January 1785

HORNET 1784/4

(1) 250 tons; 6 (no) guns (8) St Vincent/Port Antonio, Jamaica
(2) 30 outward and at Jamaica; 20 homeward (9) 280
(3) French prize; 1769 (10) 23 July 1785 from Kingston
(4) Bristol; 9 (19) December 1783 (11) 27 May 1785 at Port Antonio
(5) Charles Thompson (Thomson) (12) December 1785
(6) William Randolph & Co. (13) December 1785
(7) 20 January (pass 13 December (14) 20 (19) September (1783)

According to its pass the vessel was bound for Africa and Barbados. Its muster roll shows that it left Bristol with 46 crew, 19 of whom were discharged at Cork between 24 February and 3 April 1784. Three new crew enlisted on 3 April. The muster roll shows that it reached Jamaica with 38 crew and discharged 17 there between 26 May and 24 July. Seven new crew enlisted on 24 July, giving the vessel 28 crew on its return to Bristol. It was advertised for sale on 30 June 1787, being described as calculated for the African trade and measuring 84 feet keel, 27 feet 6 inches beam, 10 feet 6 inches deep in the hold, and 4 feet 6 inches between decks.

Sources: E190/1235/3; E190/1236/3; ADM 7/103; CO 142/22; SMV Wharfage books; SMV Muster rolls, 1785–6, no. 146; ParlP, XXIV (1789), 629; Felix Farley, 13 December 1783, 24 January 1784, 22 January, 9 July, 6 August, 24 September 1785, 16 June 1787; LReg; LL, 18 January, 5 July, 2 August, 20 September 1785
JUBA 1784/5

(1) 100 (110) tons; 4 guns  (8) Old Calabar
(2) 25 outward and at St Vincent; 23 homeward  (9) St Vincent
(3) North America (prize); 1773  (10) 19 (9) May 1785
(4) Bristol; 15 November 1784  (11) 180
(5) Matthew Morley  (12) 9 June 1785
(6) Thomas Coulson & Co.  (13) 20 (17) July (8 October) 1785
(7) 6 December (pass 9 November)

According to its muster roll the vessel left Bristol with 21 crew and returned with the same. James Cross was also named as an owner of the vessel which cleared St Vincent for Bristol in ballast.

Sources: E190/1236/3; ADM 7/104; BT 6/188; SMV Wharfage books; SMV Muster rolls, 1784–5, no. 152; ParlP, XXIV (1789), 629; Felix Farley, 13 November, 4 December 1784, 28 May, 9, 23 July 1785; LReg; LL, 24 May, 5, 19 July 1785

JUPITER 1784/6

(1) 220 (250, 300) tons; 6 guns  (8) New Calabar
(2) 34 at St Vincent; 26 homeward  (9) St Vincent
(3) Prize  (10) 460 (476)
(4) Bristol; 25 September 1783  (11) 26 February 1785
(5) Alexander Robe  (12) 26 March 1785
(6) (James) Cross, Allanson & Co.  (13) 26 March 1785
(7) 16 August  (14) 5 May 1785

According to its muster roll the vessel left Bristol with 49 crew and returned with 25. It appears to have reached St Vincent with 34 crew, discharging 9 there between 26 February and 16 March 1785. James Rogers held a one-half share in the voyage. An inventory of the vessel taken on its return indicates that it was 250 tons burthen and copper sheathed and measured 82 feet keel, 26 feet 6 inches beam, 9 feet deep in the hold, and 4 feet between decks. It also had 30–35 tons of stone ballast.

Sources: E190/1236/3; BT 6/188; C 107/8; C 107/12; C 107/14; SMV Wharfage books; SMV Muster rolls, 1784–5, no. 138; ParlP, XXIV (1789), 629; Felix Farley, 24 July, 21 August 1784, 22 January, 23 April, 7 May 1785; LReg; LL, 22 April, 10 May 1785

KISSIE 1784/7

(1) 25 tons  (8)
(2)  (9)
(3) Bristol; 1784  (10)
(4)  (11)
(5) William Alexander  (12)
(6) B—Griffiths  (13)
(7) 4 September  (14)

William Seyer served as commission agent for loading the vessel at Bristol.

Sources: E190/1236/3; Felix Farley, 4, 11 September 1784; LReg
### LION 1784/8

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<tbody>
<tr>
<td>(1)</td>
<td>200 tons; 4 guns</td>
<td></td>
<td>(8)</td>
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<tr>
<td>(2)</td>
<td>22 outward</td>
<td></td>
<td>(9)</td>
<td></td>
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<tr>
<td>(3)</td>
<td>British</td>
<td></td>
<td>(10)</td>
<td></td>
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<td>(4)</td>
<td></td>
<td></td>
<td>(11)</td>
<td></td>
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<tr>
<td>(5)</td>
<td>Robert Wilson (Watson)</td>
<td></td>
<td>(12)</td>
<td></td>
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<tr>
<td>(6)</td>
<td>Sidenham Teast &amp; Co.</td>
<td></td>
<td>(13)</td>
<td></td>
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<tr>
<td>(7)</td>
<td>24 September (pass 9)</td>
<td></td>
<td>(14)</td>
<td>6 (4) February (26 April)</td>
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</table>

A direct trader, the vessel's muster roll shows that it left Bristol with 28 crew and returned with 25, having lost 2 men on 30 July and another on 10 September.

**Sources:** E190/1236/3; ADM 7/103; SMV Wharfage books; SMV Muster rolls, 1785–6, no. 102; Felix Farley, 11 September, 2 October 1784, 19 March 1785, 4 February 1786; LL, 22 March 1785, 7 February 1786

### LITTLE HORNET 1784/9

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<tbody>
<tr>
<td>(1)</td>
<td>120 tons</td>
<td></td>
<td>(8)</td>
<td>Angola</td>
</tr>
<tr>
<td>(2)</td>
<td></td>
<td></td>
<td>(9)</td>
<td></td>
</tr>
<tr>
<td>(3)</td>
<td>French prize; 1782 (?)</td>
<td></td>
<td>(10)</td>
<td>Barbados/South Carolina</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td></td>
<td>(11)</td>
<td>9 May 1785 at Charleston</td>
</tr>
<tr>
<td>(5)</td>
<td>Thomas Phillips</td>
<td></td>
<td>(12)</td>
<td>210</td>
</tr>
<tr>
<td>(6)</td>
<td>William Randolph &amp; Co.</td>
<td></td>
<td>(13)</td>
<td>c. 20 June 1785</td>
</tr>
<tr>
<td>(7)</td>
<td>6 May</td>
<td></td>
<td>(14)</td>
<td>2 August (29 July) 1785</td>
</tr>
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</table>

According to its muster roll the vessel left Bristol with 28 crew and returned with 13. At South Carolina, the slaves were advertised for sale on 16 May, agents Jennings & Woddrop. The vessel was advertised for sale on 13 August 1785, being described as French built and not 4 years old, being on its first voyage when taken prize and then single-decked but now with an additional deck.

**Sources:** E190/1236/3; SMV Wharfage books; SMV Muster rolls, 1785–6, no. 56; Felix Farley, 13 March, 8 May 1784, 22 January, 4 June, 2 July, 6, 13 August 1785; LReg; LL, 18 January, 31 May, 1 July, 20 August 1785; Donnan, IV, 477

### MARTHA 1784/10

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<tbody>
<tr>
<td>(1)</td>
<td>80 (90) tons; 4 guns</td>
<td></td>
<td>(8)</td>
<td>Old Calabar</td>
</tr>
<tr>
<td>(2)</td>
<td>20 outward; 15 at Dominica</td>
<td></td>
<td>(9)</td>
<td>230</td>
</tr>
<tr>
<td>(3)</td>
<td>North America; 1773</td>
<td></td>
<td>(10)</td>
<td>Dominica</td>
</tr>
<tr>
<td>(4)</td>
<td>Bristol; 10 December 1784</td>
<td></td>
<td>(11)</td>
<td>3 October 1785</td>
</tr>
<tr>
<td>(5)</td>
<td>Thomas Collins (Collings)</td>
<td></td>
<td>(12)</td>
<td>150</td>
</tr>
<tr>
<td>(6)</td>
<td>John Collard &amp; Co.</td>
<td></td>
<td>(13)</td>
<td></td>
</tr>
<tr>
<td>(7)</td>
<td>24 December (pass 18 November)</td>
<td></td>
<td>(14)</td>
<td>No pass returned</td>
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</table>

The vessel was reported to have gone over the river bar at Old Calabar on 11 July 1785.

**Sources:** E190/1236/3; ADM 7/104; ParlP, XXIV (1789), 629; Felix Farley, 20 November 1784, 8 January, 20 August, 19 November 1785; LReg; LL, 16 August, 18 November 1785; Daryll Forde (ed.), *Efik Traders of Old Calabar: the Diary of Antera Duke*, Oxford, 1956, pp. 35–6
ROYAL CHARLOTTE 1784/11

(1) 150 (140, 237) tons; 4 (14 or no) guns
(2) 40 outward and at Jamaica; 20 homeward
(3) British (prize)
(4) Bristol; 26 July 1784
(5) Thomas Witherage (Joseph Jackson)
(6) John Collard & Co.
(7) 19 August (pass 22 July)

According to its pass the vessel was bound for Africa and Jamaica. Its muster roll shows that it left Bristol with 43 crew and reached Jamaica with 32, though Parliamentary papers suggest it entered the island with 35. Thomas Witherage died on 20 August. Eighteen crew were discharged at Jamaica between 29 March and 19 April, and 7 new men enlisted on 15 May. It arrived at Bristol with 20 crew, one having died on the home run. It was reported to have passed Barbados on its way to Jamaica.

Sources: E190/1236/3; ADM 7/103; CO 142/22; SMV Wharfage books; SMV Muster rolls, 1785–6, no. 90; ParlP, XXIV (1789), 629; Felix Farley, 24 July, 14, 28 August 1784, 12 February, 21 May, 11 June, 6 August 1785; LReg; LL, 11 February, 20 May, 7 June, 2 August 1785; Cornwall Chronicle, 9 April 1785
SALLY 1784/12

(1) 270 tons; 6 guns (8) Bonny
(2) 44 outward; 30 (36) at Grenada (9)
(3) French prize; 1775 (10) Grenada
(4) Bristol; 18 June 1784 (11) 4 February 1785
(5) Archibald Robe (12) 450 (448, 443)
(6) (James) Cross, (Gavin) Allanson & Co.
(13) 19 March 1785
(7) 7 July (pass 17 June)

The muster roll shows that the vessel left Bristol with 47 crew and arrived at Grenada with 39. Sixteen were discharged there between 6 February and 21 March, while 10 new men enlisted on 21 March, leaving the vessel with a crew of 33 for the home run. According to the naval office lists, the owners of the vessel were James Corp (Cross?), John Naylor, James Rogers, and Gavin Hamilton (Allanson?). Accounts presented by Cross, Allanson & Co. indicate that James Rogers owned a one quarter share. Initial investment in the voyage amounted to £11758.11s.10d.; this comprised £2850 in the vessel, £1722.3s in its outfit, and £7186.8s.10d. in trade goods. One report shows that the vessel entered Grenada with 450 slaves, another that it sold 448 at the island. In the latter case, the slaves were said to include 201 men, 98 women, 76 boys, and 73 girls and grossed £15432.7s.4d. The slaves were sold by Campbell, Baillie & Co., the bills arising from the sale running to 12, 15, 18, and 21 months. The accounts kept by Cross, Allanson & Co. suggest that only 443 slaves were sold, the net proceeds amounting to £12778.14s.9d. After allowing for net inset charges at Bristol of £183.15s., net returns from the voyage were apparently £12594.19s.9d.

Sources: E190/1236/3; ADM 7/103; CO 106/2; CO 107/2; C 107/8; C 107/13-14; SMV Wharfage books; SMV Muster rolls, 1784-5, no. 126; ParlP, XXIV (1789), 629; Felix Farley, 17 July 1784, 22 January, 23 April, 21 May 1785; LReg; LL, 18 January 1785

SPRightly 1784/13

(1) 40 tons; 2 guns (8)
(2) 10 outward (9)
(3) British (10)
(4) (11)
(5) Robert Vaughan (12)
(6) Thomas Vaughan & Co. (13)
(7) 10 February (pass 2 February) No pass returned

In June 1784 the vessel was reported off Cape St Mary's. In June 1786 it was reported at Gambia from South Carolina.

Sources: E190/1236/3; ADM 7/103; Felix Farley, 7 February, 20 March, 5 June 1784, 17 June 1786
### TRYALL 1784/14

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<tr>
<td>(1)</td>
<td>150 (180) tons; 2 (no) guns</td>
<td>(8) Cape Coast</td>
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<tr>
<td>(2)</td>
<td>26 outward; 21 at Jamaica; 18 homeward</td>
<td>(9) 364 (350)</td>
</tr>
<tr>
<td>(3)</td>
<td>French prize</td>
<td>(10) Port Antonio, Jamaica</td>
</tr>
<tr>
<td>(4)</td>
<td>Bristol; 5 February 1783</td>
<td>(11) 11 November 1785</td>
</tr>
<tr>
<td>(5)</td>
<td>George McDonald (M'Donald or McDonough)</td>
<td>(12) 303</td>
</tr>
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<td>(6)</td>
<td>William Randolph &amp; Co.</td>
<td>(13) 13 February 1786 from Kingston</td>
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<td>(7)</td>
<td>19 August (pass 6 July)</td>
<td>(14) 3 (2) May (2 August) 1786</td>
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James Rogers was also an owner of the vessel. According to its pass the vessel was bound for Africa and Barbados. Its muster roll shows that it left Bristol with 26 crew and arrived at Jamaica with 22, having enlisted 3 additional crew at the African coast. It was reported spoken with by the Orange Valley near Antigua on its way to Jamaica. Thirteen crew were discharged at Jamaica between 10 November 1785 and 23 January 1786 while 8 new crew enlisted between 29 December 1785 and 4 February 1786, leaving the vessel with a crew of 17 for its home run. The vessel arrived at Cape Coast Castle on 27 November 1784 and sailed on 7 August 1785 from the same with 350 slaves for Jamaica. A dispute between the owners of the vessel and Mr A.W. Thompson (Thomson) who it was alleged had succeeded George McDonald as master of the vessel when McDonald died indicates that the total purchase of slaves ‘did not exceed 364’, of whom 319 were bought before McDonald died. The owners claimed that the voyage had yielded ‘a very heavy loss’.

Sources: E190/1236/3; ADM 7/103; C 107/3; CO 142/22; T 70/1553; T 70/1554; SMV Wharfage books; SMV Muster rolls, 1785–6, no. 178; ParlP, XXIV (1789), 629; Felix Farley, 3 July, 21 August 1784, 31 December 1785, 4 February, 6 May 1786; LReg; LL, 5 May 1786

### WASP 1784/15

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<tr>
<td>(1)</td>
<td>70 (90) tons; 4 (no) guns</td>
<td>(8) New Calabar</td>
</tr>
<tr>
<td>(2)</td>
<td>40 outward; 15 at St Vincent</td>
<td>(9)</td>
</tr>
<tr>
<td>(3)</td>
<td>Prize</td>
<td>(10) Barbados/St Vincent</td>
</tr>
<tr>
<td>(4)</td>
<td>Bristol; 1 July 1780</td>
<td>(11) c. 11/c. 13 March 1785</td>
</tr>
<tr>
<td>(5)</td>
<td>Richard Bowen</td>
<td>(12) 169 at St Vincent</td>
</tr>
<tr>
<td>(6)</td>
<td>Thomas Jones</td>
<td>(13) 4 April 1785</td>
</tr>
<tr>
<td>(7)</td>
<td>3 August (pass 29 June)</td>
<td>(14) 23 (17) May (20 October) 1785</td>
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Its muster roll shows that the vessel left Bristol with 27 crew and arrived in the West Indies with 24, 3 having died at New Calabar. Although the vessel was not entered at St Vincent until 21 March, 9 crew were discharged at Barbados and St Vincent between 11 March and 3 April, leaving the vessel with a crew of 15 for its home run. John Champion was also named as an owner of the vessel which cleared St Vincent for Bristol in ballast.

Sources: E190/1236/3; ADM 7/103; BT 6/188; SMV Wharfage books; SMV Muster rolls, 1784–5, no. 111; ParlP, XXIV (1789), 629; Felix Farley, 26 June, 7 August 1784, 22 January, 30 April, 21 May 1785; LReg; LL, 29 April, 20 May 1785
AFRICAN QUEEN 1785/1

(1) 100 tons; 4 guns  (8) Windward Coast
(2) 25 outward  (9)
(3) British  (10)
(4) Bristol; 7 June 1785  (11)
(5) Gilbert Taylor (Thomas Gould)  (12)
(6) Sidenham Teast & Son  (13)
(7) 26 June (pass 9 June)  (14) 4 (2) September (8 December) 1786

Its muster roll shows that the vessel left Bristol with 24 crew and returned direct from Africa to Bristol with 20, having lost 4 at the coast between 19 October 1785 and 30 May 1786. Those lost included Gilbert Taylor who died on 19 October. The vessel was advertised for sale on its return, being described as formerly a King's cutter, rebuilt from the wales, and measuring 63 feet keel, 27 feet beam, 9 feet 6 inches in the hold and 4 feet between decks.

Sources: E190/1237/1; ADM 7/104; SMV Wharfage books; SMV Muster rolls, 1786–7, no. 35; ParlP, XXIV (1789), 631; Felix Farley, 11 June, 2 July, 31 December 1785, 9 September 1786; LL, 30 December 1785, 5 September 1786

ALERT 1785/2

(1) 100 (162) tons; 4 guns  (8) Cape Coast/Anamaboe
(2) 30 (26) outward  (9) 225
(3) French prize  (10) Charleston, South Carolina
(4) Bristol; 28 November 1780  (11) c. 28 November 1785
(5) John Gould  (12) 205
(6) John Anderson  (13) c. 22 January 1786
(7) 2 May (pass 1 February)  (14) 27 (22) March (26 April) 1786

According to its pass the vessel was bound for Africa and Jamaica. Its muster roll shows that it left Bristol with 21 crew and returned with 17. All the crew reached South Carolina, where 9 were discharged on 2 January 1786. Five new men enlisted on 22 January. The vessel arrived at Cape Coast Castle on 2 May 1785 and sailed from the same on 28 August with 225 slaves for the West Indies. At Charleston, the slaves were sold by Fisher & Edwards.

Sources: E190/1237/1; ADM 7/104; T 70/1554; SMV Wharfage books; SMV Muster rolls, 1785–6, no. 98; ParlP, XXIV (1789), 631; Felix Farley, 29 January, 5 March, 30 July, 20 August 1785, 11 February, 25 March 1786; LReg; LL, 29 July 1785, 10 February, 4 April 1786; Donnan, IV, 477
ALEXANDER 1785/3

(1) 200 (273, 300) tons; 6 guns (8) Bonny
(2) 40 (46) outward; 24 at (9)
Grenada; 20 homeward (10) Grenada
(3) Bristol; 1785 (11) 14 November 1785
(4) Bristol; 22 March 1785 (12) 300 (307)
(5) John McTaggart (13) 7 December 1785
(6) James McTaggart & Co. (14) 10 (6) February (26 April) 1786
(7) 28 April (pass 24 March)

The vessel entered out for Africa and Jamaica. Its muster roll shows that it left Bristol with 49 crew and enlisted 2 more at Bonny on 5 August. The vessel was said to have left Bonny on 15 September and appears to have arrived at Grenada with 33 crew, 13 being discharged there between 10 November and 11 December. Six new crew enlisted on 15 December, giving the vessel a crew of 26 for its home run. One man died on the voyage to Bristol. The vessel was said to have lost its mizen mast on the way home. The other owners of the vessel were listed as John Gordon, Joseph Haythorne, George Bush, William Elton, Henry Bush and Thomas Pierce sr and jr. Alexander Falconbridge, who gave evidence to Parliament in 1788 on the state of the slave trade, was surgeon on board the vessel. The vessel was reported to have imported 300 or 307 slaves at Grenada. The agents for their sale were Campbell, Baillie & Co., who reported selling 273 slaves for an average of £35.5s.5d. each. Another report suggests these comprised 101 men, 107 women, 40 boys, and 25 girls and grossed £9629.7s.7d. Campbell, Baillie & Co. went on to report that the vessel had had ‘the Misfortune to bu[r]y a great many’ and that they had had to sell ‘at Vendue 34 so meagre & sickly as to produce very little’. As a result, the ‘general Average’ was reduced to £32.2s.11d. The length of the bills arising from the sale was 12, 15, 18, and 21 months.

Sources:
E190/1237/1; ADM 7/104; CO 106/2; CO 106/3; C 107/8; SMV Wharfage books; SMV Muster rolls, 1785–6, no. 78; ParlP, XXIV (1789), 629, 631; ParlP, XXVI (1789), 646a, part II; Felix Farley, 22 October 1785, 21 January, 11 February 1786; LReg; LL, 18 October 1785, 21 January, 7 February 1786
ALFRED 1785/4

(1) 150 (200) tons; 4 (no) guns (8) Cape Coast/Bonny
(2) 37 outward; 34 at St Vincent; 36 homeward (9) St Vincent
(3) Bristol (American); 1777 (10) 1 February 1786
(1755) (11) 330
(4) Bristol; 29 August 1781 (12) 24 March 1786
(5) John Marshall (13) 19 May 1786
(6) James Jones & Co.
(7) 30 May

The vessel arrived at Cape Coast Castle on 19 July 1785 and left the next day for Bonny. It was reported to have left Bonny on 29 November 1785. Its muster roll shows that it left Bristol with 38 crew and arrived at St Vincent with 31, having traded at Bonny. Three crew were discharged at St Vincent on 22–25 March, leaving the vessel with a crew of 28 for the home run. Joseph Jones was also named as owner of the vessel.

Sources: E190/1237/1; BT 6/188; C 107/8; T 70/1554; SMV Muster rolls, 1786–7, no. 83; ParliP, XXIV (1789), 629, 631; Felix Farley, 14 May, 4 June, 31 December 1785, 28 January, 1 April, 20 May 1786; LReg; LL, 30 December 1785, 27 January, 31 March, 23 May 1786

BROTHERS 1785/5

(1) 100 (201) tons; 2 (no) guns (8) Benin
(2) 41 (30) outward; 30 at St Vincent; 17 homeward (9) St Vincent
(3) American; 1772 (10) 31 January 1787
(4) Bristol; 9 July 1785 (11) 220
(5) Jeffrey Howlett (12) 7 March 1787
(6) James Jones & Co. (13) 2 May (22 June) 1787
(7) 22 July (pass 12 July)

According to its pass the vessel was bound for Africa and Jamaica. Its muster roll shows that it left Bristol with 40 crew and enlisted 6 more at the African coast between 30 March and 8 September 1786. The vessel arrived at Cape Coast Castle on 16 September 1785 and departed for Benin on 20 September. It was reported well at Benin on 10 June 1786 with 204 slaves, expecting to leave the coast in two months. From its muster roll it appears to have reached St Vincent with 18 crew, discharging 8 there between 22 January and 18 February 1787. It enlisted 9 new crew in 2–26 February, giving it a crew of 19 for its home run. Two died on the voyage to Bristol.

Sources: E190/1237/1; ADM 7/104; BT 6/188; T 70/1554; SMV Muster rolls, 1786–7, no. 146; ParliP, XXIV (1789), 629, 631; Felix Farley, 2, 30 July 1785, 4 February, 23 December 1786, 17 March, 5 May 1787; LReg; LL, 26 December 1786, 4 May 1787
CLEVELAND 1785/6

(1) 35 (36) tons; no guns (8) Windward Coast
(2) 10 (7) outward (9)
(3) Plantation (10)
(4) (11)
(5) Henry Cooke (12)
(6) Samuel & Isaac Biggs (13)
(7) 31 May (pass 10 May) (14) 27 (26) April (2 August) 1786

According to its muster roll the vessel left Bristol with 7 crew and returned to Bristol direct from Africa with 6, having lost 2 at the coast and also having enlisted one new man on 1 August.

Sources: E190/1237/1; ADM 7/104; SMV Wharfage books; SMV Muster rolls, 1785–6, no. 107; ParlP, XXIV (1789), 631; Felix Farley, 30 April, 4 June, 31 December 1785, 29 April 1786; LL, 30 December 1785, 28 April 1786

EMILIA 1785/7

(1) 140 (278) tons; 4 (no) guns (8) Bonny
(2) 31 outward; 30 at Jamaica; (9)
  20 homeward (10) Kingston, Jamaica
(3) Bristol; 1782 (11) 25 August 1785
(4) Bristol; 21 November 1782 (12) 360
(5) James Frasier (Fraser) (13) 25 October 1785
(6) Walter Jacks (14) 7 (5) January 1786
(7) 11 March

The vessel passed Cape Coast Castle on 17 April 1785, bound for Bonny. Its muster roll shows that it left Bristol with 41 crew and, after passing Barbados, arrived at Jamaica with 36. Nineteen were discharged there from 22 August and 9 new men enlisted on 1 November, leaving a crew of 26 for the home run. Two died on the voyage to Bristol. Evan Baillie was also named as an owner of the vessel which was reported to have lost its foremost and bowsprit at Jamaica and to have called at Milford on its way home.

Sources: E190/1237/1; CO 142/22; T 70/1554; SMV Wharfage books; SMV Muster rolls, 1785–6, no. 59; ParlP, XXIV (1789), 629, 631; Felix Farley, 12 February, 19 March, 19 August, 10 September, 15, 29 October, 31 December 1785, 7 January 1786; LReg; LL, 19 August, 6 September, 11, 28 October 1785, 17 January 1786
JUBA 1785/8

(1) 100 (108, 180) tons; 4 guns (8)
(2) 24 (28) outward; 23 at Dominica (9)
(3) British (American); 1773 (10) Dominica (11) 28 March 1786
(4) Bristol; 15 November 1784 (12)
(5) Matthew Morley (13)
(6) Thomas Coulson & Co. (14) 24 (23) May (2 August) 1786
(7) 30 August (pass 9 August) According to its muster roll the vessel left Bristol with 19 crew and reached Dominica with 17. All these crew returned to Bristol. Thomas Coulson was named purser of the vessel, which was advertised for sale at 180 tons on 2 June 1787.

Sources: E190/1237/1; ADM 7/104; SMV Wharfage books; SMV Muster rolls, 1786–7, no. 3; ParlP, XXIV (1789), 629, 631; Felix Farley, 13 August, 3 September 1785, 13, 27 May 1786, 26 May 1787; LReg; LL, 9, 23 May 1786

LEVIATHAN 1785/9

(1) 280 (350, 400) tons (8)
(2) 36 outward (9)
(3) Dutch (10)
(4) Bristol; 11 October 1783 (11)
(5) Thomas Phillips (12)
(6) (13)
(7) 15 November c. 5 December 1786 at Galway According to its muster roll, sworn at the Customs House, Galway, on 26 January 1787 by Thomas Phillips, the vessel left Bristol with 35 crew. Twelve crew were lost or discharged before 25 November 1786, and a further 8 were discharged on 5 December, probably at Galway. The vessel was reported to have put into Galway in distress ‘after being out 18 weeks’ on its voyage from Africa to Bristol. The remaining 15 crew were discharged between 15 December 1786 and 21 January 1787. The vessel was advertised to be sold on 10 April 1787 at Galway, its tonnage being given as 400 tons.

Sources: SMV Muster rolls, 1786–7, no. 194; ParlP, XXIV (1789), 631; Felix Farley, 8 July, 16 December 1786, 17 March 1787; LReg; LL, 7 July, 12 December 1786
LITTLE PEARL  1785/10

(1)  72 (70) tons; 6 (no) guns  (8)  Andony/Old Calabar
(2)  15 (21) outward; 10 (9) at  (9) 169 (160)
     Grenada; 9 homeward       (10) Barbados/Grenada
(3)  Plantation (American prize) (11) 17 (16) February 1786 at
(4)  Bristol; 30 September 1783    Grenada
(5)  Joseph Williams          (12) 100 (102) at Grenada
(6)  William Tapscott & Co.   (13) 13 March 1786
(7)  23 July (pass 23 June)    (14) 9 (5) May (30 June) 1786

The vessel seems to have been bound for trade at Andony, but it seems to have traded at Old Calabar, whence it was reported to have arrived at Barbados. It was reported to have gone down the river at Old Calabar on 22 December 1785 with 169 slaves, but another report on 23 December suggests it 'went away' with 160. Outlays on the vessel's outfit and cargo totalled £2482.9s. Its shareholders were James Rogers and James Williams, thirteen-sixteenths; John Powell, one-eighth; and William Tapscott, one-sixteenth. Its muster roll shows that the vessel left Bristol with 15 crew and returned with 10. Of the original crew, 10 reached Grenada where 3 were discharged on 25 February. Three new men enlisted on 17 March. One report indicates that the vessel imported 100 slaves into Grenada, but another suggests that Campbell, Baillie & Co. sold 102 from it, grossing £2585.3s.10d. on the sale. Those sold included 20 men, 26 women, 32 boys, and 24 girls.

Sources:  E190/1237/1; ADM 7/104; CO 106/2; CO 106/3; C 107/8; C 107/13; SMV Wharfage books; SMV Muster rolls, 1785–6, no. 122; ParlP, XXIV (1789), 629, 631; Felix Farley, 18 June, 30 July 1785, 4 February, 15, 22 April, 13 May 1786; LReg; LL, 3 February, 11, 21 April, 9 May 1786; Daryll Forde (ed.), Efik Traders of Old Calabar: The Diary of Antera Duke, Oxford, 1956, pp. 38, 41

MERMAID  1785/11

(1)  100 (96) tons  (8)
(2)  25 outward  (9)
(3)  Bayonne; 1778         (10) Barbados/Tobago
(4)  Bristol; 27 April 1785 (11)
(5)  Mungo Wright          (12)
(6)  William Overend & Co.  (13) c. 12 April 1786
(7)  12 July               (14) 16 (12) June 1786

The vessel entered out for Africa and St Vincent. Its muster roll shows that it left Bristol with 18 crew, all of whom reached Tobago where 2 were discharged. Two new crew enlisted on 12 April, giving the vessel 18 crew for its run home.

Sources:  E190/1237/1; SMV Wharfage books; SMV Muster rolls, 1785–6, no. 136; ParlP, XXIV (1789), 631; Felix Farley, 30 April, 16 July 1785, 4 February, 25 March, 22 April, 17 June 1786; LReg; LL, 21 April, 13 June 1786
The vessel was 104 feet in the keel, 28 feet 6 inches beam, 13 feet in the hold, and had 5 feet between decks. According to its pass it was bound for Africa and Barbados. The outset cost of the vessel, excluding trade goods, was £2853.5s.; this included £97.3s.8d. for a new mast at Lisbon. Its muster roll shows that it left Bristol with 49 crew, 5 of whom deserted at Lisbon, and returned with 30. Of the original crew, 36 reached Grenada, where 11 were discharged between 30 March and 21 April 1786. Five new crew enlisted on 30 April. On its outward voyage the vessel sprung its foremast and put into Lisbon on 31 July for a new one, continuing to Africa on 15 August. John Powell, James Cross, William Tapscott and James Williams were listed as other owners of the vessel. It was reported to have arrived at Bonny about 15 September. The master reported purchasing 437 slaves at Bonny and losing 32 in a voyage of 8 weeks to Grenada. One report suggests that the vessel imported 400 slaves at Grenada, but another suggests that Campbell, Baillie & Co. sold 385 slaves from the vessel, the sale grossing £13740.19s.4d. Those sold included 129 men, 111 women, 77 boys, and 68 girls. On 9 April, the master reported that 385 were sold in three hours on 31 March, averaging £35.13s.9d., and that a further 7 were sold at vendue for £50 currency. Net proceeds from the 385 slaves were £11525.9s.2d., payable in bills at 15, 18, and 21 months on James Baillie, Esq. & Co. of London. The vessel brought home 40 hogsheads of sugar and 25 bales of cotton on account of James McTaggart & Co. According to the master this was all the freight he could get.

Sources: E190/1237/1; ADM 7/104; CO 106/2; CO 106/3; C 107/8; C 107/11–12; SMV Wharfage books; SMV Muster rolls, 1786–7, no. 133; ParlP, XXIV (1789), 629, 631; Felix Farley, 14 May, 16 July, 10 September 1785, 28 January, 13 May, 10 June 1786; LReg; LL, 6 September 1785, 27 January, 12 May, 9 June 1786
REBECCA 1785/13

(1) 80 tons; 2 guns (8) Windward Coast/Cape Coast
(2) 16 (15) outward (9)
(3) British (10)
(4) (11)
(5) Thomas Williams (12)
(6) Samuel & Isaac Biggs (13)
(7) 1 June (pass 10 May) (14) 28 (26) June (2 August) 1786

Its muster roll shows that the vessel left Bristol with 16 crew and returned to Bristol direct from Africa with 14, having lost 2 crew at the coast on 6 August and 2 November 1785.

Sources: E190/1237/1; ADM 7/104; SMV Wharfage books; SMV Muster rolls, 1785–6, no. 153; ParlP, XXIV (1789), 631; Felix Farley, 30 April, 4 June, 31 December 1785, 1 July 1786; LL, 28 March, 27 June 1786

SALLY 1785/14

(1) 270 (278) tons; 6 (4) guns (8) Bonny
(2) 47 (46) outward; 34 at St Vincent; 33 homeward (9)
(3) French prize; 1775 (10) St Vincent
(4) Bristol; 18 June 1784 (11) 5 May 1786
(5) Alexander Robe (12) 330
(6) James Cross, (Gavin) Allanson & Co. (13) 24 June 1786
(7) 22 July (pass 24 June) (14) 4 (2) August (8 December)

According to its pass the vessel was bound for Africa and St Vincent. Its muster roll shows that it left Bristol with 45 crew and returned with 34. Of the original crew, 38 reached St Vincent where 4 were discharged between 22 May and 7 June 1786.

Sources: E190/1237/1; ADM 7/104; BT 6/188; C 107/2; C 107/8; C 107/12; SMV Wharfage books; SMV Muster rolls, 1786–7, no. 28; ParlP, XXIV (1789), 629, 631; Felix Farley, 18 June, 30 July 1785, 21 January, 1 July, 5 August 1786; LReg; LL, 20 January, 27 June, 4 August 1786
THOMAS

1785/15

(1) 150 (174) tons; 4 guns
(2) 34 (37) outward; 26 at St Vincent
(3) Bristol (Liverpool); 1785
(4) Bristol; 10 April 1785
(5) William Vicars (McVikers)
(6) James Jones & Co.
(7) 27 April (pass 5 April)

The vessel entered out for Africa and Jamaica. According to its muster roll it left Bristol with 35 crew and returned with 15. The vessel was reported to have left Bonny with 420 slaves and, after calling at Barbados, arrived at St Vincent with 360-370. But, in evidence to Parliament in 1788, James Jones claimed that, on its first voyage, the Thomas took on 414-415 slaves in Africa, and ‘did not bury more than 10 or 12’. It was also reported to have left Barbados with 373 slaves, bound for St Vincent. Its muster roll suggests the vessel arrived at St Vincent with 30 crew and discharged 15 there between 15 December 1785 and 5 February 1786. One new man enlisted on 18 January. One died on the run home.

Sources: E190/1237/1; ADM 7/104; BT 6/188; C 107/8; SMV Wharfage books; SMV Muster rolls, 1785-6, no. 108; ParlP, XXIV (1789), 629, 631, 633; Felix Farley, 9, 30 April, 12 November 1785, 4 February, 22 April 1786; LReg; LL, 11 November 1785, 31 January, 21 April 1786

WASP

1785/16

(1) 70 (90) tons; 4 (no) guns
(2) 30 (36) outward; 21 (20) at Jamaica; 10 homeward
(3) American (prize)
(4) Bristol; 1 July 1780
(5) Richard Bowen (Bowden, Bourne)
(6) Thomas Jones & Co.
(7) 18 August (pass 9 June)

According to its muster roll the vessel left Bristol with 27 crew and returned with 16. Five crew died before the vessel reached Montego Bay, where 4 more were discharged between 29 March and 9 April 1786. One man died on the home run, while the master was discharged at Combe [Ilfracombe?]. The vessel cleared Jamaica for Bristol in ballast.

Sources: E190/1237/1; ADM 7/104; CO 142/22; SMV Wharfage books; SMV Muster rolls, 1785-6, no. 167; ParlP, XXIV (1789), 629, 631; Felix Farley, 11 June, 20 August 1785, 11, 18 February, 27 May, 17, 24 June 1786; LReg; LL, 14 February, 4, 25 April, 23 May, 16 June 1786
AFRICAN PRINCE  1786/1

(1)  28 tons; 4 guns
(2)  7 outward
(3)  British
(4)  Bristol; 2 November 1786
(5)  — Cook
(6)  
(7)  11 November (pass 7 November)  No pass returned

The vessel was reported to have arrived at Africa.

Sources:  ADM 7/104; ParLP, XXIV (1789), 631; Felix Farley, 11, 18 November 1786, 5 May 1787; LL, 4 May 1787

AFRICAN QUEEN  1786/2

(1)  202 tons; 4 guns  Bassa/Sierra Leone
(2)  18 (21) outward
(3)  British
(4)  Bristol; 2 November 1786
(5)  Thomas King
(6)  [Sidenham Teast & Co.]
(7)  17 December (pass 21 10 (9) May (11 July) 1788 November)

According to its muster roll the vessel left Bristol with 19 crew and returned direct from Africa with 15, having lost 4 between 15 March 1787 and 19 March 1788, presumably at the coast of Africa. It was reported well at 'Bassar' [Bassa] on 16 October 1787, being bound for Sierra Leone.

Sources:  ADM 7/104; SMV Wharfage books; SMV Muster rolls, 1787–8, no. 217; ParLP, XXIV (1789), 631; Felix Farley, 18 November, 23 December 1786, 31 March 1787, 10 May 1788; LL, 30 March 1787, 7 March, 13 May 1788
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<tr>
<th>Alert</th>
<th>1786/3</th>
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<tbody>
<tr>
<td>(1)</td>
<td>100 (150) tons; no (4) guns</td>
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<tr>
<td>(2)</td>
<td>30 (26) outward and 30 (22) at Jamaica; 16 homeward</td>
</tr>
<tr>
<td>(3)</td>
<td>French prize</td>
</tr>
<tr>
<td>(4)</td>
<td>Bristol; 28 November 1780</td>
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<tr>
<td>(5)</td>
<td>Charles Thompson (Thomson)</td>
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<tr>
<td>(6)</td>
<td>John Anderson [&amp; Co]</td>
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<tr>
<td>(7)</td>
<td>29 May (pass 25 April)</td>
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</table>

The vessel entered out for Africa and Jamaica. Its muster roll shows that it left Bristol with 24 crew and enlisted one man at Madeira and 3 more at the African coast between 22 October and 18 December. The vessel arrived at Cape Coast Castle on 26 August and departed for Jamaica with 321 slaves on 17 December 1786. It appears to have arrived at Jamaica with 22 crew, a figure endorsed by Parliamentary papers, and to have discharged 8 there between 29 January and 13 March. One new man enlisted on 22 March, giving the vessel a crew of 15 for the run home. Its homeward cargo included Guinea grains. At Jamaica the slaves were consigned to John Perry for sale and were described as being Fante and Ashante.

Sources: ADM 7/104; CO 142/20; T 70/1554; SMV Muster rolls, 1786–7, no. 140; ParLP, XXIV (1789), 629, 631; Felix Farley, 29 April, 3 June, 30 December 1786, 17 March, 7 April, 5 May 1787; LReg; LL, 29 December 1786, 13 March, 6 April, 8 May 1787; Cornwall Chronicle, 2 February 1787

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<tr>
<th>Alexander</th>
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<tbody>
<tr>
<td>(1)</td>
<td>200 (273) tons; 6 (no) guns</td>
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<tr>
<td>(2)</td>
<td>50 (46) outward; 25 at Grenada</td>
</tr>
<tr>
<td>(3)</td>
<td>Bristol; 1785</td>
</tr>
<tr>
<td>(4)</td>
<td>Bristol; 22 March 1785</td>
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<tr>
<td>(5)</td>
<td>William Engledue</td>
</tr>
<tr>
<td>(6)</td>
<td>[James McTaggart &amp; Co.]</td>
</tr>
<tr>
<td>(7)</td>
<td>4 August (pass 15 June)</td>
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</tbody>
</table>

The vessel entered out for Africa and Jamaica. Its muster roll shows that left Bristol with 45 crew and returned with 31. Of the original crew, 32 appear to have reached Grenada where 6 were discharged. Six new crew enlisted on 21 March. One died on the home run. The naval office list reported that the vessel’s owners were John Gordon, Joseph Haythorne, George Bush, William Elton, Henry Bush, Thomas Pierce sr and jr, and John [James?] McTaggart. One report suggests the vessel imported 350 slaves at Grenada, but another suggests that Campbell, Baillie & Co. sold 342 slaves from it, the gross proceeds amounting to £10640.3s.1d. The slaves sold comprised 137 men, 102 women, 50 boys, and 53 girls. The vessel cleared Grenada in ballast.

Sources: ADM 7/104; CO 106/2–3; SMV Muster rolls, 1786–7, no. 120; ParLP, XXIV (1789), 629, 631; Felix Farley, 17 June, 29 July 1786, 27 January, 7 April, 5 May 1787; LReg; LL, 26 January, 3 April, 4 May 1787
ALFRED 1786/5

(1) 150 (199) tons; 4 guns  (8) Bonny
(2) 38 (36) outward; 40 at Jamaica; 15 homeward  (9) Barbados/Savanna la Mar,
(3) Bristol (Plymouth); 1777 (1755) (10) Jamaica
(4) Bristol; 29 August 1781  (11) 5 April 1787 at Jamaica
(5) Edward Robe  (12) 300 (350)
(6) James & Joseph Jones & Co.  (13) 11 May 1787
(7) 14 July (pass 4 July)

According to its muster roll the vessel left Bristol with 27 crew. It enlisted another man on 14 August and 4 more at Bonny on 14 December. It appears to have arrived at Jamaica with 20 crew, discharging 5 there on 14–20 April. Four new crew enlisted on 15 April, giving the vessel a crew of 19 for its home run. It was reported at Barbados with 350 slaves on board but was recorded as importing 300 at Jamaica.

Sources: ADM 7/104; CO 142/20; SMV Muster rolls, 1787–8, no. 27; ParlP, XXIV (1789), 629, 631; Felix Farley, 1, 22 July 1786, 27 January, 5 May, 23 June, 21 July 1787; LReg; LL, 26 January, 1 May, 19 June, 17 July 1787

CLEVELAND 1786/6

(1) 36 tons; 4 guns  (8)
(2) 6 (7) outward  (9)
(3) British plantation  (10)
(4) Bristol; 26 July 1786  (11)
(5) Thomas Dean  (12)
(6) [Samuel & Isaac Biggs]  (13)
(7) 18 August (pass 24 July)  (14) 26 June (12 July) 1787

The vessel entered out for Cape de Verde and Africa. Its muster roll shows that it left Bristol with 7 crew and after enlisting another man on 28 February returned direct from Africa with 7 crew, the missing man having enlisted on the Fame (1786/8) on 22 August.

Sources: ADM 7/104; SMV Muster rolls, 1786–7, no. 172; ParlP, XXIV (1789), 631; Felix Farley, 22 July, 26 August 1786, 17 March, 30 June 1787; LL, 13 March, 29 June 1787
EMELIA (EMILIA) 1786/7

(1) 140 (278, 300) tons; no guns (8) Bonny
(2) 50 (51) outward; 40 at Grenada; (9)
39 to Tortola (10) Grenada/Tortola
(3) Bristol; 1782 (11) 12 December 1786 at Grenada
(4) Bristol; 21 November 1782 (12) 180 (379) at Grenada
(5) James Fraser (13) 23 December 1786 to Tortola
(6) [Walter Jacks & Co.] (14) 1 March (23 April) 1787
(7) 31 May (pass 6 April)

According to its pass the vessel was bound for Africa and Jamaica. It arrived at Cape Coast Castle on 18 July and sailed three days later to leeward. Its muster roll shows that it left Bristol with 45 crew and returned with 30. All but 3 of its original crew appear to have reached Grenada, 12 being discharged there and at Tortola between 20 December and 15 January. The vessel cleared from Grenada to Tortola in ballast and entered Bristol from the West Indies. According to the naval office list its owners were Thomas Deane, George Bush, William Elton, Henry Bush, James Baillie and Evan Baillie. The naval office list also indicates that the vessel imported 180 slaves at Grenada, but another report shows that Campbell, Baillie & Co. sold 379 slaves from it, the gross proceeds amounting to £13003.0s.1ld. The 379 slaves comprised 193 men, 102 women, 49 boys, and 35 girls. Alexander Falconbridge, who gave evidence to Parliament in 1788 on the state of the slave trade, was surgeon on board the vessel.

Sources: ADM 7/104; CO 106/2–3; T 70/1554; SMV Muster rolls, 1786–7, no.123; ParlP, XXIV (1789), 629, 631; ParlP, XXVI (1789), 646a, part 2; Felix Farley, 8 April, 3 June, 9 December 1786, 3 March 1787; LReg; LL, 8 December 1786, 2 March 1787

FAME 1786/8

(1) 120 tons; 6 guns (8)
(2) 16 outward (9)
(3) Foreign (10)
(4) Bristol; 8 August 1786 (11)
(5) Thomas Williams (12)
(6) [Samuel & Isaac Biggs] (13)
(7) 18 August (pass 8 August) (14) 19 September (16 October)
1787

According to its muster roll the vessel left Bristol with 16 crew and returned direct from Africa with 7, only the master of the original crew returning to Bristol. Six new crew enlisted at the African coast on 11 December 1786.

Sources: ADM 7/104; SMV Muster rolls, 1787–8, no. 35; ParlP, XXIV (1789), 631; Felix Farley, 26 August, 16 December 1786; LL, 12 December 1786, 21 September 1787
FLY 1786/9

(1) 27 tons; 6 guns  (8) Windward Coast (Sherbro)
(2) 9 (10) outward; 8 at Antigua  (9)
(3) Bristol; 1785  (10) Antigua/Tortola
(4) Bristol; 29 August 1786  (11) 23 March 1787 at Antigua
(5) Richard Rogers (John Kennedy)  (12) 53 at Antigua
(6) James Rogers & Co.  (13)
(7) 13 October (pass 25 August)  (14) c. 2 June (21 June) 1787

The master traded with James Cleveland at the Windward Coast and left the coast about 19 February 1787. The slaves imported at Antigua included 19 prime men, 8 young women, 6 prime men boys, 4 prime women girls, 8 boys aged 12 to 14 years, 3 boys about 3 feet 10 inches tall, 3 girls of similar stature, one 'Meager' man boy, and one 'Meager' small girl. The last 2 apart, all were said to be sound and in good health, though the women were reported unsaleable. The slaves were sold at Antigua by Jacob Jarvis at an average £34.2s.6d. per slave. The master feared that the slaves were likely to fetch 'an Indifferent Avarage' at Antigua 'Owing to Money been very scarce' there and thought that selling there 'will Oversett Our Voyage'. Receipts from the sale totalled £1808.11s.8d. gross, £1443.17s.1d. net, remittances being made in bills at 12, 15, and 18 months on 'our mutual friend' Messrs. William & John Gordon of Bristol. After selling the slaves, Richard Rogers returned to Bristol on the *Hermit*, Captain Barge, while John Kennedy assumed command of the *Fly*. Kennedy was ordered to sail to Tortola and deliver the vessel to William Grumley. The latter wrote from Tortola on 14–18 April, indicating an interest in taking a share in the vessel and offering to fit it out for Africa, but Kennedy evidently refused to return direct to the coast. Grumley thus sent the vessel home in ballast.

Sources: ADM 7/104; C 107/1; C 107/7, parts 1 and 2; ParlP, XXIV (1789), 629, 631; Felix Farley, 26 August, 21 October 1786, 24 March, 19 May, 2 June 1787; LReg; LL, 20 March, 15, 29 May 1787

HECTOR 1786/10

(1) 300 tons; 6 guns  (8) Gabon
(2) 26 (27) outward  (9)
(3) Foreign (French)  (10)
(4) Bristol; 17 August 1786  (11)
(5) Matthew Morley  (12)
(6) [John] Anderson  (13)
(7) 27 August (pass 28 July)  (14) 3 May (4 September) 1787 at London

According to its muster roll the vessel left Bristol with 28 crew and, after losing 4, returned to London direct from Africa. It was reported spoken with on 11 March sailing from Gabon to London.

Sources: ADM 7/104; SMV Muster rolls, 1786–7, no. 185; ParlP, XXIV (1789), 631; Felix Farley, 29 July, 9, 23 September 1786, 7 April, 5 May 1787; LReg; LL, 4 May 1787
LION  1786/11

(1) 200 tons; 4 guns (8)  
(2) 28 (29) outward (9)  
(3) British (10)  
(4) Bristol; 7 September 1784 (11)  
(5) Robert Wilson (Thomas Oswald) (12)  
(6) [Sidenham Teast & Co.] (13)  
(7) 28 May (pass 25 April) (14) 13 (12) December 1787 (15 January 1788)

According to its muster roll the vessel left Bristol with 27 crew and returned to Bristol direct from Africa with 22. Thomas Oswald was recruited on 16 December 1786 from the St Andrew (1786/18) and succeeded Robert Wilson who died on 29 April 1787. Five other crew died on the voyage. The vessel returned to Bristol after a 20 week passage from the coast.

Sources: ADM 7/104; SMV Wharfage books; SMV Muster rolls, 1787–8, no. 122; ParlP, XXIV (1789), 631; Felix Farley, 29 April, 3 June, 16 December 1786, 15 December 1787; LL, 12 December 1786

LITTLE PEARL  1786/12

(1) 70 (72) tons; 4 (no) guns (8)  
(2) 18 (21) outward; 15 at St Vincent; 13 homeward (9)  
(3) British plantation (10) St Vincent (11) 2 February 1787  
(4) Bristol; 30 September 1783 (12) 100  
(5) Joseph Williams (13) 22 February 1787  
(6) William Tapscott [& Co.] (14) 16 April (5 July) 1787  
(7) 13 July (pass 21 June)

The vessel entered out for Africa and Barbados. Its muster roll shows that it left Bristol with 18 crew and returned with 13. Of its original crew, 17 appear to have reached St Vincent where 4 were discharged on 2–15 February. The vessel was reported to have passed Barbados on its way to St Vincent. It cleared St Vincent carrying only African goods. James Arnold, who gave evidence to Parliament in 1788 on the state of the slave trade, was surgeon on board the vessel.

Sources: ADM 7/104; BT 6/188; C 107/7, part 2; SMV Muster rolls, 1786–7, no. 138; ParlP, XXIV (1789), 629, 631; ParlP, XXVI (1789), 646a, part 2; Felix Farley, 24 June, 15 July 1786, 31 March, 21 April 1787; LReg; LL, 30 March, 20 April 1787
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<td>LITTLE REBECCA</td>
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<td>(3) British (10)</td>
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<td></td>
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<td>(4) Bristol; 8 September 1786 (11)</td>
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<tr>
<td></td>
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<td>(5) [Jonathan?] Lovegrove (12)</td>
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<td>(6) [Samuel &amp; Isaac Biggs]</td>
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<td></td>
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<td>(7) 9 September (pass 7 September) Pass 15 January 1788</td>
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</table>

The vessel was reported to have arrived at Africa. It was reported that no muster roll was obtainable for the vessel.

**Sources:** ADM 7/104; SMV Muster rolls, 1786–7, no. 53; ParlP, XXIV (1789), 631; Felix Farley, 9, 23 September 1786, 27 January 1787; LL, 26 January 1787

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<td></td>
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<td>(2) 15 (16) outward (9)</td>
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<td>(3) Foreign (Bayonne) (10)</td>
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<td></td>
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<td>(4) Bristol; 19 September 1786 (11)</td>
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<td>(5) John Langdon (12)</td>
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<td>(6) [William Overend &amp; Co.]</td>
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<td>(7) 21 September (pass 12) 9 (7) January (15 January) September 1788</td>
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According to its muster roll the vessel left Bristol with 15 crew. Four crew were lost during the voyage and two entered another vessel at Kinsale before the vessel returned to Bristol from Africa with 9 crew. It was reported to have called at Bantry Bay on its return voyage.

**Sources:** ADM 7/104; SMV Wharfage books; SMV Muster rolls, 1788–9, no. 83; ParlP, XXIV (1789), 631; Felix Farley, 17 March, 22 December 1787, 12 January 1788; LReg; LL, 13 March 1787, 11 January 1788

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<td>(2) 6 (7) outward (9)</td>
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<td>(3) British (10)</td>
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<td></td>
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<td>(4) Bristol; 13 April 1786 (11)</td>
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<td></td>
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<td>(5) — Thomas (12)</td>
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<td></td>
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<td>(6) — (13)</td>
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<tr>
<td></td>
<td></td>
<td>(7) 24 April (pass 14 April) (14) No pass returned</td>
</tr>
</tbody>
</table>

**Sources:** ADM 7/104; ParlP, XXIV (1789), 631; Felix Farley, 29 April 1786
ROYAL CHARLOTTE 1786/16

(1) 160 (150, 237) tons; 4 (no) guns (8)
(2) 40 (45) outward and at St Vincent; 30 homeward (9) (10) St Vincent (11) 28 October 1786
(3) British (prize) (12) 420
(4) Bristol; 26 July 1784 (13) 21 November 1786
(5) Joseph Jackson (14) 7 January (2 May) 1787
(6) John Collard & Co.
(7) 6 May (pass 3 April)

According to its muster roll the vessel left Bristol with 40 crew and returned with 28. All but 2 of the original crew reached St Vincent where 10 were discharged on 7–25 November.

Sources: ADM 7/104; BT 6/188; SMV Muster rolls, 1786–7, no. 82; ParlP, XXIV (1789), 629, 631; Felix Farley, 8 April, 13 May, 2, 9 December 1786, 13 January 1787; LReg; LL, 8, 15 December 1786, 9 January 1787

ROYAL CHARLOTTE 1786/17

(1) 80 tons; no guns (8)
(2) 12 (13) outward (9)
(3) British (United States); 1786 (10)
(4) Bristol; 5 August 1786 (11)
(5) John Goodrich (12)
(6) [Alexander Robe & Co.] (13)
(7) 20 September (pass 8 August) (14) 27 (23) October (26 November) 1787

Its muster roll shows that the vessel left Bristol with 12 crew and enlisted one further man in Africa before returning to Bristol direct from the coast with 11 crew. Two died during the voyage.

Sources: ADM 7/104; SMV Wharfage books; SMV Muster rolls, 1787–8, no. 38; ParlP, XXIV (1789), 631; Felix Farley, 12 August, 2, 9 September 1786, 31 March, 27 October 1787; LReg; LL, 30 March, 26 October 1787
ST ANDREW 1786/18

(1) 60 tons (8) Gabon/Windward Coast
(2) 9 outward (9)
(3) (10)
(4) Bristol; 20 March 1786 (11)
(5) Thomas Oswald (Richard Buckle) (12)
(6) [Sidenham Teast & Co.] (14) 24 March 1787
(7) 12 April

Its muster roll shows that the vessel left Bristol with 7 crew. It called at Bilbao on its way to Africa, whence it returned directly to Bristol with 7 crew. Thomas Oswald joined the Lion (1786/11) and was succeeded by Richard Buckle who was engaged on 16 December 1786. The vessel was reported to have sailed from Gabon on 6 August for the Windward Coast. It advertised for sale on 7 April 1787.

Sources: SMV Muster rolls, 1786–7, no. 176; ParlP, XXIV (1789), 631; Felix Farley, 18 March, 15 April, 16 December 1786, 3 February, 31 March 1787; LL, 19 December 1786, 27 March 1787

THOMAS 1786/19

(1) 140 (174) tons; 4 guns (8) Bonny
(2) 34 (41) outward (9) 410
(3) Liverpool (10) Barbados/Tobago
(4) Bristol; 4 April 1785 (11) c. 8 March 1787 at Tobago
(5) William Vicars (McVicar) (12) 401 (400)
(6) James Jones & Co. (13)
(7) 1 June (pass 16 May) (14) 1 May (8 June) 1787

According to its muster roll the vessel left Bristol with 38 crew and returned with 27. Thirty of its original crew appear to have reached Tobago where 3 were discharged on 8 March. In evidence to Parliament in 1788, James Jones claimed that on this voyage the vessel purchased 410 slaves and buried 9. Another report suggests it passed Barbados with 400 slaves on board.

Sources: ADM 7/104; SMV Muster rolls, 1787–8, no. 25; ParlP, XXIV (1789), 631, 633; Felix Farley, 20 May, 3 June, 9 December 1786, 31 March, 5 May 1787; LReg; LL, 8 December 1786, 30 March, 4 May 1787
WASP 1786/20

(1) 130 (120) tons; 4 (no) guns (8) New Calabar
(2) 30 (36) outward; 20 at St Vincent; 15 homeward (9) St Vincent
(3) Prize (10) 14 April 1787
(4) Bristol; 27 September 1786 (11) 210
(5) Richard Bowen (12) 1 May 1787
(6) Thomas Jones (13) 1 May
(7) 21 October (pass 28 September) 1 May

The vessel entered out for Africa and Jamaica. Its muster roll shows that it left Bristol with 30 crew, and having passed Barbados on its way to St Vincent, arrived at the latter with 25. Seven crew were discharged there between 18 April and 1 May, leaving the vessel with a crew of 18 for its homeward run. The vessel cleared St Vincent in ballast.

Sources: ADM 7/104; BT 6/188; SMV Muster rolls, 1786–7, no. 187; ParlP, XXIV (1789), 629, 631; Felix Farley, 16 September, 28 October 1786, 2, 16 June 1787; LReg; LL, 1 June 1787

ACTIVE 1787/1

(1) 159 (170) tons; 6 guns (8) Gold Coast
(2) 30 (31) outward (9) 350*
(3) Philadelphia (10) Montego Bay, Jamaica
(4) Bristol; 26 January 1787 (11) c. 20 December 1788
(5) Charles Thompson (Thomson) (12) 260
(6) John Anderson (13) c. 2 February 1789
(7) 8 August (pass 25 June) (14) 22 (20) April (27 June) 1789

According to its muster roll the vessel left Bristol with 33 crew and returned with 25. Of the original crew, 28 appear to have reached Jamaica where 3 were discharged between 22 January and 2 February 1789. The vessel arrived at Cape Coast Castle on 16 November 1787 and was reported well at Anamaboe on 6 January 1788. It departed for the West Indies on 6 October 1788. It was said to have arrived at Jamaica from Anamaboe, its slaves being described as Fante, Ashante, and Coromante, and consigned for sale to John Perry. The sale was advertised to begin on 7 January 1789.

Sources: E190/1238/3; ADM 7/106; BT 6/7; SMV Wharfage books; SMV Muster rolls, 1788–9, no. 173; ParlP, XXIV (1789), 631; Felix Farley, 30 June, 11 August 1787, 19 January 1788, 14 February, 25 April 1789; LReg; LL, 15 January, 13 May 1788, 13 February 1789; Cornwall Chronicle, 20 December 1788
AFRICA 1787/2

(1) 210 (240) tons; 4 guns (8) Gold Coast
(2) 35 (36) outward (9) 350*; 354
(3) Dutch prize; 1770 (10) Tobago/Grenada
(4) Bristol; 23 May 1787 (11)
(5) Mungo Wright (12)
(6) James McTaggart (13)
(7) 10 August (pass 24 May) (14) 15 June (17 October) 1788

According to its pass the vessel was bound for Africa and Jamaica. It arrived at Cape Coast Castle on 23 October 1787 and was reported well at Anamaboe on 6 January 1788. It departed on 20 March 1783 with 354 slaves for the West Indies. Its muster roll shows that it left Bristol with 36 crew and reached Grenada with 33, two having died on the African coast and one at sea. The vessel returned to Bristol with 33 crew, none being discharged at Grenada.

Sources: E190/1238/3; ADM 7/106; BT 6/7; T 70/1555–6; SMV Muster rolls, 1787–8, no. 211; ParliP, XXIV (1789), 631; Felix Farley, 11 August, 1787, 1 March, 26 July, 23 August 1788; LReg; LL, 4 March, 13 May, 29 July, 22 August 1788

ALERT 1787/3

(1) 162 (150, 165) tons; 4 guns (8) Gold Coast (Anamaboe)
(2) 30 (37) outward; 30 at Jamaica (9) 350*; 276 (260)
(3) French prize (Nantes) (10) Port Royal, Jamaica
(4) Bristol; 10 September 1787 (11) c. 22 January 1789
(5) John Smith (12)
(6) John Anderson (13)
(7) 13 November (pass 13 (14) 23 (22) May (27 June)
  September) 1789

According to its pass the vessel was bound for Africa and Jamaica. Its muster roll shows that it left Bristol with 34 crew and enlisted another man at the African coast on 20 August 1788. It appears to have arrived at Jamaica with 31 crew, discharging 17 there between 22 January and 12 March 1789. Four new crew enlisted on 5–10 March, giving the vessel a crew of 18 for its home run. The vessel arrived at Cape Coast Castle on 13 March 1788 and sailed on 27 November for the West Indies. It was reported struck by lightning five days after leaving the coast. One report indicates that it imported 265 slaves at Jamaica; these included 143 men, 93 women, 15 boys and 14 girls. Another report suggests it imported 262.

Sources: E190/1238/3; ADM 7/106; BT 6/7; T 70/1556; SMV Wharfage books; SMV Muster rolls, 1788–9, no. 182; ParliP, XXIV (1789), 631; Felix Farley, 17 November 1787, 17 May 1788, 14 March, 4 April, 30 May 1789; LReg; LL, 13 May 1788, 3 April, 26 May 1789; Cornwall Chronicle, 31 January 1789
ALFRED 1787/4

(1) 199 tons; 4 guns (8) Bonny
(2) 38 (40) outward (9) 400 (420)*
(3) British plantation; 1755 (10) St Vincent
(4) Bristol; 27 November 1787 (11) c. 16 June 1788
(5) Edward Robe (John Trousdale) (12)
(6) James Jones & Co. (13) c. 7 July 1788
(7) 21 December (pass 23 November) (14) 19 (17) August (17 October) 1788

According to its pass the vessel was bound for Africa and Jamaica. Its muster roll shows that it left Bristol with 38 crew and returned with 20. Of the original crew, 34 appear to have reached St Vincent where 12 were discharged between 16 June and 7 July. Two died on the home run. The vessel arrived at Cape Coast Castle on 14 February 1788 and sailed on the same day for Bonny.

Sources: E190/1238/3; ADM 7/106; BT 6/7; T 70/1556; SMV Wharfage books; SMV Muster rolls, 1788–9, no. 100; ParlP, XXIV (1789), 631; Felix Farley, 10 November 1787, 17 May, 16, 23 August 1788; LReg; LL, 13 May, 15, 19 August 1788

BROTHERS 1787/5

(1) 190 (194, 201) tons; 6 guns (8) Gold Coast
(2) 35 (41) outward (9) 400*; 450
(3) Foreign; 1772 (10) Grenada
(4) Bristol; 22 June 1787 (11) c. 1 October 1788
(5) Jeffrey Howlett (Howell) (12)
(6) James Jones & Co. (13) c. 6 November 1788
(7) 6 July (pass 22 June) (14) 12 (9) February (12 April) 1789

According to its muster roll the vessel left Bristol with 38 crew and returned home with 16. Of the original crew, 27 appear to have reached Grenada, 3 being discharged there between 1 October and 6 November 1788. One new man enlisted on 6 November 1788. Of the homeward crew, 5 appear to have died while 4 were discharged at Kinsale on 6–20 January 1789. The vessel was reported well at Anamaboe on 6 January 1788 and sailed from Cape Coast Castle on 20 July 1788 with 450 slaves for the West Indies.

Sources: E190/1238/3; ADM 7/106; BT 6/7; T 70/1556; SMV Wharfage books; SMV Muster rolls, 1788–9, no. 152; ParlP, XXIV (1789), 631; Felix Farley, 9, 16 June, 14 July, 27 October 1787, 17 January, 14 February 1789; LReg; LL, 30 October 1787, 13 May 1788, 13 January, 10 February 1789
BROTHERS 1787/6

(1) 105 tons; 8 guns
(2) 15 outward
(3) British plantation
(4) Bristol; 31 July 1787
(5) Thomas Dean
(6) S[amuel] & I[saac] Biggs
(7) 30 August (pass 31 July)

Sierra Leone
(8)

According to its muster roll the vessel left Bristol with 13 crew and returned direct from Africa with 11. Four of the original crew died while 5 new men were enlisted at the African coast, 2 at St Andrews on 15–16 February (including one from the Cleveland (1787/7)) and one each at Grand Sestos on 3 April, Cape Lattou [Lahou?] on 21 May (again from Cleveland), and Isle de Los on 7 September. Those enlisted at St Andrews and Sestos were discharged before the vessel returned to Bristol.

Sources: E190/1238/3; ADM 7/106; SMV Wharfage books; SMV Muster rolls, 1788–9, no. 80; ParlP, XXIV (1789), 631; Felix Farley, 21 July, 1 September 1787, 1 March, 1 November 1788; LL, 28 October 1788

CLEVELAND 1787/7

(1) 36 tons; 2 guns
(2) 6 (7) outward
(3) British plantation
(4) Bristol; 29 September 1787
(5) John Drought
(6) [Samuel & Isaac Biggs]
(7) 16 November (pass 6 November)

Sierra Leone
(8)

25 August (17 October) 1788

According to its muster roll the vessel left Bristol with 8 crew and returned with 7. Two of its crew joined the Brothers (1787/6) while one deserted at Sierra Leone on 14 January. Two new crew enlisted at Cape Lattou [Lahou?] on 21 May.

Sources: ADM 7/106; SMV Wharfage books; SMV Muster rolls, 1787–8, no. 206; ParlP, XXIV (1789), 631; Felix Farley, 17, 24 November 1787, 10 May, 30 August 1788; LL, 13 May, 26 August 1788
DANIEL 1787/8

(1) 97 (95) tons; no guns (8) Bonny
(2) 7 (6) outward (9) 150*
(3) Bristol; 1783 (10) Tortola
(4) Bristol; 21 May 1787 (11)
(5) Quinton Kennedy (12)
(6) Evan Baille & Co. (13) c. 17 January 1788
(7) 11 June (pass 25 May) (14) 3 March (28 February) (21 April) 1788

A tender to the *Emilia* (1787/10), the vessel was advertised for sale on 17 April 1787 at 95 tons burthen, coppered, and measuring 50 feet keel, 19 feet beam and 10 feet in the hold, having just returned from Tortola. According to its pass it was bound for Africa and Jamaica. Its muster roll shows that it left Bristol with 14 crew and, after being reported to have passed Barbados, traded at Tortola, arriving there with perhaps 8 of its original crew. Two seem to have been discharged there on 17–24 January while 5 new men enlisted on 17 January, giving a crew of 11 for the home run. The wharfage book suggests it returned to Bristol from St Thomas. Walter Jacks was also an owner of the vessel.

Sources: ADM 7/106; BT 6/7; SMV Wharfage books; SMV Muster rolls, 1787–8, no. 150; ParIP, XXIV (1789), 631; Felix Farley, 14 April, 12 May, 16 June, 1, 22 December 1787, 8 March 1788; LReg; LL, 27 November 1787, 4 March 1788

ELEANOR 1787/9

(1) 119 tons; 4 guns (8) Cape Lahou
(2) 16 (17) outward (9)
(3) British (10)
(4) Bristol; 5 May 1787 (11)
(5) Richard Buckle (12)
(6) Sidenham Teast & son (13)
(7) 9 June (pass 25 April) (14) 29 (24) October 1788 (15 January 1789)

According to its muster roll the vessel left Bristol with 17 crew and returned to Bristol from Africa and Cork with 13, having lost 4 crew between 26 November and 21 July. It was reported well at ‘Cape La Hore’ [Lahou] on 15 September 1787.

Sources: E/190/1238/3; ADM 7/106; SMV Wharfage books; SMV Muster rolls, 1788–9, no. 127; ParIP, XXIV (1789), 631; Felix Farley, 16 June, 29 September 1787, 25 October 1788; LL, 28 September 1787, 7 March, 28 October 1788
According to its muster roll, Walter Jacks was purser of the vessel which entered out for Africa and Jamaica and was accompanied by the *Daniel* (1787/8) as tender. Its muster roll shows that it left Bristol with 42 crew and returned with 27. Of its original crew, 39 appear to have reached St Thomas, with 21 being discharged there and at St Kitts between 20 December and 2 February. Seven new men were enlisted at St Thomas on 7–19 January and a further 3 at St Kitts on 13 February. One man died on the run home. The vessel was reported off Barbados and going down to Jamaica, but appears to have stopped at St Kitts. It entered Bristol from St Kitts but the wharfage book entered cargo from St Thomas.

Sources: E190/1238/3; ADM 7/106; BT 6/7; SMV Wharfage books; SMV Muster rolls, 1787–8, no. 149; ParIP, XXIV (1789), 631; Felix Farley, 12 May, 16 June, 1 December 1787, 16 February, 8, 22 March 1788; LReg; LL, 23 November 1787, 15 February, 21 March 1788

According to its muster roll the vessel left Bristol with 16 crew and returned direct from Africa with 13. Seven of its original crew were lost between 16 May and 28 August 1788, while one new man was enlisted at Sierra Leone on 27 June and 3 more at Gambia between 30 July and 28 August.

Sources: E190/1238/3; ADM 7/106; SMV Wharfage books; SMV Muster rolls, 1789–90, no. 62; ParIP, XXIV (1789), 631; Felix Farley, 10 May 1788, 30 May 1789; LL, 13 May 1788, 29 May 1789
FANNY 1787/12

(1) 183 tons (?)  
(2)  
(3)  
(4)  
(5) Thomas Williams  
(6) William Stevens & Co.  
(7) c. 27 November  
(8) Dominica (?)  
(9)  
(10)  
(11)  
(12)  
(13)  
(14) 23 September 1789 (?)  

Sources: E190/1238/3; SMV Wharfage books

FLY 1787/13

(1) 27 (25) tons; 2 guns  
(2) 9 (10) outward  
(3) Bristol; 1785  
(4) Bristol; 29 August 1786  
(5) Edward (James) Walker  
(6) James Rogers & Co.  
(7) 7 August (pass 7 August)  
(8) Cape Mount  
(9) 50 (60)*; 35  
(10) Barbados/Tortola  
(11) 16 June 1788 at Tortola  
(12) 35  
(13) 25 June 1788  
(14) c. 16 August (29 September)  

1788

Investment in trade goods for the vessel totalled £800.3s.11d. The vessel arrived about 14 October at Cape Mount where the master delivered his trade goods to [James?] Cleveland; the goods were said to be worth about 60 slaves. On 23 December, the vessel was reported to have lost all its crew except one as well as 13 slaves. After trading at Bance Island and Bananoes, it eventually left the coast at the end of May 1788 with 35 slaves, leaving behind debts outstanding of 22 slaves. All the slaves shipped seem to have survived to Tortola, where they were sold by William Grumley. Grumley reported that they were ‘mostly Small’ but that he hoped to sell them for ‘a pleasing Average’. The vessel returned to Bristol in ballast.

Sources: E190/1238/3; ADM 7/106; BT 6/7; C 107/1–2; C 107/5; C 107/14; ParlP, XXIV (1789), 631; Felix Farley, 14 July, 11 August 1787, 16 February, 26 July, 16 August 1788; LReg; LL, 15 February, 12 August 1788
FRIENDS (LES AMIS) 1787/14

(1) 142 tons; 4 guns (8) Gold Coast (Anamaboe)
(2) 20 (21) outward (9) 300*; 240
(3) Dutch prize (10) Port au Prince, St Domingue
(4) Bristol; 13 November 1786 (11)
(5) John Lewis (— Sherry) (12)
(6) John Powell & Co (13)
(7) c. 12 May (pass 26 October (14) c. 6 June (20 October) 1789 1786)

The vessel entered out for Bayonne, Africa and Jamaica. It was reported well at Anamaboe on 6 January and 13 March 1788, being expected on the latter date to sail for 'St Domingo' 'in all the month'. It was later reported spoken with by the master of the Royal Charlotte (1788/16) bound from Anamaboe to Princes [island]. It sailed from Cape Coast Castle on 25 June 1788 with 240 slaves for the West Indies, and sold them at Port au Prince, being 'on French bounty'. The vessel entered Bristol from Jamaica. A vessel named Les Amis, master Francis Joseph Guillet, left Le Havre on 4 June 1787 for the Gold Coast, the owners being named as Delannoy & Donavan, and reached Port au Prince, St Domingue, with 160 slaves on 16 February 1789. It was later reported condemned at Port au Prince.

Sources: E190/1238/3; ADM 7/104; BT 6/7; T 70/1558; ParlP, XXIV (1789), 631; Felix Farley, 28 October 1786, 28 April, 5, 12 May 1787, 2 May, 6 June 1789; LReg; LL, 13 May, 22 August 1788, 9 January, 1 May, 5 June 1789; Jean Mettas, Répertoire des Expéditions Négrières Françaises au XVIII Siècle, 2 volumes, ed. Serge and Michèle Daget, Paris, 1978–84, II, p. 512

FRIENDSHIP 1787/15

(1) 30 tons; no guns (8) Gold Coast
(2) 5 (7) outward (9)
(3) British (10)
(4) Bristol; 21 July 1787 (11)
(5) George Burch (12)
(6) John Anderson & Co. (13)
(7) c. 11 August (pass 23 July) (14) Pass returned 3 July 1789

The vessel served as tender to the Active (1787/1).

Sources: ADM 7/106; BT 6/7; ParlP, XXIV (1789), 631; Felix Farley, 11 August 1787, 19 January 1788; LL, 15 January 1788
The vessel entered out for Africa and Jamaica. According to its muster roll it left Bristol with 24 crew and enlisted another man on 17 December 1787. It was reported to have passed Barbados bound for Jamaica; one man may have been discharged at Barbados on 20 December 1788. On its arrival at Jamaica, it appears to have had 20 crew, discharging 5 there between 4 February and 1 March 1789. One new man enlisted on 13 March while one died on the run home, the vessel arriving at Bristol with 15 crew. The journal of the vessel’s surgeon suggests that when it left Africa the James had 169 slaves on board, 15 of whom died before 8 February 1789. At Jamaica, the slaves were consigned for sale to Messrs. Salmon & Gauntlett.

Sources: E190/1238/3; ADM 7/106; BT 6/7; SMV Wharfage books; SMV Muster rolls, 1788–9, no. 230; PariP, XXIV (1789), 631, 632; Felix Farley, 4 August 1787, 8 March 1788, 28 March, 2 May 1789; LReg; LL, 7 April, 1 May 1789; Cornwall Chronicle, 31 January 1789
According to its pass the vessel was bound for Africa and Jamaica. Its muster roll shows that it left Bristol with 26 crew and returned with 16. Of the original crew, 20 reached St Vincent, at least 5 having died at Old Calabar. Four more were discharged at St Vincent on 4–17 November. The vessel arrived at Old Calabar on 2 March 1788 after a passage of 10 weeks. It was dispatched by Richard Rogers of the Pearl (1787/22) to Andony with 50 'slaves goods to see prospects there'. Rogers reported in April 1788 that he hoped to dispatch the Juba in July with 260 prime slaves, one and a half tons of ivory, 28 puncheons of palm oil and 5–6 tons of redwood. The vessel was ready to sail by 1 July, with as good a load of slaves as 'Ever Went Over Old Calabar Spitt', Rogers hoping that it would 'make a Good Avarage as the Slaves Have all had the Ship's Sickness'. The sailing was delayed, however, until about 21 July to allow 'the Yam's to be Wholesom & Strong'. The vessel was also furnished with '1 Gang Cask Brandy, Palm Oil, Pepper, Lime Duice, Goats, Dryed Fish &c' for the slaves. The slaves shipped totalled 230, including 115 males and 115 females, Rogers explaining that the Juba would 'be Crowded a Deal with 250 & will not have Room for her Yams', whereas the Pearl would have plenty of room for 500 in health. Of the 230 shipped, 201 survived for sale on 3 November by George Baillie & Co. at St Vincent where they averaged £33.6s.8d. each, payable in bills totalling £5243.10s.7d. at 12, 15, 18 and 21 months drawn on James Baillie & Co. of London. The master reported that in his voyage from Africa he had 'Never Experinced Such a Dissagreeable Passage Since I have followed the Sea', the passage taking 13 weeks. This included over 5 weeks to reach Anabona where refreshments for the slaves were bought. On its return voyage to Bristol, the vessel ran ashore in a gale at the mouth of the Bull in Ireland and, after being refloated, was lost on rocks near Newport Pratt in County Mayo. The crew was paid off on 4 February 1789. The owners recovered £1000 gross, £796 net, from insurance on the vessel from Rogers, Blake & Co. It appears, then, that net returns from the voyage, including bills and insurance, totalled £5835.13s.11d., whereas outfitting costs amounted to £4678.13s.3d. Despite the loss of the vessel, the voyage seems therefore to have returned a profit of some £1157. Sir James Laroche was one of Rogers' partners in the voyage, owning a one-eighth share in the venture.

**Sources:**
E190/1238/3; ADM 7/106; BT 6/7; C 107/2; C 107/12–13; C 107/15; SMV Muster rolls, 1789–90, no. 146; ParlP, XXIV (1789), 631; Felix Farley, 16 August 1788, 10 January, 21 February 1789; LReg; LL, 12 August 1788, 20 February 1789
KING GEORGE 1787/18

(1) 278 tons; 4 (no) guns  (8) Bonny
(2) 40 (46) outward; 36 (37) at  (9) 450*
    Jamaica; 21 homeward  (10) Kingston, Jamaica
(3) French prize; 1775  (11) 29 December 1787
(4) Bristol; 21 May 1787  (12) 410 (415)
(5) Alexander Robe  (13) 29 January 1788
(6) James Jones & Co.  (14) 12 (11) April (13 May) 1788
(7) 31 May (pass 10 May)
    The vessel entered out for Africa and Jamaica. Its muster roll shows that
    it left Bristol with 40 crew and returned with 14. Of its original crew, 33
    reached Jamaica where 22 were discharged between 29 December and 22
    January. Seven new crew enlisted on 4 February. On its way home the
    vessel put into Milford having lost its mast and 4 crew in a gale off
    Bermuda. The slaves were sold at Jamaica by John Taylor.

Sources: E190/1238/3; ADM 7/106; CO 142/20; BT 6/7; SMV Wharfage
    books; SMV Muster rolls, 1787–8, no. 138; ParlP, XXIV (1789),
    629, 631; Felix Farley, 12 May, 2 June, 1 December 1787, 1, 29
    March, 19 April 1788; LReg; LL, 27 November 1787, 29 February,
    1, 15 April 1788; 26 January 1788, John Taylor to Simon Taylor,
    Simon Taylor Archive, XIV. A, Institute of Commonwealth Studies,
    London.
The vessel entered out for Africa and Jamaica. In July 1787 it was at Bananoes, from where Thomas Walker wrote that 'Slaves is at a very great price' and that he was afraid that he would not be able to purchase 'above One Hundred Negroes'. However, the vessel left Africa on 16 March 1788 with 109 slaves and was reported to have passed Barbados on 15 May with 108 slaves, having lost 2 belonging to the Fly (1787/13). One report suggests it arrived at Tortola with 108, another with 107. The slaves were consigned by Thomas Walker, who remained at the African coast, to William Grumley and Joseph Rogers at Tortola. Thomas Walker expressed doubts about the Tortola market, having been informed that 'its a bad place to sell a Cargo of Negroes, the times being so bad, if a Cargo do not Average 40L there can not be at present, Any Money got'. Walker urged Grumley not to detain the slaves there unless he could assure Edward Walker, Thomas' brother, that they would average £36–40 sterling. Failing that, the slaves were to be sent to Montego Bay, Jamaica. Joseph Rogers appears to have tried to sell the slaves at St Croix but failed, whereupon they were taken up for sale at his own risk by William Grumley, a Tortola merchant and later partner of Joseph Rogers. Reports from Grumley suggest that up to 24 June 1788 105 slaves had been sold, with one man remaining for sale. The 105 sold averaged £37.13s.10d., giving a total sale of £3958. Grumley believed the sale would have been higher 'had there not been such a number of Children' among the slaves, noting that 'more than one half was children fit for nothing but to feed'. He also claimed that the sale of the slaves at Tortola was equal to what could have been achieved at Jamaica, particularly as 'there is an accumulating Intrest at 8 pr Ct' on the bills arising from the sale and there was no import duty at Tortola, unlike Jamaica, on slave imports. The vessel was reported by Grumley to have sailed from Tortola on 29 May with over 21 tons 12 cwt nicaragua wood and 4 hogsheads of sugar on the joint account of himself and James Rogers and valued at £874.6s. currency. In addition, the vessel carried 20 hogsheads of sugar on the separate accounts of Grumley and Joseph Rogers.

Sources: E190/1238/3; ADM 7/106; BT 6/7; C 107/5; C 107/8–9; C 107/14; ParlP, XXIV (1789), 631; Felix Farley, 7 April, 12 May, 22 September 1787, 28 June, 5 July 1788; LReg; LL, 14 October 1787, 24 June, 4 July 1788
**MARY** 1787/20

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<td>(4)</td>
<td>Bristol; 9 January 1787</td>
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<td>Sidenham Teast &amp; son</td>
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<td>(7)</td>
<td>c. 16 January (pass 18 January)</td>
<td>3 July (11 July) 1788</td>
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*Sources:* E190/1238/3; ADM 7/106; SMV Wharfage books; ParlP, XXIV (1789), 631; Felix Farley, 20 January, 21 July 1787, 5 July 1788; LL, 20 July 1787, 4 July 1788

**NEPTUNE** 1787/21

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<td>(4)</td>
<td>Bristol; 18 July 1787</td>
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<td>(6)</td>
<td>James Rogers &amp; Co.</td>
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The vessel was a tender to the *Pearl* (1787/22). It called at Tenerife in September for supplies, having become separated from the *Pearl*. The vessel arrived on 18 October at Old Calabar and was dispatched by the master of the *Pearl* to trade at Dellray(?), Rumbey(?), and Bimbey [Bimbia?].

*Sources:* BT 6/7; C 107/9; C 107/12; ParlP, XXIV (1789), 631; Felix Farley, 11 August 1787, 23 February 1788; LL, 19 February 1788
PEARL 1787/22

(1) 375 (370) tons; 8 guns
(2) 48 (51) outward; 29 at Dominica
(3) French prize
(4) Bristol; 14 July 1787
(5) Richard Rogers
(6) James Rogers & Co.
(7) 9 August (pass 23 July)

The vessel took on cargo at Bristol for Africa and Jamaica. Total investment in the voyage was £10320.15s.1d.; this included £2800 for the vessel, some £5407 for trade goods, and some £2114 for outfitting the vessel. Of the trade goods, £4582 were shipped by the Pearl and £465 by the Jupiter (1788/9). According to its muster roll, the vessel left Bristol with 49 crew. Of the original crew, 22 died before the vessel reached Dominica, most of the deaths occurring at Old Calabar. Thirteen more were discharged at Dominica on 16–23 December, while 14 were enlisted at Dominica, St Kitts and St Eustatius between 17 January and 5 May 1789. The vessel returned to Bristol with 27 crew, one man having died on the home run. The vessel arrived at Old Calabar on 4 October 1787, Rogers reporting 'very dead times' in the river, with slaves 'very scarce' and 8 'purchasing ships' present. After assisting in the loading of the Juba (1787/17), the Pearl left Old Calabar about 5 October 1788 with 449 slaves, 39 others having already been 'buried' at the coast. The vessel arrived at Barbados with 340 slaves; the master reported losing 104 slaves in his passage and 42 before leaving the coast. As the slaves were 'not in the State of Health to Proceed to Jamaica', the vessel went on to Dominica, arriving there with 330. Of those who reached Dominica, 290 were sold by Samuel Chollet & Co., the net proceeds of the sale being £5865.9s.4d. payable in bills on Bourdieu, Chollet & Bourdieu of London at 12, 18 and 24 months. Of the 290 sold, 210 averaged £31.1 Os. each, the rest averaging as little as £10. The remaining 40 slaves delivered to Dominica appear to have died before being sold. On its return voyage to Bristol the vessel was forced to call at St Kitts for repairs after suffering storms on 19–30 January, earlier repair work at Dominica being described by the master as 'scandalous'. Repairs and disbursements at St Kitts totalled £541.5s.4d. Rather than sail home in ballast, the master then proceeded on 14 April to St Eustatius to secure a cargo of some 250–300 tons of wood, logwood and mahogany reportedly selling for 23s. per ton at the island. The vessel was variously reported to have entered Bristol from Dominica or Africa and St Eustatius.

Sources: E190/1238/3; ADM 7/106; BT 6/7; CO 76/5; C 107/7, part 2; C 107/10; C 107/12–13; SMV Wharfage books; SMV Muster rolls, 1789–90, no. 34; ParIP, XXIV (1789), 631; Felix Farley, 9 June, 11 August 1787, 23 February 1788, 7 February, 11 April, 20 June 1789; LReg; LL, 19 February 1788, 6 February, 10 April, 16 June 1789; Daryll Forde (ed.), Efik Traders of Old Calabar: The Diary of Antera Duke, Oxford, 1956, pp. 61, 63, 65
PILGRIM 1787/23

(1) 259 (260) tons; 6 guns (8) Bonny
(2) 45 (35) outward (9) 400*: 421
(3) Bristol; 1779 (10) Buenos Aires/Montevideo
(4) Bristol; 6 July 1787 (11) April 1788 at Montevideo
(5) Charles Sloper (12) 350 at Montevideo
(6) James McTaggart & Co. (13)
(7) 28 July (pass 6 June) (14) 7 (4) January (15 January) 1789
The vessel entered out for Africa and Buenos Aires. According to its muster roll it left Bristol with 47 crew and returned with 25. Of the original crew, 20 died between 23 October 1787 and 30 April 1788. After calling at Buenos Aires and Montevideo, the vessel went on to St Andero [Santander], apparently discharging 2 crew there on 10 December 1788. It returned to Bristol from St Andero. On its return it was advertised for sale at 260 tons, 6 feet between decks, copper sheathed and calculated for the African trade.

Sources: E190/1238/3; ADM 7/106; BT 6/7; SMV Wharfage books; SMV Muster rolls, 1788-9, no. 92; ParlP, XXIV (1789), 631; Felix Farley, 26 May, 4 August 1787, 26 January, 16 August, 6 December 1788, 10 January, 28 February 1789; LReg; LL, 29 January 1788, 9 January 1789; E.F.S. De Studer, La Trata de Negros en el Rio de la Plata Durante el Siglo XVIII, Montevideo, 1984

PRINCE 1787/24

(1) 273 (270, 300) tons; 6 guns (8) Bonny
(2) 50 (35) outward (9) 450*: 427
(3) Bristol; 1785 (10) Buenos Aires/Montevideo
(4) Bristol; 23 May 1787 (11) February 1788 at Montevideo
(5) James Clurg (W[illiam?] Engledue) (12) 355 at Montevideo
(6) James McTaggart & Co. (13)
(7) 28 July (pass 24 May) (14) 29 (25) October 1788 (3 July 1789)

According to its pass the vessel was bound for Africa and Buenos Aires. Its muster roll shows that it left Bristol with 47 crew, only 34 of whom appear to have reached Buenos Aires. It returned to Bristol with this crew, calling at Cadiz on its home run. On its return the vessel was advertised for sale at 270 tons, sheathed with copper fastened with mixed metal bolts, and built for the African trade.

Sources: E190/1238/3; ADM 7/106; BT 6/7; SMV Wharfage books; SMV Muster rolls, 1788-9, no. 42; ParlP, XXIV (1789), 631; Felix Farley, 4 August 1787, 12 January, 19 July, 1 November 1788, 28 February 1789; LReg; LL, 11 January, 22 July, 28 October 1788; E.F.S. De Studer, La Trata de Negros en el Rio de la Plata Durante el Siglo XVIII, Montevideo, 1984
ROYAL CHARLOTTE 1787/25

(1) 237 tons; 4 (no) guns  (8) Bonny
(2) 40 (45) outward; 40 at Grenada  (9) 450*
(3) Virginia; 1775  (10) Grenada
(4) Bristol; 22 March 1787  (11) 22 November 1787
(5) Joseph Jackson ([William?] Newton)  (12) 417 (414)
(6) James Jones & Co.  (13) 22 December 1787
(7) 5 May (pass 26 March)

According to its muster roll the vessel left Bristol with 38 crew and returned with 16. Of the original crew, 35 reached Grenada, where 15 were discharged on 4–27 December. Four died on the home run, including the master, Joseph Jackson. Thomas Deane, Richard Stratton and Thomas Rigge were also named as owners of the vessel. It imported 417 slaves at Grenada, but appears to have sold only 414, agents for the sale being Munro, McDowall & Co. The slaves sold comprised 193 men, 68 women, 79 boys, and 74 girls, and grossed £15000.12s.10d.

Sources: E190/1238/3; ADM 7/106; BT 6/7; CO 106/2–3; SMV Wharfage books; SMV Muster rolls, 1787–8, no. 111; ParlP, XXIV (1789), 629, 631; Felix Farley, 7 April, 5, 12 May, 1 December 1787, 2, 16 February 1788; LReg; LL, 27 November 1787, 29 January, 15 February 1788

RUBY 1787/26

(1) 101 (100) tons; 6 guns  (8) Bembia/Cameroon
(2) 20 (21) outward  (9) 250*; 105
(3) American  (10) Barbados/Grenada
(4) Bristol; 7 August 1787  (11)
(5) Joseph Williams  (12) 97 at Grenada
(6) William Tapscott & Co.  (13)
(7) 10 August (pass 4 July)  (14) 27 (22) August (9 October) 1788

Its pass shows that the vessel was bound for Africa and Barbados. Its accounts show that James Rogers & Co. had a three-quarters share in the voyage. Initial investment in the voyage totalled £3691.12s.4d., of which trade goods constituted £2289.9s. Accounts compiled by William Tapscott on 14 November 1788 show that remittances on slaves sold at Grenada totalled £2899.6s.5d. and that a further £377.6s.8d was earned on ivory imports. After allowing for inset charges, including £200 for discounting 17 month bills at 5 per cent, net insets from the voyage were £3916.7s.1d. According to its muster roll the vessel left Bristol with 18 crew and appears to have reached Grenada with 14, all of whom returned to Bristol. Four died between 15 November and 24 January. At Grenada, the slaves were consigned to Campbell, Baillie & Co. for sale. The surgeon on board the vessel was James Arnold who gave evidence about the voyage to Parliament in 1788. On its return the vessel was advertised for sale, being described as upwards of 100 tons measure and coppered in July 1787.

Sources: E190/1238/3; ADM 7/106; BT 6/7; C 107/13; SMV Wharfage books; SMV Muster rolls, 1788–9, no. 7; ParlP, XXIV (1789), 631; ParlP, XXVI (1789), 646a, part 2; Felix Farley, 7 July, 11 August 1787, 23 February, 23, 30 August 1788; LReg; LL, 19 February, 19, 26 August 1788
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<th><strong>ST ANDREW</strong></th>
<th><strong>1787/27</strong></th>
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<tr>
<td>(1) 42 tons; no guns</td>
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<td>(2) 7 (9) outward</td>
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<td>(3) British</td>
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<td>(4) Bristol; 5 May 1787</td>
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<td>(5) Robert Martin</td>
<td>(12)</td>
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<td>(6) Sidenham Teast &amp; son</td>
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<td>(7) 4 May (pass 25 April)</td>
<td>(14) 3 November 1788 (15 January 1789)</td>
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The vessel returned direct from Africa to Bristol.

**Sources:** E190/1238/3; ADM 7/106; SMV Wharfage books; ParlP, XXIV (1789), 631; Felix Farley, 5, 12 May, 11 August 1787, 1 November 1788

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<td>(5) [Richard?] Buckle (— Caithness)</td>
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<td>(7) c. 2 June</td>
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The vessel entered out for Africa but sailed for Guernsey.

**Sources:** Felix Farley, 19 May, 2 June 1787

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<th><strong>SIDENHAM</strong></th>
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<td>(1) 200 tons</td>
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<td>(5) — Hensley</td>
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<td>(14) 17 September 1788</td>
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The vessel entered Bristol from Africa.

**Sources:** SMV Wharfage books; Felix Farley, 20 September 1788; LL, 16 September 1788
THOMAS 1787/30

(1) 174 (170) tons; 4 (no) guns (8) New Calabar
(2) 37 outward; 24 at St Vincent; 20 homeward (9) 400*; 409
(3) Bristol (Liverpool); 1785 (10) Barbados/St Vincent
(4) Bristol; 6 June 1787 (11) 22/28 February 1788
(5) Thomas Phillips (William Vicars) (12) 400 (402) at St Vincent
(6) James Jones & Co.
(7) 13 June (pass 6 June)

The vessel entered out for Africa and Jamaica. William Vicars was named master on the pass; Thomas Phillips in other sources. Its muster roll shows that the vessel left Bristol with 35 crew and arrived at Barbados with 30. Fourteen were discharged and four enlisted there on 22 February before the vessel sailed on to St Vincent, arriving there with 20 crew. Three were discharged there on 8–18 March and another three enlisted on 28 March, giving the vessel a crew of 20 for the home run. In evidence to Parliament in 1788, James Jones claimed that on this voyage the vessel purchased 409 slaves and buried 7. It cleared St Vincent in ballast.

Sources: E190/1238/3; ADM 7/106; BT 6/7; BT 6/188; SMV Wharfage books; SMV Muster rolls, 1787–8, no. 163; ParlP, XXIV (1789), 631, 633; Felix Farley, 26 May, 16 June, 1 December 1787, 12, 19 April, 17 May 1788; LReg; LL, 27 November 1787, 8 April, 16 May 1788

VENUS 1787/31

(1) 18 tons (8) Gold Coast
(2) 5 outward (9)
(3) (10)
(4) Bristol; 6 July 1787 (11)
(5) John Alexander (12)
(6) James McTaggart (13)
(7) 6 July (14)

The vessel was a tender to the Africa (1787/2).

Sources: BT 6/7; ParlP, XXIV (1789), 631; Felix Farley, 11 July, 11 August 1787
WASP 1787/32

(1) 130 tons; 4 (no) guns (8) New Calabar
(2) 30 (31) outward; 30 at Jamaica (9) 250*
(3) American prize (10) Kingston, Jamaica
(4) Bristol; 27 September 1786 (11) 16 June 1788
(5) Richard Bowen (12) 230
(6) Thomas Jones (13) c. 21 July 1788
(7) 13 November (pass 30 August) (14) 11 (7) September (17 October) 1788

According to its pass the vessel was bound for Africa and Jamaica. Its muster roll shows that it left Bristol with 33 crew and returned with 21. Three died at New Calabar on 13–29 February and one at Anabona on 12 April, and the vessel reached Jamaica with 29 crew. It was reported spoken with on 19 May, all well. At Jamaica, 11 crew were discharged between 15 June and 20 July; 3 new men enlisted on 21 July.

Sources: E190/1238/3; ADM 7/106; CO 142/20; BT 6/7; SMV Wharfage books; SMV Muster rolls, 1788–9, no. 70; ParlP, XXIV (1789), 631; Felix Farley, 1 September, 27 October, 13 September 1788; LL, 9 September 1788

WILLIAM 1787/33

(1) 30 (27) tons; 4 guns (8) Gold Coast
(2) 6 outward (9)
(3) British (10)
(4) Bristol; 2 July 1787 (11)
(5) Andrew Haynes (12)
(6) James Jones (13)
(7) c. 14 July (pass 29 June) (14) Pass returned 3 July 1789

The vessel was a tender to the Brothers (1787/5).

Sources: ADM 7/106; BT 6/7; ParlP, XXIV (1789), 631; Felix Farley, 7, 14 July 1787; LL, 30 October 1787

AFRICAN KING 1788/1

(1) 24 tons (8)
(2) 6 outward (9)
(3) (10)
(4) Bristol; 17 October 1788 (11)
(5) William Webb (— Taylor) (12)
(6) William Randolph (13)
(7) 17 October (14)

The vessel was reported to have retaken the Mercer, Bellis, of Liverpool, which was cut off in its middle passage by its slaves.

Sources: E190/1238/4; ParlP, XXIV (1789), 631; Felix Farley, 18, 25 October 1788, 11 April 1789; LL, 24 October 1788, 7 April 1789
### AFRICAN QUEEN 1788/2

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<td>(1)</td>
<td>202 (207) tons; 6 guns</td>
<td>(8) Bananoes/Isle de Los</td>
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<td>British</td>
<td>(10)</td>
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<td>(4)</td>
<td>Bristol; 6 November 1786</td>
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<td>Thomas King</td>
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<td>Sidenham Teast &amp; son</td>
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<td>14 October (pass 11 August)</td>
<td>(14) 14 October 1789 (14 January 1790)</td>
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According to its muster roll, the vessel left Bristol with 25 crew and returned direct from Africa with 19. Nine of the original crew were lost at the African coast between 12 December 1788 and 30 August 1789, while 2 men enlisted at Bananoes on 5 February and one at Isle de Los on 30 August.

**Sources:** E190/1238/4; ADM 7/106; SMV Muster rolls, 1789–90, no. 89; ParlP, XXIV (1789), 631; Felix Farley, 9 August, 25 October 1788, 11 April, 24 October 1789; LL, 24 October 1788, 7 April, 20 October 1789

### BONNY LAD 1788/3

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<td>(1)</td>
<td>43 (45) tons; 4 guns</td>
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<td>7 (6) outward; 6 at Jamaica</td>
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<td>Bristol; 1788</td>
<td>(10) Montego Bay, Jamaica</td>
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<td>(4)</td>
<td>Bristol; 22 May 1788</td>
<td>(11) c. 24 April 1790</td>
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<td>(5)</td>
<td>— McArthur (— Campbell)</td>
<td>(12) 68</td>
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<td>(6)</td>
<td>James Jones</td>
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<td>(7)</td>
<td>c. 31 May (pass 20 May)</td>
<td>(14) No pass returned</td>
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The vessel was reported to have passed Barbados from Africa. At Jamaica, the slaves were consigned to James Wedderburn & Co.

**Sources:** ADM 7/106; ParlP, XXIV (1789), 631; Felix Farley, 24, 31 May 1788, 5 June, 3 July 1790; LReg; Cornwall Chronicle, 24 April 1790
DANIEL 1788/4

(1) 97 (100) tons; no guns (8) Old Calabar
(2) 20 outward; 15 at Jamaica (9) 121
(3) Bristol; 1783 (10) Dominica/Martha Brae,
(4) Bristol; 27 June 1788 (11) Jamaica
(5) Richard Martin (12) 31 January/c. 1 March 1789
(6) James Rogers & Co. (13) c. 16 April 1789
(7) 31 July (pass 2 July) (14) 5 (1) June (14 July) 1789

The vessel entered out for Africa and St Vincent and was a tender to the Jupiter (1788/9). According to its muster roll it left Bristol with 16 crew and returned with 9. Of its original crew, 13 reached Jamaica where 4 were discharged on 2–16 April. The vessel called at Tenerife on its way to Africa. It was reported on 31 January to have passed Dominica with 118 slaves, 'having buried only three'. At Jamaica the slaves were sold on 20 March, Francis Grant agent. The slaves were said by Grant to be 'a bad parcel' since '[t]he grown people were too old & the young too small'. Nevertheless, Grant reported, as the master had 'apparently been very careful of them during the Voyage they looked pretty healthy which enabled me to put off the Refuse at prices much beyond what I have ever known for such from that Country'. A report from Liverpool indicates that a Bristol vessel called the Martin and described as a tender to the Jupiter sold 125 slaves at Martha Brae at an average of £37.10s or £37.15s.; this was presumably the Daniel, Martin master. Remittances for the slaves were made in 109 puncheons of rum, valued at £1199, the maximum the vessel would carry, with the balance in two bills at 12 and 24 months sight drawn on Robert Cooper Lee.

Sources: ADM 7/106; C 107/9; C 107/10; C 107/12; SMV Wharfage books; SMV Muster rolls, 1789–90, no. 36; ParlP, XXIV (1789), 631; Felix Farley, 5 July, 9 August, 8 November 1788, 7 February, 25 April, 30 May, 6 June 1789; LReg; LL, 8 August 1788, 21 April, 5 June 1789; Cornwall Chronicle, 7 March 1789
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<tr>
<td>(1)</td>
<td>27 (25) tons; 6 guns</td>
<td>(8) Sierra Leone</td>
</tr>
<tr>
<td>(2)</td>
<td>9 outward and at Jamaica</td>
<td>(9) 45</td>
</tr>
<tr>
<td>(3)</td>
<td>Bristol; 1785</td>
<td>(10) Barbados/Jamaica</td>
</tr>
<tr>
<td>(4)</td>
<td>Bristol; 27 September 1788</td>
<td>(11) 30 May 1789 at Barbados</td>
</tr>
<tr>
<td>(5)</td>
<td>James Walker</td>
<td>(12) 45 at Jamaica</td>
</tr>
<tr>
<td>(6)</td>
<td>James Rogers &amp; Co.</td>
<td>(13) 29 July 1789</td>
</tr>
</tbody>
</table>
| (7) | c. 27 September (pass 30 September) | (14) Pass returned 11 January 17[?]

The vessel entered out for Africa and Jamaica. Outfitting costs, including insurance, for the vessel totalled £164.7s.11d. It arrived at Sierra Leone in company with the *Ruby* (1788/17), goods from both vessels being delivered to James and William Cleveland. The *Fly* sailed for Jamaica with 45 slaves on 29 April and was expected to return direct from Jamaica to the coast for a second shipload of slaves since more slaves had been purchased than the *Fly* and *Ruby* could carry on a single voyage. An account of the sale of 45 slaves at St Elizabeth, Jamaica, on 28 July 1789 by Thomas & William Salmon & Co. reveals that the sale grossed £2467 Jamaican currency, or some £1762.3s. sterling, an average of some £39.3s.2d. per slave. Allowing for commissions and other charges, net remittances totalled £1275.6s.6d. The charges included £190 currency (£135.14s.) for refitting the vessel for the African coast. The agents complained of ‘the miserable choice’ of the slaves and claimed they only sold them because of ‘the apprehension which for some time has possessed Mens minds of a total abolition of the Slave trade’. Remittance of the proceeds of the sale was made in bills at 12, 20 and 27 months sight on John Fisher Weare. The vessel left Black River, Jamaica for Africa on 29 July 1789 ‘after a long tedious time in getting men’ but was reported lost on the Martyns in the Gulf of Florida on its way to the coast, its crew saved.

Sources: E190/1238/4; ADM 7/106; C 107/3; C 107/6; C 107/9; C 107/14; ParlP, XXIV (1789), 631; Felix Farley, 27 September 1788, 30 May, 25 July, 29 August, 26 December 1789; LReg; LL, 29 May, 25 December 1789
### HESTER 1788/6

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<tbody>
<tr>
<td>(1)</td>
<td>191 tons</td>
<td>(8) Gold Coast/Anamaboe</td>
</tr>
<tr>
<td>(2)</td>
<td>26 at Jamaica</td>
<td>(9) 400 (360)*; 320</td>
</tr>
<tr>
<td>(3)</td>
<td>Bristol; 1768</td>
<td>(10) Jamaica</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11) c. 18 December 1789</td>
</tr>
<tr>
<td>(5)</td>
<td>William Jenkins (John Langley)</td>
<td>(12) 299</td>
</tr>
<tr>
<td>(6)</td>
<td>James Jones</td>
<td>(13) c. 24 March 1790 to Boston</td>
</tr>
<tr>
<td>(7)</td>
<td>29 February to Boston</td>
<td>(14) 1 May 1791 at Bristol</td>
</tr>
</tbody>
</table>

The vessel arrived at Cape Coast Castle from Boston on 29 September 1788 and sailed on 25 October 1789 for the West Indies. According to its muster roll it left Bristol with 22 crew for Boston. Six additional men enlisted on 24–26 June at Boston whence the vessel sailed for Africa. William Jenkins enlisted on the *Lovely Lass* (1788/13) at Anamaboe on 18 January 1789, and was replaced by John Langley. Seventeen new crew enlisted at the coast between 1 July 1788 and 26 October 1789. The vessel reached Jamaica about 18 December 1789, where it discharged some crew and enlisted 16 more between 7 January and 24 March 1790 before sailing to Boston. John Taylor sold the vessel’s slaves at Jamaica, describing them as ‘pretty good’. At Boston, 9 crew were discharged in May and June 1790 while 10 new crew enlisted on 14 July as the vessel prepared to return to Africa. It arrived at Cape Coast Castle on 13 September 1790, being described as ‘of Bristol last from Boston’. By 22 January 1791, the vessel was back at Kingston, Jamaica, where it was said that it had left Africa with 310 slaves and arrived with 311, ‘having had one birth and no deaths during the voyage’. Another report suggests it entered Jamaica with 318 slaves on its second voyage. After enlisting more new crew the vessel left the island for Bristol about 22 February, its crew for its run home totalling 10. On its return to Bristol it was advertised for sale as a copper bottomed vessel.

**Sources:** BT 6/7; T 70/1557; T 70/1561–2; SMV Muster rolls, 1790–1, no. 175; ParlP, XXXV (1792), 766; HLSP, III (1798–9), 25 June 1799; Felix Farley, 21 March 1789, 13 February, 3 July, 25 December 1790, 26 February, 26 March, 7, 14 May 1791; LReg; LL, 12 February, 4 June, 24 December 1790, 25 March, 3 May 1791; Cornwall Chronicle, 22 January 1791; 19 December 1789, John Taylor to Simon Taylor, Simon Taylor Archive, XIV. A. 46–7, Institute of Commonwealth Studies, London

### JACKALL 1788/7

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<tr>
<td>(1)</td>
<td>11 tons</td>
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<tr>
<td>(2)</td>
<td>5 outward</td>
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<td>(3)</td>
<td></td>
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<tr>
<td>(4)</td>
<td>Bristol; 7 June 1788</td>
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<tr>
<td>(5)</td>
<td>— Rogers</td>
</tr>
<tr>
<td>(6)</td>
<td></td>
</tr>
<tr>
<td>(7)</td>
<td>9 June</td>
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</tbody>
</table>

The vessel was reported to have arrived at Africa.

**Sources:** ParlP, XXIV (1789), 631; Felix Farley, 14 June, 13 September 1788; LL, 17 June, 12 September
According to its muster roll the vessel left Bristol with 8 crew and returned direct from Africa with 8. William Byrne died on 5 October and another man was discharged and two new crew recruited on 28 February 1789.

Sources: E/1238/4; ADM 7/106; SMV Wharfage books; SMV Muster rolls, 1788–9, no. 176; ParlP, XXIV (1789), 631; Felix Farley, 8, 29 March, 16 August 1788, 30 May 1789; LL, 15 August 1788, 29 May 1789

The vessel entered out for Africa and St Vincent. James Steele was named master in newspaper reports of its entry out at Bristol, but Henry Laroche was otherwise named as master. Its muster roll shows that it left Bristol with 41 crew and reached Jamaica with 26. Twelve were discharged there on 18–28 July and 11 new men engaged on 30 August, giving the vessel a crew of 25 for its voyage home. Alexander Lindo sold the slaves at Jamaica, the net proceeds of the sale, after commission and other charges, amounting to £8912.10s.3d. Jamaican currency or just over £37 currency or £26.8s.3d. sterling per slave. Net remittances on the slaves totalled £5740 sterling payable in bills at 18, 24 and 30 months sight on Lindo, Aquilar & Diaz of London. Commenting on the sale, Lindo noted that ‘the Cargo being so indifferent I was obliged to grant very long Terms to the Purchasers in Order to render the Sales as favourable as possible’. Lindo noted that the vessel had lost upwards of 100 slaves in the crossing from Africa; Parliamentary papers suggest it lost 170 slaves. Writing from Jamaica in December 1789, Thomas Walker, master of the Ruby (1788/17), noted that the Jupiter had made a bad voyage, and attributed this to the fact that the master ‘was not fit for the Task’.

Sources: E190/1238/4; ADM 7/106; BT 6/7; C 107/7, part 2; C 107/9; C 107/12; C 107/14; SMV Muster rolls, 1789–90, no. 217; ParlP, XXIV (1789), 631; Felix Farley, 10 May, 7 June 1788, 3 January, 12 September, 3, 24 October 1789; LReg; LL, 13 June 1788, 6 January, 29 September, 20 October 1789
KING GEORGE 1788/10

(1) 278 (300) tons; 4 guns  (8) Bonny
(2) 45 outward; 43 at Grenada  (9) 540*
(3) French prize; 1775  (10) Grenada
(4) Bristol; 21 May 1787  (11) c. 23 January 1789
(5) Alexander Robe  (12) 361
(6) James Jones & Co.  (13) c. 7 February 1789
(7) 14 June (pass 13 May)  (14) 26 (22) March (12 April) 1789

The vessel entered out for Africa and Grenada. Its muster roll shows that it left Bristol with 40 crew and returned with 34. Of the original crew, 38 appear to have reached Grenada where 4 were discharged between 23 January and 7 February.

Sources: E190/1238/4; ADM 7/106; BT 6/7; SMV Wharfage books; SMV Muster rolls, 1788–9, no. 153; ParlP, XXIV (1789), 631; Felix Farley, 10 May 1788, 3 January, 28 March 1789; LReg; LL, 17 June 1788, 6 January, 24 March 1789

LION 1788/11

(1) 263 tons; 6 guns  (8)
(2) 28 (24) outward  (9)
(3) British  (10)
(4) Bristol; 7 June 1788  (11)
(5) Thomas Oswald  (12)
(6) Sidenham Teast & Co.  (13)
(7) 11 June (pass 22 April)  (14) 31 October (25 November) 1789

Its muster roll shows that the vessel left Bristol with 26 crew and returned direct from Africa with 16. Thirteen of the original crew were lost between 21 June 1788 and 12 August 1789, while 3 new crew enlisted between 14 September 1788 and 28 February 1789.

Sources: E190/1238/4; ADM 7/106; SMV Muster rolls, 1789–90, no. 90; ParlP, XXIV (1789), 631; Felix Farley, 26 April, 14 June, 13 September 1788, 7 November 1789; LL, 17 June, 12 September 1788, 3 November 1789

LIVELY 1788/12

(1) 66 tons; no guns  (8)
(2) 8 outward  (9)
(3) French prize  (10)
(4) Bristol; 13 January 1787  (11)
(5) George Smyth  (12)
(6) S[amuel] & I[saac] Biggs  (13)
(7) 21 June (pass 10 June)  (14) 22 October (8 December) 1788

According to its muster roll the vessel left Bristol with 7 crew and enlisted 2 more on 30 August and 6 September. Four of the original crew were lost, the vessel returning direct from Africa with 5 crew.

Sources: E190/1238/4; ADM 7/106; SMV Wharfage books; SMV Muster rolls, 1788–9, no. 58; ParlP, XXIV (1789), 631; Felix Farley, 21, 28 June, 13 September, 25 October 1788; LL, 12 September, 24 October 1788
LOVELY LASS 1788/13

(1) 282 (268, 280) tons; 4 guns  (8) Gold Coast/Anamaboe
(2) 40 (41) outward; 41 at Jamaica  (9) 500 (550)*; 408
(3) French prize  (10) Jamaica
(4) Bristol; 19 April 1788  (11) c. 15 May 1789
(5) John Kennedy (William Jenkins)  (12) 398 (394)
(6) James Jones & Co.  (13) c. 25 June 1789
(7) 27 May (pass 22 April)  (14) 25 August (9 October) 1789

The vessel entered out for Africa and Jamaica. John Kennedy was named master on the pass and at entry out, William Jenkins on the muster roll. According to the latter, the vessel left Bristol with 48 crew and enlisted 6 more, including 5 on 6 February 1789, before the vessel reached Jamaica. It appears to have reached Jamaica with 30 crew, discharging 15 there before enlisting 5 new men on 25 June, giving a crew of 20 for the voyage home. The vessel was reported off Bobbs Island, Cape Palmas, on its outward voyage to Africa. It was also reported to have taken on slaves at St Vincent on account of the Polly, Captain Spellen, which had put into island in distress on its way from Africa to Barbados. These slaves were said to have been sent to Barbados. One account indicates that the Lovely Lass delivered 398 slaves to Jamaica; these included 197 men, 102 women, 52 boys and 47 girls. Another suggests it imported 394 at Jamaica.

Sources: E190/1238/4; ADM 7/106; BT 6/7; SMV Wharfage books; SMV Muster rolls, 1789–90, no. 38; ParlP, XXIV (1789), 631; Felix Farley, 19 April, 15 November 1788, 23 May, 18 July, 29 August 1789; LReg; LL, 14 November 1788, 23 August 1789; Cornwall Chronicle, 30 May 1789

NASSAU 1788/14

(1) 31 tons; no guns  (8)
(2) 7 outward  (9)
(3) British  (10)
(4) Bristol; 19 January 1788  (11)
(5) J — Dunigan (Dongan, Dunnegan)  (12)
(6) S[amuel] & I[saac] Biggs  (13)
(7) 23 January (pass 17 January)  (14) No pass returned

A bilateral trader, the vessel was reported cut off ‘by natives’ at the coast ‘with all her crew’ killed.

Sources: E190/1238/4; ADM 7/106; ParlP, XXIV (1789), 631; Felix Farley, 19 January, 2 February, 10 May, 23 August 1788; LL, 13 May, 19 August 1788
ROYAL CHARLOTTE 1788/15

1) 78 tons; 8 guns  
2) 12 (13) outward  
3) Topsham, United States (British); 1786  
4) Bristol; 19 December 1787  
5) John Goodrich  
7) 7 January (pass 26 November 1787)

Its muster roll shows that the vessel left Bristol with 14 crew and returned direct from Africa with 13, losing one man on 28 October.

Sources: E190/1238/3; ADM 7/106; SMV Wharfage books; SMV Muster rolls, 1788–9, no. 205; ParlP, XXIV (1789), 631; Felix Farley, 12 January, 17 May 1788, 11 April 1789; LReg; LL, 13 May·1788, 7 April 1789

ROYAL CHARLOTTE 1788/16

1) 237 (260) tons; 4 guns  
2) 45 (40) outward  
3) American prize  
4) Bristol; 22 March 1787  
5) Thomas Waugh  
6) James Jones & Co.  
7) 1 May (pass 22 April)

The vessel entered out for Africa and Jamaica. Its muster roll shows that it left Bristol with 40 crew and returned with 31. Of the original crew, 37 appear to have reached St Vincent where 5 were discharged on 16–25 October. One man died on the home run.

Sources: E190/1238/4; ADM 7/106; BT 6/7; SMV Wharfage books; SMV Muster rolls, 1788–9, no. 75; ParlP, XXIV (1789), 631; Felix Farley, 12 April, 3 May, 15 November 1788, 3 January 1789; LReg; LL, 14 November 1788, 9 January 1789
The vessel entered out for Africa and Jamaica. The cost of the vessel's outfit was £5566.5s.10d. This included trade goods valued at £3462.7s.8d. The shareholders in the voyage were James Rogers & Co., one half; Richard Fydell, one quarter; [Sir] James Laroche, one eighth; and Thomas Walker, one eighth. The vessel arrived at Sierra Leone in company with the Fly (1788/5) after a passage of 7 weeks from Bristol. At the coast trade goods were delivered to J[ames] & W[illiam] Cleveland 'as agreed', with a view to receiving 182 slaves in return. Walker also proposed to sail down the coast to other trading places to purchase slaves, his total expected purchase being 240 slaves, including slaves for the Fly. This was revised by May 1789 to 260 or more and then revised again in June to 250, these revised figures including 30 from Bence [Bance] Island. The Fly was dispatched on 29 April with instructions to return for another load, but the Ruby was not expected to sail before mid-September or October 'as Mr Cleveland has got a Dale of Engagements on his Hands before it comes to my [Walker's] Turn'. Parliamentary papers indicate that the vessel eventually sailed with 175 slaves, but Walker suggested on 15 August that, in the event that the Fly failed to return, he would 'have to leave 40 [slaves] behind'. At Jamaica the slaves were sold by Alexander Lindo, his accounts on 7 January 1790 showing the sale of 150 slaves on behalf of James Rogers & Co. and 4 on behalf of Samuel Llewellyn, the latter having being shipped, together with another 13 for James Cleveland, as freight from Africa. The 154 reported as sold included 75 men, 43 women, 12 men boys, and 12 women girls. Figures in Parliamentary papers indicate that the vessel entered Jamaica with 170 slaves from the Gold Coast (sic); these included 89 men, 54 women, 17 boys, and 10 girls. The sale of the 150 slaves on account of James Rogers & Co. grossed £9042.7s.1d. Jamaica currency or £6458.16s.6d. sterling, or an average of £43.1s.2d. sterling per slave. After allowing for freight earnings on 17 slaves at £5 sterling per slave and commission and other charges, net remittances totalled £5331.14s.3d. payable in bills on Lindo, Aquilar & Dias of London at 12, 18 and 24 months sight. With inset charges at Bristol of £301.16s.6d., it appears that net returns were £5029.17s.9d. The owners seem therefore to have sustained a loss of over £546 on the voyage.

Sources: E190/1238/4; ADM 7/106; C 107/13–14; ParlP, XXIV (1789), 631; Felix Farley, 11 October, 22 November 1788, 11 April 1789, 16 January, 6 March 1790; LReg; LL, 7 April 1789, 15 January, 2, 5 March 1790; Cornwall Chronicle, 5 December 1789
SAUCY JACK 1788/18

(1) 15 (25) tons; 2 guns (8)  
(2) 6 (7) outward (9)  
(3) British (10)  
(4) Bristol; 19 January 1788 (11)  
(5) John Fitzhenry (John Hodgson) (12)  
(6) Patrick Fitzhenry (13)  
(7) 28 January (pass 8 January) (14) No pass returned  

The vessel was described as a tender to a vessel fitting out in France for the bounty and bound for the Gold Coast. According to its muster roll it left Bristol with 6 crew. John Fitzhenry left the vessel at Plymouth, and it continued on its voyage under John Hodgson. It was later reported at Honfleur. The remaining 5 crew were paid off after two months service. It is possible that the vessel was renamed Le Lion and served as tender to La Bonne Sophie on the latter's voyage in 1788 from Honfleur to Isle de Los. The tender traded 30 slaves at the coast before it was condemned at Isle de Los, its crew and slaves being shipped by its partner vessel.

Sources: E190/1238/4; ADM 7/106; BT 6/7; SMV Muster rolls, 1789–90, no. 228; ParlIP, XXIV (1789), 631; Felix Farley, 2, 23 February 1788; LL, 19 February 1788; Jean Mettas, Répertoire des Expéditions Négrières Françaises au XVIII Siècle, 2 volumes, ed. Serge and Michele Daget, Paris, 1978–84, II, p. 205

THOMAS 1788/19

(1) 174 (200) tons; 4 guns (8) Calabar  
(2) 36 outward; 28 at St Vincent (9)  
(3) Liverpool (10) St Vincent  
(4) Bristol; 6 June 1787 (11) c. 28 February 1789  
(5) Thomas Phillips (12) 349  
(6) James Jones & Co. (13) c. 24 March 1789  
(7) 8 July (pass 1 July) (14) 18 (13) May (14 July) 1789  

The vessel was entered out for Africa and Jamaica. It arrived at Cape Coast Castle on 29 August and sailed on 31 August for Calabar. According to its muster roll, it left Bristol with 36 crew and returned with 25. It was reported to have passed Anamaboe in Africa and appears to have reached St Vincent with 27 of its original crew, discharging 3 at the island between 28 February and 24 March. One new man enlisted on 24 March.

Sources: E190/1238/4; ADM 7/106; T 70/1558; SMV Wharfage books; SMV Muster rolls, 1788–9, no. 185; ParlIP, XXIV (1789), 631; Felix Farley, 14 June, 12 July 1788, 17 January, 2, 16 May 1789; LL, 11 July 1788, 28 April, 15 May 1789
<table>
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<th>Vessel</th>
<th>Details</th>
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<tr>
<td><strong>ACTIVE 1789/1</strong></td>
<td>(1) 174 (159) tons; 2 guns (2) 35 outward; 25 at St Vincent (3) Philadelphia (prize); 1777 (4) Thomas Williams (5) 8 October (pass 18 September)</td>
</tr>
<tr>
<td></td>
<td>(8) Sierra Leone/Gold Coast (9) 290* (10) St Vincent (11) c. 3 November 1790 (12) 284 (280) (13)</td>
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<td></td>
<td>(14) 30 December 1790 (18 January 1791)</td>
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<td></td>
<td>The vessel was entered out for Africa and Jamaica. John Anderson was its sole owner. According to its muster roll, it left Bristol with 29 crew and enlisted 4 more at the African coast between 1 June and 1 September. It was at Sierra Leone in December 1789 and at Anamaboe, Accra and Dixcove on the Gold Coast between February and August 1790, supplying tobacco to the <em>African Queen</em> (1790/1) at Anamaboe on 24 July 1790. It arrived at Cape Coast Castle on 1 March 1790. One man enlisted from the <em>Hector</em> (1790/14) at Accra on 19 July 1790 to serve as mate. The vessel was reported spoken with on 19 September off St Thomas in West Africa bound for the West Indies. It appears to have reached St Vincent with 21 crew, discharging 2 there on 3–7 November 1790. One man died on the home run, the vessel returning to Bristol with 18 crew. Baillie, Bannatyne &amp; Co. reported on 5 December 1790 selling 280 Gold Coast slaves from the vessel at an average price of £47. 0s. 8d.</td>
</tr>
<tr>
<td><strong>Sources:</strong></td>
<td>E190/1239/4; ADM 7/108; T 64/286; C 107/9; T 70/1562; SMV Muster rolls, 1790–1, no. 82; ParlP, XXXV (1792), 766–8; <em>African Queen</em>, LOG/M/64, National Maritime Museum, Greenwich; Felix Farley, 12 September, 17 October 1789, 20 March, 11, 18 December 1790, 1 January 1791; LReg; LL, 19 March, 17, 31 December 1790</td>
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<tr>
<td><strong>ALERT 1789/2</strong></td>
<td>(1) 177 tons; no guns (2) 27 outward; 24 at Jamaica (3) French prize (Nantes) (4) Charles Thomson (John George) (5) 16 July (pass 29 June)</td>
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<td>(8) Cape Coast (9) 295*; 330 (10) Jamaica (11) c. 18 June 1790 (12) 281 (13) c. 25 July 1790 (14) 10 September (16 October) 1790</td>
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<td></td>
<td>The vessel was entered out for Africa and Jamaica. John Anderson was its sole owner. It arrived at Cape Coast Castle on 4 October 1789 and sailed from the same for the West Indies on 4 April 1790. According to its muster roll, it left Bristol with 26 crew and returned with 16. Of the original crew, 24 appear to have reached Jamaica where 12 were discharged between 18 June and 21 July 1790. Four new men enlisted on 25 July. Charles Thomson died on 5 December 1789.</td>
</tr>
<tr>
<td><strong>Sources:</strong></td>
<td>E190/1239/4; ADM 7/108; T 64/286; T 70/1561–2; SMV Muster rolls, 1790–1, no. 1; ParlP, XXXV (1792), 766–8; Felix Farley, 27 June, 25 July 1789, 9 January, 17 July, 18 September 1790; LReg; LL, 16 July, 14 September 1790</td>
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ALFRED 1789/3

(1) 199 tons; no guns  (8) Bonny
(2) 30 outward; 27 at Grenada  (9) 331*
(3) New England; 1755  (10) Grenada
(4)  (11) c. 27 October 1789
(5) Benjamin Howard  (12) 140
(6) James Jones & Co.  (13)
(7) 5 March (pass 22 January)  (14) 12 December 1789 (15 January 1790)

The vessel entered out for Africa and Jamaica. Its other owners were Thomas Deane, Richard Stratton, Thomas Rigge, and Edward Watkins. It arrived at Cape Coast Castle on 13 April and sailed the next day for Bonny. According to its muster roll, it left Bristol with 34 crew and returned with 24. Of the original crew, 26 appear to have reached Grenada where 2 were discharged on 27 October and 1 November. The slaves imported at Grenada comprised 90 men, 30 women, 4 boys and 16 girls.

Sources: E190/1239/4; ADM 7/106; T 64/286; T 70/1559; SMV Muster rolls, 1789–90, no. 151; ParlP, XXXV (1792), 766–8; Felix Farley, 24 January, 7 March, 4 July, 21 November, 19 December 1789; LReg; LL, 7 July, 20 November 1789

BESS 1789/4

(1) 63 tons; 4 guns  (8) Cape Coast/Gabon
(2) 10 outward  (9)
(3) British plantation (Bermuda)  (10)
(4)  (11)
(5) Joseph Holman  (12)
(6) Samuel Biggs  (13)
(7) 28 February (pass 23 January)  (14) 24 April (15 July) 1790

Samuel Biggs was the sole owner of the vessel. According to its muster roll, it left Bristol with 9 crew and returned direct from Africa with 7. Six of the original crew died at the coast between 24 June and 15 October, while 5 new men enlisted there between 19 December and 12 January. The vessel was reported to have sailed from Gabon on 1 July and to have been at Cape Coast on 24 September 1790. It was later reported to have been at Gambia. One man was discharged on the home run, perhaps at the Dingle where the vessel was reported to have called on its homeward voyage. On its return the vessel was advertised for sale, being described as a schooner, Bermuda built, 63 tons measure, new sheathed with copper, and suitable for employment as a privateer or a Guinea tender.

Sources: E190/1239/4; ADM 7/106; T 64/286; C 107/12; SMV Muster rolls, 1789–90, no. 194; Felix Farley, 24 January, 7 March, 27 June 1789, 20 March, 1, 15 May 1790; LL, 26 June 1789, 23 February 1790
BROTHERS 1789/5

(1) 105 tons; 8 guns  (8) Isaac Biggs was the other owner of the vessel. According to its muster roll, it left Bristol with 15 crew and returned direct from Africa with 14. Three of the original crew died at the coast between 10 November and 24 February while 2 new men enlisted in Africa on 10 November and 12 February. On its return the vessel was advertised for sale, being described as 'late from Africa', coppered, 105 tons measure, and suitable for employment as a cruiser.

Sources: E190/1239/4; ADM 7/108; T 64/286; SMV Muster rolls, 1789–90, no. 193; Felix Farley, 7 February, 28 March, 18 July 1789, 1, 15 May, 17 July 1790; LL, 21 July 1789

BROTHERS 1789/6

(1) 201 tons; 6 guns  (8) New Calabar
(2) 35 outward; 21 at St Vincent  (9) 335*
(3) Dutch (American) prize; 1772  (10) St Vincent
(4)  (11) c. 1 February 1790
(5) David Williams  (12) 310
(6) James Jones & Co.  (13) c. 22 March 1790
(7) 22 July (pass 16 June)  (14) 7 May (30 June) 1790

The vessel entered out for Africa and Jamaica. Thomas Rigge was its other owner. It arrived at Cape Coast Castle on 5 September 1789. According to its muster roll, it left Bristol with 34 crew and returned with 21. One new man enlisted at the African coast on 5 October. The vessel appears to have reached St Vincent with 24 crew, discharging 11 there between 1 February and 24 March. Eight new men enlisted between 1 February and 22 March.

Sources: E190/1239/4; ADM 7/108; T 64/286; T 70/1559; SMV Muster rolls, 1789–90, no. 155; ParlP, XXXV (1792), 766–8; Felix Farley, 13 June, 25 July 1789, 20 February, 17 April, 15 May 1790; LReg; LL, 19 February, 9 April 1790
CLEVELAND

1789/7

(1) 36 (40) tons; no guns  (8) Anamaboe
(2) 8 outward  (9)
(3) British plantation  (10)
(4)  (11)
(5) Robert Martin  (12)
(6) Samuel Biggs  (13)
(7) 24 March (pass 20 February)  (14) 30 July (16 October) 1790

Isaac Biggs was the other owner of the vessel. According to its muster roll, it left Bristol with 10 crew and returned direct from Africa with 8. Three of its original crew were discharged at the African coast, including 2 at Anamaboe on 12–16 December, while one new man enlisted, also at Anamaboe, on 18 December. The vessel was advertised for sale at 40 tons on its return home.

Sources: E190/1239/4; ADM 7/108; T 64/286; SMV Muster rolls, 1789–90, no. 218; Felix Farley, 21 February, 7 March, 30 May 1789, 31 July, 7 August 1790; LL, 29 May 1789

CORNWALL

1789/8

(1) 199 tons; no guns  (8)
(2) 10 outward  (9)
(3) British  (10)
(4)  (11)
(5) P— Wintle  (12)
(6) Samuel Biggs  (13)
(7) 7 March (pass 3 February)  (14) No pass returned

William Joyner was named as the other owner of the vessel which entered out for Africa and Honduras. It was reported burnt and lost on the African coast.

Sources: E190/1239/4; ADM 7/106; T 64/286; Felix Farley, 31 January, 28 March, 27 June, 12 September 1789; LL, 23 June 1789
Crescent 1789/9

(1) 164 tons; 2 guns  (8) Isle de Los/Bananoes (Cape Fergus)
(2) 28 outward; 22 at Jamaica  (9) 273*; 270
(3) Liverpool; 1787  (10) Martha Brae, Jamaica
(4)  (11) c. 15 July 1790
(5) William Roper  (12) 263
(6) James Rogers & Co.  (13)
(7) 4 October (pass 18 September)  (14) 12 October (16 October) 1790

The vessel was bought in Liverpool in July 1789 for £1700 payable in 4 month bills on London. It entered out at Bristol for Africa and Jamaica. Sir James Laroche, Richard Fydell, and Thomas Walker were its other owners. Initial investment in the voyage totalled £8876.4s.3d. The vessel reached Cape Sierra Leone on 23 November and traded at Isle de Los and Bananoes, liaising in March 1790 at the latter with the Daniel (1790/8). It was reported in March 1790 that the vessel would leave the coast in mid-May with 270 slaves and 3–4 tons of ivory. Net proceeds from the Crescent’s voyage totalled £11034.16s.7d.; these included £825.5s.6d. from ivory and wax, £4688.10s.9d. from sugar shipped at Jamaica on account of slave sales, and £6324.8s.1Od. in bills at 12 and 24 months sight on the same account. Insurance costs of £803.8s.4d. were charged against the proceeds. The slaves were sold at Jamaica by Francis Grant, the sale being scheduled for 21 July 1790 and the slaves described, mistakenly, as ‘choice Gold Coast’. According to its muster roll the vessel left Bristol with 26 crew and returned with 9. Of the original crew, 23 appear to have reached Jamaica where 14 were discharged between 15 July and 1 August 1790. The vessel was reported to have passed Barbados on its way to Jamaica.

Sources: E190/1239/4; ADM 7/108; T 64/286; C 107/5; C 107/10; C 107/12; C 107/13; SMV Muster rolls, 1790–1, no. 88; ParlP, XXXV (1792), 766–8; Felix Farley, 22 August 1789, 20 March, 28 August, 11 September, 16 October 1790; LReg; LL, 19 March, 7 September 1790; Cornwall Chronicle, 17 July 1790
### ELIZA 1789/10

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<tbody>
<tr>
<td>1</td>
<td>192 tons; 6 guns</td>
<td>(8)</td>
</tr>
<tr>
<td>2</td>
<td>40 outward; 28 at Jamaica</td>
<td>(9)</td>
</tr>
<tr>
<td>3</td>
<td>American prize</td>
<td>(10)</td>
</tr>
<tr>
<td>4</td>
<td></td>
<td>(11)</td>
</tr>
<tr>
<td>5</td>
<td>Richard Bowen (Edward Bullock)</td>
<td>(12)</td>
</tr>
<tr>
<td>6</td>
<td>Thomas Jones</td>
<td>(13)</td>
</tr>
<tr>
<td>7</td>
<td>4 March (pass 20 January)</td>
<td>(14)</td>
</tr>
</tbody>
</table>

Charles Harford and Thomas Rigge were other owners of the vessel which entered out for Africa and Jamaica. According to its muster roll, it left Bristol with 35 crew and arrived at St Vincent with 31, discharging 2 there on 19 July. A further 16 were discharged at Jamaica between 29 July and 14 September. Seven new men enlisted at Jamaica on 16 September, giving the vessel a crew of 20 for the voyage home. One man drowned on the home run. The slaves delivered to Jamaica included 85 men, 82 women, 17 boys and 26 girls. Seventy-three were reported to have died in the crossing from Africa. Another report suggests that the vessel imported at Jamaica 180 slaves who had had smallpox. At Jamaica the slaves were consigned to John Taylor for sale.

**Sources:** E190/1239/4; ADM 7/108; T 64/286; SMV Muster rolls, 1789–90, no. 52; ParlP, XXXV (1792), 766–8; Felix Farley, 29 November 1788, 7 March, 12 September, 3 October, 7 November 1789; LReg; Cornwall Chronicle, 8 August 1789

### JAMES 1789/11

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<tbody>
<tr>
<td>1</td>
<td>106 tons; 4 guns</td>
<td>(8)</td>
</tr>
<tr>
<td>2</td>
<td>18 outward</td>
<td>(9)</td>
</tr>
<tr>
<td>3</td>
<td>American prize</td>
<td>(10)</td>
</tr>
<tr>
<td>4</td>
<td></td>
<td>(11)</td>
</tr>
<tr>
<td>5</td>
<td>Matthew Morley</td>
<td>(12)</td>
</tr>
<tr>
<td>6</td>
<td>James Jones &amp; Co.</td>
<td>(13)</td>
</tr>
<tr>
<td>7</td>
<td>8 October (pass 3 September)</td>
<td>(14)</td>
</tr>
</tbody>
</table>

Thomas Rigge was the other owner of the vessel which was entered out for Africa and Jamaica. According to its muster roll, the vessel left Bristol with 31 crew and enrolled 2 more at the African coast on 19 April 1790. It appears to have reached Jamaica with 28 crew, discharging 4 there on 8–26 June 1790. From Jamaica it appears to have returned to Africa whence it sailed back to Jamaica, arriving there with 14 crew c. 1 February 1791, having reportedly passed Martha Brae on 14 January, dismayed, bound for St Lucea, Jamaica. Four crew were discharged at Jamaica on 20–29 February, while 3 new men enlisted on 1–29 February. The vessel returned to Bristol with 13 crew. On its second voyage it was said to have taken off 176 slaves and to have arrived at Jamaica with 159 from the Windward Coast, the slaves being consigned to Messrs. Malcolm & Barton.

**Sources:** E190/1239/4; ADM 7/108; T 64/286; SMV Muster rolls, 1791–2, no. 32; ParlP, XXXV (1792), 767–8; Felix Farley, 5 September 1789, 20 March 1790, 21 March, 21 May 1791; LReg; LL, 19 March 1790; Cornwall Chronicle, 22 January 1791
JENNY  1789/12

(1) 49 tons; no guns  (8)  
(2) 10 outward  (9)  
(3) British  (10)  
(4)  
(5) David Prosser  (12)  
(6) Sidenham Teast & son  (13)  
(7) 3 July (pass 18 June)  (14)  

Sidenham Teast sr and jr were named as owners of the vessel. According to its muster roll, it left Bristol with 10 crew and returned direct from Africa with the same.

Sources: E190/1239/4; ADM 7/108; T 64/286; SMV Muster rolls, 1792–3, no. 239; Felix Farley, 20 June, 11 July, 24 October 1789, 20 March 1790; LL, 23 October 1789

KING GEORGE  1789/13

(1) 294 tons; 2 guns  (8) Bonny  
(2) 40 outward  (9) 428*  
(3) French prize; 1775  (10) Grenada  
(4)  
(5) Alexander Robe  (12)  
(6) James Jones & Co.  (13)  
(7) 5 July (pass 25 May)  (14) c. 25 February (13 April) 1790  

Gavin Allanson and Thomas Rigge were other owners of the vessel which entered out for Africa and Jamaica. It passed Cape Coast Castle on 24 August 1789, bound for Bonny. According to its muster roll, it left Bristol with 37 crew and enlisted 2 more at Bonny on 15 September and 13 December. It appears to have reached Grenada with 36 crew, discharging 7 there on 18–19 January and enlisting one new man on 18 January. It returned to Bristol with 30 crew.

Sources: E190/1239/4; ADM 7/108; T 64/286; SMV Muster rolls, 1789–90, no. 191; ParlP, XXXV (1792), 767–8; Felix Farley, 23 May, 11 July, 26 December 1789, 27 February 1790

LION  1789/14

(1) 12 tons; no guns  (8)  
(2) 9 outward  (9)  
(3) Irish  (10)  
(4)  
(5) — Roxburgh  (12)  
(6) Sidenham Teast sr & jr  (13)  
(7) c. 28 March (pass 19 March)  (14) No pass returned  

A direct trader, the vessel was reported sold at the African coast.

Sources: ADM 7/108; T 64/286; Felix Farley, 28 March 1789
LOVELY LASS  1789/15

(1)  282 tons; 4 guns  (8)  Tantumquerry/Anamaboe
(2)  36 outward; 43 at St Vincent  (9)  416*; 377 (380, 350)
(3)  French prize  (10)  Jamaica/St Vincent
(4)  (11)  c. 6/13 April 1791
(5)  Richard Rogers (Thomas Grimes)(12)  368 at St Vincent
(6)  James Jones & Co.  (13)
(7)  21 November (pass 9 October)  (14)  19 May (17 July) 1791

James Jones was named as the only owner of the vessel which entered out for Africa and Jamaica. According to its muster roll, the vessel left Bristol with 42 crew and enlisted 6 more at the African coast between 15 January and 19 October 1790. The latter included one from the Alfred (1790/3). It appears to have reached Jamaica with 34 crew, discharging 9 there and at St Vincent on 6–13 April 1791. The vessel returned to Bristol with 25 crew. It arrived on 25 January 1790 at Cape Coast Castle and sailed on 15 February 1791 with 350 slaves, according to one report, and 380, according to another. A third report suggests it shipped 377 slaves, including 199 men, 142 women, 19 boys, and 17 girls. Those arriving in St Vincent included 191 men, 139 women, 18 boys, and 17 girls. Three infant girls are also mentioned as arriving at the island. Richard Rogers was named as master on the pass and at the time of loading in Bristol but Thomas Grimes was named master on the muster roll.

Sources:  E190/1239/4; ADM 7/108; T 64/286; T 70/1562–3; T 70/1564, part 1; SMV Muster rolls, 1791–2, no. 60; ParlP, XXXV (1792), 766–8; ParlP XLII (1795–6), 849; HLSP, III (1798–9), 25 June 1799; Felix Farley, 10 October, 28 November 1789, 5 June 1790, 21 May 1791; LReg; LL, 4 June 1790, 20 May 1791

LYON  1789/16

(1)  (8)  Gambia
(2)  (9)
(3)  (10)
(4)  (11)
(5)  — Rogers  (12)
(6)  (13)
(7)  c. 1 August  (14)

Sources:  Felix Farley, 1 August 1789, 27 February 1790; LL, 23 February 1790
### MARY 1789/17

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<tbody>
<tr>
<td>(1)</td>
<td>101 tons; 4 guns</td>
<td>(8) Anamaboe</td>
</tr>
<tr>
<td>(2)</td>
<td>20 outward; 15 at Jamaica</td>
<td>(9) 168*</td>
</tr>
<tr>
<td>(3)</td>
<td>American prize (Halifax)</td>
<td>(10) Kingston, Jamaica</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11) c. 19 June 1790</td>
</tr>
<tr>
<td>(5)</td>
<td>John Langley (Edward Mentor)</td>
<td>(12) 168</td>
</tr>
<tr>
<td>(6)</td>
<td>James Jones &amp; Co.</td>
<td>(13) c. 28 July 1790</td>
</tr>
<tr>
<td>(7)</td>
<td>15 June (pass 12 May)</td>
<td>(14) 23 December 1790 (18 January 1791)</td>
</tr>
</tbody>
</table>

James Jones was named as the only owner of the vessel which was entered out for Africa and JamaicA. It arrived at Cape Coast Castle on 5 September 1789. Its muster roll shows that it left Bristol with 12 crew and enlisted one more at Anamaboe on 28 October 1789. It appears to have reached Jamaica with 12 crew, discharging 10 there on 28 June and enlisting 15 new crew between 22 June and 28 July. One further man enlisted at sea on 9 August and the vessel returned via Africa to Bristol with 12 crew, having lost 6 crew on its home run, including one man discharged at Anamaboe on 26 October. John Langley was named master on the pass, Edward Mentor on the muster roll.

**Sources:** E190/1239/4; ADM 7/108; T 64/286; T 70/1559; SMV Muster rolls, 1790–1, no. 74; ParlP, XXXV (1792), 766–8; Felix Farley, 16 May, 20, 27 June, 24 October 1789, 25 December 1790; LReg; LL, 23 October 1789, 24 December 1790; Cornwall Chronicle, 19 June 1790

### MARY 1789/18

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<tbody>
<tr>
<td>(1)</td>
<td>41 (45) tons; no guns</td>
<td>(8)</td>
</tr>
<tr>
<td>(2)</td>
<td>7 outward and at Jamaica</td>
<td>(9) 68*</td>
</tr>
<tr>
<td>(3)</td>
<td>British</td>
<td>(10) Barbados/Port Royal, Jamaica</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11) c. 8 June 1790 at Jamaica</td>
</tr>
<tr>
<td>(5)</td>
<td>William Delatour</td>
<td>(12) 66</td>
</tr>
<tr>
<td>(6)</td>
<td>James Jones</td>
<td>(13) c. 26 June 1790</td>
</tr>
<tr>
<td>(7)</td>
<td>8 October (pass 29 September)</td>
<td>(14) 23 August (16 October) 1790</td>
</tr>
</tbody>
</table>

James Jones was the only owner of the vessel which entered out for Africa and Jamaica. According to its muster roll, it left Bristol with 7 crew and returned with 7. All the original crew reached Jamaica where 4 were discharged on 8–26 June and 4 new men enlisted on 23 June.

**Sources:** E190/1289/4; ADM 7/108; T 64/286; SMV Muster rolls, 1790–1, no. 66; ParlP, XXXV (1792), 766–8; Felix Farley, 3 October 1789, 20 March, 17 July, 28 August 1790; LReg; LL, 19 March, 13 July 1790; Cornwall Chronicle, 19 June 1790
### NIMBLE 1789/19

<table>
<thead>
<tr>
<th>(1)</th>
<th>8 tons</th>
<th>(8)</th>
<th>Calabar</th>
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<tbody>
<tr>
<td>(2)</td>
<td></td>
<td></td>
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<tr>
<td>(3)</td>
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<td></td>
<td></td>
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<tr>
<td>(4)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(5)</td>
<td>William Goodrich (— Westcomb)</td>
<td>(11)</td>
<td></td>
</tr>
<tr>
<td>(6)</td>
<td>James Rogers &amp; Co.</td>
<td>(14)</td>
<td></td>
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<tr>
<td>(7)</td>
<td>c. 19 September</td>
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The vessel was tender to the *Sarah* (1789/23). It carried 5 crew on its way to the coast, all of them included in the *Sarah*'s muster roll. Its other owners were Sir James Laroche, John Goodrich, Richard Fydell, Richard Blake, and John Powell jr. The cost of the vessel and its outfit was £142.15s.2d.; this included £84 for the cost of the vessel. One report suggests the vessel was lost at the African coast, but it appears to have been sold at Old Calabar for £130.

**Sources:** T 64/286; C 107/5–6; Felix Farley, 5 September 1789, 20 March 1790; LL, 19 March 1790

### QUEEN CHARLOTTE 1789/20

<table>
<thead>
<tr>
<th>(1)</th>
<th>46 (44) tons; 4 guns</th>
<th>(8)</th>
<th>Anamaboe</th>
</tr>
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<tbody>
<tr>
<td>(2)</td>
<td>8 outward</td>
<td>(9)</td>
<td>77*</td>
</tr>
<tr>
<td>(3)</td>
<td>Irish</td>
<td>(10)</td>
<td>St Vincent/Jamaica</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11)</td>
<td>c. 18 December 1790 at Jamaica</td>
</tr>
<tr>
<td>(5)</td>
<td>William Newton</td>
<td>(12)</td>
<td>74</td>
</tr>
<tr>
<td>(6)</td>
<td>James Jones</td>
<td>(13)</td>
<td>c. 26 January 1791</td>
</tr>
<tr>
<td>(7)</td>
<td>21 November (pass 10 November)</td>
<td>(14)</td>
<td>28 April (17 July) 1791</td>
</tr>
</tbody>
</table>

James Jones was the sole owner of the vessel. According to its muster roll, it left Bristol with only one man on board, but enlisted 3 crew at Anamaboe on 7 April 1790 and 2 more on 29 August at the same place. All the crew enrolled in Africa were discharged at Jamaica, 7 new men being enlisted there on 16–26 January 1791. The vessel returned home with 8 crew. On its return it was advertised for sale at 94 tons and coppered.

**Sources:** ADM 7/108; T 64/286; SMV Muster rolls, 1791–2, no. 171; Felix Farley, 14, 28 November 1789, 5 June 1790, 15 January, 19 February, 30 April, 14 May 1791; LReg; LL, 11 January 1791; Cornwall Chronicle, 18 December 1790
ROYAL CHARLOTTE 1789/21

(1) 260 (261) tons; 4 guns  (8) Bonny
(2) 36 outward; 40 at Jamaica  (9) 394*; 295 (395, 351)
(3) American prize  (10) Kingston, Jamaica
(4) 260  (11) c. 19 December 1789
(5) Thomas Waugh  (12) 260 (316, 360)
(6) James Jones & Co.  (13) c. 15 February 1790
(7) 23 May (pass 7 May)  (14) 25 April (15 July) 1790

Thomas Rigge was the other owner of the vessel which entered out for Africa and Jamaica. It arrived at Cape Coast Castle from Bristol on 5 July 1789. Its muster roll shows that it left Bristol with 39 crew and enlisted one more on 4 July. All 40 crew reached Jamaica where 26 were discharged between 19 December and 27 January. Eight new crew enlisted on 11–15 February, giving the vessel 22 crew for its voyage home. There are conflicting reports on the numbers of slaves shipped in Africa, but there is agreement that the vessel lost 35 slaves in the Atlantic crossing. One report suggests that 360 slaves were delivered to Jamaica, another that the vessel reached the island with 260. Both figures are suspect, however, for a breakdown of imports reveals that the vessel imported 116 men, 140 women, 25 boys, and 35 girls, a total of 316 slaves. On its return home the vessel was advertised for sale at 260 tons and coppered.

Sources: E190/1239/4; ADM 7/108; T 64/286; T 70/1559; SMV Muster rolls, 1789–90, no. 190; ParlP, XXXV (1792), 766–8; ParlP, XLII (1795–6), 849; Felix Farley, 18 April, 30 May, 24 October 1789, 20 February, 1, 15 May 1790; LReg; LL, 16 February 1790; 19 December 1789, John Taylor to Simon Taylor, Simon Taylor Archive XIV. A. 47, Institute of Commonwealth Studies, London.

ST ANDREW 1789/22

(1) 46 tons; 6 guns  (8) Senegal/Anamaboe
(2) 12 outward  (9)
(3) British  (10)
(4)  (11)
(5) Joseph Williams  (12)
(6) Sidenham Teast & son  (13)
(7) 3 March (pass 20 February)  (14) 15 August (16 October) 1790

The owners of the vessel were Sidenham Teast sr and jr. Its muster roll shows that it left Bristol with 12 crew and that, as a trader for wood and ivory, it returned direct from Africa with 11 crew. It was first reported at the coast of Senegal and then later said to be well at Anamaboe on 25 February 1790.

Sources: E190/1239/4; ADM 7/108; T 64/286; SMV Muster rolls, 1792–3, no. 50; Felix Farley, 7 February, 7 March, 13 June 1789, 21 August 1790; LL, 9 June 1789, 4 June, 17 August 1790
SARAH 1789/23

| (1) | 154 (140) tons; 4 guns | (8) | Cameroon (Bembia) |
| (2) | 25 outward; 22 at Jamaica | (9) | 257*; 256 (222) |
| (3) | Newfoundland; 1788 | (10) | Barbados/Jamaica |
| (4) | John Goodrich | (11) | 16 August/c. 3 September 1790 |
| (5) | James Rogers & Co. | (12) | 143 (142, 141) |
| (6) | & Co. | (13) | c. 13 September 1790 |
| (7) | 21 September (pass 18 August) | (14) | 2 November (18 December) 1790 |

The vessel entered out for Africa and Jamaica and sailed to Africa in the company of the Nimble (1789/19). Its other owners were Sir James Laroche, John Goodrich, Richard Fydell, Richard Blake, and John Purnell jr. Laroche and Blake each held one-eighth shares in the voyage. Initial investment in the voyage totalled £6134.19s.6d. Its muster roll shows that it left Bristol with 27 crew and arrived home with 16. Of the original crew, 21 appear to have reached Jamaica where 5 were discharged on 3–7 September. Three new men enlisted on 13 September. Three died on the run home. The vessel arrived at Grand Bassa on the Windward Coast about 7 December and after ‘a Most tedious passage of 56 days’, and reached its principal trading location at Bembia and the river Cameroon around 18 December. Its trade book shows that it purchased 256 slaves at the coast. These included 19 men, 12 women, 5 boys, and 5 girls bought at Bembia; 110 men, 46 women, 5 boys, and 7 girls bought at Cameroon, some of them supplied by the Nimble; and 22 men, 20 women, and 5 girls bought from William Blake, master of the Pearl (1790/23) at Old Calabar. Its total purchase included, therefore, 151 men, 78 women, 10 boys, and 17 girls. Some slaves may have died at the coast, for the vessel was said to have reached Barbados with only 142 slaves, having reportedly lost 80 in the crossing with ‘the flux and fever’. It was recorded as importing 143 slaves at Jamaica, but the agent who sold them, John Fowler, noted that 141 were sold. Net proceeds from the sale totalled £5174.13s.7d. payable in bills at 12, 18, and 24 months on Walter Jacks of Bristol. To these were added £377.4s.5d. as proceeds from ivory; £130 from the Nimble, sold at Old Calabar to William Blake, master of the Pearl; and £30 from salt, also sold to the Pearl. Allowing for inset charges at Bristol of £845.11s.7d., net proceeds from the voyage totalled £4866.6s.5d.

Sources: E190/1239/4; ADM 7/108; T 64/286; C 107/5–6; C 107/9; C 107/12–13; SMV Muster rolls, 1790–1, no. 113; ParlP, XXXV (1792), 766–8; Felix Farley, 11 July, 26 September 1789, 20 March, 16 October, 6 November 1790; LReg; LL, 19 March, 22 October, 5 November 1790
SIDENHAM 1789/24

(1) 158 (8) (2) 1789/24 (3) 16 April (4) (5) S— Kensley (6) SYDENHAM 1789/25 (7) The vessel took on goods for Africa, but there is no record that it sailed to Africa at this time.

Sources: E190/1239/4

SYDENHAM 1789/25

(1) 151 (155) tons; 4 guns (8) (2) 18 outward (9) (3) British (10) (4) (11) (5) Thomas Oswald (12) (6) Sidenham Teast & son (13) (7) 27 November (pass 26 November) (14) 5 June (15 July) 1790 The owners of the vessel were Sidenham Teast sr and jr. It returned direct from Africa to Bristol with wood and other goods.

Sources: E190/1239/4; ADM 7/108; T 64/286; Felix Farley, 28 November 1789, 5 June 1790

THOMAS 1789/26

(1) 198 tons; no guns (8) Anamaboe/Calabar (Bonny) (2) 36 outward; 10 at Jamaica (9) 330* (3) Liverpool (10) St Vincent/Jamaica (4) (11) c. 25 May/c. 18 June 1790 (5) Thomas Phillips (John Smith) (12) 305 at Jamaica (6) James Jones & Co. (13) c. 13 July 1790 (7) 28 October (pass 29 September) (14) 30 August (16 October) 1790 The vessel’s other owners were John Watkins, Edward Watkins, and Thomas Rigge. It entered out for Africa and Jamaica. Its muster roll shows that it left Bristol with 33 crew and took on 3 more at Anamaboe on 5 January 1790 after 6 crew mutinied and were put on board the Pomona on 1 January. Two more crew were charged with mutiny at Jamaica. The vessel passed Cape Coast Castle on 31 December 1789 bound for Bonny. There are reports that the vessel called at Barbados, but it evidently reached St Vincent with 21 crew, discharging 2 there on 25–29 May. One other man died at sea before the vessel reached Jamaica with 18 crew on board. Two more were discharged there on 18 June while 2 new men enlisted on 13 July before the vessel sailed home. One man died on the home run. John Smith was named as master on the muster roll, Thomas Phillips in other sources.

Sources: E190/1239/4; ADM 7/108; T 64/286; T 70/1561; SMV Muster rolls, 1790–1, no. 97; ParlP, XXXV (1792), 766–8; Felix Farley, 3, 31 October, 7 November 1789, 1 May, 19 June, 17 July 1790; LReg; LL, 30 April, 13 July, 7 September 1790
Thomas Jones was the sole owner of the vessel which entered out for Africa and Jamaica. Its muster roll shows that it left Bristol with 36 crew, all of whom reached Barbados where one man was discharged on 22 July. Of the 35 crew that reached Jamaica, 26 were discharged between 1 August and 7 October. Two new men enlisted on 7 October, giving the vessel a crew of 11 for its run home. Reports suggest the vessel lost 79 slaves in the Atlantic crossing. Those delivered to Jamaica included 76 men, 65 women, 5 boys, and 12 girls.

Sources: E190/1239/4; ADM 7/108; T 64/286; SMV Muster rolls, 1789–90, no. 83; ParIP, XXXV (1792), 766–8; ParIP, XLII (1795–6), 849; Felix Farley, 17 January, 28 March, 12 September, 3 October, 12 December 1789; LReg; LL, 2 October 1789

Sidenham Teast sr and jr were co-owners of the vessel. Its logbook shows that the vessel left Bristol in company with the *Brothers* (1790/6) and traded along the Windward Coast and Gold Coast as far as Anamaboe for produce. It finally left the coast at Bananoes on 20 October, reaching Bristol in early December. The muster roll shows that it left Bristol with 18 crew and returned direct from Africa with 16, 2 having died at the coast. On its return it was advertised for sale, being described as ‘adapted’ for the African trade or southern whale fishery.

Sources: Bristol Presentments; ADM 7/108; T 64/286; SMV Muster rolls, 1790–1, no. 234; *African Queen*, LOG/M/64, National Maritime Museum, Greenwich; Felix Farley, 16 January, 27 February, 17 July, 4 December 1790, 1 January 1791
### ALBION 1790/2

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<th>Description</th>
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<tbody>
<tr>
<td>(1)</td>
<td>164 (158) tons; 4 guns</td>
<td>Isle de Los</td>
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<tr>
<td>(2)</td>
<td>28 outward; 24 at St Vincent</td>
<td>264*; 262</td>
</tr>
<tr>
<td>(3)</td>
<td>Liverpool; 1783</td>
<td>St Vincent</td>
</tr>
<tr>
<td>(4)</td>
<td>John Robinson Wade</td>
<td>c. 22 June 1791</td>
</tr>
<tr>
<td>(5)</td>
<td>James Jones</td>
<td>250</td>
</tr>
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<td>(6)</td>
<td></td>
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<tr>
<td>(7)</td>
<td>14 April (pass 25 March)</td>
<td>14 August (18 October) 1791</td>
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</table>

James Jones was sole owner of the vessel which was bought in Liverpool in January 1790 and sailed thence to Bristol under the command of Wade before being entered out for Africa and Jamaica at Bristol. Its complement of slaves was reported as 264. Its muster roll shows that the vessel left Bristol with 28 crew and returned with 19. Eight additional crew were enrolled at Isle de Los between 26 September 1790 and 14 April 1791, replacing 8 who died at Gallinas, Cape Montserado and Cape Mount. A slave insurrection seems to have occurred at Cape Mount in January 1791. The vessel had 25 crew on board when it reached St Vincent, where 5 were discharged. One man died on the run home. The slaves shipped in Africa included 160 men (or 'grown males'), 72 women (or 'grown females'), 19 boys (or 'males under 4 feet 4 inches'), and 11 girls (or 'females under 4 feet 4 inches'); 2 of the boys were infants. Nine of the men and 3 of the women died in the Atlantic crossing.

**Sources:** Bristol Presentments; ADM 7/108; T 64/286; C 107/13; SMV Muster rolls, 1791–2, no. 204; ParlP, XXXV (1792), 766–8; ParlP, XLII (1795–6), 849; HLSP, III (1798–9), 25 June 1799; Felix Farley, 20 March, 17 April, 28 August 1790, 30 July, 20 August 1791; LReg; LL, 27 August 1790, 29 July 1791

### ALERT 1790/3

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<tr>
<td>(1)</td>
<td>177 tons</td>
<td>295*</td>
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<td>(2)</td>
<td>French prize (Nantes)</td>
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<td>(3)</td>
<td>Thomas Deane (— Webber)</td>
<td></td>
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<tr>
<td>(4)</td>
<td>John Anderson &amp; Co.</td>
<td></td>
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<td>(5)</td>
<td>29 November</td>
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</tbody>
</table>

John Anderson was sole owner of the vessel which entered out for Africa and Jamaica. It was reported lost in Bude Bay on its way to Africa, its master and other crew all drowned.

**Sources:** Bristol Presentments; T 64/286; ParlP, XXXV (1792), 768; Felix Farley, 23 October, 4, 11 December 1790; LReg; LL, 7 December 1790
**ALFRED**

1790/4

1. 199 tons; no guns
2. 30 outward; 21 at Jamaica
3. British (American); 1755
4. (1) 19 July (pass 22 June)
5. David Williams
7. (19) tons; no guns
8. Gold Coast/Bonny
9. 30 outward; 21 at Jamaica
10. British (American); 1755
11. (4) 19 July (pass 22 June)
12. David Williams
14. (7) 19 July (pass 22 June)
15. c. 21 June 1791
16. c. 24 July 1791
17. (10) Gold Coast/Bonny
18. 331*; 316
19. Black River, Jamaica
20. (7) October (18 October)
21. 1791

The vessel entered out for Africa and Jamaica. Its other owners were Thomas Deane, Richard Stratton, Thomas Rigge, and Edward Watkins. Its muster roll shows that it left Bristol with 27 crew, 4 of whom deserted at Lisbon. Three additional crew were enrolled there on 26–30 August and another 2 at the African coast. One man joined the *Lovely Lass* (1789/15) at the Gold Coast. The vessel arrived at Cape Coast Castle on 15 October 1790, bound for Bonny. It arrived at Jamaica with 22 crew, and enlisted one new man on 24 July, thus returning home with 23 crew. The 316 slaves shipped in Africa included 141 men, 144 women, 10 boys, and 21 girls. Ten men and 9 women died in the Atlantic crossing. A local newspaper report suggests it imported 296 slaves at Jamaica. The slaves were said to be consigned to John Vanheelen for sale.

*Sources:* Bristol Presentments; ADM 71108; T 64/286; SMV Wharfage books; SMV Muster rolls, 1791–2, no. 128; ParIP, XXXV (1792), 766–8; HLSP, III (1798–9), 25 June 1799; Felix Farley, 19 June, 24 July, 25 December 1790, 12 February, 27 August, 8 October 1791; LReg; LL, 24 December 1790, 19 August 1791; Royal Gazette, 21 June 1791

**ANNAMABOE PACKET**

1790/5

1. 8 tons
2. 5 outward
3. John Higgins
4. James Rogers & Co.
5. 30 September
6. Anamaboe
7. (8) Anamaboe
8. (9)
9. (10)
10. (11)
11. (12)
12. (13)
13. (14)

The other owners of the vessel were Sir James Laroche and Richard Fydell. A tender to the *Jupiter* (1790/17), the vessel was reported to have arrived at Cape Mount on 26 November and was expected to be given a cargo of goods ‘suitable for leeward’ and to accompany the *Jupiter* down the coast. One man was reported to have deserted at Anamaboe on 27 February 1791. The vessel was said to have been sold at the coast.

*Sources:* T 64/286; C 107/11–12; Felix Farley, 4, 11 September 1790, 12 March 1791; LL, 8 March 1791
BROTHERS 1790/6

(1) 45 tons; 4 guns (8) 162
(2) 7 outward (9)
(3) British plantation (10)
(4) (11)
(5) Edward Taylor (12)
(6) Sidenham Teast & son (13)
(7) 20 February (pass 14 January) (14) 23 April (17 July) 1791
The vessel's owners were Sidenham Teast sr and jr. It appears to have left Bristol in company with the African Queen (1790/1) and to have traded with the latter at Cape Lahou in late June, Sestra Crue in mid-August, and Sierra Leone and Bananoes in October 1790. Its muster roll shows that the vessel left Bristol with 8 crew and returned direct from Africa with 8. Two of the original crew were left at the coast on 9 September and 6 October; 2 new men enlisted on 7 November.

Sources: Bristol Presentments; ADM 7/108; T 64/286; SMV Muster rolls, 1792–3, no. 19; African Queen, LOG/M/64, National Maritime Museum, Greenwich; Felix Farley, 16 January, 27 February, 12 June 1790, 30 April 1791; LL, 11 June 1790

CAPE COAST PACKET 1790/7

(1) 16 tons (8) Sierra Leone (?)
(2) 6 outward (9)
(3) (10)
(4) (11)
(5) Samuel Llewellin (12)
(6) James Rogers & Co. (13)
(7) c. 2 September (14)
The other owners of the vessel were Sir James Laroche, Richard Fydell, and Thomas Walker. A tender, the vessel included in its outfit the Little Tom, a cutter said to be the 'Ruby's Boat' (1790/27) and ordered by Thomas Walker. The Cape Coast Packet sailed from Lundy on 14 September and put into Scilly on the following day for more ballast as 'she provd. Very Crank and Leacey [leaky] in her upper works'. At Scilly, the crew were employed 'Chincing the sides seames, & Ballisting'. The vessel was reported at Falmouth on 24 September purchasing cork. Together with the master of the St Patrick (1791/31), Samuel Llewellin may have been dismissed at the coast by Thomas Walker. The vessel was sold at the African coast.

Sources: T 64/286; C 107/5; C 107/12; Felix Farley, 4 September 1790; LL, 29 April 1791
The vessel entered out for Africa and Jamaica. Its other owners were Sir James Laroche and Richard Fydell, James Rogers being named purser. Investment in the vessel’s outfit totalled £2819.16s.7d., its cargo of trade goods being charged to the account of the *Pearl* (1790/21). The vessel was reported to have called at St Vincent with 189 slaves but the sale of the slaves was refused by the slave factors, Baillie, Bannatyne & Co., as the price expected for them was too high. Eventually, 188 slaves from the vessel were sold by James Baillie jr & Co. at Grenada for £5610.15s.9d. net, with payment in bills on James Baillie Esq. & Co. at 12, 15, 18 and 21 months. Allowing for inset and other charges, net proceeds from the voyage totalled £4666.1s.8d. According to its muster roll, the vessel left Bristol with 25 crew and returned with 18. It called at Tenerife about 8 February 1790 on its way to Africa, and proceeded thence to St Jagoe, meeting with the *Pearl* there on 20 February. The vessel reached Bananoes on 6 March and went on to Bassau, Baffoo Bay and Cape Mount before proceeding to Calabar with 24 slaves on board. Four crew died when a boat overturned on the bar at Cape Mizerada [Mesurade], Cape Mount, on 23 July, 3 drowning and one dying from wounds inflicted by a shark. The vessel was reported to have arrived at Old Calabar on 27 September with 23 slaves from windward, and after taking on a further 187 slaves from the *Pearl* left the coast. Of the original crew, 20 appear to have reached Barbados, with 8 being discharged there and at Grenada between 7 November and 7 December 1790. Seven new crew enlisted at Grenada between 22 December and 5 January 1791, one absconding before the vessel sailed for home. The slaves imported at Grenada included 97 men, 75 women, 7 boys, and 10 girls.

*Sources:* E190/1239/4; Bristol Presentments; ADM 7/108; T 64/286; C 107/9–10; C 107/12; C 107/13; SMV Muster rolls, 1792–3, no. 181; ParLP, XXXV (1792), 766–8; Felix Farley, 21 November 1789, 23 January, 8 May, 12 June 1790, 29 January, 12 February 1791; LReg; LL, 11 June 1790, 25 January 1791
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<tr>
<td>1)</td>
<td>45 (46) tons; 4 guns</td>
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<td>2)</td>
<td>15 outward; 10 at Jamaica</td>
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<td>3)</td>
<td>Bristol; 1787</td>
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<td>4)</td>
<td>John Seasbrick (Scasbrick)</td>
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<td>5)</td>
<td>James Rogers &amp; Co.</td>
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<td>6)</td>
<td>30 September (pass 8 September)</td>
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**DRAGON 1790/9**

The vessel was entered out for Africa and Jamaica. Its other owners were Sir James Laroche and Richard Fydell. According to its muster roll, it left Bristol with 11 crew and returned with 10. All of its original crew appear to have reached Jamaica where 6 were discharged on 3–7 July 1791. Five new men enlisted on 7 July. The vessel had previously been owned by William Grumley of Tortola, and James Rogers was advised in March 1790 to buy it for £450 if possible, 'As She is as fine a little Vessel as ever Swam'. The vessel entered Bristol in early June 1790. Initial investment in its outfit and cargo totalled £811.18s.4d., of which £240.13s.1d. appears to have constituted trade goods. The vessel was reported to have arrived at Cape Mount on 26 November with the Annamaboe Packet (1790/5) and at Bananoes on 31 December. It then proceeded to Anamaboe, arriving at Cape Coast Castle on 14 February and Anamaboe on about 10 March 1791 with 21 slaves. At the Gold Coast, it traded with the Jupiter (1790/17) and was dispatched from the coast with a reported 79 slaves on 30 April 1791. Another report suggests it left the coast with 44 men and 33 women slaves, while a third suggests it sailed with 81. The vessel reached Barbados on 6 June, and proceeded thence to St Vincent. After touching at the latter on 9 June, it went on to Jamaica, arriving there on 19 June. The slaves were sold by John Sharpe (Tharpe) who reported that 'they have had a dreadful passage, being under water the whole way from the Coast'. Despite this 'destructive circumstance', it appears that all the slaves survived the crossing.

**Sources:** Bristol Presentments; ADM 7/108; T 64/286; T 70/1563; C 107/5–6; C 107/7, part 2; C 107/10; C 107/12–13; SMV Muster rolls, 1791–2, no. 61; ParlP, XXXV (1792), 766–8; HLSP, III (1798–9), 25 June 1799; HLRO, slave trade return, 28 July 1800; Felix Farley, 11 September 1790, 12 March, 30 July, 27 August, 10 September 1791; LReg; LL, 8 March, 29 July, 19 August 1791
ELIZA 1790/10

(1) 192 tons; 6 guns
(2) 30 outward; 27 at Jamaica
(3) American
(4) 
(5) William Engledue
(6) Thomas Jones & Co.
(7) 9 February (pass 18 January)
(8) New Calabar
(9) 320*
(10) Jamaica
(11) c. 28 August 1790
(12) 267
(13)
(14) 11 December 1790 (19 January 1791)

The vessel entered out for Africa and Jamaica. Its other owners were Charles Harford and Thomas Rigge. It was reported to have passed Anamaboe on its way to New Calabar. Its muster roll shows that it left Bristol with 32 crew and returned with 12. Of its original crew, 28 appear to have reached Jamaica, 16 being discharged there between 28 August and 20 September.

Sources: E190/1239/4; Bristol Presentments; ADM 7/108; T 64/286; SMV Muster rolls, 1790–1, no. 103; ParlP, XXXV (1792), 766–8; Felix Farley, 12 December 1789, 13, 27 February, 21 August, 16 October, 6 November, 18 December 1790; LReg; LL, 15 October, 9 November 1790; Cornwall Chronicle, 11 September 1790
FAME 1790/12

(1) 119 tons; 4 guns  (8) Bananoes
(2) 20 outward; 22 at Jamaica  (9) 200*; 154 (153) shipped
(3) American (Boston)  (10) Barbados/Jamaica
(4)  (11) 13/23 June 1791
(5) James Williams  (12) 152 at Jamaica
(6) James Rogers & Co.  (13) c. 28 July 1791
(7) 7 November (pass 17 August)  (14) 17 (15) October 1791 (14 January 1792)

The vessel entered out for Africa and Jamaica. Its other owners were Sir James Laroche, Richard Fydell, and Thomas Walker. Investment in the vessel's trade goods totalled £2666.6s.8d. According to its muster roll, it left Bristol with 21 crew and returned with 15. Of the original crew, 19 appear to have reached Jamaica where 13 were discharged between 24 June and 28 July 1791. Nine new men enlisted on 15 July. The vessel arrived about 31 December at Bananoes where it engaged in trade with Thomas Walker and James and William Cleveland. The vessel left the coast 46 short of its complement of slaves, largely due, its seems, to the death of James Cleveland; this was, according to the master, 'a Bad Death' for the vessel, preventing payment of slaves owed to it. It also carried 3 tons of camwood. The vessel called at Barbados before arriving at Spanishtown, Jamaica on 23 June 1791, its slaves 'in very good order' and consigned to Alexander Macleod for sale. The vessel's surgeon noted that only 2 had died in the crossing 'which entitles me to the bounty' [ie. payment under the 1788 Dolben act for low mortality among slaves]. The sale of slaves averaged £46.4s.6d. per slave; according to Macleod, this was 'the greatest average ever made in this Island on a Windward Coast Cargo'. Remittances were made in bills on David Boyn to the value of £3898.1s.9d. and, consistent with Macleod's promise to load the vessel with produce equal to one-third of the value of its slaves, 30 hogsheads of sugar and 70 puncheons of rum valued at £2699.18s.5d. currency or about £1929 sterling.

Sources: Bristol Presentments; ADM 7/108; T 64/286; C 107/5; C 107/7, part 2; C 107/8; C 107/10; C 107/13; SMV Wharfage books; SMV Muster rolls, 1791–2, no. 129; ParlP, XXXV (1792), 766–8; HLSP, III (1798–9), 25 June 1799; Felix Farley, 21 August, 13 November 1790, 19 March, 30 July, 22 October 1791; LReg; LL, 18 March, 29 July, 19 August 1791
FLORA 1790/13

(1) 44 (45) tons; 10 guns  (8) Bananoe (Sierra Leone)
(2) 14 outward; 8 at Jamaica  (9) 73*; 75 (83?)
(3) London; 1786  (10) Dominica/Montego Bay, Jamaica
(4)  (11) 1/11 February 1791
(5) Thomas Walker (John Kennedy)  (12) 72 (73)
(6) James Rogers & Co.  (13)  
(7) 27 June (pass 16 June)  (14) 23 (20) May (14 July) 1792

The vessel entered out for Africa and Jamaica. Its other owners were Sir James Laroche, Richard Fydell, and Thomas Walker. Initial investment in the vessel and its outfit was £913.3s.7d. According to its muster roll, it left Bristol with 11 crew and enlisted 4 more at the African coast on 30 December 1790, including Kennedy. Thomas Walker discharged himself at the coast on 18 August 1790 to the ‘Agency’ [ie. to act as an agent or slave factor on behalf of the firm of James Rogers & Co.]. John Kennedy assumed command of the vessel from 30 December and sailed from Bananoe the next day with 75 slaves consigned to Francis & Robert Smith (Smyth) at Dominica and with orders to return direct to the coast in ballast. The vessel reached Dominica with 73 slaves, though the master variously reported losing 10 or 4 slaves in the middle passage. In the absence of orders from Rogers at Dominica, the vessel proceeded to Jamaica, reaching Montego Bay with 11 crew and, according to the vessel's accounts, 72 slaves. The latter included 21 men, 4 men boys, 12 boys, 21 women, 3 women girls, 10 girls, and one child. Four crew were discharged at Jamaica on 14 February 1791. Francis Grant was the agent for the sale of the slaves at Jamaica, gross proceeds from the sale totalling £4627 currency or £3305 sterling, an average of about £45.18s. sterling per slave. Net proceeds amounted to £2620.14s.6d., payable in bills on Robert Cooper Lee Esq. at 18, 24, and 30 months sight. From Jamaica, the vessel returned to the African coast where all the remaining crew, including Kennedy, were discharged between 22 May 1791 and 8 March 1792. On the latter date, 5 new men enlisted at Bance Island, including Matthew Morley as master. This crew then returned with the vessel to Bristol. On its return home, the vessel was advertised for sale when it was described as a schooner of 45 tons, copper sheathed and bolted, and originally built as a gentleman’s pleasure yacht.

Sources: Bristol Presentments; ADM 7/108; T 64/286; C 107/5; C 107/10; C 107/12–14; SMV Wharfage books; SMV Muster rolls, 1792–3, no. 178; ParlP, XXXV (1792), 766–8; HLSP, III (1798–9), 25 June 1799; Felix Farley, 12 June, 3 July, 4 December 1790, 19 March, 14 May 1791, 26 May, 28 July 1792; LReg; LL, 18 March, 13 May 1791; Cornwall Chronicle, 12 February 1791
HECTOR 1790/14

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<tr>
<td>1</td>
<td>540 tons; 6 guns</td>
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<td></td>
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<td>Accra/Bonny</td>
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<tr>
<td>2</td>
<td>50 outward; 49 at Jamaica</td>
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<td></td>
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<td>674*</td>
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<td>British (French prize)</td>
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<td>(10)</td>
<td>Jamaica</td>
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<td>4</td>
<td>James Fraser</td>
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<td>c. 2 January 1791</td>
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<td>John Anderson &amp; Co.</td>
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<td>(12)</td>
<td>700</td>
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<td>9 May (pass 19 March)</td>
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<td>28 June (17 July) 1791</td>
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The vessel entered out for Africa and Jamaica. Its other owners were Thomas Deane, Thomas Rigge, and James Harvey. Its muster roll shows that it left Bristol with 40 crew and returned with 33. One of its crew joined the Active (1789/1) at Accra on 3 July 1790. Of its original crew, 37 appear to have reached Jamaica where 18 were discharged between 2 January and 9 April 1791. Fourteen new men enlisted on 6–12 April, giving the vessel a crew of 33 for its run home. It was reported at Accra on 28 June 1790, bound for Bonny. At Jamaica, the slaves were sold by Alexander Lindo, payment being made in bills at 18, 24, and 30 months sight. The vessel was advertised for sale on its return to Bristol.

Sources: Bristol Presentments; ADM 7/108; T 64/286; T 70/1562; C 107/10; SMV Muster rolls, 1790–1, no. 197; ParIP, XXXV (1792), 766–8; Felix Farley, 6 February, 15 May, 4 December 1790, 12 February, 2 July, 3 September 1791; LReg; LL, 7 December 1790, 15 February 1791

JENNY 1790/15

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<td>(12)</td>
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<td>Sidenham Teast &amp; son</td>
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<td></td>
<td></td>
<td>(13)</td>
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<tr>
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<td>c. 26 March (pass 23 March)</td>
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<td></td>
<td>(14)</td>
<td>9 September (16 October) 1790</td>
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Sidenham Teast sr and jr were named as owners of the vessel which returned to Bristol direct from Africa. The vessel took on ivory and wax from the African Queen (1790/1) at Cape Lahou in June 1790 and sailed for Bristol on 7 July. David Prosser died during the voyage.

Sources: Bristol Presentments; ADM 7/108; T 64/286; African Queen, LOG/M/64, National Maritime Museum, Greenwich; Felix Farley, 27 March, 3 April, 28 August, 11 September 1790; LL, 27 August 1790
JENNY 1790/16

(1) 8 tons (8) Bananoes/Sherbro
(2) (9)
(3) (10)
(4) (11)
(5) — Roach (12)
(6) James Rogers & Co. (13)
(7) c. 5 June (14)

A tender to the Ruby (1790/27), the vessel's other owners were Sir James Laroche, Thomas Walker, and Richard Fydell. The vessel arrived at Isle Bananoes on 18 July and was sent up the Sherbro river to James Cleveland. It was reported sold at the African coast.

Sources: T 64/286; C 107/14; Felix Farley, 12 June, 25 September 1790

JUPITER 1790/17

(1) 296 tons; 8 guns (8) Gold Coast
(2) 45 outward; 41 at Grenada (9) 430*; 287 (300, 299)
(3) French prize; 1773 (10) Grenada
(4) (11) 23 December 1791
(5) John Smith (12) 270 (271)
(6) James Rogers & Co. (13)
(7) 30 September (pass 8 March) (14) 23 March (18 April) 1792

The vessel entered out for Africa and Jamaica. Its other owners were Sir James Laroche and Richard Fydell. According to its muster roll, the vessel left Bristol with 42 crew and returned with 33. Of the original crew, 35 reached Grenada, where 2 were discharged on 16 January 1792. The vessel arrived at Cape Mount on 24 November and proceeded thence to Anamaboe and Cape Coast where it began to trade on 22 January and continued until 27 October 1791. An account of its slave transactions shows that the vessel purchased 366 slaves at the coast; these included 191 men and boys, 32 boys under 4 feet 4 inches, 121 women and girls, and 22 girls under 4 feet 4 inches. Forty-three men and boys, one small boy, 30 women and girls, and 3 small girls were shipped from Cape Coast on 30 April in the Dragon (1790/9). Among those remaining, 7 men and boys, 2 small boys, 2 women and girls, and one small girl died at the coast. At the same time, 4 small boys and 6 small girls were taken on board as freight on 8 October, giving the vessel a complement of 287 slaves when it sailed on 27 October. These comprised 141 men and boys, 33 small boys, 89 women and girls, and 24 small girls. One of the small boys on freight died in the Atlantic crossing. Losses among the Jupiter’s own slaves totalled 16; these included 9 men and boys, 3 small boys, 3 women and girls, and one small girl. According to this account, the slaves sold at Grenada totalled 270; this included 261 on the Jupiter’s own account and 9 on freight. Another account suggests that the slaves shipped in Africa comprised 144 men, 93 women, 39 boys, and 23 girls, the boys and girls being under 4 feet 4 inches tall. This account suggests that 15 men, 5 women, 6 boys and 2 girls died in the Atlantic crossing. A third report suggests it sailed from Cape Coast Castle for the West Indies with 300 slaves.

Sources: Bristol Presentments; ADM 7/108; T 64/286; T 70/1563; T 70/1564, part 2; C 107/9–12; SMV Wharfage books; SMV Muster rolls, 1792–3, no. 17; ParlP, XXXV (1792), 766–8; ParlP, XLII (1795–6), 849; HLSP, III (1798–9), 22, 25 June 1799; Felix Farley, 6 March, 25 December 1790, 30 April 1791, 24 March 1792; LReg
KING GEORGE 1790/18

(1) 294 tons; 6 guns (8) Bonny
(2) 40 outward (9) 428*
(3) Foreign prize; 1775 (10)
(4) (11)
(5) Benjamin Howard (12)
(6) James Jones & Co. (13)
(7) 11 August (pass 23 June) (14) No pass returned

The vessel entered out for Africa and Jamaica. Its other owners were Gavin Allanson and Thomas Rigge. The vessel sailed from Cape Coast Castle for Bonny on 23 September 1790. According to its muster roll, it left Bristol with 36 crew and had the same when it was lost off Barbados on 26 March 1791. Two crew and 280 slaves died when it sank. A report from London in May 1791 noted that the vessel had gone down on the rocks off Barbados, and that only 80 of the 360 slaves on board the vessel had survived. It was also reported that £10000 in insurance had ‘been done on her’ at Lloyd’s.

Sources: Bristol Presentments; ADM 7/108; T 64/286; T 70/1562; C 107/8; SMV Muster rolls, 1794–5, no. 186; Felix Farley, 26 June, 14, 21 August, 25 December 1790, 12 February, 14 May 1791; LReg; LL, 24 December 1790, 10 May 1791

MARIA 1790/19

(1) 50 tons; 6 guns (8) Bassa
(2) 12 outward; 8 at Grenada (9) 83*; 80
(3) Newfoundland; 1785 (10) Grenada
(4) (11)
(5) Charles Sloper (12) 79
(6) Jonathan Nash & Co. (13)
(7) c. 11 September (14)

The vessel entered out for Africa and Jamaica. Its other owners were William Jenkins and Charles Sloper. The vessel was reported at Cape Coast Castle on 3 December 1790 but appears to have obtained its slaves at Bassa. The slaves shipped in Africa included 3 men, 2 women, 49 boys and 25 girls, the boys and girls being under 4 feet 4 inches tall. One girl died in the Atlantic crossing. The vessel was sold at Grenada.

Sources: Bristol Presentments; ADM 7/108; T 64/286; T 70/1562; ParlP, XXXV (1792), 766–8; HLSP, III (1798–9), 22, 25 June 1799; Felix Farley, 3 July, 11 September 1790, 1 January 1791; LReg
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<tr>
<td>(1)</td>
<td>96 tons; 8 guns</td>
<td>(8)</td>
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<tr>
<td>(2)</td>
<td>14 outward; 11 at Grenada</td>
<td>(9)</td>
</tr>
<tr>
<td>(3)</td>
<td>French prize (Bayonne)</td>
<td>(10)</td>
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<tr>
<td>(4)</td>
<td></td>
<td>(11)</td>
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<tr>
<td>(5)</td>
<td>Mungo Wright</td>
<td>(12)</td>
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<tr>
<td>(6)</td>
<td>R &amp; HK Hunter &amp; Co.</td>
<td>(13)</td>
</tr>
<tr>
<td>(7)</td>
<td>26 July (pass 22 June)</td>
<td>(14)</td>
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</table>

The vessel entered out for Africa and Jamaica. Its owners were Robert Hunter, Henry Keowen Hunter and Mungo Wright. According to its muster roll, it left Bristol with 17 crew, all of whom reached Barbados. Five were discharged there on 8 June 1791 and a further 2 at Grenada on 3 July. Six new men enlisted at Grenada on 10 July, giving the vessel a crew of 16 for its voyage home. One man died on the home run. The vessel arrived at Cape Coast Castle on 12 November 1790 and was said to have sailed on 22 April 1791 for Jamaica with 170 slaves. Another report suggests the vessel shipped from the coast 61 men, 54 women, 19 boys, and 6 girls, the boys and girls being under 4 feet 4 inches tall. According to this other report, 2 women, one boy, and one girl died in the Atlantic crossing. The children delivered to Grenada included 2 infant boys and one infant girl.

Sources: Bristol Presentments; ADM 7/108; T 64/286; T 70/1563; C 107/12; SMV Muster rolls, 1791–2, no. 127; ParlP, XXXV (1792), 766–8; ParlP, XLII (1795–6), 849; HLSP, III (1798–9), 25 June 1799; Felix Farley, 27 March, 31 July, 28 August, 25 December 1790, 30 July, 27 August 1791; LReg; LL, 24 December 1790
The vessel entered out for Africa and Jamaica. Its other owners were Sir James Laroche and Richard Fydell. Investment in trade goods for the vessel totalled £9548.7s.2d. Its muster shows that it left Bristol with 49 crew and enlisted 2 more from the *Triton* (1790/30) at the African coast; 57 puncheons and 7 butts of palm oil and 5 tons 10 cwt of wood were put on board the *Triton* from the *Pearl* in December 1790. The vessel lost crew heavily at the coast, 31 dying there between May and December 1790. Those dying included John Wilding who died on 9 December and was succeeded by William Blake. Blake remained at the coast as a factor, with command then passing to Samuel Stribling. The vessel was reported to have arrived at Barbados with 368 slaves, having buried 104 slaves and 33 crew. With only 16 crew on board his arrival at Barbados, Stribling enlisted 3 more crew there on 12 March 1791 before sailing on the same day to Jamaica. The vessel arrived on 21 March at Kingston, Jamaica, and discharged 9 crew there between 26 March and 27 April. Eleven new men enlisted at Jamaica, all but one on 8 May, giving the vessel 21 crew for its voyage home. One died on the home run. One report suggests that 354 slaves were delivered to Jamaica; these included 172 men, 27 women, 128 boys, and 27 girls. But Alexander Lindo, the agent who sold the slaves, reported on 21 April that vessel arrived with 356 slaves. Lindo observed that ‘the Slaves were of a very inferior quality many of them aged & infirm’. Of the 356, 257 had been sold by 21 April for £15039.15s. [Jamaica currency?], while 14 had died since the vessel’s arrival. The remaining 85 were said to include only 15 males and all but 8 were said to be ‘very indifferent indeed’. On 24 April, Lindo reported that 326 had been sold, with only one sick slave remaining. The average price obtained for the 326 was £38 sterling, this price being achieved, according to Lindo, only by giving ‘very long Credits, in order to support the average’. He expected to pay for the slaves in bills at 18, 24, and 30 months’ sight. A surgeon’s report in February 1792 suggests that while stationed at Old Calabar the *Pearl* supplied 31 slaves to the *Sarah* (1789/23) and 187 slaves to the *Daniel* (1790/8). The accounts of the *Sarah* suggest that 47 slaves were supplied from the *Pearl.*

**Sources:** E190/1239/4; Bristol Presentments; ADM 7/108; T 64/286; C 107/10–12; SMV Muster rolls, 1791–2, no. 194; ParlP, XXXV (1792), 766–8; HLSP, III (1798–9), 25 June 1799; Felix Farley, 7 November 1789, 23 January, 24 July 1790, 23 April, 11 June, 9 July 1791; LReg; LL, 20 July 1790, 22 April 1791; Cornwall Chronicle, 2 April 1791
### PILGRIM 1790/22

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<tr>
<td>(1)</td>
<td>279 tons; 2 guns</td>
<td>(8) Bonny</td>
</tr>
<tr>
<td>(2)</td>
<td>35 outward; 34 at Grenada</td>
<td>(9) 413*</td>
</tr>
<tr>
<td>(3)</td>
<td>Bristol; 1779</td>
<td>(10) Grenada</td>
</tr>
<tr>
<td>(4)</td>
<td>Cobb Taylor</td>
<td>(11) c. 6 December 1790</td>
</tr>
<tr>
<td>(5)</td>
<td>John Anderson &amp; Co.</td>
<td>(12) 390</td>
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<td>(6)</td>
<td></td>
<td>(13) c. 14 December 1790</td>
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<tr>
<td>(7)</td>
<td>28 April (pass 5 February)</td>
<td>(14) 22 January (17 March) 1791</td>
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The vessel entered out for Africa and Jamaica. Its other owners were Thomas Deane, Thomas Rigge, and James Harvey. It arrived at Cape Coast Castle on 6 June 1790 and appears to have called at Anamaboe before trading at Bonny. According to its muster roll, the vessel left Bristol with 35 crew, all of whom appear to have reached Grenada where 5 were discharged on 6–13 December. One new man enlisted on 14 December, giving the vessel a crew of 31 for its voyage home. The slaves delivered to Grenada included 226 men, 133 women, 12 boys, 17 girls, 1 infant boy, and 1 infant girl.

**Sources:**
- Bristol Presentments; ADM 7/108; T 64/286; T 70/1562; SMV Muster rolls, 1790–1, no. 90; ParlP, XXXV (1792), 766–8; Felix Farley, 6 February, 8 May, 18 September, 13 November 1790, 15, 29 January 1791; LReg; LL, 16 November 1790, 18 January 1791

### PRINCE 1790/23

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<tr>
<td>(1)</td>
<td>273 tons; 6 guns</td>
<td>(8) Bonny</td>
</tr>
<tr>
<td>(2)</td>
<td>40 outward; 39 at Jamaica</td>
<td>(9) 407*</td>
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<tr>
<td>(3)</td>
<td>Bristol; 1785</td>
<td>(10) Port Royal, Jamaica</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11) c. 2 November 1790</td>
</tr>
<tr>
<td>(5)</td>
<td>Michael Hansby (Hansley, Hensley)</td>
<td>(12) 363 (400)</td>
</tr>
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<td>(6)</td>
<td>Thomas Jones</td>
<td>(13) c. 4 January 1791</td>
</tr>
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<td>(7)</td>
<td>27 April (pass 13 April)</td>
<td>(14) 10 February (26 April) 1791</td>
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The vessel entered out for Africa and Jamaica. Thomas Jones was its sole owner. According to its muster roll, the vessel left Bristol with 40 crew and returned with 26. Of its original crew, 35 appear to have reached Jamaica, the vessel having passed St Vincent on its way from Africa. At Jamaica, 22 crew were discharged between 2 November and 6 December. Thirteen new men enlisted on 4 January 1791. One report suggests it imported 363 slaves at Jamaica, but the local newspaper suggests it brought 400 from Bonny.

**Sources:**
- Bristol Presentments; ADM 7/108; T 64/286; SMV Muster rolls, 1790–1, no. 176; ParlP, XXXV (1792), 766–8; Felix Farley, 6 March, 8 May, 13 November, 18 December 1790, 8 January, 12 February 1791; LReg; LL, 16 November, 17 December 1790; Cornwall Chronicle, 13 November 1790
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<tr>
<td><strong>RODNEY</strong></td>
<td></td>
<td><strong>1790/24</strong></td>
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<tr>
<td>(1)</td>
<td>290 tons; 2 guns</td>
<td>(8) Cape Coast/Bonny</td>
</tr>
<tr>
<td>(2)</td>
<td>35 outward; 27 at Jamaica</td>
<td>(9) 424*</td>
</tr>
<tr>
<td>(3)</td>
<td>British</td>
<td>(10) Grenada/Jamaica</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11) c. 28 July/c.21 August 1790</td>
</tr>
<tr>
<td>(5)</td>
<td>William Woodville jr</td>
<td>(12) 300 (298) at Jamaica</td>
</tr>
<tr>
<td>(6)</td>
<td>James Rogers &amp; Co.</td>
<td>(13) 28 August 1790 from Montego Bay, Jamaica</td>
</tr>
<tr>
<td>(7)</td>
<td>6 March (pass 4 February) from Liverpool</td>
<td>(14) 2 November 1790 (3 January 1791)</td>
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The vessel was bought in Liverpool and fitted out for Africa in the same year by Joseph Caton on behalf of James Rogers & Co. Its other owners were Sir James Laroche, who held a one-eighth share, and Richard Fydell. Woodville was appointed master in November 1789 and was ordered to call at Anamaboe to buy 2–3 tons of corn before going on to Bonny. The total cost of the vessel, its outfit and cargo was £10850.13s.8d., of which £2905.17s.2d. represented the cost of the vessel and its outfit. It was recorded as importing 300 slaves at Jamaica but appears to have sold 298 at an average of £42.16s.6d., the agent for the sale being Francis Grant. Net proceeds from the sale were £10936.1s.1d. sterling payable in bills at 18, 24, and 30 months sight on Robert Cooper Lee. After allowing for inset charges at Bristol and earnings on ‘very triffling’ articles freighted from Jamaica, net returns on the voyage were £10495.9s.3d. According to its muster roll, the vessel left Liverpool with 35 crew and returned to Bristol with 25. The vessel appears to have reached Grenada with 33 crew. Sixteen were discharged at Grenada and Jamaica between 28 July and 28 August, while 8 new men enlisted at Jamaica on 24–27 August. On its return voyage the vessel ran into a hurricane off western Cuba on 2 September.

**Sources:**  
ADM 7/108; T 64/286; C 107/9–10; C 107/13; SMV Muster rolls, 1790–1, no. 87; ParlP, XXXV (1792), 766–8; Felix Farley, 18 September, 16 October, 6 November 1790; LL, 14 September, 15 October 1790
ROYAL CHARLOTTE 1790/25

(1) 78 tons; 6 guns (8) Cape Coast/Bonny
(2) 14 outward (9) 130*; 140
(3) British (Topsham, United States); 1786 (10) St Kitts/Jamaica
(4) (11) c. 11 March 1791 at Jamaica
(5) Thomas Smerdon (12)
(6) Robert & HK Hunter & Co. (13)
(7) 26 July (pass 22 June) (14) 2 July (17 July) 1791

The vessel entered out for Africa and Jamaica. Its owners were Robert Hunter, Henry Keowen Hunter, and Mungo Wright. The vessel arrived at Cape Coast Castle on 25 November 1790 and sailed for Bonny on 4 December. It sailed from Cape Coast Castle for the West Indies on 17 January 1791 with 140 slaves. Its muster roll shows that it left Bristol with 16 crew and returned with 12. Two of its original crew were discharged at Bristol on 28 July and 18 August and were replaced by two new men on 13–20 August. The vessel appears to have called at St Kitts before reaching Jamaica, seemingly arriving at the latter with 15 crew. Three were discharged on 11–16 March.

Sources: Bristol Presentments; ADM 7/108; T 64/286; T 70/1562–3; SMV Muster rolls, 1791–2, no. 88; ParlP, XXXV (1792), 767–8; Felix Farley, 17 April, 28 August, 25 December 1790, 30 April, 14 May, 2 July 1791; LReg; LL, 24 December 1790, 29 April, 13 May 1791

ROYAL CHARLOTTE 1790/26

(1) 260 tons; 4 guns (8) Bonny
(2) 30 outward; 29 at Jamaica (9) 394*
(3) American (10) Martha Brae, Jamaica
(4) (11) c. 11 May 1791
(5) William Peale (Peel) (James Souter) (12) 312
(6) James Jones (13) c. 28 May 1791
(7) 21 October (pass 20 September) (14) 19 July (11 August) 1791

The vessel entered out for Africa and Jamaica. James Jones was its sole owner. It was reported to have passed Dominica on its way to Jamaica. According to its muster roll, the vessel left Bristol with 34 crew and returned with 27. Thirty of the original crew appear to have reached Jamaica where 3 were discharged on 11–28 May. William Peale died on 11 February 1791. At Jamaica the slaves were consigned for sale to John Vanheelen, the sale to begin on 26 May.

Sources: Bristol Presentments; ADM 7/108; T 64/286; SMV Muster rolls, 1790–1, no. 206; ParlP, XXXV (1792), 766–8; HLSp, III (1798–9), 25 June 1799; Felix Farley, 25 September, 23 October 1790, 5 March, 11 June, 9, 23 July 1791; LL, 8 March, 7 June 1791
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<tr>
<td>(1)</td>
<td>101 tons; 8 guns</td>
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<td>(2)</td>
<td>24 outward; 14 at Jamaica</td>
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<tr>
<td>(3)</td>
<td>American</td>
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<tr>
<td>(4)</td>
<td>John Kennedy</td>
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<td>(5)</td>
<td>2 June (pass 26 April)</td>
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<td>(6)</td>
<td>21 March/3 April 1792</td>
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<tr>
<td>(7)</td>
<td>24 outward; 14 at Jamaica</td>
</tr>
<tr>
<td>(8)</td>
<td>Sierra Leone (Bananoes)</td>
</tr>
<tr>
<td>(9)</td>
<td>168*; 157</td>
</tr>
<tr>
<td>(10)</td>
<td>Barbados/Montego Bay, Jamaica</td>
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<td>(11)</td>
<td>21 March/3 April 1792</td>
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<tr>
<td>(12)</td>
<td>132 (129) at Jamaica</td>
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<tr>
<td>(13)</td>
<td>c. 20 April 1792</td>
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<td>(14)</td>
<td>2 July (14 July) 1792</td>
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The vessel entered out for Africa and Jamaica. Sir James Laroche, Richard Fydell, and Thomas Walker were other owners of the vessel. According to its muster roll, it left Bristol with 18 crew and returned with 11. Twelve of the original crew were discharged in Africa. These included John Kennedy who assumed command of the *Flora* (1790/13) on 30 December 1790, Thomas Adair taking command of the *Ruby*. Seven new crew also enlisted at the coast; these included Kennedy who, having returned to the coast with the *Flora*, resumed command of the *Ruby* on 30 May 1791. The vessel arrived at Jamaica with 13 crew. Six were discharged there on 12–20 April, while 5 new crew enlisted on 14 April. One man died on the voyage home. The vessel arrived at Bananoes in company with the *Jenny* (1790/16) about 18 July 1790, the *Jenny* being dispatched to Sherbro. At Bananoes, the *Ruby* liaised with the *Crescent* (1791/7), whose master expected to ship off about 60 slaves in it. The completion of the vessel’s slave purchase seems to have been hindered by the death in March 1791 of James Cleveland, a resident trader at Sherbro to whom trade goods had been advanced. The slaves shipped at the coast included 55 men, 26 women, 49 boys, and 27 girls, the last two groups being under 4 feet 4 inches tall. The vessel was reported to have arrived with 140 slaves at Barbados after a passage of 27 days from Isle de Los and to have gone on to Jamaica. In all, 5 men, 5 women, 13 boys, and 2 girls died before the vessel reached Jamaica. Another report suggests that the vessel delivered to Jamaica 92 males and 40 females. At Jamaica, John Cunningham sold 129 slaves from the vessel on 11 April at an average of £44.1s.3d. sterling, with 2 others be sold at ‘refuse’. Cunningham noted that this was more than he expected, since the slaves included 45 boys and girls under 4 feet 4 inches tall, ‘many not more than 8 or 9 years old’. Net remittances from the sale totalled £4405.13s.9d., payments being made in bills at 12 and 24 months to the value of £3320.11s.5d. and 10 hogsheads of sugar and 30 puncheons of rum worth £1085.2s.4d. The goods shipped were, according to Cunningham, ‘as much as I can afford to ship out of the sales’ and he was apprehensive they were too great ‘at the present prices’ and would not make ‘a saving Remittance’. At Bristol, inset charges totalled £875.5s.5d. On its return the vessel was advertised for sale, being described as a bark and copper sheathed.

**Sources:**
- Bristol Presentments; ADM 7/108; T 64/286; C 107/5–6; C 107/8; C 107/12–14; SMV Wharfage books; SMV Muster rolls, 1792–3, no. 87; ParlP, XXXV (1792), 767–8; ParlP, XLII (1795–6), 849; HLSP, III (1798–9), 22, 25 June 1799; Felix Farley, 3 April, 12 June, 25 September 1790, 12 May, 9 June, 7, 28 July 1792; LReg; LL, 24 September 1790, 1, 11 May 1792
**SPECULATOR 1790/28**

1. 32 tons; no guns
2. 5 outward; 7 in West Indies
3. British; 1787
4. (8) Anamaboe
5. Thomas Distling (Diffin, Distier, Distin)
7. c. 28 August (pass 22 June) 1791 (?)

The vessel is reported to have shipped 36 'grown' males and 22 'grown' females from the coast of Africa and to have delivered 18 grown males, 10 grown females, 17 males under 4 feet 4 inches, and 12 females of the same stature in the West Indies.

**Sources:** ADM 7/108; ParlP, XXXV (1792), 767–8; ParlP, XLII (1795–6), 849; HLSP, III (1798–9), 22, 25 June 1799; Felix Farley, 31 July, 28 August, 25 December 1790; LReg; LL, 24 December 1790

**SURPRIZE 1790/29**

1. 40 tons; 10 guns
2. 9 outward
3. British
4. (8)
5. Daniel Taylor
6. Davies, Taylor & Co.
7. 18 September (pass 21 July) 1791 (pass 2 August 1792)

According to its pass the vessel was bound for Africa and Jamaica, but all other accounts indicate that it was a direct or bilateral trader to Africa. Its owners were Daniel Taylor, Thomas Sewell, John Davies, and Joseph Taylor. Its muster roll shows that it left Bristol with 6 crew and returned direct from Africa with 5. Two men died at the coast, while one new man enlisted on 18 May 1791.

**Sources:** Bristol Presentments; ADM 7/108; T 64/286; SMV Muster rolls, 1791–2, no. 85; Felix Farley, 8 May, 25 September 1790, 19 February, 20 August 1791
TRITON 1790/30

(1) 219 tons; 2 guns (8) Old Calabar
(2) 16 outward (9)
(3) British (10)
(4) (11)
(5) Everard Lawrence (John Garnet) (12)
(6) James Rogers & Co. (13)
(7) 27 June (pass 26 April) (14) 1 July (17 July) 1791

The other owners of the vessel were Sir James Laroche and Richard Fydell. According to its muster roll, it left Bristol with 22 crew and returned direct from Africa with 13. Two of the vessel's crew joined the Pearl (1790/21), while 8 others were lost, most of them dying. The latter included Everard Lawrence who died on 7 October 1790. One new man enlisted at Old Calabar on 4 February 1791. The vessel arrived on 7 September at Old Calabar where it liaised with the Pearl, looking to obtain a cargo of palm oil. The master of the Pearl noted on 6 October that if the Triton had arrived according to appointment[,] She would have saild before now[.] Palm oil is now out of Season[,] in 3 weeks it will come in a little plenty'.

In December, John Garnet reported that he had on board 103 puncheons of oil and 48 tons of redwood on his own account as well as 57 puncheons 7 butts of oil and 5 tons 10 cwt of wood on account of the Pearl. He also reported that he had unloaded 50 tons of salt and still had 70–80 tons on board, the market being dull. The vessel eventually left the coast about 7 February 1791 with, according to the master of the Pearl, 110 puncheons and 13 butts of oil as well as some redwood and ivory. This presumably excluded oil and wood shipped on the Triton's own account. The ivory was said to 'coast [cost] more then it will sell for in England'.

Sources: Bristol Presentments; ADM 7/108; T 64/286; C 107/12–13; SMV Muster rolls, 1790–1, no. 194; Felix Farley, 24 April, 3 July 1790, 29 January, 9 July 1791

WASP 1790/31

(1) 141 tons; 4 guns (8) New Calabar
(2) 30 outward; 18 at Jamaica (9) 235*
(3) American (10) Martha Brae, Jamaica
(4) (11) 29 August 1790
(5) William Hutcheson (12) 228 (223)
(6) Thomas Jones (13) c. 19 September 1790
(7) 6 March (pass 2 March) (14) 20 November 1790 (18 January 1791)

The vessel entered out for Africa and Jamaica. Thomas Jones was its sole owner. According to its muster roll, it left Bristol with 25 crew and returned with 12. Of the original crew, 19 reached Jamaica where 11 were discharged between 30 August and 16 September. Four new men enlisted on 19 September. At Jamaica, the slaves were consigned for sale to John Perry and John Cunningham. One report suggests the vessel imported 223 slaves, but the local newspaper advertised the sale on 9 September of 228 young Eboes from New Calabar.

Sources: Bristol Presentments; ADM 7/108; T 64/286; SMV Muster rolls, 1790–1, no. 83; ParlP, XXXV (1792), 766–8; Felix Farley, 30 January, 13 March, 16 October, 6, 27 November 1790; LReg; LL, 15 October, 9 November 1790; Cornwall Chronicle, 4 September 1790
ACTIVE 1791/1

1. 222 (220) tons; 2 guns
2. 30 outward; 22 at St Vincent
3. Philadelphia (American prize)
4. Thomas Williams
5. John Anderson & Co.
6. 8 May (pass 1 April)

The vessel entered out for Africa and Jamaica. John Anderson was its sole owner. The vessel arrived at Africa on 12 June 1791 and left the coast on 6 March 1792. Its muster roll shows that it left Bristol with 30 crew and enlisted one additional man at the coast. It arrived at St Vincent with 24 crew, discharging 2 there between 24 April and 1 May 1792. One man died on the voyage home, leaving the vessel with 21 crew on its arrival at Bristol. One report shows that the vessel loaded 356 slaves at the coast but that one man died before the vessel left the coast. The remaining 355 slaves included 162 men, 81 women, 75 boys, and 37 girls. The same report shows that 2 men and one woman died in the Atlantic crossing. Another report indicates that the 356 slaves loaded in Africa included 216 ‘grown males’, 100 ‘grown females’, 22 males under 4 feet 4 inches, and 18 females of similar stature. Three of the first category and one of the second died before the vessel reached St Vincent. A newspaper report at Bristol indicates that the vessel was the third one ‘in that employ to receive bounty for low mortality’ and that the three ships involved were all from different areas of the African coast. This referred to the so-called Dolben act of 1788 which regulated the carrying-capacity of slave ships and introduced a scheme of payments intended to encourage improved treatment of slaves in the Atlantic passage.

Sources: Bristol Presentments; ADM 7/110; T 64/286; SMV Wharfage books; SMV Muster rolls, 1791–2, no. 176; ParlP, XXXV (1792), 767–8; HLSP, III (1798–9), 22, 25 June 1799; HLRO, slave trade return, 28 July 1800; Felix Farley, 2 April, 14 May, 1 October 1791, 2, 9 June 1792; LReg; LL, 30 September 1791

ARAB 1791/2

1. 176 tons; 8 guns
2. 25 outward
3. British
4. Richard Buckle
5. Sidenham Teast
6. 5 February (pass 24 December
7. 19 August (18 October) 1791

The vessel was described as a ‘wood’ ship or direct trader to Africa. Sidenham Teast was its sole owner. According to its muster roll, it left Bristol with 24 crew. It was stranded at Foz, near Corunna, on the coast of Spain, its crew and part of its cargo being saved. Eighteen crew were discharged on 19 February. Four new crew enlisted at Foz on 10 August, thus giving a vessel a crew of 10 for its return to Bristol.

Sources: Bristol Presentments; ADM 7/108; T 64/286; SMV Muster rolls, 1791–2, no. 89; Felix Farley, 27 November 1790, 5 February, 26 March 1791; LL, 25 March 1791
BESS 1791/3

(1) 63 tons; 4 guns  (8) Gabon
(2) 12 outward; 8 in West Indies (9) 105*; 122 (70)
(3) Bermuda; 1785 (10)
(4) (11)
(5) R[obert?] Martin (12) 64
(6) Samuel Biggs & Co. (13)
(7) c. 29 January (pass 24 (14) 23 July (28 August) 1792
    December 1790)

The vessel entered out for Africa and Jamaica. Its other owner was
Jonathan Nash. It was reported to have arrived at Cape Coast Castle on 6
June and to have sailed for Gabon on 28 June. There are conflicting
reports of the number of slaves shipped in Africa. Two reports suggest it
loaded 122 slaves, including 59 grown males, 29 grown females, 11 boys
under 4 feet 4 inches, and 23 girls of similar stature. Of these, 58 died in
the Atlantic crossing, with 31 grown males, 13 grown females, 7 boys,
and 13 girls arriving in the West Indies. Another report suggests the
vessel took on 70 slaves, 6 of whom died in the crossing.

Sources: Bristol Presentments; ADM 7/108; T 64/286; T 70/1564, part 1;
ParlP, XXXV (1792), 767–8; ParlP, XLII (1795–6), 849; HLSP, III
(1798–9), 22, 25 June 1799; Felix Farley, 11 December 1790, 5
February, 30 July 1791; LReg; LL, 26 July 1791

BROTHERS (1) 1791/4

(1) 201 tons; 4 guns  (8) Bonny
(2) 28 outward; 25 at Grenada (9) 330 (335)*; 279
(3) Foreign (Plantation); 1772 (10) Grenada
(4) (11) c. 7 August 1791
(5) Joseph Williams (12) 229 (225)
(6) James Jones (13)
(7) 28 January (pass 10 December (14) 27 (23) October (22
    1790) November) 1791

The vessel entered out for Africa and Jamaica. James Jones was its sole
owner. Its muster rolls shows that it left Bristol with 29 crew and returned
with 25. Of the original crew, 26 reached Grenada. None were discharged at
Grenada, but one died on the voyage home. The vessel was reported to have
passed Cape Coast Castle on 28 March bound for Bonny. It was said to be at
Bonny in April 1791 seeking to obtain 330 slaves. The slaves shipped in
Africa included 115 men or 'grown males', 87 women or 'grown females',
37 boys and 40 girls, the last two groups being under 4 feet 4 inches.
According to one account, 54 died in the crossing to Grenada; these
included 23 men, 13 women, 15 boys, and 3 girls. Another account indicates
that 50 died, with 4 fewer boys dying, according to this account.

Sources: Bristol Presentments; ADM 7/110; T 64/286; T 70/1564, part 1; C
107/13; SMV Wharfage books; SMV Muster rolls, 1791–2, no. 52;
ParlP, XXXV (1792), 766–8; ParlP, XLII (1795–6), 849; HLSP, III
(1798–9), 22, 25 June 1799; Felix Farley, 11 December 1790, 5
February, 6 August, 15, 29 October 1791; LReg; LL, 2 August, 11
October 1791
BROTHERS (2) 1791/5

(1) 201 tons; 2 guns  (8) Bonny
(2) 30 outward and in West Indies  (9) 335*; 287 (282)
(3) Plantation (Dutch); 1772  (10) Barbados/St Lucea, Jamaica
(4)  (11) c. 27 June/3 July 1792
(5) Joseph Williams  (12) 253 (250)
(6) James Jones  (13) 2 August 1792
(7) 18 December (pass 22 November)  (14) 25 (22) September (18 October) 1792

The vessel entered out for Africa and Jamaica. James Jones was its sole owner. Its muster roll shows that it left Bristol with 34 crew and returned with 19. Of the original crew, 29 reached Barbados. One was discharged there on 27 June and a further 9 at Jamaica on 8–22 July. The vessel was reported to have passed Grand Sestos and Cape Palmas about 14 February, arriving at Bonny on 24 February. It left Bonny on 18 May. One report suggests it left the coast with 286 ‘grown’ slaves (145 male and 141 female) and one male under 4 feet 4 inches, while a second suggests it left with 282 slaves. The former suggests it arrived in the West Indies with 111 grown males, 108 grown females, 11 males under 4 feet 4 inches, and 23 females of the same stature. The second report indicates that it lost 32 slaves in the Atlantic crossing. At Jamaica, the slaves were consigned for sale to Malcolms & Barton.

Sources: Bristol Presentments; ADM 7/110; T 64/286; SMV Wharfage books; SMV Muster rolls, 1792–3, no. 107; PariP, XXXV (1792), 767–8; HLSP, III (1798–9), extracts of logbooks; HLSP, III (1798–9), 22 June 1799; HLRO, slave trade return, 28 July 1800; Felix Farley, 26 November, 24 December 1791, 9 June, 11 August, 15, 29 September 1792; LReg; LL, 8 June, 7 August, 14 September 1792; Royal Gazette, 30 June–7 July 1792

BROTHERS 1791/6

(1) 45 tons; 4 guns  (8)
(2) 10 outward  (9)
(3) British plantation  (10)
(4)  (11)
(5) John Learne (Lane)  (12)
(6) Sidenham Teast  (13)
(7) 2 October (pass 23 September)  (14) 30 (29) July (6 August) 1792

Sidenham Teast was the sole owner of the vessel. Its muster roll shows that it left Bristol with 9 crew and, as a ‘wood’ ship, returned direct from Africa with 8.

Sources: Bristol Presentments; ADM 7/110; T 64/286; SMV Wharfage books; SMV Muster rolls, 1792–3, no. 19; Felix Farley, 24 September, 8 October 1791, 31 March, 4 August 1792; LL, 27 March 1792
| (1) | 164 tons; 4 guns                                      | (8) | Isle de Los                        |
| (2) | 26 outward; 20 at Jamaica                            | (9) | 273*; 244                          |
| (3) | Liverpool; 1787                                      | (10) | Barbados/Montego Bay, Jamaica      |
| (4) |                                                      |     |                                  |
| (5) | William Roper                                        | (11) | 31 October/10 November 1791       |
| (6) | James Rogers & Co.                                   | (12) | 224                                |
| (7) | 19 February (pass 21 January)                        | (13) |                                  |
|     |                                                      | (14) | 9 March (18 April) 1792           |

The vessel entered out for Africa and Jamaica. Sir James Laroche and Thomas Walker were its other owners. The vessel was reported to have arrived at Isle de Los on 29 March in company with the *James* (1791/14). The master reported bartering for 200 (or 240) slaves there ‘Payable in September’ and seeking to assist Thomas Walker in loading the *Fame* (1790/12) and the *Ruby* (1790/27) with slaves. Subsequent reports suggest the *Crescent* also traded at Sierra Leone and Bassa, the master reporting from the latter in June that he had not purchased one slave since his arrival at the coast for under £20, but had still managed to buy 277. Other reports suggest that many of these purchases were based on credit to traders and that Roper was owed 110 (or 90) slaves at £20 each by John Ormond, a trader at Riopongo who had died and from whom ‘their is not the least hopes of recovering One shilling of the Property in this Country’. In the end, Roper sailed from Isle de Los on 28 September with 244 slaves. These included 177 on the vessel’s own account, 64 on account of Captain Thomas Walker, and 3 on freight. The master reported losing 8 in the crossing, having had ‘the Flux to range thro’ the Ship’, arriving at Barbados on 31 October and proceeding thence to Jamaica where the vessel’s 224 surviving slaves were sold by Francis Grant on 17 November. William Roper also reported that 26 more ‘choice pickt Slaves’ on account of the *Crescent* would be shipped from the coast on the *Ruby*. Its muster roll shows that the vessel left Bristol with 21 crew and returned with 13. It appears to have taken in 3 crew from the *Morning Star* (1791/21) at the African coast and to have reached Jamaica with 15 crew, discharging one man there on 2 December. Another man was discharged at Hispaniola on 26 December. The vessel was reported to have called at Milford on its voyage home.

**Sources:**
- Bristol Presentments; ADM 7/110; T 64/286; C 107/5; C 107/13–14;
- SMV Wharfage books; SMV Muster rolls, 1791–2, no. 190; ParLP,
- XXXV (1792), 766; HLSP, III (1798–9), 25 June 1799; Felix Farley,
- 8 January, 26 February, 2 July, 24 December 1791, 4 February, 3, 10
- March 1792; LReg; LL, 1 July 1791; Royal Gazette, 5–12 November 1791
The vessel entered out for Africa and Jamaica. It other owners were Sir James Laroche and Richard Fydell. Investment in the vessel's outfit amounted to £1135.11s.4d. The vessel was expected to liaise again with the *Pearl* (1790/21) at Old Calabar and evidently did so, since it arrived at Barbados in September 1791 with Captain Blake of the *Pearl* as a passenger bound for Liverpool. The vessel's muster roll shows that it left Bristol with 26 crew. It reached Old Calabar on 2 June and left the coast on 3 August, arriving at Grenada with 24 crew. Nine were discharged there and 3 new men engaged before the vessel cleared for Africa on 2 November 1791 with 18 crew. Reaching Old Calabar on 17 January 1792, the vessel lost 5 crew and engaged 3 new men, including John Langdon as master in place of Henry Laroche, before sailing again for America on 18 March with 16 crew. Touching at Barbados c. 14 May, the vessel eventually arrived at Martha Brae, Jamaica, on 27 May. Six crew, including Langdon, were discharged at Barbados and Jamaica between 14 May and 19 June, while 4 new men enlisted at Jamaica on 22 June, giving the vessel a crew of 14 for its voyage home. The vessel was reported to have left Jamaica on 4 July 1792. One report shows that on its initial voyage to Old Calabar the vessel took on board 65 grown males, 43 grown females, 18 males under 4 feet 4 inches, and 20 females of similar stature. Sixteen grown males and 4 grown females were reported to have died before the vessel arrived at Grenada. Another report shows that between arrival and departure at Old Calabar the vessel took on board 142 slaves, including 80 men, 61 women, and 1 boy, and lost 20 men and 10 women in the Atlantic crossing. A further report from Barbados on 26 September 1791 suggests the vessel reached the island with 125 slaves, having lost 20 during 'a very tedious' passage from the coast. From there, it called at St Vincent, where its slaves were refused by Baillie & Co., and then went on to Grenada, where James Baillie jr & Co. reported on 31 October 1791 closing the sale on the vessel's slaves at £26.3s.8d. per slave. This, according to Baillie, was 'exactly the £6.3.8. too much' as the slaves were, in his view, 'the refuge [refuse] of several Cargo's'. Baillie noted that 73 slaves had sold for £32 each but that over 21 had been sent to vendue, 'where they will sell for a Trifle'. The remainder of slaves were said to be infants. Proceeds from the sale of slaves totalled some £2420.2s.8d. With allowance for Baillie's commissions on the sale and also the cost of rum supplied by Baillie for the vessel's return voyage to the coast, net returns from the slaves totalled £1972.12s.7d. payable in bills on John Campbell & Co. of Glasgow at 12, 15, and 18 months sight. There are varying reports also of the slaves carried on the *Daniel's* return trip to the coast. One report shows that on this occasion it took on board 129 grown males and 82 grown females and arrived at Jamaica with 98 grown males, 55 grown females, 12 males
under 4 feet 4 inches, and 6 females of similar stature, whereas another report shows that it took off 128 men and 82 women, having lost one man at the coast, and landed 104 men and 67 women at Martha Brae.

**Sources:** Bristol Presentments; ADM 7/110; T 64/286; C 107/7, parts 1 and 2; C 107/11-13; SMV Wharfage books; SMV Muster rolls, 1793-4, no. 176; ParlP, XXXV (1792), 766-8; HLSP, III (1798-9), 22, 25 June 1799; HLRO, slave trade return, 28 July 1800; Felix Farley, 5 March, 22 October, 19 November 1791, 28 April, 7, 28 July, 8 September 1792; LReg; LL, 27 April 1792

**ELIZA**

| (1) | 192 tons; 6 guns | (8) | Bonny |
| (2) | 35 outward | (9) | 320* |
| (3) | American prize | (10) | |
| (4) | | (11) | |
| (5) | William Engledue | (12) | |
| (6) | Thomas Jones & Co. | (13) | |
| (7) | c. 2 April (pass 4 March) | (14) | Pass returned 14 January 1792 |

Charles Harford and Thomas Rigge were other owners of the vessel. It was reported lost on 2 June on the bar at Bonny going in toward the New Calabar river. Its crew was said to be saved.

**Sources:** Bristol Presentments; ADM 7/110; T 64/286; C 107/13; ParlP, XXXV (1792), 767-8; Felix Farley, 12 February, 2 April, 1 October 1791; LReg; LL, 27 September 1791

**FAVOURITE (1)**

| (1) | 161 tons; 6 guns | (8) | Bonny |
| (2) | 25 outward; 16 at Jamaica | (9) | 270 (268)* |
| (3) | Bermuda | (10) | St Vincent/Martha Brae, |
| (4) | | (11) | Jamaica |
| (5) | John Fitzhenry | (12) | c. 5/c. 13 July 1791 |
| (6) | Patrick Fitzhenry | (13) | 223 |
| (7) | 27 January (pass 4 January) | (14) | c. 1 August 1791; 10 (11) October (24 December) 1791 |

The vessel entered out for Africa and Jamaica. Patrick Fitzhenry was its sole owner. Its muster roll shows that it left Bristol with 26 crew and returned with 13. Of its original crew, 24 reached St Vincent where 2 were discharged on 2 July. Twelve more were discharged at Martha Brae on 13-24 July while 3 new men enlisted on 1 August. On 20 April, the vessel was reported at Bonny seeking to obtain 270 slaves and requiring few to complete its purchase. On 16 May, it was said to have lost 32 slaves in a revolt at the coast.

**Sources:** Bristol Presentments; ADM 7/110; T 64/286; C 107/13; SMV Wharfage books; SMV Muster rolls, 1791-2, no. 7; ParlP, XXXV (1792), 766-8; Felix Farley, 4 December 1790, 5 February, 11 June, 20 August, 3 September, 8 October 1791; LReg; LL, 16 August, 2 September 1791
FAVOURITE (2) 1791/11

(1) 161 tons; 4 guns (8) Bonny
(2) 27 outward; 24 in West Indies (9) 268*; 237 (235)
(3) Bermuda (foreign) (10) Barbados/St Vincent
(4) (11) c. 22/24 June 1792
(5) Benjamin Howard (12) 223 (221)
(6) Patrick Fitzhenry (13) 11 July 1792
(7) 12 December (pass 25 October) (14) 28 August (7 September) (20 September) 1792

Patrick Fitzhenry was sole owner of the vessel. According to its muster roll, the vessel left Bristol with 26 crew. It was reported to have passed Cape Mount on 17 January and to have reached Bonny on 6 February. The vessel left Bonny on 18 May, arriving at Barbados with 23 crew about 22 June. One man was discharged at Barbados and 2 more at St Vincent between 22 June and 7 July, the vessel having arrived at St Vincent on 24 June. Clearing St Vincent with 20 crew, the vessel discharged 3 more at St Eustatius on 22-23 July, leaving 17 crew for the voyage home. One report suggests that the vessel took on board 106 grown males, 105 grown females, 14 males under 4 feet 4 inches, and 12 females of similar stature at Bonny and lost 12 grown males and 2 grown females before arriving at St Vincent. Another report indicates that the vessel landed and sold 221 slaves at St Vincent, having lost 14 in the Atlantic crossing.

Sources: Bristol Presentments; ADM 7/110; T 64/286; SMV Wharfage books; SMV Muster rolls, 1792–3, no. 11; PariP, XXXV (1792), 767–8; HLSP, III (1798–9), extracts of logbooks; HLSP, III (1798–9), 22, 25 June 1799; HLRO, slave trade return, 28 July 1800; Felix Farley, 26 May, 11 August, 1 September 1792; LReg; LL, 25 May, 7 August 1792

GIBSON 1791/12

(1) 26 tons (8) Gambia
(2) 7 outward (9)
(3) (10)
(4) (11)
(5) John Burnell (12)
(6) James Rogers & Co. (13)
(7) c. 5 March (14)

Sir James Laroche, Richard Fydell, and Thomas Walker were other owners of the vessel. The cost and outfit of the vessel totalled £511.11s.2d.; this included £168.4s.6d. for building the vessel. It arrived on 4 May in the River Gambia where it was sold, together with most of its cargo, to Captain Gibson. Gibson also received goods dispatched to the coast in the Crescent (1791/7) and shipped into the Gambia by the master of the same, William Roper. The remaining cargo of the Gibson was used to purchase 31 cwt of wax which was sent down to Isle de Los and shipped to Bristol in the Morning Star (1791/21). Gibson was expected to settle with Thomas Walker at Isle de Los in October 1791 for the Gibson and its cargo.

Sources: Bristol Presentments; T 64/286; C 107/5; C 107/15; Felix Farley, 12 February, 5 March 1791
HESTER 1791/13

(1) 191 tons; 6 guns (8) Bonny
(2) 35 outward (9) 318*; 243 (174)
(3) Bristol; 1768 (10) Jamaica
(4) (11) 23 March 1792
(5) John Langley (12) 232
(6) James Jones (13) 9 May 1792
(7) 3 August (pass 7 July) (14) 3 (1) July (14 July) 1792

The vessel entered out for Africa and Jamaica. James Jones was its sole owner. According to its muster roll, the vessel left Bristol with 31 crew and returned with 19. It was reported to have arrived at Bonny on 4 or 7 October, and to have left the coast on 17 January and after passing Barbados to have reached Jamaica on 23 March. Its muster roll shows that it reached Jamaica with 29 crew and discharged 10 there between 5 April and 1 May. One report shows that at Bonny the vessel took on board 174 slaves, comprising 67 men, 99 women, 3 boys, and 5 girls, but it was also reported to have landed and sold 232 slaves at Jamaica, having lost 8 men and 3 women in the middle passage. It is assumed that the report of slaves loaded in Africa is incomplete and that the vessel left the coast with 243 slaves.

Sources: Bristol Presentments; ADM 7/110; T 64/286; SMV Wharfage books; SMV Muster rolls, 1792–3, no. 15; ParlP, XXXV (1792), 767–8; HLSP, III (1798–9), extracts of logbooks; HLRO, slave trade return, 28 July 1800; Felix Farley, 9 July, 6 August 1791, 28 April, 26 May, 7 July 1792; LReg; LL, 27 April, 22 May 1792

JAMES 1791/14

(1) 32 tons (8) Isle de Los
(2) (9)
(3) Bristol; 1791 (10)
(4) (11)
(5) James Westley (Wesley) (12)
(6) James Rogers & Co. (13)
(7) c. 5 March (14)

The vessel entered out for Africa and Jamaica and was probably a tender to the Crescent (1791/7). The cost of the vessel and its outfit was £655.15s.11d.; this included £168.16s.5d. for building the vessel. Its other owners were Sir James Laroche, Richard Fydell, and Thomas Walker. The master reported arriving at Isle de Los on 30 March. The vessel was evidently sold by William Roper, master of the Crescent, for 20 slaves. The purchaser seems to have been John Ormond, a trader at the coast, for on 18 August 1791 the vessel was reported purchased by William Roper at an auction of the estate of Ormond, this being then seen as the only way for Roper to recover debts owed by Ormond.

Sources: Bristol Presentments; T 64/286; ParlP, XXXV (1792), 767–8; C 107/5–6; C 107/14–15; Felix Farley, 12 February, 5 March, 30 July 1791; LReg; LL, 26 July 1791
JAMES  1791/15

(1)  106 tons; 4 guns  (8)  Bance Island
(2)  28 outward  (9)  176*
(3)  American  (10)
(4)  (11)
(5)  Matthew Morley  (12)
(6)  James Jones & Co.  (13)
(7)  8 December (pass 25 October)  (14)  Pass returned 25 June 1792

The vessel entered out for Africa and Jamaica. Its other owner was
Thomas Rigge. Its muster roll shows that it left Bristol with 25 crew, all
of whom were discharged on 8 March 1792 when the vessel was
condemned at the coast. The first mate, Martin O’Brien, became master
of the Mary (1791/19) on 24 March.

Sources:  Bristol Presentments; ADM 7/110; T 64/286; SMV Muster rolls,
1792–3, no. 142; ParIP, XXXV (1792), 767–8; Felix Farley, 15
October, 17 December 1791, 5 May 1792; LReg; LL, 4 May 1792

LION  1791/16

(1)  274 tons; 4 guns  (8)  Bonny
(2)  34 outward  (9)  408*; 328 (320)
(3)  British (foreign)  (10)  Barbados/Kingston, Jamaica
(4)  (11)  6/16 July 1792
(5)  John Smith  (12)  279
(6)  James Jones  (13)  26 August 1792
(7)  2 October (pass 13 August)  (14)  23 (21) October 1792 (10
January 1793)

According to its pass the vessel was bound for Africa and Jamaica. James
Jones was its sole owner. Its muster roll shows that it left Bristol with 33
crew and returned with 16. The vessel was reported to have passed Isle de
Los and Cape Palmas on 12 November and 6 December, respectively, and
to have arrived at Bonny on 17 or 27 December. It left Bonny on 20 May
and, after calling at Barbados about 6 July and perhaps also at St Vincent,
arrived at Kingston, Jamaica, on 16 July with 26 crew, one of whom had
been recruited at Barbados on 6 July. Thirteen crew were discharged at
Jamaica between 21 July and 18 August and 4 new men enlisted on 26
August. One man died on the voyage home. The vessel was reported to
have taken on 196 men and 132 women slaves at Bonny and to have lost
4 men and 4 women before leaving the coast with 320 slaves. A further
24 men and 17 women died before the vessel arrived at Jamaica.

Sources:  Bristol Presentments; ADM 7/110; T 64/286; SMV Wharfage books;
SMV Muster rolls, 1792–3, no. 121; ParIP, XXXV (1792), 767–8;
HLSP, III (1798–9), extracts of logbooks; HLRO, slave trade return,
28 July 1800; Felix Farley, 13 August, 8 October 1791, 31 March,
25 August, 27 October 1792; LReg; LL, 27 March, 7, 28 August
1792
LIONESS 1791/17

(1) 213 tons; 2 guns (8) 
(2) 12 outward (9) 
(3) British plantation (10) Honduras 
(4) (11) 
(5) William Pine (Prest) (12) 
(6) James Jones (13) 
(7) c. 17 December (pass 18 November) (14) 16 October 18 October 1792

Described as a 'wood' ship, the vessel was entered out for Africa and Honduras. James Jones was the principal exporter of goods on the vessel, but its owners were listed as James Lockier, James McAulay, and James Lawrice. It returned to Bristol from Honduras with a cargo of mahogany and logwood.

Sources: Bristol Presentments; ADM 7/110; T 64/286; Felix Farley, 19 November, 17 December 1791, 5 May 1792; LL, 8 May 1792

MARTHA'S GOODWILL 1791/18

(1) 26 tons; no guns (8) 
(2) 6 outward (9) 
(3) British (10) 
(4) (11) 
(5) Thomas Gilchrist (12) 
(6) John Anderson (13) 
(7) 20 November (pass 17 November) (14) 3 (1) May (10 July) 1792

The vessel entered out for Africa and Barbados, John Anderson being its sole owner. Its muster roll shows that it left Bristol with 6 crew and returned direct from Africa with the same.

Sources: Bristol Presentments; ADM 7/110; T 64/286; SMV Wharfage books; SMV Muster rolls, 1791–2, no. 153; Felix Farley, 19, 26 November 1791, 5 May 1792; LL, 4 May 1792
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<tr>
<td><strong>MARY</strong></td>
<td><strong>1791/19</strong></td>
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<tr>
<td>(1)</td>
<td>41 tons; 2 guns</td>
<td>(8)</td>
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<td>(2)</td>
<td>8 outward; 7 at Dominica</td>
<td>(9)</td>
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<td>(3)</td>
<td>Bristol; 1781</td>
<td>(10)</td>
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<td>(4)</td>
<td>Bristol; 21 January 1791</td>
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<td>(5)</td>
<td>William Delatour (Martin O'Brien)</td>
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<td>(6)</td>
<td>James Jones &amp; Co.</td>
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<td>(7)</td>
<td>20 January (pass 10 December 1790)</td>
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The vessel entered out for Africa and Jamaica. Its other owner was George Boland. According to its muster roll, the vessel left Bristol with 8 crew, all of whom were discharged at the African coast, 8 new crew being enlisted between 1 October 1791 and 24 March 1792. Martin O'Brien was appointed master on 24 March 1792 in place of William Delatour, having previously been first mate on the *James* (1791/15). The vessel reached Dominica with 8 crew, 2 of whom were discharged on 8 May. These were replaced by two new men enlisted on 10 May. One man died on the voyage home. The vessel was reported to have taken on board 70 slaves at the African coast and landed the same at Dominica. The latter included 42 grown males, 22 grown females, 3 males under 4 feet 4 inches, and 3 females of similar stature. The vessel returned to Bristol in ballast.

**Sources:** Bristol Presentments; ADM 7/110; T 64/286; CO 76/6; SMV Wharfage books; SMV Muster rolls, 1792–3, no. 126; ParlP, XXXV (1792), 767–8; ParlP, XLII (1795–6), 849; HLSP, III (1798–9), 22, 25 June 1799; Felix Farley, 11 December 1790, 5 February, 30 July 1791; LReg; LL, 26 July 1791
**MARY** 1791/20

| (1) | 101 tons; 4 guns | (8) | New Calabar |
| (2) | 20 outward; 12 (2) at Grenada | (9) | 168*; 165 |
| (3) | Halifax (plantation); 1781 | (10) | Grenada |
| (4) | | (11) | c. 7 September 1791 |
| (5) | Edward Mentor | (12) | 158 |
| (6) | Thomas Jones | (13) | |
| (7) | 19 February (pass 11 February) | (14) | 21 (19) October (pass 22 December) 1791 |

The vessel entered out for Africa and Jamaica. Thomas Jones was named sole owner of the vessel, but the Bristol presentments list James Jones as the exporter of goods on the vessel. This may have been an error in the presentments. The vessel was reported to have arrived at Cape Coast Castle on 4 April 1791, but traded at New Calabar. According to its muster roll, the vessel left Bristol with 20 crew and returned with 12. Only 13 of the original crew appear to have reached Grenada, one being discharged there on 7 September. A House of Lords return shows that the vessel took on 62 grown males, 50 grown females, 22 males under 4 feet 4 inches, and 31 females of similar stature at New Calabar, and lost 6 grown males and one grown female before reaching Grenada. This is confirmed by a House of Commons return, except that the slaves lost are not distinguished and the categories used are men, women, boys and girls.

**Sources:** Bristol Presentments; ADM 7/110; T 64/286; T 70/1564, part 1; SMV Wharfage books; SMV Muster rolls, 1791–2, no. 62; ParlP, XXXV (1792), 766–8; ParlP, XLII (1795–6), 849; HLSP, III (1798–9), 22, 25 June 1799; Felix Farley, 29 January, 26 February, 6 August, 15, 22 October 1791; LReg; LL, 9 August, 11 October 1791

**MORNING STAR** 1791/21

| (1) | 74 tons; 4 guns | (8) |
| (2) | 9 outward | (9) |
| (3) | British plantation | (10) |
| (4) | | (11) |
| (5) | William Belton | (12) |
| (6) | James Rogers & Co. | (13) |
| (7) | 12 June (pass 6 June) | (14) | 12 (10) November 1791 (14 January 1792) |

The other owner of the vessel was Richard Fydell. Initial investment in the voyage totalled £954.11s., of which £176.8s.3d. constituted trade goods. Its muster roll shows that the vessel left Bristol with 12 crew and returned direct from Africa with 8. One man deserted at the coast on 10 September while 3 others joined the *Crescent* (1791/7) between 6 August and 9 September. On 22 September, the master of the *Crescent* reported loading 5131 lbs of good ivory, 2514 lbs of ‘Burnt Ivory’, 240 lbs of gum copal, and 34 cwt of camwood on the *Morning Star*, noting that ‘I hope this will make you £1200’.

**Sources:** Bristol Presentments; ADM 7/110; T 64/286; C 107/5; C 107/12; SMV Wharfage books; SMV Muster rolls, 1791–2, no. 103; Felix Farley, 4, 18 June, 29 October, 12 November 1791; LL, 28 October 1791
### NANCY 1791/22

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<tr>
<td>(1)</td>
<td>51 tons; 4 guns</td>
</tr>
<tr>
<td>(2)</td>
<td>8 outward</td>
</tr>
<tr>
<td>(3)</td>
<td>British plantation</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>(5)</td>
<td>Edward Wilcox</td>
</tr>
<tr>
<td>(6)</td>
<td>Thomas Vaughan &amp; Co.</td>
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<tr>
<td>(7)</td>
<td>6 June (pass 19 May)</td>
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Edward Wilcox was the other owner of the vessel. Described as a ‘wood’ ship, its muster roll shows that the vessel left Bristol with 9 crew and returned from Africa with only 3, 6 having died between 30 July and 18 November. The vessel called at Padstow on its way home.

**Sources:** Bristol Presentments; ADM 7/110; T 64/286; SMV Wharfage books; SMV Muster rolls, 1791–2, no. 70; Felix Farley, 21 May, 11 June, 29 October, 31 December 1791, 7 January 1792; LL, 28 October 1791

### PILGRIM 1791/23

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<tbody>
<tr>
<td>(1)</td>
<td>155 tons; 2 guns</td>
</tr>
<tr>
<td>(2)</td>
<td>12 outward</td>
</tr>
<tr>
<td>(3)</td>
<td>British plantation</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
</tr>
<tr>
<td>(5)</td>
<td>Peter Walstrom (Walstrum)</td>
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<td>(6)</td>
<td>George &amp; Francis Fisher</td>
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<td>(7)</td>
<td>24 April (pass 18 April)</td>
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A ‘wood’ ship, George and Francis Fisher were its sole owners. According to its muster roll, the vessel left Bristol with 12 crew and returned direct from Africa with 10, 2 having died at the coast. The vessel was said on 3 June 1792 to be about to leave Gabon after a stay of five months.

**Sources:** Bristol Presentments; ADM 7/110; T 64/286; C 107/6; SMV Wharfage books; SMV Muster rolls, 1792–3, no. 26; Felix Farley, 16, 30 April, 15 October 1791, 29 September 1792; LL, 14 October 1791
### PILGRIM 1791/24

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<tbody>
<tr>
<td>(1)</td>
<td>279 tons; 4 guns</td>
<td>(8)</td>
<td>Bonny</td>
<td></td>
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<tr>
<td>(2)</td>
<td>35 outward; 33 at St Vincent</td>
<td>(9)</td>
<td>413*; 371</td>
<td></td>
</tr>
<tr>
<td>(3)</td>
<td>Bristol; 1779</td>
<td>(10)</td>
<td>St Vincent</td>
<td></td>
</tr>
<tr>
<td>(4)</td>
<td>Cobb Taylor</td>
<td>(11)</td>
<td>c. 21 December 1791</td>
<td></td>
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<tr>
<td>(5)</td>
<td>John Anderson &amp; Co.</td>
<td>(12)</td>
<td>366</td>
<td></td>
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<tr>
<td>(6)</td>
<td>14 May (pass 18 March)</td>
<td>(13)</td>
<td>.7 (4) February (2 April) 1792</td>
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According to its pass, the vessel was bound for Africa and Jamaica. Thomas Deane, James Harvey, and Thomas Rigge were its other owners. Its muster roll shows that it left Bristol with 35 crew. It was reported to have arrived at Africa on 28 July and to have left the coast on 18 October, reaching St Vincent on 24 December. It arrived at St Vincent with 35 crew, discharging 3 there on 21–23 December, leaving a crew of 32 for the voyage home. One man died on the return voyage. At Bonny, the vessel took on 190 men (or grown males), 145 women (or grown females), 18 boys, and 18 girls, the last two categories being described as males and females under 4 feet 4 inches by one report. Three men and 2 women died before the vessel reached St Vincent.

**Sources:**
- Bristol Presentments; ADM 7/110; T 64/286; SMV Wharfage books; SMV Muster rolls, 1791–2, no. 111; ParlP, XXXV (1792), 766–8; HLSP, III (1798–9), 22, 25 June 1799; HLRO, slave trade return, 28 July 1800; Felix Farley, 21 May, 24 December 1791, 4 February 1792; LReg; LL, 23 December 1791, 31 January 1792

### PRINCE 1791/25

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<tbody>
<tr>
<td>(1)</td>
<td>273 tons; 6 guns</td>
<td>(8)</td>
<td>Bonny</td>
<td></td>
</tr>
<tr>
<td>(2)</td>
<td>40 outward</td>
<td>(9)</td>
<td>407*</td>
<td></td>
</tr>
<tr>
<td>(3)</td>
<td>Bristol; 1785</td>
<td>(10)</td>
<td>St Vincent/Jamaica</td>
<td></td>
</tr>
<tr>
<td>(4)</td>
<td>Samuel Roscoe (Roscow)</td>
<td>(11)</td>
<td>c. 22 March/c.1 April 1792</td>
<td></td>
</tr>
<tr>
<td>(5)</td>
<td>Thomas Jones</td>
<td>(12)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(6)</td>
<td>29 July (pass 13 July)</td>
<td>(13)</td>
<td>c. 21 May 1792 from Jamaica</td>
<td></td>
</tr>
<tr>
<td>(7)</td>
<td>29 July (pass 13 July)</td>
<td>(14)</td>
<td>9 (6) July (pass 14 July) 1792</td>
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</table>

The vessel entered out for Africa and Jamaica, Thomas Jones being its sole owner. Its muster roll shows that it left Bristol with 37 crew and returned with 19. Four of its original crew died at Bonny between 8 November and 26 January and another man enlisted on the Ceres at the coast. The vessel entered St Vincent with 31 crew, discharging 17 there and at Jamaica between 22 March and 23 May 1792. One other man died at sea on 28 March. Six new crew enlisted at Jamaica on 21 May.

**Sources:**
- Bristol Presentments; ADM 7/110; T 64/286; SMV Wharfage books; SMV Muster rolls, 1792–3, no. 86; ParlP, XXXV (1792), 767–8; Felix Farley, 14 May, 6 August 1791, 19; 26 May, 14 July 1792; LReg; LL, 10 February, 15, 22 May 1792
James Rogers was the sole owner of the vessel which was reported to have been boarded off Isle de los on about 24 August and found to be full of water, the masts overboard, and with 3 crew dead on deck.

Sources: Bristol Presentments; T 64/286; Felix Farley, 2, 16 July, 29 October 1791; LReg; LL, 25 October 1791

The vessel entered out for Africa and Jamaica. Its other owners were John Gordon, William Gordon, and Walter Jacks. Its muster roll shows that it left Bristol with 25 crew. The vessel passed Cape Coast Castle on 2 June on its way to New Calabar, reaching the latter on 2 June. It left Calabar on 1 September, having enlisted one additional man, the first mate of the Wasp (1791/38), on 27 August. It reached Grenada on 28 October with 24 crew and after discharging one man there on 16 November returned home with 23 crew. There are somewhat conflicting reports of the slaves shipped at New Calabar. One report suggests that 299 slaves were taken on board at the coast, 4 of whom died before the vessel sailed and another 23 before it reached Grenada. According to this report the slaves taken included 49 men, 66 women, and 184 children, with 14 men and 13 women dying. Other reports suggest that the vessel took on 304 slaves at New Calabar, comprising 131 grown males, 114 grown females, 25 males under 4 feet 4 inches, and 34 females of similar stature, and that 21 died before the vessel reached Grenada, those dying including 17 grown males (or men), 2 grown females (or women), and 2 other males (or boys). On his return to Bristol, John Kimber was tried in June 1792 at the High Court of Admiralty for assaulting and causing the death of a ‘negro’ girl on 22–27 September 1791, Walter Jacks and Captain Phillips of the Wasp (? Thomas (1791/35)) appearing at the trial in Kimber’s defence. Kimber was acquitted.

Sources: Bristol Presentments; ADM 7/110; T 64/286; T 70/1564, part 1; C 107/5; C 107/12; SMV Wharfage books; SMV Muster rolls, 1791–2, no. 246; ParlP, XXXV (1792), 766–8; ParlP, XLII (1795–6), 849; HLSP, III (1798–9), 22, 25 June 1799; HLRO, slave trade return, 28 July 1800; Felix Farley, 19 February, 16 April, 1 October, 17, 24 December 1791, 9 June 1792; LReg; LL, 27 September, 20 December 1791; Peter Marshall, ‘The Anti-Slave Trade Movement in Bristol’, in P.V. McGrath (ed.), Bristol in the Eighteenth Century, London, 1972, pp. 207–11
The vessel was purchased in February 1791 from Thomas Herbert, deceased, of Chester and Thomas Wilkinson of Bosley, Shropshire, for £735 and measured 70 feet 6 inches in length and 21 feet 6 inches beam. It was entered out for Boston, Africa and Jamaica, its other owners being Sir James Laroche, Richard Fydell, and Thomas Walker. Outfitting costs for the vessel at Bristol totalled £866.7s.10d. The vessel arrived about 1 September at Boston where John Jones Waldo & Co. supplied it with £2312.7s.9d. sterling in trade goods, principally rum and tobacco, and outfittings valued at £347.1ls. sterling before it sailed from Boston to Africa on 29 September 1791. It arrived at Bananoes about 15 November after a passage of seven weeks. Writing from Bananoes in early December, Thomas Walker reported that the vessel had poor prospects since there were ten or more 'rum' ships there and the Recovery's cargo 'is not half a Cargo for [a] Rum Vessel'. He proposed to send the vessel to Cape Mount, noting that it 'is come in the worst of times[;] 280 Gallons Rum & 1800 lbs of Tobacco for a Slave & no Sale, there is here 80,000 Gallons of Liquor at present for Sale'. In May 1792, Walker suggested the vessel would sail, fully slaved, in September. In June 1792, it was reported at Sierra Leone under the command of Walker. It was later reported sold at Tortola.

Sources: Bristol Presentments; ADM 7/110; T 64/286; C 107/5–6; C 107/14; Felix Farley, 21 May, 25 June, 15 October 1791; LReg; LL, 25 October 1791
The vessel entered out for Africa and Jamaica. Its other owners were Sir James Laroche and Richard Fydell. Investment in trade goods for the voyage totalled £7754.15s.3d. The vessel called at Cape Verde on its way to Africa. It arrived at Cape Coast Castle on 20 April and, after purchasing corn, sailed on 23 April for Bonny. It left Bonny about 25 June with 371 slaves, including one on freight for the Eliza (1791/9) which was lost going into New Calabar. Sixty-two slaves died in the passage to Grenada and 5 more at Grenada before the vessel proceeded to Martha Brae, Jamaica. Although import duties were paid on 284 slaves at Jamaica, the master reported on 25 August that he did not expect to sell more than 280. The agent for the sale was Francis Grant who described the slaves as in a deplorable condition and attributed the high mortality experienced by them in the middle passage ‘to the Season of the Year’, suggesting that ‘not one Cargo in ten comes here in a healthy condition which is laid in at the time he [Woodville] got his’. The accounts of Grant show the sale of only 253 slaves from the Rodney at an average of £54.19s.8d. currency or £39.6s. sterling per slave. Net proceeds from the sale at Jamaica totalled £7933.12s.5d. payable in bills on Robert Cooper Lee at 18, 24, and 30 months sight. Inset costs at Bristol were £460.2s.2d. According to its muster roll the vessel left Bristol with 38 crew and enlisted one more at Bonny. It arrived at Grenada with 29 crew, 10 of its original crew having died, and enlisted 4 more there on 11 August before proceeding to Jamaica. All the 5 additional men recruited were, according to Woodville’s wages book, from the Eliza. Of the 33 crew on board on its arrival at Jamaica, 8 were discharged on 6–8 September, leaving a crew of 25 for the voyage home. William Woodville was dismissed from Rogers’ service at the end of the voyage. On 28 January 1792, the vessel and its materials ‘as they came from the sea’ were valued at £1650.

Sources: Bristol Presentments; ADM 7/110; T 64/286; C 107/6; C 107/13; ParlP, XXXV (1792), 766–8; Felix Farley, 1 January, 26 February, 2, 30 July, 1, 29 October, 12 November 1791; LReg; LL, 29 July 1791
ROYAL CHARLOTTE 1791/30

(1) 260 tons; 2 guns (8) Bonny
(2) 34 outward (9) 394*
(3) American; 1775 (10) Jamaica
(4) (11) 15 April 1792
(5) James Souter (12)
(6) James Jones (13) c. 18 May 1792
(7) 5 September (pass 10 August) (14) 9 (7) July (14 July) 1792

James Jones was sole owner of the vessel. Its muster roll shows that it left Bristol with 34 crew and enlisted one more man on 2 October, presumably before reaching Africa. It was reported to have passed Cape Palmas on 24 October and to have reached Bonny on 6 November. It was reported to have left Bonny on 22 February 1792, reaching Jamaica on 15 April, having passed Barbados on its way. It had 34 crew on arrival at Jamaica, discharging 11 there between 15 April and 18 May and returning home with 23.

Sources: Bristol Presentments; ADM 7/110; T 64/286; SMV Wharfage books; SMV Muster rolls, 1791–2, no. 249; ParIP, XXXV (1792), 767–8; HLSP, III (1798–9), extracts of logbooks; Felix Farley, 13 August, 10 September 1791, 24 March, 26 May, 14 July 1792; LReg; LL, 20 March, 22 May 1792

ST PATRICK 1791/31

(1) 35 (32) tons (8) Bananoes
(2) (9)
(3) Waterford; 1780 (10)
(4) Cork; 1 October 1790 (11)
(5) J— Huggen (Hogan, Koggan) (12)
(6) James Rogers & Co. (13)
(7) c. 5 February (14)

The vessel was bought for £200 by James Rogers on 30 October 1790 from Edward Febour and Simeon Henry Hardy of Cork. It had previously been registered at Newport Pratt in Ireland on 18 October 1787. It measured 47 feet long and 13 feet 3 inches wide. Thomas Walker was co-owner with Rogers of the vessel. It arrived about 18 April at Bananoes from where Walker reported that he had dismissed the master and [Samuel?] Llewellin [master of Cape Coast Packet (1790/7/?) since they were ‘Scarce Sober One Day Out of 20’. The vessel was sold for 20 slaves by Walker who expected to ship the slaves off the coast in the Ruby (1790/27).

Sources: Bristol Presentments; T 64/286; C 107/5; C 107/14; Felix Farley, 8 January, 5 February, 30 April 1791; LL, 29 April 1791
SARAH 1791/32

(1) 154 tons; 4 guns  (8) Bonny
(2) 25 outward; 22 at Jamaica  (9) 256*; 231 (230)
(3) Newfoundland; 1788  (10) Barbados/Martha Brae, Jamaica
(4)  (11) c. 28 October/13 November
(5) John Goodrich  1791
(6) James Rogers & Co.  (12) 191 (190, 187) at Jamaica
(7) 10 March (pass 21 December 1790)  (13) c. 6 December 1791 from
(14)  (19) 11 December 1791 at Jamaica

The vessel entered out for Africa and Jamaica. Its other owners were John Goodrich, Richard Blake, Sir James Laroche, John Purnell, Richard Fydell, and Samuel Fydell. Investment in trade goods for the voyage totalled £4512.1s.2d. The vessel called at Cape Coast Castle and sailed on 29 May for Calabar, its intended place of trade. On discovering that his cargo of trade goods was ill-suited for the Calabar trade, the master decided to go to Bonny where he ‘Broke Trade’ about 20 June 1791. He noted on the same day that ‘the Great number of Vessels at Booth this place [Bonny] and Callabar makes Slaves of a Most Enormous price’, but expected to obtain 220 slaves and to leave in 20 days. Writing from Barbados on 28 October after a passage from the coast of nine weeks, he reported that he had ‘buried’ 35 slaves and had 195 on board, having sailed from Africa 26 ‘Short of my purchas’. One report suggests the vessel reached Jamaica with 191 slaves, but the master reported delivering 190 and eventually selling 187, having lost 44 in total. The average price obtained was £48.2s.4d., the agent responsible for the sale, John Mitchell, apparently making remittances in bills at 15, 18, and 21 months sight. According to its muster roll, the vessel left Bristol with 28 crew and returned with 15. All but 2 of the original crew appear to have reached Barbados where 14 were discharged on 28 October. Four new crew enlisted on 6 December at Jamaica. One man died on the voyage home. The vessel called at Cape Verde on its outward voyage and at Milford on its voyage home.

Sources: Bristol Presentments; ADM 7/110; T 64/286; T 70/1564, part 1; C 107/5–6; C 107/12–13; SMV Wharfage books; SMV Muster rolls, 1792–3, no. 16; ParlP, XXXV (1792), 766–8; HLSPIII (1798–9), 25 June 1799; Felix Farley, 18 December 1790, 2 July, 20 August, 1 October, 24 December 1791, 4 February 1792; LReg; LL, 16 August, 27 September 1791, 31 January 1792
SWALLOW

1791/33

(1) 12 tons  
(2)  
(3)  
(4)  
(5) Richard Jennings  
(6) John Anderson  
(7) c. 14 May  

John Anderson was sole owner of the vessel which was said to have been sold at the African coast. It may have been a tender to the Pilgrim (1791/24).

Sources:  Bristol Presentments; T 64/286; Felix Farley, 2 April, 14 May, 1 October 1791; LL, 30 September 1791

SWIFT

1791/34

(1) 171 tons; 6 guns  
(2) 35 outward; 21 at Grenada  
(3) Bermuda (Foreign)  
(4)  
(5) John Langdon (Henry Laroche)  
(6) James Rogers  
(7) 12 May (pass 5 May)  

James Rogers was the sole owner of the vessel which was bought in London about 19 January 1791 for £1000 and arrived at Bristol from the capital on 26 February 1791, John Langdon commander. Its muster roll shows that it left Bristol with 31 crew and enlisted 6 more at Old Calabar, including Henry Laroche on 24 January 1792 in place of John Langdon who was discharged by consent at the coast. The vessel was reported to have passed Barbados and appears to have reached Grenada with 22 crew on board, discharging one man there on 9 April. The remaining 21 crew returned to Bristol. The vessel was expected to sail from Old Calabar about 25 January 1792. One report suggests that it took on 171 grown males, 112 grown females, 50 males under 4 feet 4 inches, and 47 females of similar stature at the coast. But a letter from Barbados to James Rogers & Co. on 15 March noted its arrival there with 225 slaves, having ‘buried’ 61 during a passage of 6 weeks from the coast, thus suggesting it sailed from Old Calabar with 286. It was reported to have arrived at Grenada with 105 grown males, 59 grown females, 32 smaller males, and 27 smaller females. At Grenada, the slaves were consigned for sale to Munro, [McFarlane?] & Co.

Sources:  Bristol Presentments; ADM 711/10; T 64/286; C 107/6; C 107/7, part 2; C 107/10–11; SMV Wharfage books; SMV Muster rolls, 1792–3, no. 52; ParlP, XXXV (1792), 767–8; HLSP, III (1798–9), 22, 25 June 1799; Felix Farley, 9 April, 14 May, 19 November 1791, 28 April, 19 May 1792; LReg; LL, 27 April 1792
THOMAS 1791/35

(1) 241 tons; 4 guns  (8) New Calabar
(2) 34 outward; 22 at Jamaica  (9) 375*; 463 (293)
(3) Liverpool  (10) St Vincent/Kingston, Jamaica
(4)  (11) 17 October/9 November 1791
(5) Thomas Phillips  (12) 282 (280) at Jamaica
(6) James Jones & Co.  (13) 20 December 1791
(7) 26 February (pass 8 February)  (14) 10 (8) February (9 April) 1792

The vessel entered out for Africa and Jamaica. Although James Jones &
Co. were reported as the exporters of goods on the vessel, Thomas Jones,
Edward Watkins, and John Watkins were named as its owners. Its muster
roll shows that it left Bristol with 35 crew and returned with 21. It was
reported to have passed Cape Palmas on 3 April, when canoes 'came off'
to visit the ship, and to have reached New Calabar on 23 April. Another
report suggests it passed Cape Coast Castle on 5 April 1791 bound for
Bonny. Leaving the coast on 7 September, it appears to have reached St
Vincent on 17 October and Jamaica on 9 November, at which time it had
30 crew on board. Fourteen men were discharged at Jamaica between 10
November and 22 December, while 5 new men enlisted between 29
November and 13 December, the vessel being reported as clearing from
Jamaica on 20 December. The vessel took on 237 men and 226 women
slaves at Calabar. Five men and 4 women died at the coast. In addition,
10 men and one woman were reported reloaded and a further 150 were
trans-shipped before the vessel sailed from Calabar. This second group
included 50 men, 45 women, 25 boys, and 30 girls, the last two categories
being formerly included among the adults taken. The vessel thus left
the coast with 293 slaves, comprising 147 males and 146 females. Six men
and 7 women were reported to have died before the vessel reached
Jamaica, though one report suggests it reached the island with 282 slaves.

Sources: Bristol Presentments; ADM 7/110; T 64/286; T 70/1563; SMV
Wharfage books; SMV Muster rolls, 1791–2, no. 247; ParlP, XXXV
(1792), 766–8; HLSP, III (1798–9), extracts of logbooks; HLRO,
slave trade return, 28 July 1800; Felix Farley, 5 February, 5 March, 6
August, 17 December 1791, 21 January, 11 February 1792; LReg;
LL, 8 August, 20 December 1791
TRELAWNEY 1791/36

(1) 319 (295) tons; 6 guns
(2) 35 outward and at Jamaica
(3) Bristol; 1781
(4)
(5) Michael Crangle (— King)
(6) James Rogers & Co.
(7) 28 July (pass 7 July)
(8) Bonny
(9) 453*; 333
(10) Montego Bay, Jamaica
(11) c. 28 April 1792
(12) 313 (320)
(13) c. 20 May 1792
(14) 21 (18) July (20 September)

The vessel entered out for Africa and Jamaica, its other owners being Richard Blake and John Purnell. It was advertised for sale in April 1791 at 295 measured tons. Its accounts show that the cost of the vessel’s trade goods was £7553.10s.5d., while the cost of fitting it out for sea was £3261.17s.1d. The cost of the vessel itself was not given. According to its muster roll, it left Bristol with 36 crew and returned with 25. Of its original crew, 30 appear to have reached Jamaica where 8 were discharged between 28 April and 16 May. Three new crew enlisted on 20 May. A un-named vessel of 319 tons and with 35 crew was listed in a House of Lords report to have taken on 155 grown males, 149 grown females, 8 males under 4 feet 4 inches, and 21 females of similar stature at Bonny and to have lost 9 grown males, 10 grown females, and one smaller female before reaching the West Indies. This probably refers to the Trelawney, which was reported on 3 May 1792 by John Kennedy, master of the Ruby (1790/27), to have arrived at Montego Bay, Jamaica, with 313 ‘Remarkable fine Slaves’. At Jamaica, the slaves appear to have been consigned for sale to Francis Grant. On its return to Bristol, Rogers began to prepare the vessel for another African voyage but these preparations apparently stopped in February 1793.

Sources: Bristol Presentments; ADM 7/110; T 64/286; C 107/6; C 107/10; C 107/13; SMV Wharfrage books; SMV Muster rolls, 1792–3, no. 188; ParIP, XXXV (1792), 767–8; ParIP, XLII (1795–6), 849; HLSP, III (1798–9), 22, 25 June 1799; Felix Farley, 2 April, 11 June 1791, 7 January, 16 June, 21 July 1792; LReg; LL, 22 June 1792
The vessel's other owners were Sir James Laroche and Richard Fydell. Its muster roll shows that it left Bristol with 22 crew and returned direct from Africa with 16. Thomas Codd died on 2 April 1792 and was succeeded by William Prosser as master. The vessel traded until 17 March 1792 at Old Calabar, where it liaised with the Daniel (1791/8), and then went down to Gabon, arriving at the latter on 29 March with about £1315 of goods, including some left by the Daniel. Thomas Codd wrote to Rogers on 19 January that he had unloaded all his salt and had purchased 9 butts, 4 pipes, 91 puncheons, and 3 hogsheads of palm oil; this, he noted, 'far exceeds your order for Oyl but the Salt would not command red wood nor scarce any other Article but Oyl'. He was pessimistic about obtaining his expected load of redwood at Calabar, noting on 25 January that he 'would not get filled with Rd Wood in six Months hear' and on 11 March that he still had only 1100 billets of 'mostly small Wood' on board. At Gabon, Prosser reported opposition from four other wood ships, including the Pilgrim (1791/23), but by 3 June he was able to report that he had purchased 10000 billets of redwood there as well as some ivory and wax. In April, wood was said to cost about 15 shillings for 100 billets 'invoice price', which 'is rather better than a Ton', but 'dashes' tended to raise it to about 20 shillings per ton. Competition from two newly arrived London vessels raised the price of wood to 24 shillings per ton by early June. Whether this included 'dashes' is not stated. An undated manifest prepared by Prosser, probably taken on 11 July 1792, suggests that the vessel had on board about 23600 billets of redwood as well as 3 puncheons of wax, 203 pieces of ivory, 16 'Sea Horse Teeth', and the quantity of the oil purchased at Calabar and noted above. In addition, it had £853.8s.6d. of trade goods to be returned to Bristol. Inset charges on the vessel at Bristol totalled £819.8s.9d.

Sources: Bristol Presentments; ADM 7/110; C 107/6; C 107/13; T 64/286; SMV Wharfage books; SMV Muster rolls, 1793–4, no. 115; Felix Farley, 27 August, 17 September 1791, 24 March, 22 September 1792; LL, 27 March, 18 September 1792
### WASP 1791/38

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<tbody>
<tr>
<td>(1)</td>
<td>141 tons; 4 guns</td>
<td>(8)</td>
<td>New Calabar</td>
<td></td>
</tr>
<tr>
<td>(2)</td>
<td>35 outward; 24 at Grenada</td>
<td>(9)</td>
<td>235*; 235 (234)</td>
<td></td>
</tr>
<tr>
<td>(3)</td>
<td>American</td>
<td>(10)</td>
<td>Barbados/Grenada</td>
<td></td>
</tr>
<tr>
<td>(4)</td>
<td>William Hutcheson</td>
<td>(11)</td>
<td>c. 16 January 1792 at Grenada</td>
<td></td>
</tr>
<tr>
<td>(5)</td>
<td>Thomas Jones</td>
<td>(12)</td>
<td>221</td>
<td></td>
</tr>
<tr>
<td>(6)</td>
<td>16 March (pass 22 February)</td>
<td>(13)</td>
<td></td>
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<tr>
<td>(7)</td>
<td>The vessel entered out for Africa and Jamaica. Thomas Jones was its sole owner. Its muster roll shows that it left Bristol with 29 crew and returned with 16. Of the original crew, 25 appear to have reached Grenada, 9 being discharged there on 16–25 January. The vessel appears to have called at Barbados before reaching Grenada. One report shows that, at New Calabar, the vessel took on 105 grown males, 102 grown females, 7 males under 4 feet 4 inches, and 21 females of similar stature. Nine grown males and 5 grown females died before it arrived at Grenada. Another report suggests it took on 234 slaves at the coast, losing 13 in the Atlantic crossing. The vessel was reported to have returned to Bristol from St Vincent and Waterford.</td>
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</table>

**Sources:** Bristol Presentments; ADM 7/110; T 64/286; SMV Wharfage books; SMV Muster rolls, 1791–2, no. 178; ParliP, XXXV (1792), 767–8; ParliP, XLII (1795–6), 849; HLSP, III (1798–9), 22, 25 June 1799; Felix Farley, 29 January, 22 October 1791, 25 February, 24 March 1792; LReg; LL, 18 October 1791

### ACTIVE 1792/1

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<tbody>
<tr>
<td>(1)</td>
<td>222 tons; 2 guns</td>
<td>(8)</td>
<td>Anamaboe (Cape Coast)</td>
<td></td>
</tr>
<tr>
<td>(2)</td>
<td>30 outward</td>
<td>(9)</td>
<td>356*</td>
<td></td>
</tr>
<tr>
<td>(3)</td>
<td>Philadelphia</td>
<td>(10)</td>
<td>Montego Bay, Jamaica</td>
<td></td>
</tr>
<tr>
<td>(4)</td>
<td>John Anderson</td>
<td>(11)</td>
<td>21 October 1793</td>
<td></td>
</tr>
<tr>
<td>(5)</td>
<td>Charles (Thomas) Williams</td>
<td>(12)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(6)</td>
<td>21 August (pass 21 June)</td>
<td>(13)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(7)</td>
<td>Pass returned 14 November 1793 at Jamaica</td>
<td></td>
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</table>

John Anderson was the sole owner of the vessel. It sailed from Cape Coast Castle on 21 July 1793 for the West Indies. According to its muster roll, it left Bristol with 27 crew and reached Jamaica with 17. It was wrecked on a reef at Montego Bay in a gale on 21 October 1793.

**Sources:** Bristol Presentments; ADM 7/110; T 64/286; T 70/1566; Felix Farley, 1, 8 September 1792, 14 December 1793; LReg; LL, 20 December 1793; Royal Gazette, 26 October–2 November 1793

### ACTIVE 1792/2

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<tbody>
<tr>
<td>(1)</td>
<td>17 tons</td>
<td>(8)</td>
<td>Gold Coast (?)</td>
<td></td>
</tr>
<tr>
<td>(2)</td>
<td></td>
<td>(9)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(3)</td>
<td></td>
<td>(10)</td>
<td></td>
<td></td>
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<tr>
<td>(4)</td>
<td></td>
<td>(11)</td>
<td></td>
<td></td>
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<tr>
<td>(5)</td>
<td></td>
<td>(12)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(6)</td>
<td>John Anderson</td>
<td>(13)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(7)</td>
<td>5 September</td>
<td>(14)</td>
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</tbody>
</table>

John Anderson was sole owner of the vessel which was reported sold at the African coast. It was possibly a tender to the Active (1792/1).

**Sources:** T 64/286
The vessel entered out for Africa and Jamaica, James Rogers being its sole owner. Initial investment in the voyage totalled £10650.16s.10d., of which £5120.4s.2d. represented trade goods. According to its muster roll, the vessel left Bristol with 37 crew and enlisted 3 more at the African coast on 3 March 1792. It was reported to have arrived at Old Calabar on 17–18 March and to have left the coast on 10 October, but another report from the coast suggests it was still at Old Calabar on 11 November with 300 slaves on board. The vessel was attended by the Dragon (1792/9) and the Fame (1792/12) as tenders at Old Calabar. The African Queen was reported to have arrived at Montego Bay on 18 January 1793. At least 21 of the crew died at the African coast between April and November 1792, including Samuel Stribling on 14 May and his successor, Hamet Forsyth, on 1 October, while James Lloyd died at sea on 1 December 1792. The vessel was reported at Dominica on 3 January 1793, its muster roll suggesting that it had 18 crew on board at that time. It reached Jamaica about 13 January, discharging 2 crew there on that day and enlisting 3 new men there on 14 February before sailing home with 19 crew. There are conflicting reports about the slaves taken on in Africa and delivered to Jamaica. According to a report to the House of Lords, the vessel took on 255 slaves at Calabar; these included 93 men, 138 women, 10 boys, and 14 girls. Of these 38 were reported to have died before the vessel left the coast, those dying including 18 men, 17 women, one boy, and 2 girls. A further 114, comprising 40 men, 59 women, 3 boys, and 12 girls, were reported to have died in the Atlantic crossing, leaving, according to this account, only 103 alive when the vessel reached Montego Bay. Another report suggests that the vessel took on board 213 slaves at Calabar, while a report in the Journal of the Assembly of Jamaica indicates that it imported 213 slaves at Montego Bay. According to correspondence relating to the voyage, the vessel reportedly carried 330 (or 300) slaves from the coast, losing 78 (28 men, 40 women, 2 boys, and 8 girls) before reaching Dominica and a further 20 before reaching Jamaica under the command of Captain Long, formerly the vessel’s third mate. Another report suggests it reached Jamaica with 214 slaves. It was said to have arrived at Jamaica in great distress. After being refused by John Perry, its slaves were sold by John Cunningham, the sale beginning on 30 January with terms of sale at ‘long day’.

Sources: Bristol Presentments; ADM 7/110; T 64/286; C 107/5; C 107/13; C 107/15; SMV Wharfage books; SMV Muster rolls, 1793–4, no. 178; ParlP, XLII (1795–6), 849; HLRO, slave trade return, 28 July 1800; Jamaica Journal; Felix Farley, 22 October 1791, 21 January, 26 May, 7 July 1792, 23 March, 4 May 1793; LReg; LL, 25 May, 6 July 1792
**ALBION 1792/4**

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<th>No.</th>
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<th>Comments</th>
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<tbody>
<tr>
<td>1</td>
<td>164 tons; no guns</td>
<td>Isle de Los</td>
</tr>
<tr>
<td>2</td>
<td>24 outward</td>
<td>273*; 239</td>
</tr>
<tr>
<td>3</td>
<td>Liverpool; 1783</td>
<td>Kingston, Jamaica</td>
</tr>
<tr>
<td>4</td>
<td>Edward Mentor</td>
<td>11 March 1793</td>
</tr>
<tr>
<td>5</td>
<td>James Jones</td>
<td>220</td>
</tr>
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<td>6</td>
<td></td>
<td></td>
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<tr>
<td>7</td>
<td>c. 4 August (pass 10 July)</td>
<td>Pass returned 13 May 1794</td>
</tr>
</tbody>
</table>

The vessel entered out for Africa and Jamaica, James Jones being its sole owner. It was reported to have sailed from Africa on 7 February 1793, its slaves comprising 161 grown males and 78 grown females. The slaves delivered to Jamaica were consigned to Holcombe, Young & Co. for sale. Newspaper reports suggest that it foundered on 6 July 1793 or was 'run down' by the *Amity*, Hall, off Cape Antonio, on its way from Jamaica, its crew saved. But an official document suggests it was sold at Boston.

**Sources:**
Bristol Presentments; ADM 7/110; T 64/286; HLSP, III (1798–9), 17 June 1799; Felix Farley, 14 April, 4 August 1792, 20 April, 15 June, 7 September 1793; LReg; LL, 11, 14 June, 3 September 1793; Royal Gazette, 9–16 March 1793

**ALFRED 1792/5**

<table>
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<th>Details</th>
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<tbody>
<tr>
<td>1</td>
<td>199 tons; 6 guns</td>
<td>Calabar</td>
</tr>
<tr>
<td>2</td>
<td>30 outward and at Jamaica</td>
<td>331*; 326</td>
</tr>
<tr>
<td>3</td>
<td>British (plantation); 1755</td>
<td>Montego Bay, Jamaica</td>
</tr>
<tr>
<td>4</td>
<td></td>
<td>6 December 1792</td>
</tr>
<tr>
<td>5</td>
<td>David Williams</td>
<td>317</td>
</tr>
<tr>
<td>6</td>
<td>James Jones &amp; Co.</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>c. 5 May (pass 10 April)</td>
<td>Pass returned 19 January 1793 at Jamaica</td>
</tr>
</tbody>
</table>

The vessel entered out for Africa and Jamaica, its other owners being Thomas Deane, Richard Stratton, Thomas Rigge, and Edward Watkins. It was reported to have taken on 155 grown males and 171 grown females at Calabar and to have arrived in Jamaica with 131 grown males, 19 grown females, 130 males under 4 feet 4 inches, and 37 females of similar stature. The vessel was reported sold at Montego Bay.

**Sources:**
Bristol Presentments; ADM 7/110; T 64/286; ParIP, XLII (1795–6), 849; HLSP, III (1798–9), 22, 25 June 1799; Jamaica Journal; Felix Farley, 10 March, 21 April, 5 May, 10 November 1792, 2 February 1793; LReg; LL, 13 November 1792, 29 January 1793
ARAB 1792/6

(1) 176 tons; 8 guns (8)
(2) 21 outward (9)
(3) British (10)
(4) (11)
(5) Benjamin Woolsey Muirson (12)
(6) Sidenham Teast (13)
(7) 15 February (pass 7 February) (14) 5 (3) September (18 October) 1792

A 'wood' ship, the vessel's sole owner was Sidenham Teast. Its muster rolls shows that it left Bristol with 22 crew and returned direct from Africa with 20.

Sources: Bristol Presentments; ADM 7/110; T 64/286; SMV Wharfage books; SMV Muster rolls, 1792–3, no. 69; Felix Farley, 4, 18 February, 8 September 1792; LL, 21 August 1792

BETSEY 1792/7

(1) 194 tons; 4 guns (8) Bonny
(2) 29 outward; 21 at Grenada (9) 323*; 248 (247)
(3) Newfoundland; 1787 (10) Grenada
(4) (11) 31 August 1792
(5) John Spencer (12) 226 (222)
(6) Henry K. & Robert Hunter (13) 15 September 1792
(7) 19 March (pass 8 March) (14) 8 (7) November (27 November) 1792

The vessel entered out for Africa and Jamaica, the Hunters being its sole owners. According to its muster roll, it left Bristol with 24 crew and returned with 13. It arrived at Bonny on 27 May and left on 14 July, 2 crew having died on 21–27 June. The remaining 22 crew reached Grenada where 8 were discharged on 7–15 September. One man died on the voyage home. One report suggests that the vessel took on 137 men and 110 women slaves at Bonny, 2 of the men dying before the vessel left the coast. A further 16 men and 7 women died before the vessel reached Grenada. Another report shows that the vessel took on 134 grown males, 96 grown females, 7 males under 4 feet 4 inches, and 11 females of similar stature at Bonny, and lost 14 grown males and 8 grown females before reaching Grenada.

Sources: Bristol Presentments; ADM 7/112; T 64/286; SMV Wharfage books; SMV Muster rolls, 1792–3, no. 73; ParlP, XLII (1795–6), 849; HLSP, III (1798–9), 22, 25 June 1799; HLRO, slave trade returns, 28 July 1800; Felix Farley, 10, 31 March, 13 October, 10 November 1792; LReg
CRESCE\n
(1) 164 (165) tons; 2 guns (8) Isle de Los
(2) 28 outward (9) 273*; 273
(3) Liverpool; 1787 (10) Barbados/\n    Kingston, Jamaica
(4) (11) 29 March 1793 at Jamaica
(5) William Roper (John Kennedy) (12) 267 (265, 266)
(6) James Rogers & Co. (13) 26 June 1793
(7) 10 July (pass 4 June) (14) 3 (2) September (25 October) 1793

Sir James Laroche and Richard Fydell were the vessel's other owners. Initial outlays on the voyage totalled £10670.13s.3d., of which £7978.6s.2d. constituted trade goods. Its muster roll shows that the vessel left Bristol with 31 crew and enlisted 5 more, including John Kennedy, former master of the Swift (1792/43), in Africa on 16 February 1793. William Roper was discharged by consent on the same day and took command of the Swift. The vessel passed Barbados and reached Jamaica with 20 crew on board, discharging 12 there between 31 March and 21 June. Six new men enlisted on 26 June, giving the vessel a crew of 14 for the voyage home. The vessel was reported to have arrived at Isle de Los on 26 August and to have taken on 273 slaves, including 102 men, 59 women, 66 boys, and 46 girls, before leaving the coast on 16 February 1793. Six men, one woman, and one boy died before the vessel reached Jamaica on 29 March. Another report suggests the vessel delivered 266 slaves at Kingston, while yet another suggests that it imported 267 Windward Coast slaves at the island. Francis Grant was responsible for the sale of the slaves at Jamaica, but some may have been sold by Alexander Macleod at Port Maria at an average price of £60.15s.3d. [sterling?] each.

Sources: Bristol Presentments; ADM 7/110; T 64/286; C 107/5–6; C 107/10; C 107/15; SMV Wharfage books; SMV Muster rolls, 1793–4, no. 127; HLSP, III (1798–9), 17 June 1799; HLRO, slave trade return, 28 July 1800; Jamaica Journal; Felix Farley, 14 July, 1 December 1792, 27 April, 15 June, 7 September 1793; LReg; LL, 26 April, 11 June 1793; Royal Gazette, 23–30 March 1793

DRAGON

(1) 45 (43) tons; 4 guns (8) Old Calabar
(2) 14 outward (9) 75*
(3) Bristol; 1787 (10)
(4) (11)
(5) William Davis (— Williams) (12)
(6) James Rogers & Co. (13)
(7) c. 7 January (pass 8 December 1791) (14) No pass returned

Investment in the ship and its outfit totalled £714.15s.3d. Its other owners were Sir James Laroche and Richard Fydell. At Old Calabar the vessel liaised with the African Queen (1792/1). The master of the latter noted on 11 June that the Dragon was lying idle and contemplated sending the vessel home with ivory, palm oil and wood, but decided to delay a decision until after the arrival of the Fame (1792/12). The Dragon received an additional crewman at Old Calabar from the Fame.

Sources: ADM 7/110; T 64/286; C 107/6; C 107/13; C 107/15; SMV Muster rolls, 1793–4, no. 31; Felix Farley, 10 December 1791, 7 January, 7 July 1792; LReg; LL, 6 July 1792
ELIZABETH 1792/10

(1) 192 tons; no guns  (8)  
(2) 12 outward  (9) 320*  
(3) American  (10)  
(4) — Reyne  (11)  
(5) [Thomas Jones & Co.?]  (12)  
(6) Pass 13 July  (13)  
(7) No pass returned  (14)  

Sources: ADM 7/110

EXPERIMENT 1792/11

(1)  
(2)  
(3)  
(4)  
(5) William Thomas  (12)  
(6) James Rogers  (13)  
(7) c. 24 March  (14)  

Apparently a tender to the Morning Star (1792/27), outfitting costs for the vessel totalled £91.12s.10d. The vessel called at Madeira for candles and wood on its way to Africa. It was at Isle de Los on 8 June when the master of the Morning Star indicated his intention to take 'about 10 or 12 Slaves Goods' in the Experiment and to go to Rio Noones to trade. He also reported that he had sold the Experiment 'for 7 more [slaves] to be delivered on my Quitting the Coast'.

Sources: C 107/6; Felix Farley, 3, 24 March 1792
A tender to the *African Queen* (1792/3), the vessel entered out for Africa and Jamaica, its other owners being Sir James Laroche, Richard Fydell, and Thomas Walker. Initial investment in the voyage totalled £5258.19s.3d., of which £2960.6s.1d. comprised trade goods. According to its muster roll, the vessel left Bristol with 24 crew and reached Grenada with 23, discharging 9 there on 5–24 September. It returned to Bristol with 13 crew, one man dying on the voyage home. It was reported to have reached Calabar on 24 June and to have taken on 59 men (or grown males), 128 women (or grown females), and 11 girls (or females under 4 feet 4 inches) before leaving the coast on 12 July. Another report suggests it bought 200 slaves at the coast, while the master reported shipping 201, including 59 men, 128 women (‘all fallen Brest & Gray hears [hairs]’), 11 girls under size, and 3 infants at the breast. There are conflicting reports of slaves lost in the Atlantic crossing. The master reported losing 65 slaves, whereas two other reports suggest it lost 72. One of the last two reports suggests those dying included 21 men, 48 women, and 3 boys, while the other suggests they included 18 grown males, 44 grown females, one male under 4 feet 4 inches, and 9 females of similar stature. At Grenada, the slaves were sold by Munro, McFarlane & Co. who wrote that, on viewing them, ‘there is not at present one Good Slave in the Ship’ and only agreed to sell them because ‘the cruelty of sending the Slaves off in the state they were in to Jamaica[,] the only market they could get to[,] also weighed with us’. The master himself noted that ‘there was Never a Worse Cargo of Slaves Ship’d. from Africa’, observing that ‘I have Bline [blind], one Eye, Some Loasing fingers some Toas [toes]’. The accounts show that proceeds from 126 slaves sold totalled £3780 gross or £3197.6s. net.

### Sources:

- Bristol Presentments; ADM 7/110; T 64/286; C 107/5–6; C 107/13; C 107/15; SMV Wharfage books; SMV Muster rolls, 1793–4, no. 31; ParlP, XLII (1795–6), 849; HLSP, III (1798–9), 22, 25 June 1799; HLRO, slave trade return, 28 July 1800; Felix Farley, 3 March 1792; LReg; LL, 19 October 1792
FANNY 1792/13

(1) 183 tons; 2 guns (8) Sierra Leone (Bance Island)
(2) 27 outward (9) 305*; 232 (262)
(3) Whitehaven; 1780 (10) Barbados/Kingston, Jamaica
(4) (11) 13/30 December 1792
(5) Samuel Phillips (Robert Peak) (12) 229 (230)
(6) James Rogers & Co. (13) 9 February 1793
(7) 19 May (pass 17 May) (14) 24 (20) April (9 July) 1793

The vessel entered out for Africa and Jamaica. Thomas Walker was its other owner. Initial investment in the voyage totalled £7548.15s.8d., of which £5485.19s.3d. constituted trade goods. According to its muster roll, the vessel left Bristol with 29 crew and returned with 16. One man joined the Recovery (1792/35) at the coast on 20 August 1792. Of the original crew, 18 reached Jamaica, where 8 were discharged on 2–5 January 1793. Six new men enlisted there on 24 January. One report suggests that the vessel arrived at Bance Island on 7 July and took on 232 slaves, including 145 men and 87 women, before leaving the coast on 9 November. It also appears to have carried a further 30 slaves on freight from Thomas Walker on account of James Rogers & Co. Two men and one woman died before the vessel reached Jamaica. Another report indicates that it imported 230 slaves at Kingston. At Jamaica, the slaves were sold by Allan, White & Co., the sale closing on 25 January 1793 with 259 being sold at an average of £52.3s.4d. each. Net proceeds totalled £9632.13s.2d., and were remitted in bills on Protheroe & Claxton at 12, 18 and 24 months sight. The sellers noted that ‘the over proportion of Young people [among the slaves] oppeared much against’ the average price. The master reported that he was unable to obtain freight home from Kingston, but that there was ‘a great chance’ of freight at the north side of the island.

Sources: Bristol Presentments; ADM 7/110; T 64/286; C 107/3; C 107/6; C 107/15; SMV Wharfage books; SMV Muster rolls, 1793–4, no. 48; HLSP, III (1798–9), 17 June 1799; HLRO, slave trade return, 28 July 1800; Jamaica Journal; Felix Farley, 21 April, 26 May 1792, 9, 26 February, 27 April 1793; LReg; LL, 19 October 1792, 8, 26 February 1793
According to its pass, the vessel was destined for Africa and Jamaica. Patrick Fitzhenry was its sole owner. Its muster roll shows that it left Bristol with 27 crew and returned with 9. The vessel was at St Thomas in West Africa on c. 23 April 1793 and reached St Vincent with 18 crew, discharging 13 there and at Jamaica between 31 May and 3 July. Five new men enlisted on 21 July at Jamaica. One man died on the voyage home. Michael Crangle died on 26 January 1793 and was possibly succeeded as master by Michael Small (or Smith). One report suggests the vessel arrived at Calabar on 30 December 1792 and left the coast on 22 April. It arrived at Kingston with 118 slaves, having lost 17 men and 5 women at the coast and a further 9 men and 7 women in the Atlantic crossing. Other reports suggest that a vessel of the same name and, according to one report, commanded by Michael Small, imported 174 or 176 slaves at Kingston.

Sources: Bristol Presentments; ADM 7/110; T 64/286; SMV Muster rolls, 1793–4, no. 171; HLRO, slave trade return, 28 July 1800; Jamaica Journal; Felix Farley, 27 October 1792, 8 June, 3 August, 5 October 1793; LReg; LL, 25 May 1792, 4 June, 2 August 1793; Cornwall Chronicle, 15 June 1793
FRIENDSHIP 1792/15

(1) 149 tons; 6 guns  (8) New Calabar
(2) 30 outward  (9) 248*; 243 (232)
(3) Newfoundland; 1785  (10) Barbados/Montego Bay,
(4)  Jamaica
(5) William Hutcheson (John (11) 16 (19) March 1793
Simpson) at Jamaica
(6) Patrick Fitzhenry & Co. (12) 206 (208)
(7) 8 July (pass 6 July) (13) 5 April 1793
(14) 17 (15) June (9 July) 1793

The vessel entered out for Africa and Jamaica, its other owner being James Rogers. Its muster roll shows that it left Bristol with 33 crew and recruited 2 more in Africa on 1 January 1793. William Hutcheson died on 18 December 1792 and was succeeded by John Simpson. The vessel was reported struck by lightning while anchored off Bonny Bar but the resulting fire was said to have been quickly put out. It reached Jamaica with 22 crew and discharged 4 there between 22 March and 1 April. One new man enlisted on 24 March, giving the vessel a crew of 19 for its voyage home. One man died and 3 were discharged off Fishguard before the vessel reached Bristol. One report suggests that the vessel arrived at Calabar on 6 September 1792 and took on 243 slaves, including 130 men and 113 women. Two men were reported relanded and 5 men and one woman to have died before the vessel left the coast with 235 slaves, comprising 123 men and 112 women, on 23 December. The same report suggests that 8 men and 10 women died in the Atlantic crossing and that 206 [217?] slaves were landed at Montego Bay. Other reports suggest that the vessel bought 232 slaves at Calabar and imported 208 at Montego Bay, 24 having died in the crossing.

Sources: Bristol Presentments; ADM 7/110; T 64/286; C 107/10; SMV Wharfage books; SMV Muster rolls, 1793–4, no. 177; ParlP, XLII (1795–6), 849; HLRO, slave trade return, 28 July 1800; Jamaica Journal; Felix Farley, 12 May, 14 July 1792, 5 January, 5 October 1793; LReg; LL, 26 April, 7 May 1793
The vessel entered out for Africa and Dominica, Benjamin Sandford being its other owner. It was reported spoken with off Cape Clear on 24 April 1792. Its muster roll shows that it left Bristol with 27 crew and returned with 15. Of the original crew, 26 appear to have reached Dominica, the vessel having earlier called at Barbados. Thirteen crew were discharged at Dominica between 14 October and 5 November, 7 apparently enlisting on a warship. Two new men were recruited at Dominica on 6 November. The vessel was reported to have taken on or bought 240 slaves at New Calabar and after losing 14 to have arrived at Dominica with 75 grown males, 88 grown females, 21 males under 4 feet 4 inches, and 42 females of similar stature.

Sources: Bristol Presentments; ADM 7/110; T 64/286; SMV Wharfage books; SMV Muster rolls, 1792-3, no. 122; ParlP, XLII (1795-6), 849; HLSP, III (1798-9), 22, 25 June 1799; Felix Farley, 10 March, 21 April, 5 May, 10 November, 15 December 1792; LReg

A 'wood' ship, the vessel was solely owned by Sidenham Teast. Its muster roll shows that it left Bristol with 19 crew and returned direct from Africa with 15. Seven of the original crew died or ran away at Rio Nunes, Cape Lahou, Sierra Leone, and Isle de Los between 21 April 1792 and 24 January 1793. One new man enlisted on 12 December 1792 and 2 more on 27 January 1793.

Sources: Bristol Presentments; ADM 7/110; T 64/286; SMV Wharfage books; SMV Muster rolls, 1792-3, no. 198; Felix Farley, 21 January, 25 February 1792, 20 April 1793; LL, 8 June 1792
HECTOR 1792/18

(1) 540 tons; 6 guns 
(2) 45 outward 
(3) Foreign (French prize) 
(4) James Fraser 
(5) John Anderson & Co. 
(6) 2 May (pass 5 April) 

(8) Bonny 
(9) 674*; 1010 (584, 596) 
(10) St Vincent 
(11) 6 January 1793 
(12) 558 (555) 
(13) 7 February 1793 
(14) 22 (15) April (9 July) 1793

Thomas Deane, James Harvey, and Thomas Rigge were the other owners of the vessel. Its muster roll shows that it left Bristol with 44 crew and returned with 34. Of the original crew, 41 reached St Vincent where 6 were discharged on 3–4 February 1793. One man died on the voyage home. One report shows that the vessel reached Bonny on 7 July and took on 1010 slaves, including 620 men and 390 women. Three men were relanded, 9 men and 2 women died, and 256 men and 156 women were trans-shipped, apparently to the Pilgrim (1792/32), before the vessel left Bonny on 19 November with 352 men and 232 women. Richard Martin, supercargo on the Hector, entered the Pilgrim on 18 September 1792. The slaves shipped by the Hector must have included some children for 11 men, 10 women, 3 boys, and 2 girls were reported to have died before the vessel arrived at St Vincent with 558 slaves. Those delivered to St Vincent presumably comprised 338 males and 220 females. Another report suggests that the vessel took on 596 slaves at Bonny and lost 41 before reaching Dominica.

Sources: Bristol Presentments; ADM 7/110; T 64/286; SMV Wharfage books; SMV Muster rolls, 1793–4, no. 63; ParlP, XLII (1795–6), 849; HLRO, slave trade return, 28 July 1800; Felix Farley, 5 May 1792, 2 March, 20 April 1793; LReg; LL, 16 October 1792, 26 February 1793

*Note: The asterisk indicates an estimated number.
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<tr>
<td>(1)</td>
<td>191 tons; 4 guns</td>
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<tr>
<td>(2)</td>
<td>30 outward</td>
</tr>
<tr>
<td>(3)</td>
<td>Bristol; 1768</td>
</tr>
<tr>
<td>(4)</td>
<td>Robert Martin (or Master)</td>
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<tr>
<td>(5)</td>
<td>James Jones</td>
</tr>
<tr>
<td>(6)</td>
<td>24 October (pass 28 August)</td>
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<td>(7)</td>
<td></td>
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<tr>
<td>(8)</td>
<td>Anamaboe</td>
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<tr>
<td>(9)</td>
<td>318*; 300</td>
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<tr>
<td>(10)</td>
<td>Barbados/Kingston, Jamaica</td>
</tr>
<tr>
<td>(11)</td>
<td>c. 2/8 May 1793</td>
</tr>
<tr>
<td>(12)</td>
<td>295 (298) at Jamaica</td>
</tr>
<tr>
<td>(13)</td>
<td></td>
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<tr>
<td>(14)</td>
<td>Pass returned 12 July 1793 at Jamaica</td>
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</table>

The vessel entered out for Africa and Jamaica, James Jones being its sole owner. Its muster roll shows that it left Bristol with 32 crew and took on 4 additional men at Guernsey between 3 November and 7 December 1792. It arrived at Cape Coast Castle on 3 February 1793 and at Anamaboe on 4 February and left the latter on 12 March. It called at Barbados before reaching Jamaica on 8 May 1793. The vessel appears to have had 24 crew on board on its arrival at Barbados, all of whom were discharged there and at Jamaica between 2 May and 10 July 1793, the vessel being sold at Jamaica on 8 July. The slaves loaded at Anamaboe included 202 men, 88 women, 4 boys, and 6 girls. Four men and one woman died before the vessel arrived at Jamaica with 295 slaves. Another report suggests the vessel imported 298 slaves at Kingston.

**Sources:**
- Bristol Presentments; ADM 7/110; T 64/286; T 70/1568; SMV Muster rolls, 1793–4, no. 202; HLRO, slave trade return, 28 July 1800; Jamaica Journal; Felix Farley, 27 October 1792, 15 June 1793; LReg; LL, 11, 14 June 1793
JUPITER 1792/20

(1) 296 tons; 6 guns  (8) Bonny
(2) 40 outward  (9) 430*; 409 (379, 389)
(3) Prize (foreign); 1773  (10) Montego Bay (Martha Brae),
(4) Jamaica
(5) John Goodrich  (11) 16 (18) June 1793
(6) James Rogers & Co.  (12) 347 (355, 357)
(7) 24 October (pass 15 September)  (13) 21 July 1793
(14) 27 (26) September (25
October) 1793

According to its pass the vessel was bound for Africa and Jamaica. Its
other owners were Sir James Laroche and Richard Fydell. Initial
investment in the voyage totalled £16120.1s.1d., of which £11598.13s.6d.
constituted trade goods. Its muster roll shows that the vessel left Bristol
with 38 crew and returned with 20. One new man enlisted in Africa on 28
February and the vessel reached Jamaica with 29 crew, discharging 19
there between 19 June and 19 July 1793. Ten new men enlisted on 16
July. One report shows that the vessel arrived at Bonny on 3 January, and
took on 409 slaves; these included 205 men, 200 women, and 4 boys. Ten
men and 11 women were relanded and 7 men and 2 women died before
the vessel left the coast with 379 slaves comprising 188 men, 187 women,
and 4 boys. Sixteen men and 16 women died before the vessel reached
Jamaica. The number landed and sold at Martha Brae was reported as
347, but another report suggests the vessel imported 357 at Montego Bay,
having taken on 389 at Bonny, 32 of whom died in the Atlantic crossing.
The latter report suggests that those taken on at the coast included 175
men, 137 women, 36 boys, and 52 girls. Those lost before the vessel
reached Jamaica included 25 men and 18 women. Yet another report
reveals that 355 Eboe slaves imported by the vessel were advertised for
sale at Falmouth, Jamaica, on 3 July, the agent for the sale being Francis
Grant.

Sources: Bristol Presentments; ADM 7/110; T 64/286; C 107/10; C 107/15;
SMV Wharfage books; SMV Muster rolls, 1793–4, no. 175; ParlP,
XLII (1795–6), 849; HLRO, slave trade return, 28 July 1800;
Jamaica Journal; Felix Farley, 27 October 1792, 27 April, 28
September 1793; LReg; LL, 23 April, 3 September 1793; Cornwall
Chronicle, 29 June 1793
**LANGUISH (LANGRISHE)**  1792/21

(1) 268 (266) tons; 6 guns  (8) Bonny
(2) 35 outward; 25 at Jamaica  (9) 400*; 425 (370, 364)
(3) Irish; 1780  (10) St Vincent/Montego Bay, Jamaica
(4)  (11) c. 17/29 September 1792
(5) John Fitzhenry  (12) 359 (353, 352)
(6) Patrick Fitzhenry & Co.  (13) 24 (26) October 1792
(7) 26 April (pass 17 February)  (14) 5 (4) December (31 December) 1792

The vessel entered out for Africa and Jamaica, James Rogers being its other owner. Its muster roll shows that it left Bristol with 37 crew and returned with 27. Of the original crew, 31 appear to have reached St Vincent, 6 having died at Bonny, including 4 who drowned on 8 June. Four were discharged, presumably at St Vincent, on 17 September. One report shows that the vessel arrived at Bonny on 5 June and took on 425 slaves comprising 213 men and 212 women. Of these, 24 men and 26 women were relanded and 4 men and one woman died before the vessel left Bonny on 6 August with 186 [185?] men and 178 [185?] women on board. Six men and 6 women were reported to have died in the Atlantic crossing, but the vessel was also reported to have landed and sold 359 slaves at Montego Bay. Other reports suggest that at Bonny the vessel took on 370 slaves, including 193 grown males and 177 grown females, and arrived in the West Indies with 353 slaves, including 176 grown males, 155 grown females, 4 males under 4 feet 4 inches, and 18 females of similar stature.

**Sources:**  Bristol Presentments; ADM 7/110; T 64/286; SMV Wharfage books; SMV Muster rolls, 1792–3, no. 116; ParlP, XLII (1795–6), 849; HLSP, III (1798–9), 22, 25 June 1799; HLRO, slave trade return, 28 July 1800; Felix Farley, 18 February, 5 May, 13 October, 10 November, 8 December 1792; LReg; LL, 16 October, 7 December 1792

**LEVANT**  1792/22

(1) 210 tons; 4 guns  (8) New Calabar
(2) 30 outward  (9) 344*; 348
(3) French  (10) Montego Bay, Jamaica
(4)  (11) c. 25 July (13 August) 1793
(5) John Kimber  (12) 324
(6) Walter Jacks  (13) c. 20 September 1793
(7) 20 November (pass 21)  (14) 20 December 1793 (14 January November) 1794

John Gordon jr was co-owner of the vessel. It arrived at Cape Coast Castle on 5 January 1793 but traded at New Calabar. Its muster roll shows that it left Bristol with 32 crew and returned to Bristol with 8. Two new men were enlisted at Calabar on 8 May and 10 June 1793, and the vessel reached Jamaica with 28 crew. It appears that 15 were discharged there on and after 25 July, though the date of import of slaves was given as 13 August. Five new crew enlisted at Jamaica on 4–20 September. Of the 18 crew on the home run, one died and 9 were discharged at Kinsale.

**Sources:**  Bristol Presentments; ADM 7/112; T 64/286; T 70/1568; SMV Muster rolls, 1793–4, no. 203; ParlP, XLII (1795–6), 849; Jamaica Journal; Felix Farley, 1 December 1792, 27 April, 9, 16 November, 14 December 1793; LReg; LL, 26 April, 5 November 1793
LOVELY LASS  1792/23

(1)  282 tons; 6 guns  
(2)  30 outward  
(3)  French prize  
(4)  
(5)  John Robinson Wade  
(6)  James Jones  
(7)  3 January (pass 6 December 1791)  

The vessel entered out for Africa and Jamaica, James Jones being its sole owner. Its muster roll shows that it left Bristol with 39 crew and returned to London with 34. It enlisted 14 additional crew between 27 June 1792 and 13 June 1793 at Anamaboe, Dixcove, Grand Bassam and Lagos, but other sources show that it traded between Cape Lahoe and Cape Coast, including Appollonia. It appears to have reached Jamaica with 26 crew, discharging 18 there in January 1794. It enlisted 26 new crew between 10 March and 30 June 1794; some enlisted at Jamaica but the vessel may have recruited some at St Domingo as the muster roll records that the vessel returned to London from Jamaica and St Domingo and Lloyd’s List suggests it returned to Bristol from St Domingo. One report shows that the vessel arrived at Cape Lahoe on 7 April 1792 and left Cape Coast on 22 November 1793, in the intervening period taking on 738 slaves. These included 419 men, 205 women, 85 boys, and 29 girls. One girl died at the coast and a further 370 were trans-shipped, the latter comprising 210 men, 150 women, 9 boys, and one girl, before the vessel left the coast with 416 slaves. The same report shows that one man and 2 boys died in the Atlantic crossing, leaving 413 to be delivered at Kingston, but another report shows that the vessel took on 416 slaves at Appollonia and lost 5 in the crossing.

Sources:  
Bristol Presentments; ADM 7/110; SMV Muster rolls, 1794–5, no. 184; PariP, XLII (1795–6), 849; HLRO, slave trade return, 28 July 1800; Jamaica Journal; Felix Farley, 10 December 1791, 7 January 1792; LReg; LL, 14 March, 27 June 1794
### MARTHA'S GOODWILL 1792/24

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<tr>
<td>(1)</td>
<td>27 tons; no guns</td>
<td>(8) Bence Island (Cape Coast)</td>
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<tr>
<td>(2)</td>
<td>6 outward</td>
<td>(9) 45*; 71 (49, 47, 46)</td>
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<td>(3)</td>
<td>Ilfracombe; 1790</td>
<td>(10) St Vincent</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11) 28 May 1793</td>
</tr>
<tr>
<td>(5)</td>
<td>Thomas Gilchrist</td>
<td>(12) 45 (42)</td>
</tr>
<tr>
<td>(6)</td>
<td>John Anderson</td>
<td>(13) 13 June 1793</td>
</tr>
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<td>(7)</td>
<td>16 July (pass 10 July)</td>
<td>(14) 31 (29) July (25 October) 1793</td>
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John Anderson was sole owner of the vessel. It was reported to have sailed from Cape Coast Castle direct for England on 10 April 1793 but in fact delivered slaves to St Vincent. Its muster roll shows that it left Bristol with 6 crew and returned with 6. All the original crew reached St Vincent where 3 were discharged between 31 May and 10 June 1793. Three new men enlisted on 12 June. There are conflicting reports of the slaves shipped on the vessel. One report shows that it arrived at Bence Island on 2 September 1792 and left the same on 4 April 1793, in the intervening period taking on 71 slaves; these comprised 34 men, 25 women, 8 boys, and 4 girls. One woman was relanded and 15 men and 6 women were trans-shipped before the vessel left the coast with 49 slaves. Three men and one woman were reported to have died in the Atlantic crossing, leaving 45 for sale at St Vincent. Another report suggests the vessel took on 46 slaves at Cape Coast, losing 4 in the crossing, while a third suggests it took on 47 slaves at Cape Coast, all of them grouped under the heading 'grown males'.

**Sources:**
- Bristol Presentments; ADM 7/110; T 64/286; T 70/1567; SMV Wharfage books; SMV Muster rolls, 1793–4, no. 151; ParlP, XLII (1795–6), 849; HLSP, III (1798–9), 17 June 1799; HLRO, slave trade return, 28 July 1800; Felix Farley, 21 July 1792, 3 August 1793; LReg

### MARY 1792/25

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<tr>
<td>(1)</td>
<td>101 tons; 4 guns</td>
<td>(8) Bence (Bance) Island</td>
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<tr>
<td>(2)</td>
<td>20 outward</td>
<td>(9) 168*; 70</td>
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<tr>
<td>(3)</td>
<td>Halifax (plantation); 1781</td>
<td>(10) Dominica</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11) 30 April 1792</td>
</tr>
<tr>
<td>(5)</td>
<td>Thomas Grimes ([Samuel?] Damer)</td>
<td>(12) 70</td>
</tr>
<tr>
<td>(6)</td>
<td>James Jones</td>
<td>(13) 12 May 1792</td>
</tr>
<tr>
<td>(7)</td>
<td>c. 14 January (pass 23 December 1791)</td>
<td>(14) No pass returned</td>
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The vessel entered out for Africa and Jamaica, James Jones being its sole owner. It arrived at Cape Coast Castle on 21 March but traded at Bence Island, reaching the latter on 24 March. It took on 42 men, 22 women, 3 boys, and 3 girls before leaving Bence Island on 30 March. All were delivered to and sold at Dominica. The vessel appears to have returned to Africa from Dominica under the command of Captain Damer, reaching Cape Coast Castle from Whydah in December 1793. It appears to have taken on 162 slaves at the coast, 136 of whom were delivered to the West Indies.

**Sources:**
- Bristol Presentments; ADM 7/110; T 64/286; T 70/1564, part 1; T 70/1566; HLRO, slave trade return, 28 July 1800; Felix Farley, 17 December 1791, 14 January 1792; LReg; LL, 8 June 1792
MERMAID 1792/26

(1) 96 tons (8) Gambia
(2) 4 at Grenada (9) 160*; 159 (140, 141)
(3) Spanish prize (Bayonne) (10) Grenada
(4) (11) 4 November 1792
(5) James Mulling (Edward Taylor) (12) 129 (128)
(6) James Rogers (13) c. 10 November 1792
(7) 10 April (14) 11 (10) January 1793

The vessel was bought by James Rogers on 30 December 1791 from Margaret Hunter, Henry Keowen Hunter, Robert Hunter, and Mungo Wright for £650. Formerly a Spanish prize taken in 1782, it was 64 feet 8 inches long, 19 feet 1 inch broad, and measured 3 feet 3 inches between decks. The vessel entered out for Africa and Jamaica, James Rogers being its sole owner. Initial investment in the voyage totalled £5919.15s.10d., of which £3809.7s.1d. constituted trade goods. Its muster roll shows that it left Bristol with 23 crew and returned with 13. One new man enlisted in Africa on 20 September but the vessel reached Grenada with only 6 crew, the rest having died. Eight new men enlisted at Grenada on 10 November while one man was discharged on 15 November. The master reported arriving at ‘Junccacunda’ in the Gambia river on 11 May after 4 weeks passage and noted that India bafts and amber were in great demand and ‘which I am Short of’. In July, he observed that ‘the pleasant Season of the Year, the Rains Comeing on is Very unhealthy’, and went on to point out that all the crew had been ill and that four ‘are no more’. One report suggests the vessel took on 100 grown males, 52 grown females, 4 males under 4 feet 4 inches, and 3 females of similar stature at Gambia and lost 28 grown males and 2 grown females before reaching the West Indies. Another report suggests it took on 140 slaves and lost 11 in the Atlantic crossing, while the master declared at the Customs House, Grenada in November 1792 that the maximum number carried had been 141, including 84 males and 50 females over 4 feet 4 inches tall. In writing to James Rogers, the master noted that he had lost all but four of his crew as well as 30 slaves ‘by Insurrection & Death’, having 128 on board on his arrival at Grenada. According to Taylor’s testimony, the insurrection occurred on 27 August and resulted in the death of 19 men slaves and the scarring of about 11 more through burns caused by attempts to quell the uprising. At Grenada, the slaves were sold by Munro, McFarlane & Co.. The average price per slave was £44 sterling and gross proceeds on the sale totalled £5632. After commissions and other deductions, net proceeds totalled £4500, payable in bills at 12, 15, and 18 months sight on Alexander Houston & Co. of Glasgow.

Sources: Bristol Presentments; ADM 7/110; T 64/286; C 107/6; C 107/10; C 107/13; C 107/15; SMV Wharfage books; SMV Muster rolls, 1793–4, no. 173; ParliP, XLII (1795–6), 849; HLSP, III (1798–9), 22, 25 June 1799; Felix Farley, 25 February, 14 April, 15 December 1792, 12 January 1793; LReg; LL, 28 August, 14 December 1792
MORNING STAR 1792/27

(1) 74 tons; 4 guns (8) Sierra Leone/Isle de Los
(2) 20 outward (9) 123*
(3) Newfoundland; 1788 (10)
(4) (11)
(5) William Fitzsimmons (William Stewart) (12)
(6) James Rogers (14) No pass return
(7) c. 24 March (pass 17 January)

The vessel entered out for Africa and Jamaica. William Stewart and Thomas Walker were its other owners. Initial investment in the voyage totalled £5312.10s.5d., of which £3407.4s.10d. constituted trade goods. William Stewart reported arriving on 19 April at Sierra Leone where he purchased 56 slaves. He noted that his first mate Henry (William?) Fitzsimmons died on 7 June. From Sierra Leone, the vessel went to Isle de Los, from where the master wrote on 8 June that he himself intended to look for trade at ‘Rionoones’ [River Nunes] and ‘the River Thissie’. He noted, however, that trade was much altered, with the price of slaves standing at 160 bars compared to 85 bars in previous years. The vessel was said to have been at Isle de Los on 10 July, half slaved, and intending to sail in November. It was later reported sold at the coast.

Sources: Bristol Presentments; ADM 7/110; T 64/286; C 107/6; C 107/13; C 107/15; HLRO, slave trade return, 28 July 1800; Felix Farley, 21 January, 24 March, 14 July, 22 September 1792; LReg

NANCY 1792/28

(1) 51 tons; 4 guns (8)
(2) 8 outward (9)
(3) British (10)
(4) (11)
(5) Edward Wilcox (12)
(6) Thomas Vaughan (13)
(7) c. 12 May (pass 18 April) (14) 22 February (13 April) 1793

A ‘wood’ ship, the vessel was jointly owned by Thomas Vaughan and Edward Wilcox and returned direct from Africa to Bristol.

Sources: Bristol Presentments; ADM 7/110; T 64/286; SMV Wharfage books; Felix Farley, 14 April, 12 May 1792, 23 February 1793

NANCY 1792/29

(1) 75 tons (8)
(2) (9) 125*
(3) Antigua; 1786 (10)
(4) (11)
(5) C[harles?] Sloper (12)
(6) J[onathan?] Nash (13)
(7) (14)

The vessel entered out for Africa and Jamaica.

Sources: Felix Farley, 20, 27 October 1792; LReg
James Jones was the sole owner of the vessel. Its muster roll shows that it left Bristol with 30 crew and returned to Bristol with 18. Of the original crew, 26 reached Jamaica where 14 were discharged between 15 July and 2 August 1793. Nine new men enlisted on 17 November. Three crew were discharged in Ireland on the voyage home. One report suggests the vessel arrived at the African coast on 12 March and left on 9 June, taking on 202 slaves comprising 116 men, 53 women, 24 boys, and 9 girls. Eleven men and one woman were relanded before the vessel departed with 190 slaves. One boy (or male under 4 feet 4 inches) died in the Atlantic crossing, leaving 189 slaves or 105 men (or grown males), 52 women (or grown females), 23 boys (or males under 4 feet 4 inches), and 9 girls (or females of similar stature), for sale in Jamaica. One report suggests that the vessel imported 289 not 189 slaves at Jamaica but this was probably an error.

Sources: Bristol Presentments; ADM 7/110; T 64/286; SMV Muster rolls, 1793–4, no. 172; HLSP, III (1798–9), 17 June 1799; HLRO, slave trade return, 28 July 1800; Jamaica Journal; Felix Farley, 27 October 1792, 9 March, 28 September 1793; LReg; LL, 24 September 1793, 17 January 1794; Cornwall Chronicle, 20 July 1793
PEARL 1792/31

(1) 420 tons; 6 guns  (8)  Bonny
(2) 43 outward  (9)  554*; 400 (?)
(3) French prize (foreign)  (10)  Barbados/Antigua
(4)  
(5) John Simmons (— Thornbury)  (12)  140 (?)
(6) James Rogers & Co.  (13)  
(7) c. 28 July (pass 8 June)  (14)  Pass returned 25 October 1793

The other owners of the vessel were Sir James Laroche and Richard Fydell. Initial investment in the voyage totalled £19203.18s.1ld., of which £13741.15s.1ld. constituted trade goods. A report from Grenada in November 1792 noted the arrival of the vessel at Bonny on 5 September and the death soon after of John Simmons from 'a Violent fit of the Gout in his Stomach'. It was also reported that Simmons’ successor, Captain Thornbury (or Thornborough), had ‘broke Trade with King Foobera’ at Bonny. A report from Kingston, Jamaica, on 13 January 1793 suggests that the vessel had bought 400 slaves at Bonny and was expected to sail from the coast soon. A letter to James Rogers & Co. from Montego Bay, Jamaica, on 21 January 1793 indicates that it had reached Barbados in a very sickly condition, having lost, according to one report, 260 slaves. Further reports indicate that on its way from Barbados to Bristol it put into Antigua in distress and was condemned and broken up there.

Sources: Bristol Presentments; ADM 7/110; T 64/286; C 107/10; C 107/12–13; C 107/15; Felix Farley, 28 July, 22 December 1792, 2 March, 25 May 1793; LReg; LL, 21 December 1792, 1 March, 21 May 1793

PILGRIM 1792/32

(1) 279 tons; 4 guns  (8)  Bonny
(2) 35 outward; 31 at Grenada  (9)  413*; 412 (312)
(3) Bristol; 1779  (10)  Barbados/Grenada
(4)  
(5) Thomas Crooker  (12)  392 (391)
(6) John Anderson  (13)  28 November 1792
(7) 14 June (pass 5 April)  (14)  8 (3) January (10 January) 1793

The other owners of the vessel were Thomas Deane, James Harvey, and Thomas Rigge. Its muster roll shows that it left Bristol with 32 crew and returned with 30, 2 of the crew dying before the vessel reached Grenada. One report shows that the vessel arrived at Bonny on 5 August and received 412 slaves, comprising 256 men and 156 women, from the Hector (1792/18) before leaving Bonny on 15 September. The same report shows that the vessel lost 12 men, 7 women, and one boy before reaching Grenada and delivered 243 men and 149 women to the colony. Another report shows that at Bonny the vessel took on 249 grown males, 146 grown females, 7 males under 4 feet 4 inches, and 10 females of similar stature and delivered 232 grown males, 141 grown females, 10 smaller males, and 8 smaller females at Grenada. A third report suggests that the vessel took on 312 slaves at Bonny, losing 21 in the Atlantic crossing; the figure of slaves taken seems in this case to be an error.

Sources: Bristol Presentments; ADM 7/110; T 64/286; SMV Muster rolls, 1792–3, no. 105; ParlP, XLII (1795–6), 849; HLRO, III (1798–9), 22, 25 June 1799; HLRO, slave trade return, 28 July 1800; LReg; LL, 13 November, 14 December 1792
PRINCE 1792/33

(1) 273 tons  (8) Bonny
(2) 407*  
(3) Bristol; 1785  (10) Nevis/Kingston, Jamaica
(4) 12/c. 19 August 1793  
(5) James Gordon (— Jones)  (12) 285 at Jamaica
(6) Thomas Jones  (13) c. 4 February 1794
(7) 2 November  (14) 7 May 1794 at London

Thomas Jones was the sole owner of the vessel. According to its muster roll it left Bristol with 32 crew and returned to London with 12. It was reported to have arrived at Nevis and to have put to sea from there in a hurricane on 12 August 1793. It appears to have reached Jamaica with 23 crew, discharging 19 there on and after 19 August. Nine new crew were recruited between 11 November 1793 and 4 February 1794. One man was discharged in Dover Road on the voyage home.

Sources: Bristol Presentments; T 64/286; SMV Muster rolls, 1793–4, no. 181; Jamaica Journal; Felix Farley, 1 December 1792, 12 October, 9 November 1793; LReg; LL, 7 June, 8 October 1793

QUEEN CHARLOTTE 1792/34

(1) 44 tons; no guns  (8) Anamaboe
(2) 16 outward  (9) 73*; 70
(3) British (Irish)  (10) Barbados
(4)  
(5) John George (J— Roach)  (12) 69
(6) James Jones  (13)
(7) c. 23 June (pass 15 June)  (14) Pass returned 30 September 1799

The vessel entered out for Africa and Jamaica. James Jones was its sole owner. The vessel sailed from Cape Coast Castle to the West Indies on 20 August 1793. It took on 44 grown males, 25 grown females, and one male under 4 feet 4 inches at Anamaboe and lost one grown female slave before arriving in the West Indies. The vessel was reported sold at Barbados.

Sources: Bristol Presentments; ADM 7/110; T 64/286; ParLP, XLII (1795–6), 849; HLSP, III (1798–9), 22, 25 June 1799; Felix Farley, 5 May, 23 June 1792; LReg; LL, 17 January 1794
RECOVERY 1792/35

(1) 189 (190) tons; 2 guns (8) Calabar (Bonny)
(2) 30 outward; 35 at Jamaica (9) 315*; 316
(3) Plantation (American prize) (10) Falmouth, Jamaica
(4) (11) 3 November 1792
(5) John Kimber (Samuel Priez) (12) 220 (216)
(6) Walter Jacks (13)
(7) 3 May (pass 21 February) (14) 28 (23) January (13 April) 1793

The vessel entered out for Africa and Jamaica, its other owners being James Rogers, John Gordon jr, and William Gordon. Its muster roll shows that it left Bristol with 31 crew and returned with 23. Of the original crew, 29 appear to have reached Jamaica, 6 being discharged there on 3–13 November. The vessel was reported to have passed Barbados on its way from Africa. At Calabar, the vessel was reported to have taken on 155 grown males and 161 grown females. According to one report, it arrived in the West Indies with 80 grown males, 69 grown females, 27 males under 4 feet 4 inches, and 40 females of similar stature, but another report shows that it entered Jamaica with 220 Eboes from Bonny. The latter report also suggests that the sale of the slaves was to take place at Falmouth after 10 November, agents for the sale being Andrew and James Fowler. On its return to Bristol the vessel was advertised for sale at 189 tons and copper sheathed.

Sources: Bristol Presentments; ADM 7/110; T 64/286; SMV Wharfage books; SMV Muster rolls, 1792–3, no. 226; ParlP, XLII (1795–6), 849; HLSP, III (1798–9), 22, 25 June 1799; Felix Farley, 28 January, 12 May, 10 November, 15 December 1792, 5 January, 2 February, 27 July 1793; LReg; LL, 14 December 1792, 4 January 1793; Cornwall Chronicle, 3, 10 November 1792

RODNEY 1792/36

(1) 290 tons (8) Old Calabar
(2) (9) 424*
(3) Liverpool; 1782 (10) Kingston, Jamaica
(4) (11) c. 6 May 1793
(5) William Blake (J.C.Hunt) (12) 343
(6) James Rogers (13) c. 22 July 1793
(7) 14 June (14) 1 October 1793

The vessel entered out for Africa and Jamaica. James Rogers was its sole owner. Initial investment in the voyage totalled £8689.10s.8d., of which £6045.19s.5d. constituted trade goods. Its muster roll shows that the vessel left Bristol with 33 crew and returned with 16. Seven new crew enlisted at the African coast on 17 March 1793. On the same day, William Blake was discharged by his own consent and was succeeded as master by J.C.Hunt, former master of the *Sarah* (1792/41). The vessel appears to have reached Jamaica with 21 crew, 14 of whom were discharged there between 6 May and 12 July 1793. Nine new crew enlisted on 22 July.

Sources: Bristol Presentments; T 64/286; C 107/6; C 107/10; C 107/15; SMV Muster rolls, 1793–4, no. 85; Jamaica Journal; Felix Farley, 24 March, 16 June 1792, 5 January, 5 October 1793; LReg; LL, 8 January, 9 July 1793; Cornwall Chronicle, 1 June 1793
ROMAN EMPEROR 1792/37

(1) 273 tons; 4 guns (8) Bonny
(2) 32 outward (9) 407*; 388 (381)
(3) Philadelphia (American prize) (10) Kingston, Jamaica
(4) (11) 26 March 1793
(5) John Langley (- Adamson) (12) 358 (379)
(6) James Jones (13) 24 June 1793
(7) 15 August (pass 7 August) (14) 23 (20) August (25 October) 1793

James Jones was sole owner of the vessel. Its muster roll shows that it left Bristol with 32 crew and returned with 18. After enlisting one additional man at Bonny, the vessel reached Jamaica with 29 crew, discharging 21 there between 26 March and 22 April and enlisting 11 new crew between 26 May and 22 June. One man died on the voyage home. One report shows that the vessel arrived at Bonny on 18 October and took on 205 men and 183 women slaves. Four men and 2 women died and one woman was relanded before the vessel left Bonny with 381 slaves on 4 February 1793. The same report shows that 15 men, 6 women, one boy, and one girl died in the Atlantic crossing, leaving 358 slaves for sale at Jamaica. Another report indicates that the vessel imported 379 slaves at Kingston.

Sources: Bristol Presentments; ADM 7/110; T 64/286; SMV Wharfage books; SMV Muster rolls, 1792–3, no. 109; HLRO, slave trade return, 28 July 1800; Jamaica Journal; Felix Farley, 25 August 1792, 2 February, 15 June, 24 August 1793; LReg; LL, 1 February, 11, 14 June 1793

ROYAL CHARLOTTE 1792/38

(1) 78 tons; 4 guns (8) Bassam (Anamaboe)
(2) 16 outward; 12 at Grenada (9) 130*; 101
(3) Topsham, United States (10) Grenada
(British); 1786 (11) 10 October 1792
(4) (12) 101
(5) [Thomas?] Smerdon (13) 3 November 1792
(6) Henry Keowen & Robert Hunter (14) 12 December 1792 (10 January
(7) 12 February (pass 10 January) 1793

The vessel entered out for Africa and Jamaica. Mungo Wright was also an owner of the vessel. Its muster roll shows that it left Bristol with 13 crew, all of whom reached Grenada. One man was discharged on 18 October, leaving the vessel with 12 crew for the voyage home. The vessel was at Cape Coast Castle on 28 April, but traded at Bassam. One report shows that the vessel arrived at Bassam on 9 April and took on 52 men, 22 women, 13 boys, and 14 girls before leaving the coast on 10 August. All the slaves survived the Atlantic crossing. Other reports indicate that the vessel traded at Anamaboe and took on 53 grown males, 19 grown females, 15 males under 4 feet 4 inches, and 14 females of similar stature; all survived the middle passage. On its return to Bristol the vessel was advertised for sale, being described as 78 tons, copper sheathed, and built for the owners’ private use.

Sources: Bristol Presentments; ADM 7/110; T 64/286; T 70/1564, part 1; SMV Wharfage books; SMV Muster rolls, 1792–3, no. 111; ParLP, XLII (1795–6), 849; HLSP, III (1798–9), 22, 25 June 1799; HLRO, slave trade return, 28 July 1800; Felix Farley, 14 January, 18 February, 21 July, 8, 15, 22 December 1792, 30 November 1793; LReg; LL, 14 December 1792
ROYAL CHARLOTTE  1792/39

(1) 261 tons; 2 guns  (8)  
(2) 34 outward  (9)  395*  
(3) Prize (American); 1775  (10) Barbados/Kingston, Jamaica  
(4)  
(5) James Souter  (11) 22 June 1793 at Jamaica  
(6) James Jones  (12) 333 at Jamaica  
(7) c. 13 October (pass 30 August)  (14) Pass returned 27 June 1794  

The vessel entered out for Africa and Jamaica, James Jones being its sole owner. It was reported taken by the French. James Souter arrived at Cowes in March 1794 from Jamaica, the Royal Charlotte having parted from the Lion (1793/9) off Havana, ‘which place he intended to put into’.

Sources: Bristol Presentments; ADM 7/110; T 64/286; Jamaica Journal; Felix Farley, 13 October 1792, 27 April, 17 August 1793; LReg; LL, 23 April, 16 August 1793, 25 March 1794; Cornwall Chronicle, 29 June 1793

SALTER  1792/40

(1) 183 tons  (8)  
(2)  (9)  
(3)  (10)  
(4)  (11)  
(5) John Shortridge (James Harrison)  (12)  
(6)  (13)  
(7) 15 April  (14) 25 April 1793  

Bound for Madeira and Africa, the vessel left Bristol with 13 crew and returned direct from the same with 12 crew. John Shortridge died on 30 September 1792.

Sources: SMV Wharfage books; SMV Muster rolls, 1792–3, no. 229; LL, 26 April 1793
SARAH 1792/41

(1) 154 tons; no guns  (8) Bonny
(2) 30 outward  (9) 256*
(3) Newfoundland; 1788  (10) Kingston, Jamaica
(4)  (11) 27 August 1793
(5) James Crean Hunt (William Blake)  (12) 140 (137)
(6) James Rogers  (13) No pass returned
(7) c. 6 October (pass 5 July)

According to its pass the vessel was bound for Africa and Jamaica. Its other owners were Sir James Laroche, Richard Fydell, John Goodrich, Richard Blake, and John Purnell. Initial investment in the voyage totalled £6824.4s.8d., of which £4692.0s.4d. comprised trade goods. James Crean Hunt took command of the Rodney (1792/36) on 17 March 1793, replacing William Blake who took command of the Sarah. One report suggests it imported 137 slaves at Kingston, but newspaper reports indicated it imported 140 Eboes consigned for sale to Taylor, Ballantine & Fairlie, the sale to begin about 29 August. The vessel was later reported to have been lost.

Sources: Bristol Presentments; ADM 7/110; T 64/286; C 107/5; C 107/10; C 107/15; Jamaica Journal; Felix Farley, 6 May, 9 November 1793; LReg; LL, 3 May, 5 November 1793; Royal Gazette, 24–31 August 1793

SURPRISE 1792/42

(1) 40 tons; no guns  (8)  
(2) 7 outward  (9)  
(3) British  (10)  
(4)  (11)  
(5) Maynard Taylor  (12)  
(6) James Rogers  (13)  
(7) c. 25 February (pass 3 February)  (14) Pass returned 13 April 1793

A ‘wood’ ship, James Rogers was reported to have loaded goods on the vessel but Daniel Taylor and Thomas Sewell were named as its owners. The vessel was reported to have arrived at Africa but was later said to have been lost.

Sources: Bristol Presentments; ADM 7/110; T 64/286; Felix Farley, 4, 25 February 1792; LL, 10 August 1792
**SWIFT** 1792/43

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<tr>
<td>1</td>
<td>171 tons; 2 guns</td>
<td>(8) Isle de Los</td>
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<tr>
<td>2</td>
<td>.24 outward</td>
<td>(9) 285*; 127</td>
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<tr>
<td>3</td>
<td>Bermuda (foreign)</td>
<td>(10) Barbados</td>
</tr>
<tr>
<td>4</td>
<td>John Kennedy (William Roper)</td>
<td>(11) c. 22 June 1793</td>
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<tr>
<td>5</td>
<td>James Rogers</td>
<td>(12) 124</td>
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<tr>
<td>6</td>
<td>(11)</td>
<td>c. 9 July 1793</td>
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<tr>
<td>7</td>
<td>30 November (pass 26 October)</td>
<td>(14) 30 September (25 October)</td>
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The vessel entered out for Africa and Jamaica. James Rogers was its sole owner. Initial investment in the voyage totalled £7257.18s.2d., of which £6007.19s.2d. comprised trade goods. Its muster roll shows that the vessel left Bristol with 24 crew and returned with 12. Nine additional crew enlisted in Africa, including William Roper, former master of the *Crescent* (1792/8). John Kennedy left the *Swift* on 10 February, succeeding Roper as master of the *Crescent*. The vessel was reported taken on the African coast by a French privateer and ransomed for £1000. It appears to have arrived at Barbados with 20 crew and to have discharged 16, including William Roper, there on 22 June. Eight new crew enlisted on 9 July. One report suggests the vessel returned to Liverpool but it appears to have entered Bristol from Barbados.

**Sources:** Bristol Presentments; ADM 7/112; T 64/286; C 107/10; C 107/15; SMV Muster rolls, 1793–4, no. 174; ParliP, XLII (1795–6), 849; Felix Parley, 27 October, 1 December 1792, 20, 27 April, 5 October 1793; LReg; LL, 19 April 1793

**THOMAS** 1792/44

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<tr>
<td>1</td>
<td>241 (249) tons; 4 guns</td>
<td>(8) Bonny</td>
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<tr>
<td>2</td>
<td>.30 outward</td>
<td>(9) 375*; 383 (368)</td>
</tr>
<tr>
<td>3</td>
<td>Liverpool</td>
<td>(10) St Vincent/Kingston, Jamaica</td>
</tr>
<tr>
<td>4</td>
<td>Thomas Phillips</td>
<td>(11) 27 February 1793 at Jamaica</td>
</tr>
<tr>
<td>5</td>
<td>James Jones &amp; Co.</td>
<td>(12) 337 (340)</td>
</tr>
<tr>
<td>6</td>
<td>(13)</td>
<td>15 June 1793</td>
</tr>
<tr>
<td>7</td>
<td>19 June (pass 10 April)</td>
<td>(14) 3 August (31 July) (25 October) 1793</td>
</tr>
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</table>

The vessel entered out for Africa and Jamaica. Edmund Watkins and John Watkins were its other owners. Its muster roll shows that it left Bristol with 33 crew and returned with 16. Of the original crew, 25 reached Jamaica where 16 were discharged between 27 February and 9 June 1793. Seven new crew, all French, enlisted on 10 June. The vessel was reported to have arrived at Bonny on 4 August and to have taken on 181 men and 202 women slaves. Thirteen men and 2 women died before the vessel left Bonny on 25 December with 368. The same report shows that 17 men, 13 women, and one boy died in the Atlantic crossing, leaving 337 for sale at Jamaica. Another report indicates that the vessel imported 340 slaves at Kingston.

**Sources:** Bristol Presentments; ADM 7/110; T 64/286; SMV Wharfage books; SMV Muster rolls, 1793–4, no. 138; HLRO, slave trade return, 28 July 1800; Jamaica Journal; Felix Parley, 14 April, 23 June, 10 November 1792, 27 April, 3 August 1793; LReg; LL, 13 November 1792
TRUSTY

(1) 287 tons; 2 guns
(2) 15 outward
(3) British
(4)
(5) John (Charles?) Harford (— Hall)
(6) Ireland & Wright
(7) c. 21 January (pass 23 December 1791)

Ireland and Wright loaded goods on the vessel but its owners were named as Samuel Harford, William Fields, Philip Crocker, Richard Summers, James Harford, Thomas Pritchard, Sir Richard Jones Tomlinson, John Partridge, Sir John Partridge, Sir Thomas Pritchard, Richard Summers Harford, and Elizabeth Weaver. The vessel was said to be bound for Sierra Leone 'in the service of [the Sierra Leone] Company' and to have taken on board the company members, their wives and children, as well as supplies. It was also reported that a second vessel would 'shortly sail for the colony'. In February 1792, the vessel was reported 'leaky and with other considerable damage' at Cork, but was later reported at Sierra Leone whence it sailed to Barbados and New York. It was lost in Barnstaple Bay on its return voyage to Bristol, its crew saved.

Sources: Bristol Presentments; ADM 7/110; T 64/286; Felix Farley, 17 December 1791, 21 January, 11 February, 10 November, 15 December 1792; LL, 31 July, 28 August, 18 December 1792

WASP

(1) 141 (144) tons; 4 guns
(2) 40 outward
(3) American prize
(4)
(5) Robert Jones
(6) Thomas Jones
(7) 26 June (pass 7 June)

The vessel entered out for Africa and Jamaica, Thomas Jones being its sole owner. Its muster roll shows that it left Bristol with 32 crew and returned with 7. Of the original crew 22 appear to have reached Jamaica where 14 were discharged between 21 January and 5 February 1793. Eight new crew were enlisted on 24 February. Nine men, including all the 8 enlisted at Jamaica, were pressed into naval service when the vessel called at Milford on its return voyage. The vessel was reported to have touched at Barbados on its way from Africa to Jamaica, arriving at the latter with 201 slaves. Official reports suggest it imported 200 slaves at Jamaica.

Sources: Bristol Presentments; ADM 7/110; T 64/286; C 107/10; C 107/13; SMV Wharfage books; SMV Muster rolls, 1792–3, no. 173; Jamaica Journal; Felix Farley, 14 April, 30 June 1792, 5 January, 9 March, 27 April, 4 May 1793; LReg; LL, 8 January, 5 March 1793
The vessel and its outfit cost £163.9s.9d. Thomas Walker was its other owner. Referred to as the 'Crescents Boat', it was probably a tender to the Crescent (1792/8). It was reported to have been sold at the African coast.

Sources: T 64/286; C 107/6; Felix Farley, 14 July 1792

Thomas Rigge was the other owner of the vessel. Thomas Jones appears to have died at the African coast. The 208 slaves imported at Jamaica were consigned to Bogie & Jopp at Kingston, but it appears that 200 were shipped to Port Maria, Montego Bay, and St Mary’s, the ‘whole cargo’ being reported sold at St Mary’s by Taylor & Co. The vessel cleared Montego Bay for Bristol on 18 October, but was wrecked on Jamaica reef in the same port on 21 October 1793.

Sources: Bristol Presentments; ADM 7/110; T 64/286; Jamaica Journal; Felix Farley, 22 September, 6 October 1792, 8 June, 12 October, 21 December 1793; LReg; LL, 4 June, 8 October, 20 December 1793; Royal Gazette, 20–27 July, 26 October–2 November 1793

Henry McKeowen Hunter and Robert Hunter were sole owners of the vessel which was reported taken on 10 August 1783 by a French privateer off Puerto Rico with 283 slaves on board and sent into Jacmel, St Domingue.

Sources: Bristol Presentments; ADM 7/112; T 64/286; Felix Farley, 1 December 1792, 19 January, 14 December 1793; LReg; LL, 9 July, 10 December 1793; Royal Gazette, 21–28 September 1793
BROTHERS 1793/2

(1) 201 tons; 2 guns (8) Cape Coast/Gabon/New Calabar
(2) 30 outward (9) 335*; 350 (348)
(3) American (Dutch); 1772 (10) Grenada/Kingston, Jamaica
(4) (11) 9 December 1793 at Jamaica
(5) Joseph Williams (12) 296 (314, 318)
(6) James Jones (13) 10 March 1794
(7) 30 March (pass 13 December) (14) 21 April (15 July) 1794

The vessel entered out for Africa and Jamaica, James Jones being its sole owner. Its muster roll shows that the vessel left Bristol with 42 crew and returned with 21. Three additional crew enlisted at Gabon on 30 May and 25 June 1793, while 6 were 'lost' at Cape Coast in July and early August of the same year. The vessel reached Jamaica with 39 crew, discharging 24 there between 22 December and 4 February. Six new crew enlisted at Jamaica on 21 March. The vessel was reported to have reached Calabar on 16 August 1793, taking on 164 men and 186 women. Two men died before the vessel left New Calabar on 27 September with 348 slaves, losing 20 men and 32 women in the Atlantic crossing. This suggests that the vessel landed and sold 296 slaves at Jamaica, but the same report suggests it landed and sold 61 and trans-shipped a further 253 slaves at the island. Another report suggests it imported 318 Eboe slaves at Jamaica, the slaves being consigned for sale to Taylor, Ballantine & Fairlie. The vessel was also reported to have captured 3 French vessels at the coast of Africa.

Sources: Bristol Presentments; ADM 7/112; T 64/286; SMV Muster rolls, 1794-5, no. 14; HLRO, slave trade return, 28 July 1800; Jamaica Journal; Felix Farley, 15 December 1792, 13 April, 2 November 1793; LReg; LL, 16 August 1793, 10 January, 25 April 1794; Royal Gazette, 7-14 December 1793

CATHARINE 1793/3

(1) 245 tons; 4 tons (8) Bonny
(2) 26 outward (9) 379*
(3) American (10) St Lucea, Jamaica
(4) (11) c. 20 August 1793
(5) James Wilson (12) 316
(6) James Jones (13)
(7) c. 19 January (pass 24 October 1792) (14) c. 21 December 1793 (20 April 1794)

James Jones was the sole owner of the vessel. It arrived at Cape Coast Castle on 28 February 1793 but appears to have traded at Bonny. The slaves imported at Jamaica were consigned for sale to Malcolm & Barton. One report suggests the vessel was taken by the French, but it was reported to have arrived at Dover (Deal) on 17 December 1793 and Gravesend five days later. It arrived at Bristol from London about 1 April 1794. No muster roll was said to be available for the vessel.

Sources: Bristol Presentments; ADM 7/110; T 64/286; T 70/1568; SMV Muster rolls, 1793-4, no. 201; Jamaica Journal; Felix Farley, 27 October 1792, 5, 19 January, 15 June, 19 October, 21 December 1793; LReg; LL, 14 June, 15 October, 20, 24 December 1793, 1 April 1794; Royal Gazette, 17-24 August 1793
CLEVELAND 1793/4

(1) (8) Bonny (?)
(2) (9)
(3) (10)
(4) (11)
(5) John McNier (12)
(6) James Rogers (?) (13)
(7) 11 May at African coast (14) 9 August 1793
The vessel took on 3 crew, including John McNier, at the African coast on 11 May and 2 more on 14 June. At least 4 enlisted from the Sarah (1792/41). It returned to Bristol direct from the coast with 5 crew.

Sources: SMV Muster rolls, 1793–4, no. 71

FLORA 1793/5

(1) 45 (43) tons; no guns (8) 75*
(2) 9 outward (9) 75*
(3) London; 1786 (10)
(4) (11)
(5) [Thomas?] Adair (12)
(6) James Rogers (13)
(7) Pass 4 January (14) Pass returned 4 August 1794
The vessel was reported entered out on 5 January 1793, but was advertised for sale with its cargo in July of the same year as part of the estate of James Rogers. Reportedly built as a pleasure yacht of 45 tons and copper sheathed, it was said to be intended for the Windward Coast.

Sources: ADM 7/112; C 107/10; Felix Farley, 5 January, 20, 27 July 1793; LReg

HORNET 1793/6

(1) 314 tons; 12 guns (8) Bonny
(2) 50 outward (9) 448*; 432
(3) Foreign (Prize); 1769 (10) Kingston, Jamaica
(4) (11)
(5) William Engledue (John Carson) (12) 393
(6) James Rogers (John Anderson & Co) (13)
(7) c. 9 November (pass 4 January) (14) Pass returned 15 January 1795
The vessel was originally fitted out for Africa by James Rogers in November 1792-January 1793, William Engledue master, but in July was advertised for sale on 7 August as part of the estate of James Rogers, being copper sheathed, intended for Bonny and having cleared customs. It was refitted by John Anderson & Co. in September and October, John Anderson being reported as sole owner of the vessel and John Carson taking command. It was reported totally lost on the Oars, near Portsmouth, on its way from Jamaica to London.

Sources: Bristol Presentments; ADM 7/112; T 64/286; C 107/10; ParlP, XLII (1795–6), 849; Jamaica Journal; Felix Farley, 20 July, 9 November 1793; LReg; LL, 18, 22 July, 17 October 1794
<table>
<thead>
<tr>
<th>ISABELLA</th>
<th>1793/7</th>
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<tbody>
<tr>
<td>(1) 327 tons; 2 guns</td>
<td>(8) Cape Laus [Lopez?] / Congo</td>
</tr>
<tr>
<td>(2) 30 outward</td>
<td>(9) 461*; 564 (461)</td>
</tr>
<tr>
<td>(3) American prize</td>
<td>(10) Grenada/Kingston, Jamaica</td>
</tr>
<tr>
<td>(4)</td>
<td>(11) 6 (c. 3) November 1793</td>
</tr>
<tr>
<td>(5) Thomas Givin</td>
<td>(12) 455 (453)</td>
</tr>
<tr>
<td>(6) James Jones</td>
<td>(13) c. 5 February 1794</td>
</tr>
<tr>
<td>(7) 21 January (pass 6 December 1792)</td>
<td>(14) 10 February (19 April)</td>
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James Jones was sole owner of the vessel. According to its muster roll, the vessel began its voyage at Liverpool, taking on 3 crew there on 24 November 1792 and sailing thence to Bristol where it took on 36 more crew on 12–21 January 1793. One more man was enlisted at L'Orient on 1 February and another at the Congo on 11 August 1793. Four men were handed over to the Governor of Madeira on a charge of mutiny on the outward voyage, while 4 others were put on board the prize Emilia and another one on the prize Convention which were sent respectively to Malimba and the River Congo. One of these vessels was probably the French slaver with 241 slaves on board which was said to have been taken by the Isabella with two Liverpool vessels. The Isabella appears to have reached Jamaica with 31 crew, discharging 22 there between 3 November and 31 December 1793. Twenty-six new men enlisted on 5 February 1794, giving the vessel a complement of 35 crew when it left Jamaica. It arrived at Cape Coast Castle from Jamaica on 4 May 1794, whence it sailed for Angola on 12 May 1794. Having lost 2 crew at sea, it returned to Jamaica later in the year, discharging, according to its muster roll, 21 men there in October 1794. One new man enlisted on 10 December 1794, giving the vessel a crew of 13 for its return voyage to Bristol. One man died on the voyage home. On its first voyage to Africa, the vessel was reported to have arrived at Cape Laus [Lopez?] on 24 March 1793 and to have taken on 349 men, 185 women, 21 boys, and 9 girls. The vessel reportedly left the coast with 461 slaves on 6 September 1793, one man and one woman having died, 38 men, 10 women, and 2 boys having been re-landed, and 35 men and 16 women having been trans-shipped. The 461 slaves shipped included 275 men, 158 women, 19 boys, and 9 girls. According to the same report, one man and 5 women died in the Atlantic crossing, leaving 455 slaves to be landed and sold in Jamaica. The vessel was reported to have called at Grenada on its way to Jamaica. Another report suggests it imported 453 slaves at Jamaica. The slaves were consigned for sale to Taylor & Co., being described as Congo slaves and all inoculated, and advertised to be sold with those of the Lion (1793/9)

Sources: Bristol Presentments; ADM 7/112; T 64/286; T 70/1568; SMV Muster rolls, 1794–5, no. 147; HLRO, slave trade return, 28 July 1800; Jamaica Journal; Felix Farley, 28 December 1793; LReg; LL, 16 August, 6 September, 24 December 1793, 14 January, 7 February, 18 November, 16 December 1794, 13 February 1795; Royal Gazette, 2–9 November 1793
### LANGRISHE 1793/8

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<th>(1)</th>
<th>266 tons; 12 guns</th>
<th>(8)</th>
<th>Bonny</th>
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<tr>
<td>(2)</td>
<td>38 outward</td>
<td>(9)</td>
<td>400*; 416 (401)</td>
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<tr>
<td>(3)</td>
<td>Irish; 1780</td>
<td>(10)</td>
<td>Montego Bay, Jamaica</td>
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<tr>
<td>(4)</td>
<td></td>
<td>(11)</td>
<td>3 October 1793</td>
</tr>
<tr>
<td>(5)</td>
<td>John Fitzhenry</td>
<td>(12)</td>
<td>371 (372)</td>
</tr>
<tr>
<td>(6)</td>
<td>Patrick Fitzhenry</td>
<td>(13)</td>
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<tr>
<td>(7)</td>
<td>7 March (pass 31 December 1792)</td>
<td>(14)</td>
<td>Pass returned 11 January 1803</td>
</tr>
</tbody>
</table>

James Rogers was the other owner of the vessel. Investment in its trade goods totalled £5803.14s.3d. Its muster roll shows that it left Bristol with 52 crew and enlisted 2 more on 7–8 April 1793. It arrived at Jamaica with 40 crew on board. All were discharged at the island by 22 October 1793, the vessel having been wrecked at Montego Bay on 21 October. On its voyage to Africa, the vessel seized and sent into Gibraltar the French vessel *Double Union*. This arrived at Bristol from Gibraltar in June 1793. The *Langrishe* is reported to have arrived on 3 June at Bonny where it took on 210 men and 206 women slaves. Seven men and 8 women died before the vessel left Bonny on 24 July with 401 slaves. A further 10 men and 20 women died before the vessel arrived at Jamaica where it was reported to have landed and sold 371 slaves comprising 193 men and 178 women. Another report suggests it imported 372 slaves at Jamaica, having lost 44 of its original purchase of 416 slaves.

**Sources:**
- Bristol Presentments; ADM 7/112; T 64/286; C 107/10; C 107/15;
- SMV Muster rolls, 1794–5, no. 187; ParIP, XLII (1795–6), 849;
- HLRO, slave trade return, 28 July 1800; Jamaica Journal; Felix Farley, 5 January, 9 March, 4 May, 15 June, 5 October, 30 November, 21 December 1793; LReg; LL, 3 May, 29 November, 20 December 1793; Royal Gazette, 26 October–2 November 1793
LION (LYON) 1793/9

(1) 286 tons; 18 (14) guns (8) Congo
(2) 50 outward (9) 420*
(3) Foreign (British) (10) Grenada/Kingston, Jamaica
(4) (11) c. 1 November 1793 at Jamaica
(5) Thomas Finman (Finnan) (T– King) (12) 398 (415)
(6) James Jones (14) 27 April (15 July) 1794 at
(7) 27 March (pass 19 February) London

The vessel entered out for Africa and Jamaica, James Jones being its sole owner. Letters of marque were declared on 5 March 1793. Its muster roll shows that the vessel left Bristol with 60 crew and returned to London with 15. Of the original crew, 55 appear to have reached Jamaica where 44 were discharged between 1 November 1793 and 27 January 1794. Four new men enlisted on 17 February. The vessel may have called at Grenada on its way to Jamaica. One report suggests the vessel imported 398 slaves at Jamaica, but a local newspaper report suggests it may have imported 415, the latter report describing the slaves as from Congo, all inoculated, and to be sold by Taylor & Co. with those imported by the Isabella (1793/7). The vessel sailed from Havana on 26 February in convoy for London, having parted from the Royal Charlotte (1792/39) off the Cuban port. It arrived at Bristol from London about 24 June 1794.

Sources: Bristol Presentments; ADM 7/112; T 64/286; SMV Muster rolls, 1794–5, no. 11; Jamaica Journal; Felix Farley, 23 February, 6 April, 28 December 1793; LReg; LL, 24 December 1793, 17 January, 25 March, 24 June 1794; Royal Gazette, 2–9 November 1793; Damer Powell, p. 320

MARY 1793/10

(1) 41 (50) tons; 8 guns (8)
(2) 25 (24) outward (9) 68*
(3) British (10)
(4) (11)
(5) William Hawrey (Harvey) (12)
(6) James Jones (13)
(7) 27 April (pass 12 March) (14) 17 December 1793 (14 January 1794)

James Jones was sole owner of the vessel. Letters of marque were declared on 14 March 1793. The vessel cleared Bristol in ballast. Its muster roll shows that it left Bristol with 23 crew and returned direct from Africa with 19. Two crew drowned at the Isle of May on 17 June, while one ran away in Africa on 7 September and another died at sea on 27 November.

Sources: Bristol Presentments; ADM 7/112; T 64/286; SMV Muster rolls, 1793–4, no. 108; Felix Farley, 9 March, 4 May, 21 December 1793; LL, 20 December 1793; Damer Powell, p. 320
The vessel entered out for Africa and Jamaica, its other owners being Thomas Deane, Charles Young, and James Harvey. Its muster roll shows that it left Bristol with 47 crew, 11 of whom entered on board the Pilgrim's tender at Milford on 2–6 August 1793. One other man enlisted on 18 August at sea. The vessel appears to have reached Barbados with 33 crew, discharging 21 there and at St Vincent after 27 January 1794. One new man enlisted at Barbados on 1 February and 7 more at St Vincent between 12 March and 18 April, giving the vessel a homeward crew of 20. Two more enlisted at St Kitts on 1 May, while 4 men were lost on the run home, leaving the vessel with 18 crew on its arrival at Bristol. One report shows that the vessel reached its African destination on 1 October and took on 229 men and 190 women slaves. Three men died and 2 men and one woman were relanded before the vessel left the coast about the beginning of December. Twelve men and 3 women died in the Atlantic crossing, leaving the vessel with 213 men and 185 women on its arrival at St Vincent on 12 February. Another report shows that the vessel took on 414 slaves at Calabar, 16 of whom died before it reached St Vincent.

Sources: Bristol Presentments; ADM 7/112; T 64/286; SMV Muster rolls, 1793–4, no. 160; ParIP, XLII (1795–6), 849; HLRO, slave trade return, 28 July 1800; Felix Farley, 4 May 1793; LReg; LL, 21 March, 1 July 1794

The vessel entered out for Africa and Jamaica.

Sources: Bristol Presentments; ADM 7/112; Felix Farley, 12 January 1793
<table>
<thead>
<tr>
<th><strong>RUBY</strong></th>
<th><strong>1793/13</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) 101 tons; 6 guns</td>
<td>(8)</td>
</tr>
<tr>
<td>(2) 15 outward</td>
<td>(9)</td>
</tr>
<tr>
<td>(3) American</td>
<td>(10)</td>
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<tr>
<td>(4)</td>
<td>(11)</td>
</tr>
<tr>
<td>(5) John Learne (Charles Bishop)</td>
<td>(12)</td>
</tr>
<tr>
<td>(6) Sidenham Teast</td>
<td>(13)</td>
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<tr>
<td>(7) 7 January (pass 4 October 1792)</td>
<td>(14) 21 (4) June (15 July) 1794</td>
</tr>
</tbody>
</table>

The vessel was a 'wood' ship, its sole owner being Sidenham Teast. Its muster roll shows that it left Bristol with 14 crew and returned direct from Africa with 12. Five of the original crew were apparently lost at the African coast; these included John Learne who died on 7 June 1793. Three new crew, including 2 Frenchmen, were enlisted at the coast. The 2 Frenchmen were consigned to prison on 12 June 1794.

**Sources:** Bristol Presentments; ADM 7/110; T 64/286; SMV Muster rolls, 1794–5, no. 7; Felix Farley, 12, 19 January, 20 April 1793; LL, 19 April 1793, 17 June 1794

<table>
<thead>
<tr>
<th><strong>SWIFT</strong></th>
<th><strong>1793/14</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) 84 tons; 4 guns</td>
<td>(8) Cape Coast</td>
</tr>
<tr>
<td>(2) 12 outward</td>
<td>(9) 140*</td>
</tr>
<tr>
<td>(3) Bristol; 1792</td>
<td>(10) Antigua</td>
</tr>
<tr>
<td>(4)</td>
<td>(11)</td>
</tr>
<tr>
<td>(5) Samuel Llewelin (William Belton)</td>
<td>(12)</td>
</tr>
<tr>
<td>(6) Walter Jacks</td>
<td>(13)</td>
</tr>
<tr>
<td>(7) c. 16 March (pass 16 November 1792)</td>
<td>(14) 13 February (19 April) 1794</td>
</tr>
</tbody>
</table>

The vessel entered out for Africa and Jamaica, Benjamin Sandford being its other owner. Letters of marque were declared on 25 April 1793. The vessel, commanded by Belton, was reported to have arrived at Cape Coast Castle on 12 June 1793. It was also reported to have taken 4 prizes at the African coast and to have later reached Antigua, having sent 2 French ships to the island. The vessel was reported to have returned to Bristol on 13 February 1795, but the pass was returned in 1794.

**Sources:** Bristol Presentments; ADM 7/110; T 64/286; T 70/1566; Felix Farley, 10 November 1792, 16 March, 10 August, 21 December 1793; LReg; LL, 13 August, 20 December 1793; Damer Powell, p. 320
AFRICAN QUEEN 1794/1

(1) 277 tons; 16 guns (8) Sierra Leone
(2) 40 outward (9) 411*; 411
(3) Folkestone; 1783 (10) St Vincent/Grenada
(4) (11) c. 19 October 1794 at St Vincent
(5) Thomas Williams (12) 407
(6) John Anderson & Co. (13) c. 18 November 1794 from Grenada
(7) 28 June (pass 10 June) (14) 12 January (15 January) 1795

Charles Young was the other owner of the vessel. Its muster roll shows that it left Bristol with 33 crew and returned with 20. All but 2 of the original crew appear to have reached St Vincent. Eighteen were discharged there and at Grenada between 24 October and 16 November. Two new men were enlisted at St Vincent on 19 October and a further 7 at Grenada on 6–18 November. Three men died on the voyage home and 2 were discharged at Cork. Three new crew enlisted at Cork on 29 December. It seems likely that the slaves were sold at Grenada.

Sources: Bristol Presentments; ADM 7/112; T 64/286; SMV Muster rolls, 1794–5, no. 85; ParlP, XLII (1795–6), 849; LReg; LL, 26 September, 16 December 1794, 13 January 1795

BESS 1794/2

(1) 63 tons (8) Sierra Leone
(2) 16 outward (9) 105*
(3) Bermuda; 1784 (10)
(4) (11)
(5) Elisha Arundell (Arrindall) (12)
(6) John Anderson & Co. (13)
(7) 5 September (14)

Charles Young, James Harvey, William Gibbons, and Thomas Cole were the other owners of the vessel. One report suggests it was taken by the French with 16 crew on board on 12 October 1794, another that it was destroyed by a French squadron at Sierra Leone in September of the same year.

Sources: Bristol Presentments; ADM 7/112; T 64/286; SMV Muster rolls, 1794–5, no. 156; LReg; LL, 10 February 1795

BROTHERS 1794/3

(1) 201 tons; 12 guns (8) Bonny
(2) 30 outward (9) 335*
(3) American (Dutch); 1772 (10)
(4) (11)
(5) James Barr (12)
(6) James Jones (13)
(7) 15 October (pass 8 September) (14)

Its pass suggests the vessel was bound for Africa and Jamaica. James Jones was its sole owner. It was reported taken at Bonny in December 1794 and burnt.

Sources: Bristol Presentments; ADM 7/112; T 64/286; T 70/1572; LReg; LL, 12 May 1795
CATHERINE 1794/4

(1) 245 tons; 14 guns (8)
(2) 40 outward (9) 379*
(3) American (10)
(4) (11)
(5) James Wilson (12)
(6) James Jones (13)
(7) 31 May (pass 6 May) (14)

Its muster roll suggests the vessel was bound for Africa and Jamaica. James Jones was its sole owner. It was reported taken into France on its way from Bristol to Africa.

Sources: Bristol Presentments; ADM 7/112; T 64/286; SMV Muster rolls, 1793–4, no. 201; LReg; LL, 22 July 1794

FLORA 1794/5

(1) 44 tons; 2 guns (8) Sierra Leone
(2) 10 outward (9) 73*
(3) London; 1786 (10)
(4) (11)
(5) James Thomson (12)
(6) John Anderson & Co (13)
(7) 6 September (pass 12 August) (14) 20 April 1795 (no pass returned)

James Harvey, Charles Young, William Gibbons, and Thomas Cole were named as the other owners of the vessel. One report suggests it was taken with 10 crew on 12 October by the French, another that it was destroyed at Sierra Leone by a French squadron in September 1794. However, it was also reported to have entered Bristol from Africa via Ireland on 20 April 1795.

Sources: ADM 7/112; T 64/286; SMV Muster rolls, 1794–5, no. 136; LReg; LL, 10 February, 24 April 1795

LION 1794/6

(1) 280 (286) tons; 12 guns (8) Angola (Melimba)
(2) 30 outward (9) 420*; 433 (420)
(3) Foreign (British) (10) Barbados/Kingston, Jamaica
(4) (11) 14 December 1795 at Kingston
(5) John Smith (12) 410 at Jamaica
(6) James Jones (13)
(7) 28 October (pass 1 October) (14) Pass returned 5 November 1796

James Jones was sole owner of the vessel. It was reported to have arrived at Angola on 19 May 1795 and to have taken on 264 men, 142 women, 16 boys, and 11 girls. Thirteen men were relanded before the vessel left the coast on 4 October. Six men, one woman, 2 boys, and one girl died in the Atlantic crossing. The vessel was later reported captured, presumably on its home run.

Sources: Bristol Presentments; ADM 7/112; T 64/286; T 70/1572; ParlP, XLII (1795–6), 849; HLRO, slave trade return, 28 July 1800; Jamaica Journal; LReg; LL, 3 July, 2, 30 October 1795, 8 January 1796
MARTHA'S GOODWILL 1794/7

(1) 27 tons (8) Sierra Leone (?)
(2)
(3) Ilfracombe; 1790 (10)
(4)
(5) D— Hobbs (12)
(6) John Anderson & Co. (13)
(7) 26 June (14)

The vessel left Bristol in ballast, its owners being John Anderson and Charles Young. It was possibly a tender to the African Queen (1794/1). It was reported sold in Africa.

Sources: Bristol Presentments; T 64/286; LReg

MARY 1794/8

(1) 41 tons; 8 guns (8) Angola
(2) 16 outward (9) 68*; 75 (74, 65)
(3) British; 1781 (10) Grenada/Jamaica
(4)
(5) Thomas Disten (Distin) (12) 73 (64)
(6) James Jones (13)
(7) 9 April (pass 18 March) (14) No pass returned

Its pass suggests the vessel was bound for Africa and Jamaica. James Jones was its sole owner. One report shows that it arrived at Angola on 12 December and took on 29 men, 17 boys, and 29 girls. One man was relanded before the vessel left the coast and another man died during the Atlantic crossing. Another report suggests the vessel took on 65 slaves at Angola and lost one in the crossing. The vessel was sold at Jamaica.

Sources: ADM 7/112; T 64/286; ParlP, XLII (1795–6), 849; HLRO, slave trade return, 28 July 1800; LReg; LL, 3 April 1795

NANCY 1794/9

(1) 51 tons; 2 guns (8)
(2) 8 outward (9)
(3) British plantation (10)
(4)
(5) Edward Wilcox (12)
(6) Thomas Vaughan (13)
(7) 2 June (pass 15 May) (14) No pass returned

A 'wood' ship, Edward Watkins was its other owner. It was reported taken on 10 June by the French and carried into Brest.

Sources: Bristol Presentments; ADM 7/112; T 64/286; LL, 22 July, 30 December 1794
NASSAU 1794/10

(1) 197 tons; 12 guns  (8) Bonny
(2) 40 outward  (9) 328*
(3) New Providence; 1784  (10)
(4)  (11)
(5) David Williams  (12)
(6) James Jones  (13)
(7) 18 August (pass 8 July)  (14) No pass returned
   Its pass suggests the vessel was bound for Africa and Jamaica. James
   Jones was its sole owner. It was reported captured at Bonny in December
   1794 by a French squadron and burnt.

Sources: Bristol Presentments; ADM 7/112; T 64/286; T 70/1572; LReg; LL,
17 March, 12 May 1795

PERSEVERANCE 1794/11

(1) 334 tons; 12 (14) guns  (8) Congo (Angola)
(2) 35 (45) outward  (9) 468*; 503 (468, 463)
(3) American (Plantation)  (10) Grenada/Kingston, Jamaica
(4)  (11) 13 February 1795 at Kingston
(5) Thomas Phillips  (12) 460 (455)
(6)  (13)
(7) Pass 15 May  (14) c. 9 October (17 October) 1795
   Of Liverpool, the vessel took out a pass and letters of marque while at
   Bristol, James Jones being reported as its sole owner on the letter of
   marque declaration of 6 May. One report shows that it arrived at Angola
   on 10 September and took on 314 men and 189 women. Four men and
   one woman were relanded and a further 30 men were trans-shipped before
   the vessel left Congo on 20 December. Six men and 2 women died in the
   Atlantic crossing. Another report suggests the vessel took on 463 slaves
   at Angola and lost 8 in the crossing. The vessel was advertised for sale in
   January 1796, when its was described as copper sheathed, a fast sailing
   ship, and measuring 106 feet 10 inches in length, 28 feet beam, 10 feet 3
   inches deep in the hold, and 5 feet 6 inches high between decks.

Sources: ADM 7/112; ParIP, XLII (1795–6), 849; HLRO, slave trade return,
28 July 1800; Jamaica Journal; LL, 13 January, 3, 7, 21 April, 9
October 1795; Damer Powell, p. 320
ROMAN EMPEROR 1794/12

(1) 273 tons; 14 guns (8) 407*
(2) 45 outward (9) 394*
(3) Philadelphia (prize) (10) Kingston, Jamaica
(4) (11)
(5) Robert Martin (12) 401
(6) James Jones (13)
(7) 14 April (pass 7 March) (14) No pass returned

James Jones was sole owner of the vessel. After delivering its slaves to Jamaica, it sailed from Kingston on 31 March 1795 for the African coast, taking in slaves on this occasion at Angola. It arrived back at Kingston, via Grenada, on 25 April 1796 and was sold at the island. On its second voyage, the vessel took on 415 slaves, including 266 men, 134 women, 12 boys, and 3 girls, at the coast, and delivered 376 at Jamaica.

Sources: Bristol Presentments; ADM 7/112; T 64/286; Jamaica Journal; LReg; LL, 20 October 1794, 20 February, 8 September 1795, 21 June, 5 July 1796

ROYAL CHARLOTTE 1794/13

(1) 260 tons; 12 guns (8) 375*
(2) 40 outward (9) 394*
(3) American; 1775 (10)
(4) (11)
(5) James Souter (Soutar) (12)
(6) James Jones (13)
(7) 18 August (pass 8 July) (14) No pass returned

Its pass suggests the vessel was bound for Africa and Jamaica. James Jones was its sole owner. It was reported taken, possibly on 28 August, and carried into France.

Sources: Bristol Presentments; ADM 7/112; T 64/286; LReg; LL, 17, 21 October 1794

THOMAS 1794/14

(1) 241 tons; no guns (8) 375*
(2) 36 outward (9)
(3) Liverpool (10)
(4) (11)
(5) Edward Mentor (12)
(6) James Jones (13)
(7) 10 June (pass 12 May) (14) No pass returned

Edward Watkins and John Watkins were the other owners of the vessel which was reported taken into France on its way from Bristol to Africa.

Sources: Bristol Presentments; ADM 7/112; T 64/286; LReg; LL, 22 July 1794
**WASP**

| (1) | 141 tons; 12 guns | (8) | Bonny/New Calabar |
| (2) | 35 (25) outward | (9) | 235*; 206 (181) |
| (3) | American (prize?) | (10) | St Vincent/Kingston, Jamaica |
| (4) | | (11) | 26 (13) December 1794 at Jamaica |
| (5) | John Hudson | (12) | 156 (183) |
| (6) | Thomas Jones | (13) | 4 March 1795 |
| (7) | 28 June (pass 12 May) | (14) | 15 May (13 July) 1795 |

Letters of marque were declared on 19 May, Thomas Jones being the vessel's sole owner. The vessel arrived at Cape Coast Castle on 18 August and sailed for Calabar on 20 August. Its muster roll shows that it left Bristol with 28 crew and returned with 7. The vessel appears to have reached Jamaica with 26 crew, one man having died on 16 October and another having been delivered to Cape Coast on a charge of mutiny. Of those reaching Jamaica, 21 were discharged between 13 December and 18 January. Five new men enlisted on 28 February, 3 of whom died on the run home. One report shows that the vessel reached Bonny on 28 August and took on 206 slaves. Twenty men and 5 women died before the vessel left the coast on 23 October. Thirteen men and 12 women died in the Atlantic crossing. Another report suggests the vessel imported 183 slaves at Kingston.

**Sources:** Bristol Presentments; ADM 7/112; T 64/286; T 70/1568; SMV Muster rolls, 1794–5, no. 139; HLRO, slave trade return, 28 July 1800; Jamaica Journal; LReg; LL, 13 February, 24 March, 5 May 1795; Damer Powell, p. 320

**AFRICAN QUEEN**

| (1) | 277 tons; 10 guns | (8) | Sierra Leone (Bananoes) |
| (2) | 30 outward | (9) | 537* |
| (3) | Folkestone; 1780 | (10) |  |
| (4) | | (11) |  |
| (5) | Thomas Williams | (12) | 411 |
| (6) | John Anderson & Co. | (13) |  |
| (7) | 18 May (pass 3 April) | (14) | No pass returned |

Its pass suggests that the vessel was bound for Africa and Grenada. Charles Young was its other owner. The vessel was reported taken by a French privateer about 15 December 1796 off the western end of Hispaniola with 411 slaves on board.

**Sources:** Bristol Presentments; ADM 7/114; T 64/286; ParlP, XIII (1806), 777, African accounts, no. 4; LReg; LL, 1 September 1795, 23 February 1796
FLORA \textit{1795/2}

\begin{itemize}
\item[(1)] 44 tons \hfill (8) Whydah
\item[(2)] 73\*; 52 \hfill (9) June 1796
\item[(3)] London; 1786 \hfill (10) Barbados
\item[(4)] M[artin?] O’Brien (Andrew) \hfill (11) 52
\item[(5)] Erskine \hfill (12)
\item[(6)] John Anderson & Co. \hfill (13)
\item[(7)] 9 July
\end{itemize}

The vessel’s other owners were Charles Young, James Harvey, William Gibbons, and Thomas Cole. Although reported as not intended for the slave trade in one account, the vessel was mentioned as being at Whydah, whence it exported 52 slaves, all of whom reached Barbados. The slaves shipped included 32 men, 18 women, and 2 girls. The vessel was later reported lost.

\textit{Sources:} T 64/286; T 70/1571; ParlP, XIII (1806), 777, African accounts, no. 4; LReg

HIBERNIA \textit{1795/3}

\begin{itemize}
\item[(1)] 32 tons; no guns \hfill (8) Isle de Los/Bance Island
\item[(2)] 7 outward \hfill (9) 53\* (55*)
\item[(3)] Bristol; 1792 \hfill (10)
\item[(4)] (11)
\item[(5)] Matthew Morley \hfill (12)
\item[(6)] James Fraser \hfill (13)
\item[(7)] 14 December (pass 26 November) \hfill (14) No pass returned
\end{itemize}

James Fraser was sole owner of the vessel. It was reported as having been ashore at Isle de Los, much damaged, and to have landed its cargo [of trade goods?] on 17 April 1796. It was reported sighted on the same day at Sierra Leone by the master of the \textit{Mohawk} (1795/8).

\textit{Sources:} Bristol Presentments; ADM 7/114; T 64/286; ParlP, XIII (1806), 777, African accounts, no. 4; LL, 10 June 1796

ISABELLA \textit{1795/4}

\begin{itemize}
\item[(1)] 327 tons; 20 guns \hfill (8) Angola
\item[(2)] 40 outward \hfill (9) 671\* (461*)
\item[(3)] American prize \hfill (10)
\item[(4)] (11)
\item[(5)] Thomas Given [Givins, Givens?] \hfill (12)
\item[(6)] Thomas Jones & Co \hfill (13)
\item[(7)] 20 July (pass 26 May) \hfill (14) No pass returned
\end{itemize}

The vessel’s owners were named as Thomas Jones, William Dorvell, Esther Jones, all executors of James Jones deceased, and Robert Reynolds, and Thomas Givings [Givens?]. It arrived at Cape Coast Castle on 22 October and sailed two days later for Anamaboe and Angola. It was later reported cut off at Angola.

\textit{Sources:} Bristol Presentments; ADM 7/114; T 64/286; T 70/1570; ParlP, XIII (1806), 777, African accounts, no. 4; LReg; LL, 25 December 1795, 21 June 1796
**JAMES**  

<table>
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<th>Size</th>
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<th>Nationality</th>
<th>Owner(s)</th>
<th>Date</th>
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<td>Francis Kelly</td>
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<tr>
<td>6</td>
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<td></td>
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<tr>
<td>7</td>
<td>19 September</td>
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</tbody>
</table>

The vessel was said not to be intended for the slave trade. John Anderson was its sole owner.

**Sources:** T 64/286; ParlP, XIII (1806), 777, African accounts, no. 4

**KING ALLI (1)**  

<table>
<thead>
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<tr>
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<td>Sidenham Teast</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>26 January (pass 2 January)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Pass returned 1 June 1795

The vessel was not intended for the slave trade.

**Sources:** Bristol Presentments; ADM 7/112; ParlP, XIII (1806), 777, African accounts, no. 4

**KING ALLIE (KING ALLI) (2)**  

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Size</th>
<th>Guns</th>
<th>Nationality</th>
<th>Owner(s)</th>
<th>Date</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>14 tons; no guns</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>6 outward</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>British</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>John Harris (T—Gattrell)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Sidenham Teast</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>22 June (pass 4 June)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No pass returned

A 'wood' ship, Sidenham Teast was its sole owner. It was said to have been cut off by 'the natives' in Africa.

**Sources:** Bristol Presentments; ADM 7/114; T 64/286; ParlP, XIII (1806), 777, African accounts, no. 4; LL, 16 October, 25 December 1795
MOHAWK 1795/8

(1) .284 tons; 12 guns (8) Sierra Leone
(2) 25 outward (9)
(3) American (10)
(4) (11)
(5) Thomas King (12)
(6) Sidenham Teast & Co. (13)
(7) 10 August (pass 14 July) (14) c. 10 June (8 August) 1796

Not intended for the slave trade, the vessel's other owner was Thomas King. It was reported at the Gold Coast and Anamaboe on 19-21 January 1796, Gabon on 1 March, Bassau on 24-29 March, Cape Mount on 3-14 April, Isle de Los about 16 April, and Sierra Leone from 17 April to 7 June. At Sierra Leone, it sighted the Hibernia (1795/3), the Jenny (1796/2), the Peggy (1795/10), and the Sally (1795/13). It returned to Bristol direct from Africa.

Sources: Bristol Presentments; ADM 7/114; T 64/286; ParlP, XIII (1806), 777, African accounts, no. 4; LL, 27 November 1795, 10 June 1796

NELLY 1795/9

(1) 203 tons; 8 guns (8) Anamaboe/Angola
(2) 31 outward; 30 (7) at Jamaica (9) 340* (337*); 337
(3) French prize (10) Kingston, Jamaica
(4) Bristol; 11 July 1795 (11) 21 July 1796
(5) Samuel Damer (12) 328 (376)
(6) Thomas Jones & Co. (13)
(7) 3 August (pass 12 February) (14) No pass returned

The vessel's owners were Thomas Jones, William Dorvell, Esther Jones, all executors of James Jones deceased, and Robert Reynolds, and Thomas Giving. It arrived at Cape Coast Castle on 22 October and sailed five days later for Anamaboe and Angola. One report suggests it took on 337 slaves, including 202 males and 135 females, in Africa and delivered 328 (196 males, 132 females) to Jamaica. Other reports suggest it imported 376 at Kingston. The vessel was evidently sold at Jamaica since it was re-registered at Kingston, Joseph Donnell owner, on 9 September 1796 and cleared under the command of Noell Campbell on 24 December 1796 with 55 slaves for New Providence.

Sources: Bristol Presentments; ADM 7/112; T 64/286; CO 142/23; ParlP, XIII (1806), 777, African accounts, no. 4; HLSP, III (1798–9), 10 June 1799; Jamaica Journal; LReg; LL, 25 December 1795, 15 October 1796
PEGGY 1795/10

(1) 53 tons; no guns (8) Sierra Leone
(2) 15 outward (9)
(3) British plantation (10)
(4) (11)
(5) Joseph Williams (12)
(6) Sidenham Teast (13)
(7) 1 June (pass 4 May) (14) Pass returned 8 August 1796

A 'wood' ship, the vessel was owned solely by Sidenham Teast. Sighted by the Mohawk (1795/8) at the coast, it reportedly sailed for Bristol from Sierra Leone on 12 April 1796.

Sources: Bristol Presentments; ADM 7/114; T 64/286; ParlP, XIII (1806), 777, African accounts, no. 4; LL, 10 June 1796

PILGRIM 1795/11

(1) 279 tons; 18 guns (8) Sierra Leone (Bance)
(2) 40 outward; 33 at Jamaica (9) 543* (413*); 461 (404, 410)
(3) Bristol; 1779 (10) Kingston, Jamaica
(4) (11) 29 March 1796
(5) Edward Mentor (12) 398 (403)
(6) John Anderson & Co. (13)
(7) 13 July (pass 17 June) (14) Pass returned 11 July 1797

The other owners of the vessel were Charles Young and Thomas Deane. One report shows that the vessel reached its African destination on 8 September and took on 246 men, 137 women, 37 boys, and 41 girls. Two men died and 24 men, 10 women, 10 boys, and 11 girls were relanded before the vessel left the coast on 21 February 1796. Five men and one woman died in the Atlantic crossing. Other reports suggest that the vessel took off 410 slaves from Africa and imported, or arrived with, 403 at Jamaica.

Sources: Bristol Presentments; ADM 7/114; T 64/286; ParlP, IV (1801–2), 429; ParlP, XIII (1806), 777, African accounts, no. 4; HLSP, III (1798–9), 10 June 1799; HLRO, slave trade return, 28 July 1800; Jamaica Journal; LReg; LL, 25 December 1795, 7 June 1796

PROVIDENCE 1795/12

(1) 212 tons; 10 guns (8)
(2) 19 outward (9)
(3) Foreign (10)
(4) (11)
(5) William Ingram (12)
(6) Sidenham Teast (13)
(7) 26 January (pass 20 November) (14) No pass returned 1794

A 'wood' ship, the vessel was owned solely by Sidenham Teast. It was reported taken 'with articles for the Slave Trade' and carried into Rochefort by the French.

Sources: Bristol Presentments; ADM 7/112; T 64/286; ParlP, XIII (1806), 777, African accounts, no. 4; LL, 17 March 1795
SALLY 1795/13

(1) 155 tons; 2 guns (8) Bance (Bence) Island
(2) 25 outward; 21 at Jamaica (9) 258*; 201 (197)
(3) Unites States; 1789 (10) Port Antonio, Jamaica
(4) (11) 31 May 1796
(5) Elisha Arrindell (Arundel) (12) 196 (197)
(6) John Anderson & Co. (13)
(7) 3 August (pass 25 June) (14) c. 14 October (1 November) 1796

The vessel's other owners were Charles Young, James Harvey, William Gibbons, and Thomas Cole. It was sighted by the Mohawk (1795/8) at Sierra Leone on 24 April 1796. One report shows that it arrived at Bance Island on 1 October 1795 and took on 106 men, 64 women, 16 boys, and 15 girls. One man and 3 women died before the vessel left the coast on 21 April 1796. One more man died in the Atlantic crossing. Another report suggests the vessel took off 201 slaves, losing 4 in the crossing. The vessel was later reported captured.

Sources: Bristol Presentments; ADM 7/114; T 64/286; T 70/1572; ParlP, IV (1801–2), 429; ParlP, XIII (1806), 777, African accounts, no. 4; HLSP, III (1798–9), 10 June 1799; HLRO, slave trade return, 28 July 1800; LReg; LL, 25 December 1795, 10 June, 29 July, 14 October 1796

ALERT 1796/1

(1) 223 tons; 10 guns (8) Cape Coast/Anamaboe
(2) 30 outward (9) 393* (357*)
(3) Bermuda (British); 1774 (10)
(4) (11)
(5) Thomas Williams (12)
(6) J[ohn] Anderson & Co. (13)
(7) 8 August (pass 14 April) (14) c. 19 September (6 November) 1797

Charles Anderson was another owner of the vessel which, according to its pass, was bound for Africa and Jamaica. It sailed on 7 January 1797 from Cape Coast Castle for Anamaboe and sailed from the latter for Tobago on 31 January. It arrived at Bristol after parting from the Leeward Island fleet on 12 September 1797.

Sources: Bristol Presentments; ADM 7/114; T 70/1574; ParlP, XIII (1806), 777, African accounts, no. 4; LReg; LL, 6, 10 January, 2 May, 19 September 1797
**JENNY 1796/2**

| (1) | 178 (78) tons | (8) | Sierra Leone |
| (2) | (9) | | |
| (3) | (10) | | |
| (4) | (11) | | |
| (5) | Edmund Buckle | (12) | |
| (6) | Sidenham Teast | (13) | |
| (7) | 29 February | (14) | |

Not intended for the slave trade, the vessel was owned solely by Sidenham Teast. The vessel was reported to have passed Sierra Leone on about 7 April 1796 and was said to have sailed for Bristol about 12 April from the same. It was later reported lost on the Isle of Lundy on its return voyage from Africa to Bristol, only one crewman surviving.

**Sources:** Bristol Presentments; T 64/286; ParlP, XIII (1806), 777, African accounts, no. 4; LL, 10 June 1796, 27 January 1797

**PEGGY 1796/3**

| (1) | 53 tons | (8) | Cape Coast |
| (2) | 5 at Grenada | (9) | 88* |
| (3) | (10) | | Grenada |
| (4) | (11) | | 3 October 1797 |
| (5) | Samuel Kitson | (12) | 83 (87) |
| (6) | T[omasi?] Cole | (13) | |
| (7) | 12 December | (14) | |

According to one report, the vessel was not intended for the slave trade. It arrived at Cape Coast Castle from Bristol on 11 February 1797; sailed for Whydah on 28 February; returned to Cape Coast Castle on 21 June; and finally sailed from Cape Coast for the West Indies on 4 July 1797. The vessel arrived in the West Indies with, according to one report, 33 adult males, 39 adult females, and 11 males under 4 feet 4 inches. Another report suggests it imported 87 slaves into Grenada. Cole was the sole owner of the vessel.

**Sources:** Bristol Presentments; T 70/1574; ParlP, IV (1801–2), 429; ParlP, XIII (1806), 777, African accounts, no. 4; HLSP, III (1798–9), 21, 25 June 1799; LL, 7 July, 12 December 1797
250

RECOVERY 1796/4

(1) 189 tons; no guns (8) Sierra Leone/Cape Coast
(2) 19 outward (9) 315*
(3) American prize (plantation) (10)
(4) (11)
(5) James Soutar (12)
(6) Sidenham Teast (13)
(7) 25 April (pass 8 April) (14) No pass returned

The vessel was owned solely by Sidenham Teast. One report suggests it was not intended for the slave trade. It arrived at Cape Coast Castle from the Windward Coast on 26 September 1796 and left the same for England on 10 February 1797. It was later reported taken on the Windward Coast by 'Renau's squadron'.

Sources: Bristol Presentments; ADM 71114; T 70/1573–4; ParlP, XIII (1806), 777, African accounts, no. 4; LReg; LL, 27 September 1796, 4 July 1797

AFRICAN QUEEN 1797/1

(1) 268 (267) tons; 6 guns (8) Cape Coast
(2) 25 outward (9)
(3) Folkestone (foreign); 1780 (10) Demerara/St Vincent
(4) (11) 7/26 June 1798
(5) Richard Buckle (12) 313 (264)
(6) Thomas King & Co. (13)
(7) 27 February (pass 5 January) (14) c. 18 September 1798 (no pass returned)

On clearing from Bristol the vessel was said not to be intended for the slave trade, a point reinforced by the fact that Richard Buckle was reportedly sent in 1795 to the Rio Pongo as agent of the Sierra Leone Company. However, the vessel was reported taken on the Windward Coast and then re-taken by the Pilgrim (1797/2) and the Sally (1797/3). It was then dispatched from Cape Coast to America with slaves. It was reported at Demerara on 7 June 1798 with 313 slaves, 264 of whom were apparently taken to St Vincent, the vessel arriving there on 26 June.

### PILGRIM 1797/2

<table>
<thead>
<tr>
<th>(1)</th>
<th>279 tons; 18 guns</th>
<th>(8)</th>
<th>Cape Mesurado/Cape Coast</th>
</tr>
</thead>
<tbody>
<tr>
<td>(2)</td>
<td>40 outward</td>
<td>(9)</td>
<td>543* (413*)</td>
</tr>
<tr>
<td>(3)</td>
<td>Bristol; 1779</td>
<td>(10)</td>
<td>Demerara</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11)</td>
<td>25 May 1798</td>
</tr>
<tr>
<td>(5)</td>
<td>James Fraser</td>
<td>(12)</td>
<td>368</td>
</tr>
<tr>
<td>(6)</td>
<td>John Anderson &amp; Co.</td>
<td>(13)</td>
<td></td>
</tr>
<tr>
<td>(7)</td>
<td>31 July (pass 7 July)</td>
<td>(14)</td>
<td>Pass returned 18 February 1799</td>
</tr>
</tbody>
</table>

Together with the Sally (1797/3), the vessel retook the prize African Queen (1797/1). The vessel received 25 slaves from the Sally at Cape Mesurado. It was reported to have engaged two French vessels on the Windward Coast and to have captured one of them, the Vengeur. This prize was later reported lost at Goree.

### SALLY 1797/3

<table>
<thead>
<tr>
<th>(1)</th>
<th>155 tons; 8 guns</th>
<th>(8)</th>
<th>Cape Coast/Cape Mesurado</th>
</tr>
</thead>
<tbody>
<tr>
<td>(2)</td>
<td>25 outward</td>
<td>(9)</td>
<td>208* (203*)</td>
</tr>
<tr>
<td>(3)</td>
<td>United States; 1789</td>
<td>(10)</td>
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</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11)</td>
<td>12 May 1798 (?)</td>
</tr>
<tr>
<td>(5)</td>
<td>Elisha Arrindel (Arundel)</td>
<td>(12)</td>
<td></td>
</tr>
<tr>
<td>(6)</td>
<td>C[harles] Young &amp; Co.</td>
<td>(13)</td>
<td></td>
</tr>
<tr>
<td>(7)</td>
<td>31 July (pass 7 July)</td>
<td>(14)</td>
<td>No pass returned</td>
</tr>
</tbody>
</table>

John Anderson may have been another owner of the vessel. According to its pass the vessel was bound for Africa and Jamaica. The master reported reaching Cape Mesurado on 21 October and loading 25 slaves on board the Pilgrim (1797/2) ‘which was in Company’ with the vessel there. The master then reported going to the ‘Leeward Coast’ in the African Queen (1797/1), a prize of the Pilgrim and Sally, and staying there until 28 March 1798, obtaining the ‘Residue of [his] Cargo’ on this coast. Another report suggests it sailed from Cape Coast Castle to windward on 18 December 1797. From the extract of its logbook, the vessel may have reached the West Indies, but no information about the slaves carried or their destination has been found. The extract of the logbook may, in fact, refer to the African Queen, since the Sally was reported taken on 9 May 1798 on its passage from Africa to Bristol and sent into St Sebastian.

Sources: Bristol Presentments; ADM 7/114; ParIP, IV (1801–2), 429; ParIP, XIII (1806), 777, African accounts, no. 4; HLSP, III (1798–9), extracts of logbooks; HLSP, III (1798–9), 28 June 1799; LReg; LL, 2 February, 19 June, 10 July 1798
ALERT 1798/1

(1) 223 tons; 10 guns (8) Gold Coast
(2) 35 outward (9) 393* (357*)
(3) Bermuda (British); 1774 (10) Demerara
(4) (11) 29 October 1798
(5) Thomas Williams (12) 346
(6) Charles Anderson & Co. (13)
(7) 26 March (pass 2 March) (14) c. 15 February (30 April) 1799

Sources: Bristol Presentments; ADM 7/114; ParlP, IV (1801–2), 429; ParlP, XIII (1806), 777, African accounts, no. 4; HLSP, III (1798–9), 28 June 1799; LReg; LL, 14 September, 28 December 1798, 15 February 1799

ALEXANDER 1798/2

(1) 300 tons (8) Cameroon/Angola
(2) (9) 599*
(3) (10) Martinique
(4) (11) 23 January 1801
(5) John Preston (12) 294
(6) S & J Span & Co. (13)
(7) 7 May (14) The vessel was reported in December 1798 to have arrived at Cameroon but appears to have entered Martinique from Angola. This may have been after a return voyage to Africa, as a vessel of the same name, but under the command of Captain Cochran, was reported in November 1799 to have arrived at Angola. The vessel was reported taken on its way from Martinique to London on 11 May 1801 and carried into St Andero.

Sources: Bristol Presentments; ParlP, XIII (1806), 777, African accounts, no. 4; LL, 28 December 1798, 8 November, 6 December 1799, 6 March, 16 June 1801

CAM'S DELIGHT 1798/3

(1) 84 tons; 6 guns (8)
(2) 12 outward (9)
(3) British (10)
(4) (11)
(5) George Smyth (Thomas Bush) (12)
(6) Sidenham Teast (13)
(7) 22 October (pass 10 September) (14) No pass returned

The vessel was said not to be employed in the slave trade. It was reported taken by a French squadron on its way from Africa to Bristol 'and given up'.

Sources: Bristol Presentments; ADM 7/114; ParlP, XIII (1806), 777, African accounts, no. 4; LL, 31 May 1799, 7 February 1800
JOHN 1798/4

(1) 24 tons; no guns (8)
(2) 6 outward (9)
(3) British (10)
(4) (11)
(5) CC Gardiner (12)
(6) (13)
(7) 23 March (pass 14 March) (14) No pass returned
The vessel was said not to be employed in the slave trade.

Sources: ADM 7/114; ParlP, XIII (1806), 777, African accounts, no. 4

PRINCE OF WALES 1798/5

(1) 241 (248) tons (8) Cape Coast
(2) (9) 411* (441*)
(3) Nova Scotia; 1791 (10) Demerara
(4) (11) 7 November 1799
(5) Samuel Kitson (12) 349
(6) Richard Prescott (13)
(7) 17 September (14) 3 April 1800 at Gravesend
William Parry & Co were also named as owners of the vessel. It was reported taken on 11 October 1798 by a French privateer. Retaken on the same day by the King Pepple of Liverpool, it then returned to Bristol, whence it re-embarked on its voyage. It was reported to have returned from Demerara to London.

Sources: Bristol Presentments; ParlP, IV (1801–2), 429; ParlP, XIII (1806), 777, African accounts, no. 4; LReg; LL, 19 October 1798, 30 July 1799, 21 January, 4 April 1800

ACTIVE 1799/1

(1) 156 tons; 14 guns (8) Sierra Leone
(2) 30 outward (9) 260*
(3) Bristol; 1799 (10) Demerara/Jamaica
(4) (11) 15 October 1800 at Jamaica
(5) Elisha Arrindell (— Duffy) (12) 73 at Jamaica
(6) C[harles] Anderson & Co. (13)
(7) 15 July (pass 23 May) (14) c. 3 February (9 February) 1801
The vessel entered out for Africa and Barbados. Captain Arrindell (Arundell) was reported to have died by the time the vessel reached Demerara.

Sources: Bristol Presentments; ADM 7/116; ParlP, IV (1801–2), 429; ParlP, XIII (1806), 777, African accounts, no. 4; LReg; LL, 24 January, 26 December 1800, 3 February 1801
ALERT 1799/2

(1) 223 tons; 12 guns  (8) Cape Coast
(2)  (9) 393* (357*)
(3) Bermuda (British); 1774  (10) Demerara
(4)  (11) 29 April 1800
(5) Thomas Williams  (12) 319
(6) Charles Anderson & Co.  (13)
(7) 15 July (pass 23 May)  (14) c. 22 August (21 November) 1800

Sources:  Bristol Presentments; ADM 71/16; ParlP, IV (1801–2), 429; ParlP, XIII (1806), 777, African accounts, no. 4; LReg; LL, 31 January, 27 June, 22 August 1800

ALLISON 1799/3

(1) 259 tons  (8) Angola
(2)  (9) 4[ ]9*
(3)  (10) Martinique/Jamaica
(4)  (11) 14/25 July 1800
(5) Jesse Topping (Tapping, Toppery)  (12) 375 (289)
(6) Stephen Prust  (13)
(7) 29 July  

The vessel arrived at Martinique with 375 slaves, 289 of whom were taken on to Jamaica.

Sources:  Bristol Presentments; ParlP, IV (1801–2), 429; ParlP, XIII (1806), 777, African accounts, no. 4; LL, 14 March, 5 September 1800

BACCHUS 1799/4

(1) 311 tons  (8)
(2)  (9) 628*
(3)  (10) Barbados/Jamaica
(4)  (11)
(5) John Ford  (12)
(6) Stephen Prust  (13)
(7) 5 August  (14) John Ford was reported to have died by the time the vessel reached Barbados.

Sources:  Bristol Presentments; ParlP, XIII (1806), 777, African accounts, no. 4; LL, 27 June, 11 July 1800
FLY 1799/5

(1) 12 tons  (8) Richard Withers  (12) 4 July  
(2) (9)  
(3) (10)  
(4) (11)  
(5) Richard Withers  (12)  
(6) (13)  
(7) 4 July  (14)  
The vessel was said not to be employed in the slave trade.

Sources: ParlP, XIII (1806), 777, African accounts, no. 4; LL, 31 January 1800

LONDON 1799/6

(1) 275 tons; 16 guns  (8) Sierra Leone  
(2) 29 outward  (9)  
(3) British  (10)  
(4) (11)  
(5) Richard Buckle  (12)  
(6) T[homas] King per Sierra Leone Company  (13)  
(7) 26 August (pass 22 July)  
   c. 20 May (25 July) 1800  
The vessel was said not to be employed in the slave trade. It returned to Bristol direct from Africa.

Sources: Bristol Presentments; ADM 7/116; ParlP, XIII (1806), 777, African accounts, no. 4; LL, 21 March, 20 May 1800

ROBUST 1799/7

(1) 360 tons  (8) Windward Coast  
(2) (9) 759* (494*)  
(3) French prize  (10)  
(4) (11)  
(5) James Hunter  (12)  
(6) S[tephen] Prust  (13)  
(7) 15 July  (14)  
Thomas Parr was also named as an owner of the vessel which was reported taken on the Windward Coast by three French frigates.

Sources: Bristol Presentments; ParlP, XIII (1806), 777, African accounts, no. 4; LReg; LL, 10 January 1800
ALERT 1800/1

(1) 223 tons; 12 guns (8) Cape Coast
(2) 30 outward (9) 243*
(3) Bermuda (British); 1774 (10) Demerara
(4) (11)
(5) David Drynan (Thomas Williams) (12)
(6) Charles Anderson & Co. (14) 22 April (9 June) 1802
(7) 22 December (pass 10 November)
The vessel arrived at Cape Coast Castle from windward on 29 May 1801 and sailed to leeward from the same on 8 September.

Sources: Bristol Presentments; ADM 7/116; T 70/1577; T 70/1579; ParlP, XIII (1806), 777, African accounts, no. 4; LReg; LL, 9 June 1801, 24 January, 23 April 1802

LONDON 1800/2

(1) 275 tons; 20 guns (8)
(2) 45 outward (9)
(3) British (10)
(4) (11)
(5) Richard Buckle (12)
(6) Thomas King & Co. (13)
(7) 18 August (pass 12 August) (14) 20 April (4 June) 1801
The vessel was not intended for the slave trade. It returned to Bristol direct from Africa.

Sources: Bristol Presentments; ADM 7/116; ParlP, XIII (1806), 777, African accounts, no. 4; LL, 21 April 1801

MINERVA 1800/3

(1) 212 tons; 18 guns (8) Windward Coast
(2) 40 outward (9) 223*
(3) Galway (British); 1791 (10) Demerara/Grenada
(4) (11)
(5) John Kennedy (12)
(6) Charles Anderson & Co. (13)
(7) 5 May (pass 3 March) (14) 27 January (8 February) 1802
According to its pass the vessel was bound for Africa and Jamaica. It returned to Bristol from Grenada.

Sources: Bristol Presentments; ADM 7/116; ParlP, XIII (1806), 777, African accounts, no. 4; LReg; LL, 3, 17 November 1801, 29 January 1802
SWIFT 1800/4

(1) 287 tons  
(2)  
(3) Naples (prize)  
(4)  
(5) Joseph Williams  
(6) Charles Anderson & Co.  
(7) 5 May  
(8) Gold Coast  
(9) 251*  
(10) Demerara  
(11) 19 January 1801  
(12) 247  
(13)  
(14) c. 27 March 1801

Sources: Bristol Presentments; ParlP, IV (1801–2), 429; ParlP, XIII (1806), 777, African accounts, no. 4; LReg; LL, 20, 27 March 1801

ACTIVE 1801/1

(1) 156 tons; 12 guns  
(2) 25 outward  
(3) British  
(4)  
(5) James Broadfoot  
(7) 13 April (pass 18 March)  
(8)  
(9)  
(10)  
(11)  
(12)  
(13)  
(14) 22 September (6 November) 1802

The vessel was not intended for the slave trade. It returned to Bristol direct from Africa. James Broadfoot died during the voyage.

Sources: Bristol Presentments; ADM 7/116; ParlP, XIII (1806), 777, African accounts, no. 4; LL, 9 October 1801, 24 September 1802

CAROLINA 1801/2

(1) 12 tons  
(2)  
(3)  
(4)  
(5) J— Rogers  
(6)  
(7) 8 August  
(8)  
(9)  
(10)  
(11)  
(12)  
(13)  
(14)  

The vessel was not intended for the slave trade.

Sources: ParlP, XIII (1806), 777, African accounts, no. 4

DART 1801/3

(1) 165 tons  
(2)  
(3)  
(4)  
(5) Philip Leigh  
(6)  
(7) 31 January  
(8)  
(9)  
(10)  
(11)  
(12)  
(13)  
(14)  

The vessel was not intended for the slave trade.

Sources: ParlP, XIII (1806), 777, African accounts no. 4
DICK 1801/4

(1) 251 tons  (8) Isle de Los/Angola
(2) 22 at Trinidad  (9)
(3)  (10) Trinidad
(4)  (11) 18 February 1802
(5) John Maginnis (McGinnes)  (12) 172
(6) Bruce & Moens  (13)
(7) 9 March  (14) 27 April 1802 at Liverpool
The vessel originally cleared for Africa at Liverpool and re-cleared at Bristol.

Sources: Bristol Presentments; ParlP, XIII (1806), 777, African accounts, nos. 1, 4; LL, 11 September 1801, 5 February, 9, 30 April 1802

INDUSTRY 1801/5

(1) 38 tons; no guns  (8)
(2) 7 outward  (9)
(3) British plantation  (10)
(4)  (11)
(5) Richard Withers (— Bowan)  (12)
(6) P—Hunter & Co.  (13)
(7) 21 December (pass 20)  (14) 12 November 1803 (no pass November) returned
The vessel was said not to be employed in the slave trade. It returned to Bristol direct from Africa. Richard Withers may have assumed command of the Wanton (1801/8) before the latter’s return to Bristol.

Sources: Bristol Presentments; ADM 7/118; ParlP, XIII (1806), 777, African accounts, no. 4; LL, 24 August 1802, 15 November 1803

LAPWING 1801/6

(1) 313 tons; 22 guns  (8) Cape Coast
(2) 45 outward  (9) 335*
(3) Bristol; 1794  (10)
(4)  (11)
(5) Robert Curran  (12)
(6) Charles Anderson & Co.  (13)
(7) 13 April (pass 18 March)  (14) No pass returned
W Fielde and T[homas?] Williams were also owners of the vessel. It arrived at Cape Coast Castle from Bristol on 2 October 1801 and sailed eight days later to leeward. It was taken with 330 slaves on board off Demerara on 11 December 1801 by a Spanish privateer and carried into Oronoko where it was condemned and sold. The vessel was reported to have been ordered by the Spanish government to be restored to its owners, with damages, having been seized after the ending of hostilities. It was estimated to have been worth £43,800 when taken.

Sources: Bristol Presentments; ADM 7/116; T 70/1579; T 70/1582–3; P.R.O., High Court of Admiralty records, 40/5, King’s Warrant no. 218, 21 August 1806; ParlP, XIII (1806), 777, African accounts, no. 4; LReg; LL, 19 March 1802, 20 May 1803
### SWIFT

<table>
<thead>
<tr>
<th>(1)</th>
<th>287 tons; 28 guns</th>
<th>(8)</th>
<th>Cape Coast</th>
</tr>
</thead>
<tbody>
<tr>
<td>(2)</td>
<td>50 outward; 41 at Demerara</td>
<td>(9)</td>
<td>251*</td>
</tr>
<tr>
<td>(3)</td>
<td>Naples (prize)</td>
<td>(10)</td>
<td>Demerara</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11)</td>
<td>17 May 1802</td>
</tr>
<tr>
<td>(5)</td>
<td>Thomas Williams (Thomas Cannell)</td>
<td>(12)</td>
<td>247</td>
</tr>
<tr>
<td>(6)</td>
<td>Charles Anderson &amp; Co.</td>
<td>(14)</td>
<td>c. 16 July (2 August) 1802</td>
</tr>
<tr>
<td>(7)</td>
<td>24 August (pass 11 August)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Williams was named as master when the vessel entered out but Cannell on other occasions. The vessel arrived at Cape Coast Castle on 4 January 1802.

**Sources:** Bristol Presentments; ADM 7/116; ParlP, XIII (1806), 777, African accounts, nos. 1, 4; LReg; LL, 6, 16 July 1802

### WANTON

<table>
<thead>
<tr>
<th>(1)</th>
<th>85 tons; 6 guns</th>
<th>(8)</th>
</tr>
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<tbody>
<tr>
<td>(2)</td>
<td>10 outward</td>
<td>(9)</td>
</tr>
<tr>
<td>(3)</td>
<td>British plantation</td>
<td>(10)</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11)</td>
</tr>
<tr>
<td>(5)</td>
<td>Thomas Williams ([Richard?] Withers)</td>
<td>(12)</td>
</tr>
<tr>
<td>(6)</td>
<td>P— Hunter &amp; Co.</td>
<td>(14)</td>
</tr>
<tr>
<td>(7)</td>
<td>17 August (pass 31 July)</td>
<td></td>
</tr>
</tbody>
</table>

The vessel was not intended for the slave trade. It returned to Bristol direct from Africa when its master was reported as [Richard?] Withers, former master of the *Industry* (1801/5).

**Sources:** Bristol Presentments; ADM 7/116; ParlP, XIII (1806), 777, African accounts, no. 4; LL, 24 August 1802

### ALERT

<table>
<thead>
<tr>
<th>(1)</th>
<th>223 tons; 4 guns</th>
<th>(8)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(2)</td>
<td>30 outward; 26 at Trinidad</td>
<td>(9)</td>
</tr>
<tr>
<td>(3)</td>
<td>Bermuda (British); 1779</td>
<td>(10)</td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td>(11)</td>
</tr>
<tr>
<td>(5)</td>
<td>David Drynan</td>
<td>(12)</td>
</tr>
<tr>
<td>(6)</td>
<td>Charles Anderson &amp; Co.</td>
<td>(13)</td>
</tr>
<tr>
<td>(7)</td>
<td>6 September (pass 26 August)</td>
<td>(14)</td>
</tr>
</tbody>
</table>

According to its pass the vessel was bound for Africa and Jamaica.

**Sources:** Bristol Presentments; ADM 7/118; ParlP, XIII (1806), 777, African accounts, nos. 1, 4; LReg; LL, 29 March 1803, 3 January, 29 May 1804
AURORA 1802/2

(1) 213 (214) tons; 4 guns (8) 238*
(2) 25 outward (9) Dominica
(3) Piscataqua (prize, plantation) (10) McCallum
(4) Robert Mathews (11) Robert Roe
(5) John McCullom Jr & Co. (12)
(6) 1 November (pass 1 October) (13) Pass returned 18 July 1805
(7) The vessel was reported to have arrived at Falmouth from Dominica on 28 September 1803.

Sources: Bristol Presentments; ADM 7/118; ParIP, XIII (1806), 777, African accounts, no. 4; LReg; LL, 26 April, 19 July, 4 October 1803

CAMELION 1802/3

(1) 157 tons; no guns (8) 10 outward (9)
(2) British plantation (10) Trinidad
(3) John Ferraby (11) Robert Roe
(4) (12)
(5) (13)
(6) 22 November (pass 13 November) (14) No pass returned
(7) Its pass shows that the vessel was bound for Madeira and Trinidad but it loaded goods for Madeira, Africa and Trinidad. It was reported to have arrived at Madeira on 14 December 1802 and appears to have sailed then to Trinidad, arriving at the latter from Bristol and Madeira. One report suggests it was captured by a French privateer in the West Indies on its way from Trinidad to Dublin. Another suggests that it sprung a leak at Trinidad when nearly loaded for Dublin and was condemned at the island.

Sources: Bristol Presentments; ADM 7/120; LL, 15 February, 3 May, 20 September, 18 November 1803

HOPE 1802/4

(1) 104 tons; no guns (8) 7 outward (9)
(2) British (10) 11 April (10 April) 1803
(3) J— Brownlow (— Richards) (12) 5 April
(4) (13)
(5) (14)
(6) Pass 5 October (14) 5 April 1803
(7) The pass suggests the vessel was bound for Africa and Madeira. It was reported to have arrived at Madeira on 2 December 1802. A vessel of the same name but commanded by Captain Richards arrived at Bristol from Madeira on 5 April 1803.

Sources: ADM 7/118; LL, 15 February, 8 April 1803
MINERVA 1802/5

(1) 212 tons; 4 guns (8) Cape Coast/Gold Coast
(2) 25 outward (9) 223*
(3) Galway (British); 1794 (10) Demerara
(4) (11) c. 25 February 1804
(5) Joseph (John) Silcock (12) 218
(6) Charles Anderson & Co. (13)
(7) 5 December (pass 29 October) (14) 6 August (9 November) 1804

The vessel entered out for Africa and Barbados. It arrived at Cape Coast Castle from Bristol on 31 January 1803 and sailed immediately to leeward, returning to Cape Coast on 23 February. It sailed again from Cape Coast Castle to leeward on 5 November 1803. At Demerara, it was said to have imported 218 prime Chantee [Ashante?], Fantee and Coromantee slaves. The sale of the slaves was advertised to begin on 2 March at the store of Messrs. McInroy, Sandbach, McBean & Co., agents for the sale being Walcott & Forrester.

Sources: Bristol Presentments; ADM 7/118; T 70/1580–1; ParlP, XIII (1806), 777, African accounts, no. 4; LReg; LL, 13 May 1803, 27 April, 7 August 1804; Essequebo and Demerary Gazette, 25 February 1804

RECOVERY 1802/6

(1) 23 tons; no guns (8)
(2) 7 outward (9)
(3) British (10)
(4) (11)
(5) Nicholas Read (12)
(6) (13)
(7) 4 October (pass 15 September) (14) No pass returned

The vessel was said not to be intended for the slave trade.

Sources: Bristol Presentments; ADM 7/118; ParlP, XIII (1806), 777, African accounts, no. 4

SISTERS 1802/7

(1) (8)
(2) (9)
(3) (10) Trinidad
(4) (11)
(5) G— Neil (12)
(6) P— Hunter (13)
(7) 5 December (14)

The vessel took on goods at Bristol for Madeira, Africa and Trinidad. It was reported to have arrived at Madeira on 19 December 1802 and appears then to have sailed direct to Trinidad, arriving at the latter from Bristol and Madeira. It was later reported lost on 17 June 1803 on ‘Onegada’ [Anegada, near Virgin Islands] on its voyage from Trinidad to Bristol, its crew and part of its cargo being saved.

Sources: Bristol Presentments; LL, 15 February, 8 April, 2 August 1803
<table>
<thead>
<tr>
<th>Vessel</th>
<th>Year</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TRITON</strong></td>
<td>1802/8</td>
<td>(1) 233 tons; 8 guns (2) 20 outward (3) British (4) (5) Richard (David) Buckle (6) Thomas King &amp; Co. (7) 27 December (pass 17) 12 November 1803 (10 November) February 1804</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The vessel was not intended for the slave trade. It returned to Bristol direct from Africa.</td>
</tr>
<tr>
<td><strong>ACTIVE</strong></td>
<td>1803/1</td>
<td>(1) 197 (156) tons (2) (3) Bristol; 1799 (4) (5) William Jones (6) C[harles] Anderson &amp; Co. (7) 30 May 15 October 1804</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The vessel was not intended for the slave trade. It arrived at Cape Coast Castle on 2 August 1803 and sailed four days later to leeward. It returned to Bristol direct from Africa.</td>
</tr>
<tr>
<td><strong>ELIZA</strong></td>
<td>1803/2</td>
<td>(1) 226 tons (2) (3) (4) (5) David Thomas (6) James Fowler &amp; Co. (7) 20 June</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The vessel was said not to be intended for the slave trade.</td>
</tr>
</tbody>
</table>

**Sources:** Bristol Presentments; ADM 7/118; ParlP, XIII (1806) 777, African accounts, no. 4; LL, 29 April, 15 November 1803

Bristol Presentments; T 70/1581; ParlP, XIII (1806), 777, African accounts, no. 4; LReg; LL, 16 October 1804

Bristol Presentments; ParlP, XIII (1806), 777, African accounts, no. 4
PARTRIDGE 1803/3

(1) 148 tons; 2 guns (8) 148 tons; 2 guns
(2) 12 outward (9) 12 outward
(3) Bristol; 1785 (10) Bristol; 1785
(4) (11)
(5) Philip Leyson (12) Philip Leyson
(7) 7 February (pass 20 January) (14) 24 August (1 November) 1803

The vessel was said not to be intended for the slave trade. It returned to Bristol direct from Africa.

Sources: Bristol Presentments; ADM 7/120; ParlP, XIII (1806), 777, African accounts, no. 4; LReg; LL, 26 August 1803

SWIFT 1803/4

(1) 388 (380) tons; 6 guns (8) Cape Coast
(2) 36 outward; 26 (25) at (9) 355*
Jamaica; 30 homeward (10) Barbados/Jamaica
(3) Naples (prize); 1797 (11) 7 (8) November 1803 at
(4) Bristol; 26 February 1803 (12) Jamaica
(5) John Sinclair (13) 350 (349)
(6) Charles Anderson & Co. (14) 26 January 1804
(7) 28 March (pass 2 March) (14) 1 April (28 April) 1804

According to its pass the vessel was bound for Africa and Barbados. It arrived at Cape Coast Castle on 12 May 1803 and sailed for the West Indies on 12 September. It was reported to have arrived first at Barbados, having engaged two French privateers off the island and sinking one of them. It proceeded then to Jamaica where it sold its slaves.

Sources: Bristol Presentments; ADM 7/120; CO 142/21; T 70/1581; ParlP, XIII (1806), 777, African accounts, nos. 1, 4; LReg; LL, 20 December 1803, 3 January, 3 April 1804

SWIFTSURE 1803/5

(1) 22 (21) tons (8)
(2) (9)
(3) Bristol; 1802 (10)
(4) (11)
(5) TC Pyke (12)
(6) C[harles] Anderson (13)
(7) 15 April (14)

The vessel was said not to be intended for the slave trade.

Sources: ParlP, XIII (1806), 777, African accounts, no. 4; LReg
The vessel was said not to be intended for the slave trade.

Sources: ParlP, XIII (1806), 777, African accounts, no. 4

The vessel was said not to be intended for the slave trade. P Hunter also seems to have been an owner of the vessel.

Sources: Bristol Presentments; ParlP, XIII (1806), 777, African accounts, no. 4; LReg

According to its pass the vessel was bound for Africa and Jamaica. Letters of marque were declared on 10 July 1804 when Thomas Williams was named as the other owner of the vessel. It arrived at Cape Coast Castle on 9 September 1804 and sailed on the same day for Anamaboe. The slaves imported at Demerara were described as prime Gold Coast slaves and were advertised for sale on 28 November 1804 at Logie, belonging to RS Turton at Vlissengen Plantation, agents for the sale being Walcott & Forrester.

Sources: Bristol Presentments; ADM 7/120; T 70/1581; ParlP, XIII (1806), 777, African accounts, nos. 4, 6; LReg; LL, 16 April 1805; Essequebo and Demerary Gazette, 24 November 1804; Damer Powell, p. 319
ALLISON 1804/2

(1) 250 (249) tons (8) Accra (Gold Coast)
(2) (9) 285* (10) Demerara
(3) French; 1776 (11) 8 April 1805
(4) London; 15 September 1803 (12) 275
(5) James Thompson (M—Roberts, (13) John Marman)
John Marman
(6) C[harles] Anderson & Co. (14)
(7) 9 July

The vessel was said to have cleared at London and to have re-cleared at
Bristol. The vessel evidently cleared at London on 1 October 1803 when
it was reported as being allowed to carry 285 slaves. Its owners in
London were Camden, Calvert & King. It was reported in early January
1804 to be off Minehead after being damaged in gales on 20–27
December 1803 and was expected to make for the nearest port to carry
out repairs. After leaving Bristol, it arrived at Cape Coast Castle on 3
September 1804 and sailed the same day for Accra. At Demerara, its
slaves were said to be from the Gold Coast. It was reported to have
cleared Demerara for London, commander John Marman.

Sources: Bristol Presentments; T 70/1581; ParlP, XIII (1806), 777, African
accounts, nos. 4, 6; LReg; LL, 3 January 1804; Essequebo and
Demerary Gazette, 13 April 1805

RELIANCE 1804/3

(1) 160 tons; 10 guns (8) Gambia
(2) 20 outward (9) 200* (10)
(3) French prize (foreign) (11)
(4) (12)
(5) James Gordon (13)
(6) Cobb, Taylor & Co.
(7) 30 April (pass 5 March) (14) Pass returned 11 November
1805

According to its pass the vessel was bound for Africa and Barbados. Its
other owners were said to be [Preston?] Edgar & Co. It was reported lost
in the Gambia river.

Sources: Bristol Presentments; ADM 7/120; ParlP, XIII (1806), 777, African
accounts, no. 4; LReg; LL, 28 August, 28 December 1804
### SWIFT 1804/4

<p>| | | | | | | |</p>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>380 (350) tons; 22 guns</td>
<td>8</td>
<td>Anamaboe (Gold Coast)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>50 outward</td>
<td>9</td>
<td>355*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Naples (prize, foreign); 1797</td>
<td>10</td>
<td>Demerara</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Thomas Williams (— Mitchelson)</td>
<td>11</td>
<td>1 February 1805</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Charles Anderson</td>
<td>12</td>
<td>353</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>11 June (pass 28 April)</td>
<td>13</td>
<td>23 September (13 November)</td>
<td></td>
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</tr>
</tbody>
</table>

The vessel arrived at Cape Coast Castle on 5 September 1804 and sailed three days later for Anamaboe. At Demerara, the slaves were described as prime Gold Coast slaves and were advertised for sale on 6 February 1805 in the Logie, Plantation Vlissengen, Walcott & Forrester agents.

**Sources:** 
- Bristol Presentments; ADM 7/120; T 70/1581; ParlP, XIII (1806), 777, African accounts, no. 4; LReg; LL, 24 September 1805; Essequebo and Demerary Gazette, 2 February 1805

### ALERT 1805/1

<p>| | | | | | | |</p>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>223 tons; 12 guns</td>
<td>8</td>
<td>Sierra Leone/Cape Mount</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>29 outward</td>
<td>9</td>
<td>243*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>British (Bermuda); 1784</td>
<td>10</td>
<td>South Carolina</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>William Lund</td>
<td>11</td>
<td>c. 13 June 1806</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Charles Anderson &amp; Co.</td>
<td>12</td>
<td>240</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>7</td>
<td>11 November (pass 14 September)</td>
<td>14</td>
<td>c. 12 September (15 November) 1806</td>
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</tr>
</tbody>
</table>

The vessel was said to be well at Sierra Leone at the end of March 1806. William Boyd was agent for the sale of the slaves at South Carolina, the slaves being described as Mandingoes.

**Sources:** 
- Bristol Presentments; ADM 7/122; ParlP, XIII (1806), 777, African accounts, no. 7; LReg; LL, 24 June, 12 September 1806; Donnan, IV, 514

### AURORA 1805/2

<p>| | | | | | | |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>213 tons; 18 guns</td>
<td>8</td>
<td>Cape Coast</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>38 outward</td>
<td>9</td>
<td>246*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>British plantation</td>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Robert Matthews</td>
<td>11</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>6 August (pass 18 July) at London</td>
<td>12</td>
<td>Pass returned 24 December 1806</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The vessel was said to be 'of Bristol' though it was lying in the Thames when the pass was issued. It arrived at Cape Coast Castle on 12 October 1805 from London.

**Sources:** 
- ADM 7/122; T 70/1582; ParlP, XIII (1806), 777, African accounts, no. 7
<table>
<thead>
<tr>
<th>British Tar 1805/3</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) 230 (232) tons; 16 guns</td>
<td>(8) Gambia/Goree</td>
</tr>
<tr>
<td>(2) 30 (35) outward</td>
<td>(9) 261*</td>
</tr>
<tr>
<td>(3) Plymouth (foreign); 1797</td>
<td>(10)</td>
</tr>
<tr>
<td>(4)</td>
<td>(11)</td>
</tr>
<tr>
<td>(5) James Gordon</td>
<td>(12)</td>
</tr>
<tr>
<td>(6) Edgar, Curtis &amp; Co.</td>
<td>(13)</td>
</tr>
<tr>
<td>(7) 30 December (pass 11 November)</td>
<td>(14) No pass returned</td>
</tr>
</tbody>
</table>

Although reported as a slave ship, the vessel's pass suggests it was bound for Jamaica, not Africa. Letters of marque were declared on 9 November 1805, when the vessel's owners were named as Preston Edgar, Philip Masey, John Farquharson, James Curtis, John Oldham, and Thomas Wilmott. The vessel was reported well in the River Gambia on 13 May 1806, being expected to leave in a few days. It was later reported well at Goree on 23 July 1806 and was expected to sail for the West Indies on 26 July. However, another report suggests it was taken on 18 July by a privateer and carried into Guadeloupe.

Sources: Bristol Presentments; ADM 7/122; ParlP, XIII (1806), 777, African accounts, no. 7; LReg; LL, 11 July, 2 September, 24 October 1806; Damer Powell, p. 319

<table>
<thead>
<tr>
<th>General Davie 1805/4</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>(General David)</td>
<td></td>
</tr>
<tr>
<td>(1)</td>
<td>(8) Congo (Quiloa)</td>
</tr>
<tr>
<td>(2)</td>
<td>(9)</td>
</tr>
<tr>
<td>(3)</td>
<td>(10) Montevideo</td>
</tr>
<tr>
<td>(4)</td>
<td>(11) 26 March 1806</td>
</tr>
<tr>
<td>(5) Samuel Ham (Horn?)</td>
<td>(12) 203</td>
</tr>
<tr>
<td>(6) T—Wilson &amp; Co.</td>
<td>(13) 13 June 1806</td>
</tr>
<tr>
<td>(7) 30 September</td>
<td>(14) 6 October 1806 at Gravesend (?)</td>
</tr>
</tbody>
</table>

North American-owned, the vessel loaded goods for Congo and Montevideo at Bristol. Its other owners were named as JW Masey, W Inman, and Daniel Harford & Co. It was reported to have left Quiloa on 8 February 1806. It was said to have left Montevideo bound for Hamburg, its cargo being consigned to Samuel Ham. However, it may have returned to London for a vessel named General David, Captain Horn master, was reported to have arrived on 6 October 1806 at Gravesend from the River Plate.

Sources: Bristol Presentments; LL, 7 October 1806; E.F.S De Studer, La Trata de Negros en el Rio de la Plata Durante el Siglo XVIII, Montevideo, 1984
ROVER 1806/1

(1) 138 tons  (8)
(2)  (9)
(3) Spanish prize  (10)
(4)  (11)
(5) P[hilip?] Leyson (— Robe)  (12)
(6) A— Robe & Co.  (13)
(7) 5 May  5 August 1807


Sources:  Bristol Presentments; LReg; LL, 6 January, 7 August 1807

ALERT 1807/1

(1) 223 tons; 12 guns at Jamaica  (8) 243*
(2) 20 at Jamaica  (9)
(3) Bristol (Bermuda); 1795  (10) Kingston, Jamaica
(4) Bristol; 20 February 1807  (11) 16 November 1807
(5) William B Lane (12) 240
(6) Charles Anderson  (13)
(7) c. 20 February  (14)

Sources:  CO 142/25; LReg

SWIFT 1807/2

(1) 380 tons; 22 (18) guns at Jamaica  (8) Accra/Cape Coast/Cape Lahou
(2) 50 at Jamaica; 30 homeward  (9) 355*
(3) Naples (prize)  (10) Kingston, Jamaica
(4) Bristol; 4 February 1807  (11) 11 February 1808
(5) Cobb Taylor (Daniel Brian or Bryan) (12) 336
(13) 14 May 1808
(6) Charles Anderson  (14) 29 July 1808 at Gravesend
(7) c. 20 March from London

The vessel was reported to have given bond at London on 20 March 1807. It arrived at Cape Coast Castle on 10 August 1807 from Accra and sailed on 19 August for Cape Lahou. It was said to have 550 ounces of gold dust and 125 ounces of gold on its arrival at Jamaica.

Sources:  CO 142/25; T 70/1586; LReg; LL, 2 August 1808
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Note: 1. Names of masters of vessels, merchants, shipowners, ships, slave dealers in Africa, slave factors in America, and guarantors of bills of exchange remitted from America are not listed separately through the index but are collected together under the appropriate head. Masters who were shipowners are indicated by an asterisk. Merchant-shipowners are listed simply as merchants. Where different ships share the same name they are individually indexed.

2. Where more than one form of a surname appears in the text, the name is indexed under its more common form, with variations given in brackets. Only the more common form of first names is given in the index.

3. Produce such as sugar and tobacco shipped from America is indexed as freight under the general head of ships.

4. References to Jamaica and ports therein are indexed only in those instances where details of the numbers of slaves delivered or sold have been found.

5. Africa, America and Bristol have not been indexed.

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