

LANCASHIRE SHIPPING IN THE 18TH CENTURY: THE RISE OF A SEAFARING FAMILY

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SHIPPING IN NORTH LANCASHIRE

North Lancashire shipping in the early eighteenth century ranged well beyond its home territory. While local trade was important, sheltered anchorages and established routes inland for trade also gave shipowners and masters a basis for enterprise elsewhere, and the limited resources of the area itself encouraged this. Going to sea was a traditional occupation for the younger sons of husbandmen and other land workers in an area where good land for farming was not plentiful, and other occupations apart from mining, charcoal burning and iron working were limited. The few market towns were not big enough to offer large numbers of jobs in the usual small-scale urban trades. Local timber supplies, with additional imported timber from the Baltic, encouraged Furness shipbuilding, at Ulverston, at Saltcoates near Ulverston, at Penny Bridge near Greenodd, at Milnthorpe, at Warton near Carnforth, and doubtless many other small places where suitable timber close to the shore was easily available.

Probably the shipping conditions of the early eighteenth

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century specially favoured the enterprising seamen and shipowners of the Morecambe Bay area. The small vessels built there or able to use the comparatively shallow estuaries were not much different in size and crew from those sailing from the bigger ports such as Liverpool, Lancaster and Whitehaven. The Furness coast in the Roosebeck area offered little except the safe anchorages near the modern town and harbour of Barrow (which in the seventeenth and eighteenth centuries was better known as the Pile or Peel of Fowdrey or Fouldrey), where local vessels often sheltered from adverse winds before sailing elsewhere. The eighteenth century saw an increase in Barrow shipping when some of the iron ore mined in the region was carried there, but the greater amount of local shipping went to other places, in the Ulverston–Greenodd area, on the estuary of the rivers Crake and Leven running from Lakes Coniston and Windermere, or the Grange–Arnside–Milnthorpe area, on the estuary of the river Kent. From such places there was continuous coastal traffic southwards to Lancaster, Poulton le Fylde, Preston and Liverpool, northwards to Whitehaven, and westwards to the Isle of Man and Ireland. From the large neighbouring ports there was always the possibility of cargoes to be taken to and from Ireland, if there was nothing to be carried to and from the Morecambe Bay area. This extended local trade was sufficient to encourage publications to support it; the subscribers to the *Description of the Sea Coast from Black Combe in Cumberland to the Point of Linas in Wales*, published by Samuel Fearon and John Eyes in 1737, included four captains from Grange, thirty-four men, including thirteen captains and a mate, from Ulverston, and twenty-one others, including seven captains and two shipwrights, from Cartmel. Longer-range voyages were available for vessels stoutly built for carrying heavy iron ore, or refined pig or wrought iron: to South Wales, to Sowley near Buckler's Hard in Hampshire, and even cannon shot to London. Some vessels also took iron in various forms to the east coast, particularly to Hull. Such vessels were large and strong enough to undertake overseas voyages. Those to the east coast often went in summer across the North Sea to Norway for timber, to Gothenburg and Stockholm for iron, and to Russia for flax,

hemp, timber and iron. They served not only their own small 'ports' but the greater demands of bigger ports, particularly of Lancaster, with materials for shipbuilding, rope and sailcloth manufacture, anchorsmith and other iron work for shipping as well as for domestic consumption. Poulton le Fylde used Furness vessels for importing flax and hemp for the important sailcloth and linen industry at Kirkham, and Preston also had a linen industry needing imports of raw material. Occasionally Irish ports as well as Liverpool were served by Furness vessels.¹

North Lancashire in the early eighteenth century provided a suitable base, an incentive, and a tradition of modest seafaring enterprise. The history of the Goad family over this period shows how this situation could be exploited, and how its development affected them. In 1765 Elizabeth, only daughter of John Goad of Liverpool, merchant, and great-granddaughter of a Furness husbandman, married Christopher Hasell, also a merchant of Liverpool, and third son of Edward Hasell, esquire, of Dalemain, Cumberland. This was a marriage of a merchant to a merchant's daughter, but Christopher was the son of a landowner and J.P. of considerable standing in Cumbrian society and local government. How did the Goad family rise to this level?

THE GOAD FAMILY: HUSBANDRY TO SEAFARING

John Goad's ancestors originated in Roosebeck in the parish of Aldingham in Furness. The earliest yet traced is William Goad of Roosebeck, husbandman, who made his will on 18 November 1697; it was proved on 5 March 1698. His executor was his son William, to whom he left the residue of his estate, 'all goods moveable and immoveable', after various legacies had been paid. He left 20s. 0d. each to the two children of Thomas Hardy of Milnthorpe, and the two children of William Green of 'Edinsome', Cartmel, 10s. 0d. each to the four youngest children of his 'sister' Elizabeth Goad of Dragley Beck, Ulverstone,² and £10 to the poor of Aldingham parish. More important was the legacy of £120 to his daughter Mary Goad. He could afford this because

the inventory of his goods dated 18 February 1698 amounted to £157 15s. 6d. The goods listed by the four assessors consisted of his clothes, household goods, and various items connected with farming. Surprising perhaps is the amount of money owed to William Goad 'upon security': £70 11s. 0d. owed by nine people, the highest figure being £21 and the lowest £1. He was also owed, without security, £38 by twenty people, the highest amount being £9 18s. 0d., the lowest only 2s. 0d. His debts to three people were only £4 14s. 0d. This seems a prosperous situation for a husbandman.

His son William signed his will on 11 July 1710 as yeoman, of Roosebeck, and it was proved on 27 October 1710. He had thus been in possession of his father's lands at Roosebeck for only 12 years, and during that time had five children, all under age when he died. He was married, by licence dated 19 February 1698, to Elizabeth Machell, daughter of James Machell of Hollow Oak in the parish of Cartmel, at Pennington on 20 April 1698. This was an important connection, since the Machells were a landed gentry family rising in wealth through their involvement in the Furness iron industry. But this was not reflected in the inventory of William Goad's goods, in which he was described as 'husbandman'; his assets amounted to only £54 18s. 4d. The inventory listed the usual collection of household goods and farming items, but he owed £38 18s. 6d. to two named people and unnamed others, the highest amount being £21. Debts due to him were £42 2s. 0d. by three people, the highest figure being £31 10s. 0d. He left all 'desmaine or leased ground' to his son James. From the total disposable assets of £54 18s. 4d., he left 'three score pounds' equally amongst his four youngest children, William, Mary, John and Richard, showing that he had overestimated his assets.

All four of his sons found employment in seafaring trades, and prospered. Either they chose these occupations, or they were put to them by their mother with the advice of her father James Machell. Such a seafaring background was well known to the Machells and their partners in the iron industry. Since going to sea was a traditional occupation for the younger sons of husbandmen and other land workers, it

was not unusual for the sons of William Goad to go to sea or be involved in trades connected with the sea. The names of James, William, John and Richard can all be found as masters of vessels in the shipping documents of their time, and there are also references to William and Richard as ship's carpenters.

THE GOAD BROTHERS: DEVELOPING PROSPERITY IN SHIPPING

The will of James, the eldest son of William, was signed on 6 April 1751, and he was described as of Grange in the parish of Cartmel, mariner. 'Captain' James Goad was one of the subscribers to the *Description of the Sea Coast from Black Combe in Cumberland to the Point of Linas in Wales*, referred to earlier. James Goad prospered in his career in shipping. His inventory showed his disposable assets as worth £635 1s. 6d., with few of the farm items prominent in his father's and grandfather's inventories. But he had £142 in 'shipping' and £380 in 'securities', all left to his wife Dorothy, together with a freehold messuage, tenement and lands at Grange, for life if she did not remarry. If she did remarry, then John Goad of Liverpool, mariner, his brother, and James Machell of Hollow Oak, esquire, his cousin, son of John Machell, were appointed trustees to divide James's assets at their discretion amongst his children.

It will be noted that no reference in James's will and inventory was made to Roosebeck lands, or property there. In terms of access to the anchorages and trade in the Furness area in which James as a seaman would be at first involved, settlement at Grange would be more sensible. It is possible that assets at Roosebeck were disposed of in view of the limited assets available to bring up the two children under age, Dorothy and John, and it would seem sensible that Elizabeth would wish to live closer to her family at Hollow Oak; perhaps indeed the children after her death were living with James Machell there.

There is evidence from shipping records that James became more than the ordinary Furness seaman and master mariner. The Public Record Office series of Mediterranean

Passes for *Poulton Merchant*, from 1730, issued by the Admiralty to vessels sailing in the area of operation of the Barbary pirates,³ show him to be involved in more lucrative overseas trade as master for six of her eight voyages. He was master for two voyages to Virginia, two to Maryland, one to Genoa and the Straits, and one to Cadiz. On one of the two remaining voyages the master was entered as William Goad, probably James's brother (See Appendix 2, Table 1). *Poulton Merchant* was lost in 1745 going into Liverpool, but bound for Bristol.⁴ One can only guess at the ownership of the vessel, but other shipping evidence suggests that a partnership between Furness men and those of the Fylde district was not unlikely.⁵

Nor is it unlikely that James Goad was a part-owner. Masters of vessels in his period were often also super-cargoes, responsible for selling outward and buying return cargoes. Co-opting a master into the ownership of a vessel was an obvious reward for good service, and a guarantee of loyalty since he would share in profitable voyages. What is not clear is how far *Poulton Merchant* was chartered by merchants in Liverpool, the port from which she sailed on most of her known voyages. In such instances the owners would receive only a fixed sum for the hire of the vessel, though usually a ship's master would be allowed a small amount of private cargo out and home. Also in the tobacco trade, the customs officials gave a special payment to captains whose supervision of the loading of the vessel in the tobacco colony resulted in an accurate bill of lading, producing no problems about smuggling for the officials. From wages, bonus payments, private cargo, and perhaps profits from part-ownership of the vessel, came the building up of a ship captain's financial position.⁶

James Goad owned a share in the *Hopewell* of Lancaster, registered at Liverpool on 4 April 1746, Richard Goad master, and owned by Richard, John and James Goad, Thomas Machell, and Richard Barton, no place of residence or occupation being stated.⁷ Richard Barton has not been identified. Thomas Machell was a son of John Machell, and so a cousin of the three brothers James, John and Richard Goad. Again there are voyages to Virginia and Maryland in the Mediterranean Passes⁸ (see Appendix 2, Table 2). The

Jamaica Shipping Returns in 1752 confirm that the death of James Goad in 1751 had not yet caused the alteration of the register, as the law directed; the vessel is given as owned by 'Richard Goad and Co.', and the register date as 1746. But *Williamson's Liverpool Memorandum Book*, published in 1752, shows that John Kennion was the merchant responsible for her voyage to Jamaica; he was a Liverpool merchant settled there.

The figures of £142 labelled as 'shipping' and the 'securities' totalling £380 in the assets listed in the inventory of James Goad did not amount to a large fortune, but compared favourably with the assets of the yeoman William Goad in 1710 and can be regarded as substantial for the time.

William Goad, next brother to James, appears first as a ship's carpenter. Fell's *Early Iron Industry in Furness* has a tantalizing reference to 'William Goad, a Furness ship carpenter' employed in Scotland about 1728. He was building boats on Loch Lochy and Loch Garry, when a Furness ironmaking partnership, including the Machells, built a furnace at Invergarry to exploit the local timber for charcoal smelting of iron ore shipped from the Furness mines. He earned 50s. 0d. a month, and his seven assistants got 5s. 0d. a week and food. 'Captain [James?] Goad's crew' had free punch 'at the first loading of pigs' of iron, at a cost of 4s. 6d., probably in 1729; this suggests further Machell influence in hiring a Furness vessel from the Goads. In 1733 William Goad of Lancaster, ship's carpenter, was a bondsman in the marriage bond of Thomas Gibson of Lancaster, cooper. In 1734 William swore a bond for his own marriage to Ann Heysham of Lancaster, and Thomas Gibson was his bondsman; but this time William was of Lancaster, sailor. He was listed as captain, of Lancaster, among the subscribers for copies of Fearon and Eyes *Description of the Sea Coast* in 1737. William became master of two vessels sailing from Lancaster, one of which, *Warren* of Lancaster, had her register copied in 1752 at Liverpool in the Plantation Registers. *Warren* was registered at Lancaster on 28 August 1750, though other evidence shows two voyages which would need a register taken out in April or May 1748. In 1750 the owners were William Goad, also the

master, and Abraham and Thomas Hutton Rawlinson, Quaker brothers and two prominent merchants of the time in Lancaster, of the second of three generations of merchants of that name in the town. It may be significant in this part of the career of William Goad that the founder of the Lancaster Rawlinson merchant family was an ironmaster from Furness, setting up a forge at Halton, a little way up the Lune valley from Lancaster. The Mediterranean Passes and Jamaica Shipping Returns⁹ supply most details of the voyages, to Barbados, Antigua and Jamaica (see Appendix 2, Table 3). The only other voyage from Lancaster of William Goad is indicated by a Pass application dated 19 February 1755 for a voyage to Lisbon for *Hawke* of Lancaster, 45 tons, under different owners from *Warren* but also traders to the West Indies. Lisbon may be another clerk's error, since the return voyage, according to the Lancaster Seaman's Sixpence payments, was from North Carolina. Thereafter his activities are not clear. He became a freeman of Lancaster by purchase in the mayoral year 1756-7, paying £8 8s. 0d. for the privilege. His house in St Leonard-gate, Lancaster, was charged window tax in 1766 on nine windows (in the upper, but not the merchant, range of the 341 properties taxed). He was noted in the poll books for the parliamentary election of 1768 as resident at Lancaster. His wife was buried in Lancaster Priory graveyard in 1771, and the only William Goad in the Priory burials is in 1778 marked 'lunatic'. No will or letters of administration have been found.

There information about the life of William Goad might have ended, but for examination of the Hasell manuscripts at Dalemain. These contain a parchment-bound 'Journal Book 1768', which has entries apparently in draft for ships' logs for seven different dates. The first entry is for the sailing of an unnamed vessel from the Downs in April 1768, the next for February and March 1769 on the coast of Africa with slaves on board, and the third concludes with arrival at the Downs in August 1769. Further research showed that 106 negroes were landed at Kingston from the *Providence* on 18 April 1769, master William Goad, and the owners were 'J. Shoolbred etc.' She returned to London with sugar, rum and dyewoods. Shoolbred is shown by *Lloyd's Registers* of 1768

and other dates to be a considerable merchant in the slave trade from London, but apparently with no Liverpool or Lancaster connections except co-ownership of *James* of London, 75 tons, registered at Liverpool on 14 July 1766 presumably because built there in 1766.¹⁰ The remainder of the entries in William Goad's 'Journal Book' concern the voyage beginning in 1770 of the Liverpool slaver *True Blue*, captain Richard Griffiths, who died on the voyage after a rising of slaves at Benin. Some of the entries are confirmed by another Dalemain document, a journal kept by the ship's surgeon on board *True Blue*, Dr Littlejohn, who was in Penrith when Christopher Hasell offered him the job in a letter of 3 November 1769. Dr Littlejohn's notes refer to 'The old man Mr. Goad' as being ill on the coast of Africa with a bilious fever. But he recovered, and brought the vessel home to Liverpool after the death of Captain Griffiths. The arrival, 'Goad master', is recorded in *Gore's Liverpool Advertiser* of 11 October 1771. That this was William Goad is confirmed by another Dalemain document, a collection of notes made by Christopher Hasell about two successive vessels called *True Blue*. In the crew list for the voyage beginning 1770, William Goad is given as [first] 'mate', followed by a second, third, and fourth mate, and Dr Littlejohn as 'surgeon'. Nothing further about William Goad has been found.

John Goad, third son of William Goad of Roosebeck, and father-in-law of Christopher Hasell, first appears in Liverpool shipping records as master of *Charlotte* of Liverpool, in a Mediterranean Pass application on 14 January 1737, the first of four such vessels he commanded. Details for the *Charlotte*, the *Trafford*, the *Griffin* and the *Windsor* are scarce,¹¹ but again such information as is available shows voyages to the West Indies and North America, with only one to Lisbon and the Mediterranean (see Appendix 2, Table 4). This more or less continuous record of employment seems to indicate that John Goad was a ship captain valued by his owners, the Trafford family, important Liverpool merchants. His personal income and chance of accumulating capital would steadily increase. It has been noted that he was a part-owner in 1746 of *Hopewell* of 90 tons. In 1752 he was also part-owner of *William and*

Nancy of Lancaster, 60 tons, again trading to the West Indies and North America (see Appendix 2, Table 5). Both were small vessels compared with the last three which he commanded. *William and Nancy* of Lancaster was registered at Liverpool on 3 April 1752, with William Settle as master and part-owner, together with Richard Goad, John Goad, Thomas Machell, Thomas Michaelson, and Robert Bare, no place of residence being stated. The position of William Settle is partly explained by his marriage in 1749 to Sarah, daughter of James Goad. Thomas Machell was a cousin of James, John and Richard Goad; he married a daughter of Thomas Michaelson in 1752.¹² Robert Bare was probably the man of that name made freeman of Lancaster in 1730–31, described as gentleman of Wraysome in the parish of Cartmel. A Robert Bare of Cartmel sold iron ore to Isaac Wilkinson in 1750,¹³ and so would be known to Thomas Machell. Again the voyages, all from Liverpool, suggest chartering of the vessel by Liverpool merchants; the *Liverpool Memorandum Book* of 1752 states that she was bound for Maryland, and that George Bradley and Co. were the responsible merchants. They have not been identified, but John Goad advanced George Bradley £100 in 1752, and Lancaster Priory parish registers have three references stating he was of Lancaster.

John Goad's first investments in part-ownership of Liverpool ships were in small vessels. On 30 October 1752 he was listed in the Liverpool Plantation Registers with five other Liverpool men as owners of *Ferret*, a sloop of 20 tons, given in *Williamson's Liverpool Memorandum Book* of 1752 as owned by John Welch and Co. There appears to have been only one voyage for this vessel, and the only reference to it is her arrival on the coast of Africa in January 1753. It was not until 1756 that John Goad took another share, with two other Liverpool merchants, in *Beza*, a schooner of 40 tons, again making only one voyage, to and from Tortola. Thereafter John Goad's investments in Liverpool shipping were all in slave traders, steadily increasing in tonnage. The composition of the partnerships in which John Goad was involved needs detailed investigation, as do the partnerships of other Liverpool merchants in the slave trade and other trades. Thomas Foxcroft was associated with John

Goad in twelve vessels; so was George Hutton, and Joseph Salthouse in nine. Joseph Brown, William Dobb, Felix Doran, and John White were in seven, Thomas Johnson and William Rice in six. Eleven men had less than the four shares taken up by John Welch. Seven of the eleven invested in only one vessel; some of these single shareholders were masters of the vessels. It would be interesting to find that most of the co-owners were men originally from Furness and Westmorland and adjoining regions, settled in Liverpool like John Goad. John Welch, John Yeates, Thomas Foxcroft and George Hutton certainly were from that area (see Appendix 2, Table 6).

From this investment in shipping, John Goad could be counted on for a 'good fortune' for his daughter at her marriage.¹⁴ In 1764 during the discussion about Christopher Hasell's proposed marriage to Elizabeth Goad, John Goad told Christopher he was worth 'near £5,000', which included his shares in ships, and also in a Liverpool rope walk which brought in about £180 a year. He had a house in Wolstenholme Square in Liverpool, an area just being developed for well-to-do merchants. This was success indeed for the son of a poor husbandman of Roosebeck.

The fortunes of Richard, the youngest brother, have been partly described in the details of the vessels *Hopewell* and *William and Nancy* of Lancaster. He married in 1736 when his marriage bond described him as ship's carpenter of Grange, but unlike his brothers James, William and John he did not subscribe to the Fearon and Eyes *Description* of the Lancashire coastline in 1737. He was not a freeman of Lancaster, like his brother William, though he was master of *Hopewell* of Lancaster. After his last voyage in *Hopewell* in 1751-2, there are no references to him in local shipping records. Perhaps he reverted to shipbuilding at Grange or in the vicinity. Perhaps he invested the proceeds of his career as a ship's master in buying land at Allithwaite, briefly described in his will, but some money was certainly invested through John Goad in Liverpool shipping.¹⁵ He was made one of the trustees of the assets of John Goad, when he signed his will in 1766. The other trustees were Thomas Machell, described as 'kinsman', of Aynsome, Cartmel, and John Yeates, described as 'my friend of Liverpool, merchant', but Richard was described

only as 'my brother', of Allithwaite, Cartmel. His own marriage, and those of his three daughters, as yet do not appear to suggest any influential connections.

It is clear, therefore, that when Christopher Hasell wrote to his parents that he wished to marry Elizabeth Goad, he found nothing adverse to concern him in the status of her relations. They were not landed gentry, but they were prosperous; two of them, James and Richard, could perhaps be described as yeomen, reaching their standing in society as a result of their own hard work as merchant seamen. Perhaps they owed much at the beginning of their careers to their connection with the Machells of Hollow Oak and Aynsome, but that could hardly have been of assistance at sea or in the details of trading in the colonies.

THE NEXT GENERATION

James, William and Richard each had a son called William, creating some difficulty in references to each one. There was only one other son, John son of James, making four sons against nine daughters born to the four brothers. It also seems that three of the sons died comparatively young. William son of James of Grange was mentioned in his father's will, made 1751 and proved 1752, but he was not mentioned in his mother's will of 1765, proved in 1766, and there is no will or parish register reference to indicate a date of death. There is no clue to his occupation, if any. At the latest possible date of death he would be 34 or 35. No trace of his career has been found in such sources as *Lloyd's Registers of Shipping*, or records of colonial and European voyages from Liverpool, Lancaster, or Poulton. One doubtful clue is in Christopher Hasell's cash book for 1760-1765. On 18 January 1764 is the entry of payment: 'John Goad mate of Liver a bill' £14. The owners of a Liverpool vessel *Liver* applied for a Mediterranean Pass for Jamaica on 13 February 1762, master William Briggs; but such sources do not indicate the names of the mate(s). So it is not clear whether, through Christopher, John Goad senior paid a bill for one of the *Liver's* mates, or whether his nephew John was the mate receiving £14 through his uncle's

good offices. Only limited sources for coastal trade have been searched, without finding his name; perhaps detailed work on Liverpool newspapers might show him in coastal voyages.

For William son of William of Lancaster, again there is no will or parish register reference, and as with William the son of James, his occupation, if he grew to be old enough to have one, is unknown. William son of Richard of Allithwaite is the only one for whom there is such evidence: letters of administration for his effects were taken out by his sister Elizabeth Moss in 1802, when he is described as of Allithwaite, mariner. He was evidently not prosperous; the document states that his effects were valued as 'under £40'. William was Richard's 'only son', the words used in a letter to Richard from Christopher Hasell in 1770 in the Dalemain archives, and presumably had therefore a claim for a share of the family fortune. There is also at Dalemain another letter of 1768, from William Goad to Christopher. These seem to indicate that William obtained his share during his father's lifetime, in the same way that Christopher Hasell was given at least £1,500 capital to set up as a merchant in Liverpool.

William Goad, London, to Christopher Hasell [Liverpool]
[loose sheet]

6 January 1768

Sir, I ask your pardon for making so bould which I hoape you'll excuse. I have writ to uncle [John Goad] to know if it lay in his power to get me a small vessel for the Affrican tread e[i]ther for the Isle Delos or Bassau which I beg you'll be so kind as to use your interest in my favour. I dar[e] to say that the c[h]aps I was last with will give me a c[h]aracter such as I desare and I am serten that you'll do what layes in you[r] power, if it was but a ship for nin[e]ty slaves which I think may [be] very easily don[e] with what father will do for me; hee'll advance me £200 but I dare to say that uncell [John] and you could perswade him [to advance] the other hundred, besides I think he might as well lend it to me as another. I have the offer of a mate's birth but will not except it till I have you[r] answer and I hoape good sir you'll do what layes in your power for me. Pleas[e] my compliments to Mrs. Hassell and famaley

I am dear Sir, your h[um]ble servant Will Goad
[PS] Please to direct to me at Mrs. Atchison, The Dove, opposit the sugar house, Wapping new stair.

There is no trace in Liverpool shipping records of such a vessel having been made available to William Goad by his uncle John Goad and Christopher Hasell, supported by capital from his father Richard Goad. Indeed in Christopher's letter in 1770, William seems to have been directed elsewhere: 'he has been used ill by the people that I rote to him for when he came here'.

Christopher Hasell, Liverpool, to Mr Richard Goad [Allithwaite]
[Letter Book No. 2]

26 February 1770

Sir, My wife and me desires that you would stand God Father for the little girl that is to be called Elizabeth along with Mrs. Greg.¹⁶ Your son is now here and well and my partner and I am fitting him out a brig intirely to serve him and you and at present no other owner, but we hope you will stand a quarter part at least and lett your son give you his security for the money for lett the voyage turn out never so bad he cant loose more than his Com[issio]ns and wages or else we shall come badly of[f] indeed. The vessel and cargo will stand in about three and thirty hundred pounds to sea and I think if we answer for three quarters of her it is very fare and more than I would do for any man besides but as he has been used ill by the people that I rote to him for when he came here we have strech'd to the utmost to serve him and hope you will do the same as he is your only son and you run no risk I think of loosing anything. If you think you cant spare the money tell your son [to] pay you intrst for what you lend him. Your brother is p[r]etty well so is my wife; they desire to be kindly rememberd to you and I [send] my best respects to all your family and to Mr. Greg and remain Yours C Hasell

Again there is no record of a vessel sailing from Liverpool with William Goad as master. It is not clear what vessel Christopher had in mind or who was his partner in this proposed venture. In 1769 Christopher had entered into a partnership with Richard Wicksteed, but this was designed for the Baltic trade.¹⁷ They were partners in owning only one vessel, *Gorell*, ship rigged,¹⁸ of 200 tons, registered on 22 February 1769 and lost in 1770 on charter for a voyage to Virginia. In February 1770 Christopher was involved in the fitting out of *True Blue* of Liverpool, also ship rigged and of 180 tons, owned by Christopher, John Goad his father-in-law, John Welch and William Davenport. It was not uncommon for such large slavers to have a 'tender', a vessel of

much smaller tonnage for use on the coast of Africa, collecting small numbers of slaves from river estuaries or other places where a bigger vessel could not find a sheltered anchorage. But no such tender was sent out with *True Blue*. Later in 1770 Christopher was involved in *Dobson* of 170 tons. She cleared customs for Africa on 27 August 1770, and her tender, *Fox*, a brigantine of 40 tons, cleared on 9 October 1770. Both were owned by Christopher, William Davenport, John Dobson, Charles Ford, William James and William Earle.¹⁹ The limited details in the letter to Richard Goad seem to indicate that a slaving voyage was intended for William Goad, but did not materialize.²⁰ Thereafter there is no further information about William Goad's career until his death in 1802. The letters of administration describe him as of Allithwaite, mariner, so perhaps, disappointed by his failure to get a slaving vessel, he had to content himself with coastal voyages based on north Lancashire traffic. This would match the small amount of his effects, under £40, marked on the letters of administration.

The marriages of the daughters of James, William, John and Richard do not seem to reflect any great change in status; money from their fathers' estates, and the connection with the Machells as kinsmen, does not seem to have brought a place in the social round outside the Furness, Lancaster and Liverpool backgrounds in which they were brought up. Two of the daughters married men described as gentlemen, one married the holder of a perpetual curacy (in which position he remained all his life), two married merchants, two married mariners, and the youngest and last (married in 1781), Margaret daughter of Richard, married a tanner. One daughter, Dorothy of Lancaster, remained unmarried. Geographically, all the daughters married in the area in which they lived: Elizabeth daughter of John Goad to a Liverpool merchant, Christopher Hasell, and Elizabeth daughter of William of Lancaster to a Lancaster merchant Thomas Brayshay, and the daughters of James and Richard of Cartmel to men of that parish. As yet little is known of the two gentlemen, Thomas Fletcher of Cartmel who married in 1745 Elizabeth daughter of James, and George Rigg who married in 1767 Mary daughter of Richard.

More is known about the mariners who married the Goad

daughters. William Settle was described in the marriage bond as yeoman of Blawith in Cartmel parish, but in his will, signed in 1756, he described himself as of Grange, mariner. A note added during probate states that he was 'for some years before his death an inhabitant of Liverpool'. There are references to William Settle in Lancaster and Liverpool records, the Liverpool vessels of much greater tonnage than *William and Nancy*. In 1755 he is entered as master of the 90-ton *Dallam Tower*²¹ of Lancaster when given a protection for a coastal voyage, and in the Lancaster Port Commission records in 1757 the same vessel is marked as of Grange. On 1 March 1759 he is entered as master in the register of the *Mezeen* of Liverpool, 500 tons, built at Archangel, in which he made two voyages to the Baltic. When she went aground at Liverpool homeward bound in October 1760, the vessel was sold by her owners Jonathan and Joseph Brooks, Charles Dingley and Ralph Earle.²² On 13 May 1761 he became master of *Roundell*, 100 tons, of Liverpool, owned by John Benson, John Postlethwaite, William Fletcher, David Benson, Thomas Barrow and Thomas Yeats, all of whom, though merchants of Liverpool, had connections with the Morecambe Bay area. She sailed for Barbados and Guadeloupe but was taken by a French privateer on the return voyage.²³ In his will signed in 1756, with a codicil in 1761, William Settle left £100 each at the age of 21 to his children James Goad Settle and Dorothy Settle, and his real estate and the residue of his property to his wife Sarah (but if she married again, this was to go to John Goad of Liverpool and William Settle of Newton in Cartmel for the benefit of the children). The codicil of 1761 added £100 each to his son Thomas and daughter Sarah. After his death in 1762, Christopher Hasell on behalf of the widow Sarah Settle put out as loans two sums of £300 12s. 6d. and £382 with Messrs Brown and Birch of Liverpool, merchants.²⁴ These figures again suggest that a ship's master from the Furness area could make a good living from overseas voyages, making a name for himself as a master such that he could be employed in a big port like Liverpool, and leave his family with considerable cash and land.

Elizabeth, eldest daughter of Richard Goad, married at Lindale chapel in 1771 James Moss, mariner of Cartmel. In

1773 he became freeman of Lancaster by purchase, paying £7 7s. 0d. for the privilege; he is described as of Allithwaite, mariner. Poll books for Lancaster elections show an interesting change of description; in 1784 the entry was as in 1773, but by 1802 he was 'gentleman'. In his will signed in 1811 he described himself as yeoman, and when it was proved in 1820, the endorsement on the document of the value of his effects was 'under £1,500'. 'Under £1,500' could mean, in theory, £5 or less. However, the wills consulted use the phrase 'under £40' only to denote few assets left by the deceased. So it seems reasonable to assume that 'under £1,500' referred to a man of some substance.

James Moss had a long career as a ship's master. *Lloyd's Register of Shipping* for 1764 probably refers to him as 'J. Moss', master of *Nancy*, owned at the Pile of Fouldrey, of 50 tons, built in Britain in 1758, with a voyage in 1764 from Liverpool to Dublin. The same vessel, marked as of Ulverston, master James Moss, is recorded in the Lancaster Port Commission Registers in 1765 and 1766 as arriving from Narva, a Russian port accessible only for small vessels and noted for the export of flax and hemp, and in 1767 from Oporto. In *Lloyd's Register* for 1768, the same vessel appears, this entry being clearly with James Moss as master; the voyage was from Liverpool to Strangford in 1768. But another entry in the same volume introduces a new vessel, also named *Nancy*, a brig, 50 tons, built at Lancaster in 1762, master and owner/insurer James Moss; the voyage, also for 1768, was from London to Dundalk in Ireland.

This mixture of Baltic, Oporto and coastal voyages continues through further shipping references to James Moss. The same *Nancy* is recorded in *Lloyd's Registers* 1776 to 1781 as owned by James 'Morse', a name otherwise unknown among Lancaster shipping owners, suggesting a misprint in the *Registers*. Under other masters than James Moss, there were coasting and regular Oporto voyages to 1778 to and from Lancaster. Also in *Lloyd's Register* of 1776 is James Moss as master of *Dallam Tower*, a brig of 160 tons, built at Lancaster in 1767, and owned by M. Fresh (as yet unidentified). There were voyages for this vessel with James Moss as master from 1768 to 1776, mainly to Narva and St Petersburg, often calling at Hull on the outward voyage.

The vessel returned mostly to Lancaster; but the voyage referred to in his wife's letter of 1774 ended in the Wyre estuary to deliver flax and hemp to the manufacturers of Kirkham sailcloth. *Dallam Tower* was sold in 1776, but *Lloyd's Register* shows a replacement, a new brig of 100 tons, *William*, built at Liverpool in 1775, master James Moss, owned at Lancaster, though the Lancaster Port Commission marks the vessel as of Ulverston. *Lloyd's Register* for 1776 shows that she was promptly renamed *Betty*, obviously in compliment to his wife Elizabeth. Voyages recorded are mostly Baltic or coastal, with an occasional one to Hamburg, as with *Nancy*. The vessel remained in *Lloyd's Registers* until the issue of 1782, though it is possible that the entries in 1781 and 1782 are reprints of 1780, dropped for the 1783 issue.

There are no register entries giving ownership before 1786 for the vessels with which James Moss was associated, but *Lloyd's Registers* list him as owner/insurer for *Nancy* in 1768, probably also 1776–1781 (as Morse) for the same vessel, and for *Betty* in 1776. He may well have been part-owner in the other vessels, as many masters were. After the new Statutory Register Act of 1786, he was still described as of Allithwaite, mariner, as one of 12 co-owners of *Valentine* of Ulverston between 1786 and 1797 when there was a change of property. His father has still to be traced, so that it is not known how much he might have inherited from his family; his wife's will, made in 1784 after the death of Richard Goad, left him only £100, and this came only when the will was proved in 1811. There is no means of knowing what dowry Elizabeth brought to James Moss on marriage. It seems likely then that the respectable fortune left by James Moss, which included land at Bankside and Beckside, Cartmel, and Roperford, Winster, was the result of a successful career as a ship master and owner.

CONCLUSION

The history of the Goad family over this period shows that a shift from land to sea could bring prosperity. Of the four Goad brothers of the third generation, two, James and Richard, put their money back into land and died as

yeomen. This is in itself a sign of progress when their father's status was dubious; William described himself as a yeoman in his will but his executors, drawing up his inventory, described him as a husbandman. The daughters of James and Richard seem to have married well, two marrying gentry and two others successful mariners, continuing the impression of modest success. The other two brothers, John and William, did better; both left the Furness area for bigger ports, William becoming a freeman of Lancaster and John a prosperous Liverpool merchant with an only daughter well worth cultivating by a young merchant in search of 'a good fortune and a good wife'.

While family connections with the Machells may have helped the brothers to start in shipping, this could not have accounted for their lasting success. Ability, both in the details of handling a ship and in the management of the details of trade, clearly counted as well. The fortunes of the two mariner sons-in-law can usefully be contrasted with the only male Goad of the fourth generation to live long, William son of Richard. Despite his attempts to use his family connections to move into the slave trade outside Furness, William died as a Furness mariner with a small estate, and there is no evidence that his letters to his relatives had any practical result. The sons-in-law William Settle and James Moss, however, left respectable fortunes from their overseas ventures, which can be well documented from the records available.

The records available, however, only go so far. For want of detailed business documents, it is a matter of speculation how much cargo on outward voyages to the colonies originated in the Morecambe Bay area, and how much of return cargoes was consigned to the same area or its hinterland. The concrete evidence, the ports from which the voyages of *Poulton Merchant*, *Hopewell*, and *William and Nancy* began and ended, suggests that the organization of the voyages was in the hands of the merchants of the large ports, Liverpool and Lancaster. This is confirmed in part by reference to *Williamson's Liverpool Memorandum Book* of 1752 which described two voyages in that period as organized by John Kennion of Jamaica and Liverpool, and George Bradley of Lancaster. This would still leave the possibility that

the Morecambe Bay owners of the vessels might have a share in the cargoes out and home, but they would not be solely responsible. From the mid-eighteenth century, it seems that if the management of colonial voyages was with the merchants of the large ports, then such merchants would prefer to own or be part-owners of vessels of their own port and not to have other vessels from other British ports on charter unless in special circumstances.

In relation to the Baltic trade, some of the same considerations as for colonial voyages would apply. The difference between the owners and masters of vessels in that trade and those trading with the colonies was that outward cargoes were not so important as inward cargoes of flax, hemp, timber and iron bars, and that all these inward goods had wide distribution possibilities anywhere in the northern parts of the Irish Sea ports. Also the voyages in the early eighteenth century took up the summer months, leaving the winter for coastal voyages suitable for relatively small vessels. But as with the colonial trade, there was an increasing amount of trade as the eighteenth century went on. This brought with it a corresponding development in the machinery of trade: specialist merchants, better credit and exchange facilities for financing trade, the presence of merchants sent out to reside abroad to build up stocks ready to load the incoming vessels and to dispose of British exports. Therefore the turn-round time of shipping was much reduced, vessels could be built to carry more tonnage, and the smaller vessels such as the Morecambe mariners used were less useful. The Baltic ships began to make two trips during the year, as did the direct traders to the West Indies. The smaller vessels could probably still hold their share of some parts of the European trade, in wine, dried fruits, and even more so in fresh fruits such as oranges and lemons. But the mariners who wanted the benefits of being masters of the large vessels in colonial and European trades had to migrate to the big ports, Lancaster, Liverpool and Whitehaven, and perhaps London. Something of this trend in the changing relationship between the bigger ports and their hinterland is obvious in the third generation of the Goads and their descendants.

NOTES

- 1 This account is supported from the *Manchester Mercury* begun 1740, the *Manchester Magazine* begun 1740, *Williamson's Liverpool Advertiser* from 1756, *Gore's Liverpool General Advertiser* from 1765, and from *Lloyd's Lists* from 1741 onward. For a detailed discussion of trade from the smaller ports of Lancashire, see M. M. Schofield, 'Shoes and ships and sealing wax: eighteenth-century Lancashire exports to the colonies', *T.H.S.L.C.*, CXXXV (1986), and M. M. Schofield, 'The slave trade from Lancashire and Cheshire ports outside Liverpool, c. 1750–c. 1790', in *Liverpool, the African Slave Trade and Abolition*, ed. R. Anstey and P. E. H. Hair, Historic Society of Lancashire and Cheshire, Occasional Series, vol. 2, enlarged edition (1989).
- 2 Ulverston Parish Register: marriage 1677 of John Goad of Roosebeck, mason, to Elizabeth, daughter of John Ashburner of Dragley Beck. Baptisms 1679 to 1689 of James, Joseph, Elizabeth and Ellin. John Goad of Dragley Beck, mason, was buried at Ulverston in 1693; letters of administration 1694 as of Dragley Beck. For a full pedigree, see Appendix 1.
- 3 The protection offered by the passes applied, as well as to voyages into the Mediterranean, to any voyages in the Atlantic area easily reached from the Straits of Gibraltar: to the Leeward and Windward Islands in the Caribbean, to the African slave trade coast, and to the West Indies and southern American mainland colonies reached by using the westerly trade winds of the southern Atlantic. For Mediterranean Passes, see P.R.O., ADM 7/75–132.
- 4 *Bristol Oracle*, 9 February; *Manchester Magazine* and *Lloyd's List* not available for that date.
- 5 See for example, Liverpool Plantation Registers entry 20 Nov. 1744 of *Neptune* of Poulton (the customs headquarters of the section of the Lancashire coastline between Liverpool and Lancaster); she was registered there 1 Mar. 1742, with the master and six other Furness owners, and three owners from the Fylde district. Evidence from the *Manchester Mercury* and *Manchester Magazine* gives two voyages to the West Indies and two to the Baltic.
- 6 For general eighteenth-century shipping practices see *The Oxford Companion to Ships and the Sea*, ed. P. Kemp (London, 1976).
- 7 The register is in the Liverpool Plantation Registers 1744–1773, indicating that the vessel was legally permitted to trade to and from the British colonies.
- 8 For Admiralty Passes, see P.R.O., ADM 7/75–132.
- 9 For Colonial Shipping Lists for Jamaica, see P.R.O., CO 142/21–29; for London Seaman's Sixpences, see P.R.O., ADM 68/194–205 (1725–1786). The original records of the Lancaster Seaman's Sixpences, 1747–1851, are in private hands but there is a photocopy in Lancaster Museum.
- 10 The co-owners were John Hollingsworth of Liverpool, who swore to the details of the vessel and its ownership, and John Shoobred and James Finlayson of London. There is only this one reference to the

- master in 1766, James Lydchet, spelt Lydiat in the Board of Trade return for 1766, recording the customs clearance to the Windward Coast for 25 slaves (a surprisingly small figure).
- 11 There is no volume of Liverpool Plantation Registers available until 1744, so that the passes (P.R.O., ADM 7/75-132), with an occasional entry in colonial Shipping Returns, are the main sources. The *Manchester Magazine*, with some Liverpool shipping news, does not begin until 1740, and there are many gaps in the early files held by Manchester Public Library; *Lloyd's List* does not begin until 1741.
 - 12 Their son, Thomas Michaelson Machell, and his father were trustees in Richard's will signed in 1784.
 - 13 Alfred Fell, *Early Iron Industry in Furness* (Ulverston, 1908), p. 95.
 - 14 E. M. Schofield and M. M. Schofield, 'A good fortune and good wife: the marriage of Christopher Hasell of Liverpool, Merchant, 1765', *T.H.S.L.C.*, CXXXVIII (1989).
 - 15 There are some accounts in the Dalemain archives for John Goad's investments in shipping, which include joint accounts with Richard.
 - 16 This represents another example of the connection between the Goads and the Machells of Aynsome; see pedigree of the Machells in *The Registers of Ulverston Parish Register*, ed. C. W. Bardsley and L. R. Ayre (Ulverston, 1886), p. xcii. Mrs Greg was Katherine, ninth child of John Machell (1704-1750); John's sister Elizabeth married William Goad, and so the Goad brothers were cousins to Katherine (and her younger sister Agnes: see below). Katherine married at Cartmel in 1744 Joseph Greg of Mirehouse, Cumberland (bond 27 March, giving the bridegroom's name as William).
 - 17 Letter to Edward Hasell in Rotterdam, 31 January 1769.
 - 18 'Ship rigged' distinguishes the vessel from others which could be sloop, brig or brigantine rigged. Such vessels tended in the 18th century to be of a greater tonnage than the rest.
 - 19 Partnerships in Liverpool slavers are shown by the entries in the Liverpool Plantation Registers to be continually changing, sometimes after only one voyage. So a partnership for one vessel is not likely always to be repeated, unless as with *Dobson* and *Fox*, there was a large vessel and smaller tender, treated as one venture. Details of the vessels quoted are in the Liverpool Plantation Registers, and the clearances are from P.R.O., BT 6/3, ff. 89-130 ('Port of Liverpool: A List of vessels that have sailed from this port for Africa', 1750-1776).
 - 20 The significant details are the cost of the outfit, £3,300, typical of many figures in available business documents for slavers, and the reference to the addition to wages of a captain's commission. This was a bonus payment on the number of slaves landed for sale in the Americas.
 - 21 The name of the mansion of the Wilson family of landed gentry in the parish of Beetham, on the opposite side of the estuary to Grange. There are several vessels in the mid-eighteenth century of that name.
 - 22 Owners of two other vessels, in 1757 *North Pole*, 40 tons, making one voyage to Archangel, and *Omega*, 500 tons, built at Archangel, making one voyage to Danzig. The Brookes were considerable builders and

owners of house property in Liverpool as well as shipowners, and the Earles were prominent merchants and shipowners.

- 23 P.R.O., ADM 7/75-132; *Williamson's Advertiser*.
 24 The Dalemain Archives contain a Cash Book kept by Christopher Hasell between 1760 and 1765. Payments to Brown and Birch were made on 18 November 1762 of £300 12s. 6d. and on 14 May 1763 of £102 and £280 at 4½%.

APPENDIX 1

PEDIGREE OF THE GOAD FAMILY

This pedigree is based on parish records, often those noted in the Mormon Index of births, marriages and deaths, on wills held in the Lancashire Record Office, and on monumental inscriptions at Lindale and Cartmel. The inscriptions were transcribed in 1939 by David E. Gardner of Liverpool, and copies are in Liverpool Central Public Library and Cumbria Record Office, Kendal. Information from the inscriptions is marked below by MI. The parish record entries for Mary Scotthorn have been kindly supplied by the research service of the Suffolk Record Office. Marriage bonds, adding further detail to marriage entries in parish records, are from those printed by the Record Society of Lancashire and Cheshire, with the exception of the bond for the marriage of Elizabeth Goad and Christopher Hasell, kindly located and copied by the Cheshire Record Office. Personal details are quoted first from the bond, and then any additional details from the marriage entry.

Cartmel Parish Registers include copies of records of marriages performed at Lindale chapel, sometimes with slight variations between the two. Material from both entries is included in the entries below.

Relations of Elizabeth Hasell mentioned in the will of her father, John Goad, signed 1766, proved 1773, are given in round brackets and marked with an asterisk.

Further research should establish some of the missing baptism and marriage dates.

I. WILLIAM GOAD of Roosebeck, Aldingham

Will: husbandman, proved 1698

II. WILLIAM GOAD of Roosebeck, Aldingham

Bond: 19 Feb 1697/8, of Rousebeck [sic] Elizabeth Mechel
 Marr: Pennington 20 Apr 1698 Elizabeth Machell
 Will: of Roosebeck, Aldingham, husbandman, proved 1710

III. I. JAMES GOAD of Grange

Bap:

Bond: 11 May 1721 Aldingham, mariner Dorothy Britain, of Cartmel
 Marr: Halton, Nr Lancaster 11 May 1721
 of Roosebeck, Aldingham mariner

Bur: Cartmel 30 Sept 1751
 Will: of Grange mariner signed 1751,
 proved 1752

Bur: Cartmel 8 Jan 1766
 Will: of Grange widow signed
 1765, proved 1766

III.1.(i) *Elizabeth Goad*

Bap: Cartmel 23 Sept 1722

Bond: 19 Jan 1745, of Cartmel

Marr: [? Witherslack as in Bond]

Bur: Cartmel 30 Mar 1752 aged 29
 relict of Thos Fletcher late
 of St Andrew Moor, Cartmel MI

Thomas Fletcher gent Cartmel

Bur:
 Tuition Bond 1752 of St
 Andrew Moor, Cartmel
 gent

William Fletcher

Tuition Bond 1757 of St Andrew Moor minor

Elizabeth Fletcher

Bur: with mother 1752 MI

III.1.(ii) *Sarah Goad* (Settle of Cartmel*)

Bap: Cartmel 6 Oct 1726

Bond: 4 Jan 1749 of Grange
 aged 23

Marr:?

William Settle, Blawith,
 Cartmel yeoman aged 24

Will: Grange mariner,
 signed 1756, proved
 1763, 'for some years
 before his death an inha-
 bitant of Liverpoole'

Ellen Settle Bap: Cartmel 28 Nov 1750 Bur: 1 Dec 1750

Thomas Settle Bap: Cartmel 26 Oct 1753

James Goad Settle Bap:

Dorothy Settle Bap:

Sarah Settle Bap: Cartmel 15 Sept 1757

William Settle Bap:

III.1.(iii) *William Goad*

Bap: Cartmel 29 Sept 1731

Died: [before 1765 will of mother Dorothy. Not married?]

III.1.(iv) *Dorothy Goad* (Fletcher of Cartmel*)

Bap: Cartmel 6 July 1737

Bond: 4 July 1755, of Grange
 aged 19

Marr: Lindale 31 Mar 1755

Died: 6 May 1787 aged 49 widow MI

John Fletcher curate
 of Lindale aged 35

Died: 5 Sep 1786 aged
 71 curate of Lindale for
 43 years MI

William Fletcher

Dorothy Goad Wilson, granddaughter of John and Dorothy
Fletcher, erected MI to them in Lindale chapel

III.1.(v) *John Goad*

Bap: Cartmel 15 Aug 1742

Will: Grange, mariner, 1769 [no wife or issue mentioned; land etc. to
sisters Sarah and Dorothy]

III.2. WILLIAM GOAD of Lancaster

Bap: Aldingham 2 Mar 1701/2

Bond: 18 Apr 1734, Lancaster, sailor

Marr: Lancaster Priory 18 Apr 1734

Bur: Lanc. Pr. 16 May 1778 'lunatic'

Ann Heysham, Lancaster,
spinster

Bur: Lanc. Pr. 25 Dec 1771

III.2.(i) *Elizabeth* (Goad of Lancaster*)

Bap: Lanc. Pr. 14 Oct 1736

Marr: Lanc. Pr. 25 May 1776

Thos Brayshay, Lanc.,
merchant

Will 1808 *de bonis non*

III.2.(ii) *Dorothy* (Goad of Lancaster*)

Bap: Lanc. Pr. 26 Feb 1739

III.2.(iii) *William Goad*

Bap: Lanc. Pr. 22 Dec 1745

III.3. MARY GOAD (* of Ipswich)

Bap: Aldingham 7 July 1704

Marr:

Bur: St Clement, Ipswich, 4 Jan 1746

Frances Scotthorn

Bur: St Clement 16 Mar 1764

III.3.(i) (son of — Scotthorn of Ipswich*)

[Either William, Bap 16 Jan 1736, or 'Jeams', Bap 11 Feb 1738,
both at St Clement]

III.4. JOHN GOAD of Liverpool

Bap: Aldingham 25 May 1707

Marr: Dalton 27 Aug 1737

Bur: St Thomas Liv. 8 Dec 1772

Will: Liverpool, merchant 1773

Elizabeth [?Isobel] Atkinson

Bur: Lanc. Pr. 3 Feb 1741 as

Isobel

III.4.(i) *Elizabeth Goad*

Bap: St Nicholas Liv. 31 Aug 1738

Bond: 18 Feb 1765 Liverpool,
spinster 24

Marr: St Peter Liv. 19 Feb 1765

Died: ? 10 Jan 1794

Bur: ? 17 Jan 1794

Christopher Hasell, Liverpool,
merchant, 24

Bur: St Thomas Liv. 4 Apr
1773

Will: Liv. widow, signed
1784, proved 1794

Will: signed 18 Mar 1773,
codicil signed 25 Mar
[no probate found]

Edward, Julia, and Elizabeth Hasell

III.5. RICHARD GOAD (of Allithwaite*)

Bap: Aldingham 6 Nov 1709

Bond: 26 Sept 1736 Grange
ship's carpenter, about 24

Marr: Cartmel 27 Sept 1736

Died: 29 Aug 1787 aged 77 MI

Will: Allithwaite, signed and proved
1784 [no description]

Agnes, Kents Bank, Cartmel,
about 24

Alice Barrow

Died: 29 Oct 1761 aged 52
MI as Alice

Bur: Alice Cartmel 2 Nov 1761

III.5.(i) *Elizabeth* (Goad of Allithwaite*)

Bap: Cartmel 13 Oct 1737,

dau of Richard, Kents Bank

Marr: Lindale 14 Oct 1771

Will: signed 1784, Allithwaite,
[no description], proved 1811

James Moss, Cartmel, mariner

Will: signed 1811, Allithwaite,
yeoman, proved 1820

John Moss [? Free Lanc. 1785-6 of Allithwaite mariner]

Bap:

Marr:

Died: ? Admon 1789 of Liverpool
mariner

Jane (exec. for James, 1820)

James Moss

John Moss

III.5.(ii) *Mary* (Goad of Allithwaite*)

Bap: Cartmel 5 May 1745

dau of Richard, Flookburgh

Marr: Lindale 12 Dec 1767

Died: 26 Jan 1811 aged 65 MI

George Rigg gent Cartmel

Died: 27 Dec 1795 aged 52
of Lanehead, Cartmel
MI

Jane Rigg

Died: 5 June 1799 aged 23 MI

Dorothy Rigg

Died: 8 March 1802 aged 16 MI

III.5.(iii) *Margaret* (Goad of Allithwaite*)

Bap: Cartmel 29 Aug 1753 dau of Richard, Myreside

Marr: Cartmel 24 Nov 1781, spinster Richard Daker, tanner, Cartmel

III.5.(iv) *William Goad*

Bap: Cartmel 15 Mar 1739 son of Richard, Flookburgh

Letters of Admin 1802, Allithwaite, mariner, to James Moss, yeoman, Allithwaite, for administration by Elizabeth Moss, wife of James Moss and 'natural and lawful sister and next of kin' to William Goad

APPENDIX 2

TABLE 1

VOYAGES OF POULTON MERCHANT, 60 TONS, FOR WHICH
MEDITERRANEAN PASSES WERE ISSUED, 1731-1741

Application	Voyage to	Vessel at	Vessel of	Master of	Pass returned
1730 May 9	Cadiz	Liverpool	Lancaster	Penny Bridge	1731 Feb 12
1731 Jan 29	Virginia	Liverpool	Grange	Cartmel	1731 Nov 2
1731 Oct 29	Genoa & Straits	Liverpool	Poulton	Poulton	1733 Apr 2
1733 Mar 30	San Sebas- tian, Spain	Liverpool	Liverpool	Liverpool	
1734 Oct 28	Cadiz & Gibraltar	Poulton	Grange	Cartmel	1736 Apr 5
*1737 Mar 29	Maryland	Liverpool	Cartmel	Liverpool	1738 Mar 19
1739 Mar 7	Virginia	Liverpool	Poulton	Liverpool	1741 May 30
1741 Jan 16	Maryland	Liverpool	Cartmel	Grange	

Notes: James Goad master, except for 1730 application (Richard Dickenson) and 1734 application (William Goad).

* Name given as *Boulton Merchant*.

Richard Dickenson has not been identified, but William Goad, entered for only one voyage as master, was probably the brother of James. The variety of attribution of the home port of *Poulton Merchant*, and the place of residence of the master, seem the inevitable result of the carelessness of clerks at the port of application for a pass, and then again at London in recording the grant. A similar discrepancy is common in the lack of distinction between the colonies of Virginia and Maryland. *Lloyd's List* shipping newspaper entries regularly show the same mistake. The only voyage of the vessel traced in *Lloyd's List* was in 1741; on 4 August was reported the vessel's arrival at Virginia from Liverpool, but on 13 November she was reported as arrived at Liverpool from Maryland. This explains why no entries have been found in the P.R.O. Virginia Shipping Returns for these voyages marked as to Virginia; the Maryland Shipping Returns, unfortunately, have not survived for this period. Entries there would have given some indication of the ownership of the *Poulton Merchant*,

and whether James Goad was a part-owner; and also where the vessel was registered. Another vessel called *Poulton Merchant* has been found in the London Seaman's Sixpences records in the P.R.O. She was a new ship in 1724, of 70 tons, Cuthbert Harrison master, and paid in 1725 and 1726 at London from St Petersburg, and in 1725 from Rouen. But as yet there is no evidence to link the two.

The Exchequer Port Books for Liverpool, Poulton, and Lancaster, the three customs areas involved in the voyages of James and William Goad, have not been searched. These are concerned with customs dues, do not give the plantation register of the vessel, and the Goad family would only appear in such a record as masters, or if they had part of a cargo to declare as owners who had to pay the duties. The Seaman's Sixpence payments were a pension fund for old and sick merchant seamen, funded by a levy of sixpence per month's service on all merchant seamen. London receipts in detail have been preserved from 1725, and in the same volumes are recorded quarterly totals of money received at other ports. Details of payments at other ports are rare; Lancaster has such a document from 1747; the original is in private hands but a photocopy is lodged with Lancaster Museum. Liverpool has no such surviving records.

Evidence for only two other voyages has been traced. Firstly, John Robinson's *Book of Precedents* contains a document of 25 July 1735 in which the Deputy Collector of Customs at Poulton reported the seizure of 7 gallons of brandy from *Poulton Merchant*, James Goad master, outward bound (*Transactions of the Cumberland and Westmorland Antiquarian and Archaeological Society*, new series, LX (1960), pp. 125-6, reporting on the contents of a lawyer's notebook). Secondly, the *Manchester Magazine* newspaper of 7 September 1742 reported the vessel as entered out at Liverpool to Rotterdam, James Goad master.

TABLE 2

VOYAGES OF HOPEWELL OF LANCASTER, 90 TONS, FOR WHICH
MEDITERRANEAN PASSES WERE ISSUED 1746-1753

Application	Voyage to	Vessel at	Vessel of	Master of	Pass returned
1746 Apr 4	Virginia	Liverpool	Lancaster	Liverpool	1747 Jan 13
1747 Mar 3	Maryland	Liverpool	Liverpool	Liverpool	1748 Feb 20
1748 Feb 16	Maryland	Liverpool	Liverpool	Liverpool	1749 Mar 17
1749 Mar 11	Maryland*	Liverpool	Liverpool		1750 Sept 26
1750 Sept 11	W.Indies†	Liverpool	Liverpool		1751 Sept 30
1751 Sept 13	N.Carolina	Lancaster	Lancaster		1752 Aug 12
1752 Aug 12	Jamaica	Liverpool	Lancaster		1753 Sept 3

(Re-registered at Liverpool 18 July 1753, with different owners.)

Richard Goad, master, except voyages beginning 1751 and 1752, Francis Bare. All voyages returned with a colonial cargo to Liverpool, except that begun in 1750.

* *Manchester Magazine*, 21 Mar 1749: sailed Liverpool to Maryland

† London Seaman's Sixpences: paid at London 16 April 1751 from St Kitts

TABLE 3

VOYAGES OF WARREN OF LANCASTER, 45 TONS, WILLIAM GOAD MASTER, FOR WHICH MEDITERRANEAN PASSES WERE ISSUED 1749-1753

Application	Voyage to	Vessel at	Vessel of	Master of	Pass returned
*1748 Apr 7	Barbados	Lancaster	Lancaster		
1749 Mar 17	[Barbados]	Lancaster	Lancaster		
1749 Oct 27	[Antigua]	Lancaster	Lancaster		
1750 Aug 29	Antigua	Lancaster	Lancaster		
1751 Oct 8	Antigua	Lancaster	Lancaster		1754 Dec 28
1753 Jan 3	Jamaica	Liverpool	Liverpool†		

* There is no Pass for this voyage, but the P.R.O. series of Protections (against the crew being pressed by the Navy) gives the information listed. Later entries are all from the Mediterranean Pass series, but the ledgers for 1749 and 1750 were badly kept, many entries being incomplete. The destinations in square brackets are from the Lancaster Seaman's Sixpence series.

† The Jamaica Shipping Returns show that this voyage was under the same register of 1750, so the Pass details are another example of a clerk's error.

TABLE 4

VESSELS TRADING FROM LIVERPOOL IN WHICH JOHN GOAD SAILED AS MASTER 1737-1754

Application	Voyage to	Pass returned	Entered at	Cleared to Register
<i>CHARLOTTE</i> 50 tons, owners	Henry and Edward Trafford			
1737 Jan 14	Barbados & Virginia	1738 Jan 17	Barbados	Maryland Liverpool 1737 Apr 8 1737 Apr 2 1735
1737 Dec 31	Maryland	1738 Sept 28		
1738 Sept 19	Virginia & Medi-	1739 July 16		
	terranean			
1739 July 10	Madeira & W.Indies			

Application	Voyage to	Pass returned	Entered at	Cleared to	Register
<i>TRAFFORD</i> 140 tons					
1741 June 9	Maryland	1743 Nov 17			
1743 Oct 19	Phila- delphia	1749 Mar 4			
<i>Bristol Oracle</i>	1743 Nov 12: entered out to Philadelphia and Jamaica				
Re-registered:	140 tons, owner Edward Trafford			Liverpool	1745 Mar 4
<i>Bristol Oracle</i>	1745 Mar 9; entered out to Maryland				
<i>Manchester Magazine</i>	1747 Sept 11; arrived from Maryland				
	1748 Feb 2: entered out to Maryland				
<i>GRIFFIN</i> 120 tons					
1749 Feb 1	Cape Verde & W. Indies				
<i>Lloyd's List</i>	1749 Dec 12: arrived from Maryland				
1750 Mar 20	New York				
<i>Lloyd's List</i>	1750 Dec 7: arrived from Virginia				
1751 Mar 26	Lisbon & Medi- terranean				
<i>WINDSOR</i> 120 tons, owner Edward Trafford					
1753 Mar 27	N. America	1755 Mar 15			1751 Aug 5
<i>Manchester Mercury</i>	1754 Jan 22: arrived from Maryland				
1754 Mar 7	Maryland		1755 Mar 4		
<i>Manchester Mercury</i>	1754 Oct 22: arrived from Maryland				

TABLE 5

*VOYAGES OF WILLIAM AND NANCY† OF LANCASTER, 60 TONS,
FOR WHICH MEDITERRANEAN PASSES WERE ISSUED, 1752-1754*

Application	Voyage to	Vessel at	Vessel of	Master of	Pass returned
1752 Apr 3	Virginia	Liverpool	Liverpool		1753 Apr 7
1753 Jan 15	Barbados N. America*	Liverpool	Liverpool		1754 Feb 11
1754 Feb 4	Barbados	Lancaster	Liverpool		

William Settle master in all voyages, which all ended at Liverpool.

* No reference to N. America has been found. A *Lloyd's List* entry of 19 Oct 1753 shows that the vessel arrived at Liverpool in a normal voyage time from Barbados.

† There are two sets of references to vessels called *William and Nancy* before the 1752 register, which states that the vessel was built at Liverpool in 1750. The first is in *Lloyd's List*, issues of 21 November, 8 December 1749, master Goad, voyage from Poulton to Dublin and back; then a voyage from Pile of Fouldrey to London, master John Waller, vessel marked as of Pile: London Seaman's Sixpence payment 12 April 1750. The second set begins with a Seaman's Sixpence payment at Bristol on 17 October 1750, followed by payment at London on 29 December for a voyage from Rotterdam, master William Settle, vessel of Lancaster. A single reference in *Lloyd's List* 4 June 1751 records that the vessel, master Goad, arrived in the Downs from Lancaster. The second set of references obviously applies to *William and Nancy* registered in 1752. No register was required before 1 September 1786 for British vessels trading to Europe or on coasting voyages around the British Isles, except for those carrying wool from Ireland to selected English ports.

TABLE 6

SLAVE TRADE VESSELS FROM LIVERPOOL IN WHICH JOHN GOAD
HELD PART-OWNERSHIP, 1752-1773

Name	Tons	Register	No. of Owners	Including				No. of Voyages	Dalemain MSS.
				JW	JY	TF	CH		
<i>Ferret</i>	20	1752 Oct 30	6	*				1	
<i>Snapper</i>	40	1757 Sept 17	4					1	
<i>Snapper</i>	50	1759 Apr 12	7			*		2	
<i>Ferret</i>	60	1759 Apr 14	4	*		*		1	
<i>Essex</i>	100	1759 Sept 5	8			*		7	
<i>Captain</i>	140	1762 Oct 11	10		*	*		3	1765
<i>True Blue</i>	160	1763 May 31	3	*				4	1768
<i>Plumper</i>	90	1764 July 5	9			*		3	
<i>Violet</i>	100	1768 Feb 20	8			*		1	
<i>Lilly</i>	80	1768 Feb 20	8			*		1	1768
<i>Rose</i>	80	1769 May 12	9		*	*		3	
<i>Lilly</i>	80	1769 Sept 25	9		*	*		4	1773
<i>True Blue</i>	180	1770 Feb 14	4	*			*	1	1770
<i>Essex</i>	90	1770 Feb 21	7			*		5	
<i>Hyacinth</i>	140	1772 Mar 10	6			*		2	
<i>Rose</i>	100	1773 Feb 12	7		*	*		3	

JW = John Welch; JY = John Yeates, an executor of John Goad's will, Liverpool merchant; TF = Thomas Foxcroft; CH = Christopher Hasell