

THE SHILSTON FAMILY –

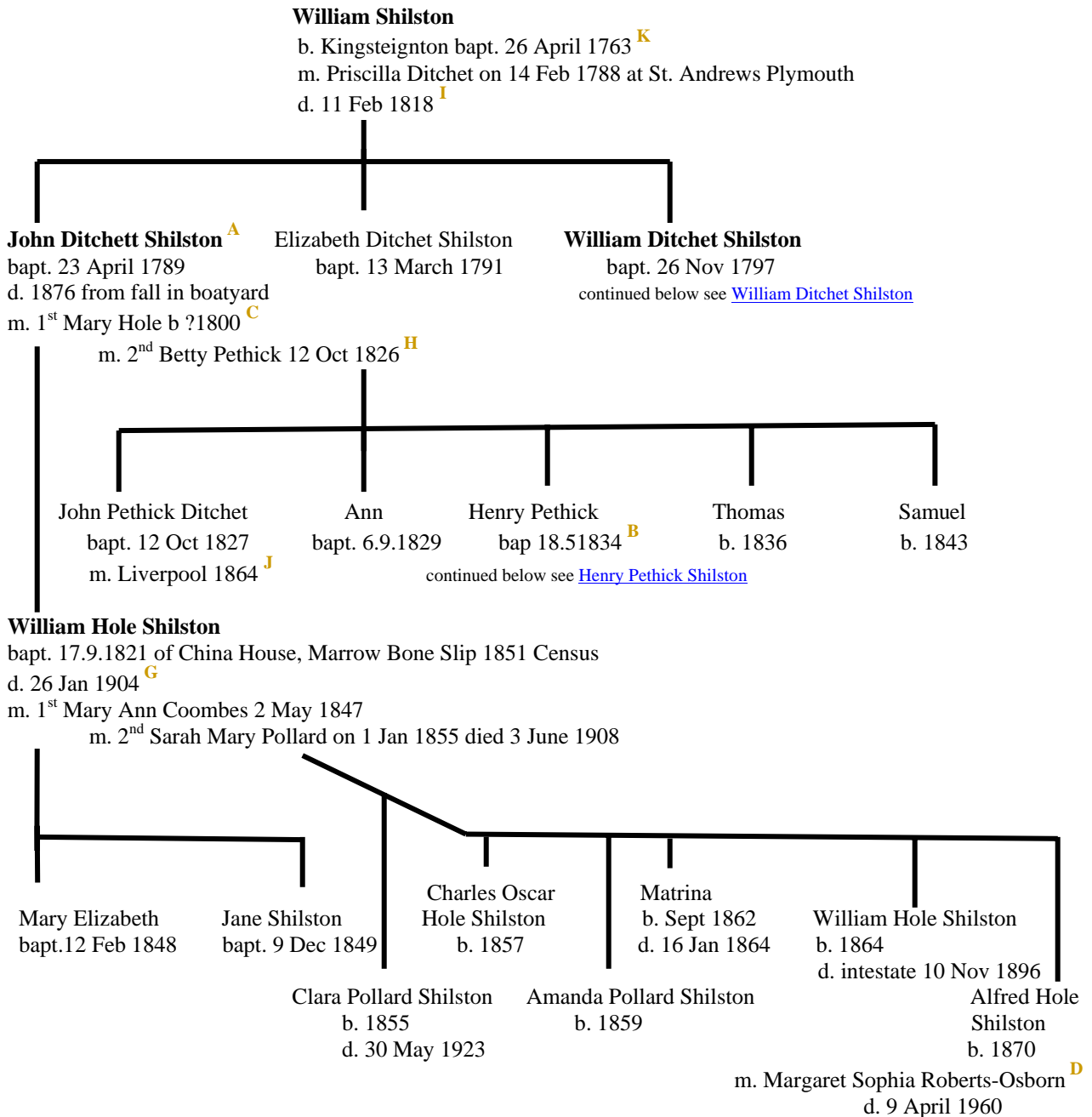
SHIPBUILDERS & SHIPOWNERS OF PLYMOUTH

HOUSE
FLAG ¹



For vessels built by William, John & William Hole Shilston – see [Plymouth Shipbuilders](#) and for details of their China House Yard see [The Sutton Pool Yards](#) – The China House Yard.

Family tree compiled with the assistance of Helen Jenner, Great Great Granddaughter of Henry Pethick Shilston.



^A Presumably the John shown as a bankrupt in 1833 on the register of the *Loyalty* and shown in the 1841 census living at China House, Coxside, with his wife Betty, and sons William (a Shipwright) aged 19, Henry aged 7, John aged 5 and Thomas aged 2.

^B Henry Pethick baptised St. Andrews - 'The Deanery of The Three Towns – Devon', Devon Family History Society 2004.

^C At Stoke Damerel - 'The Deanery of The Three Towns – Devon', Devon Family History Society 2004.

^D At St Michael 15 April 1909 - 'Plymouth Marriage Index, Vol. 1', Devon Family History Society

^E Gravestone, Ford Park Cemetery, commemorating William Hole junior, William Hole senior and Sarah Mary Shilston who died 3 June 1908 aged 83.

^F Died aged 16 months, 3 Brunswick Terrace, Plymouth, Devonport Independent & Plymouth & Stonehouse Gazette 23 Jan 1864

^G Register of *Girl of Devon* Will 4 April 1901 appointed Joseph Arthur Bellamy, William Barter, John Butcher Pinkham and Sarah Mary Shilston executors.

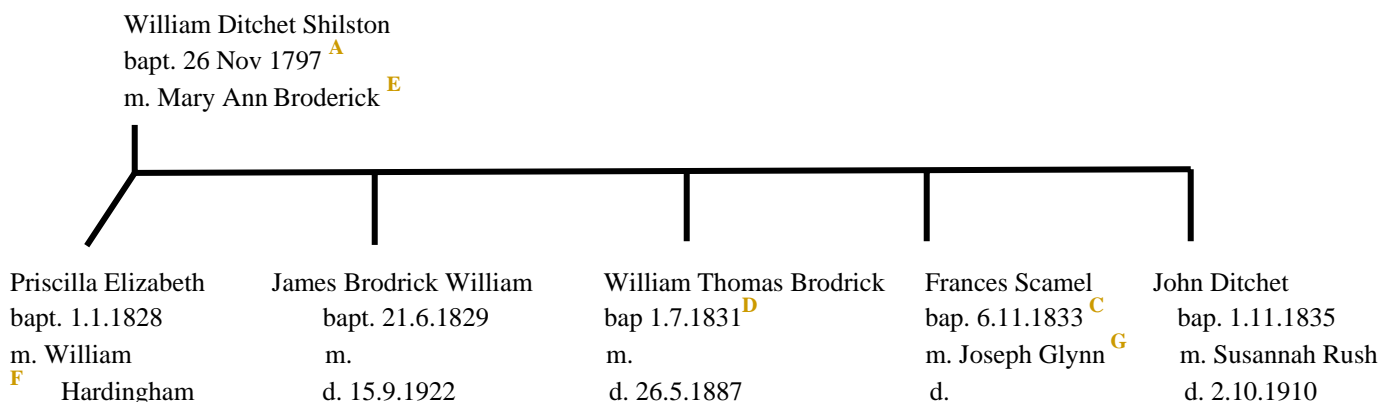
^H At Northhill married Elizabeth Pethick of Calstock Exeter Flying-Post 9 November 1826 “Marriages”.

^I “DIED .. On Wednesday last Mr. Shilston, ship-builder of Coxside, Plymouth” Exeter Flying-Post 19 February 1818.

^J Married Susan Jane ??? a widow, they had two children Ada Braganza born Hong Kong and Prince Glenellen born Manilla.

^K William Shilston senior’s parents were William, who married Wary Waye of Kingsteignton on 15 June 1760 buried respectively 4 Nov 1796 aged 67 and September 1784.

John Shilston, William Hole Shilston, Oscar Hole Shilston and William Hole Shilston are all shown in census returns for various years as “Shipwright”



^A 1851 Census at 10 Marrowbone Slip. Plymouth

^B John Ditchett baptised Charles the Martyr - ‘The Deanery of The Three Towns – Devon’, Devon Family History Society 2004 (confirmed by 1851 Census). Moved to Portsmouth about 1860

^C Frances Scamel baptised St. Andrews - ‘The Deanery of The Three Towns – Devon’, Devon Family History Society 2004.

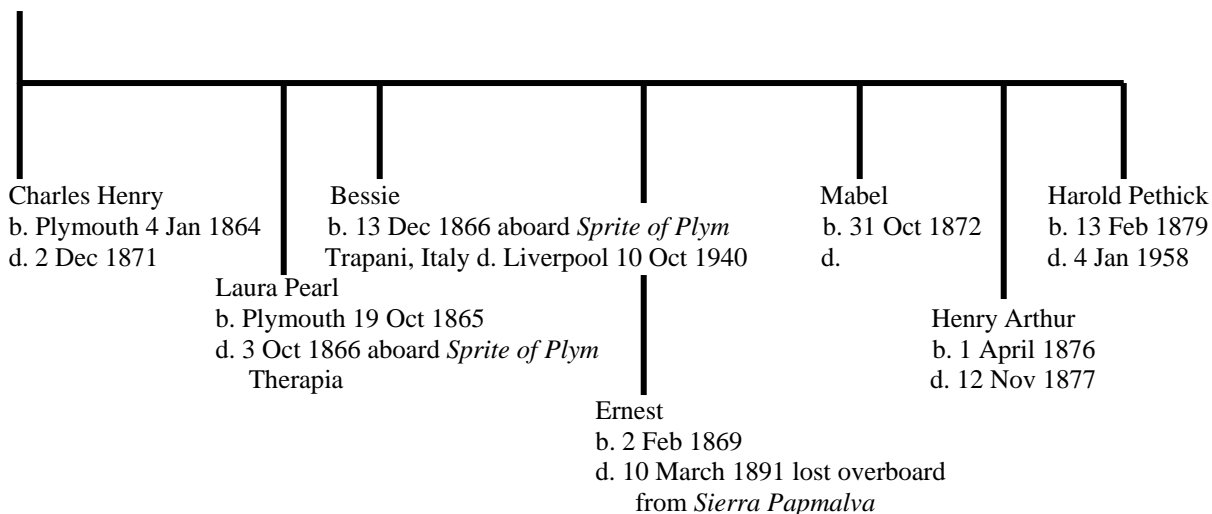
^D William Thomas Baptised St. Andrews - ‘The Deanery of The Three Towns – Devon’, Devon Family History Society 2004.

^E At Charles the Martyr Plymouth on 14 September 1826

^F At Holy Trinity 18 May 1863 - ‘Plymouth Marriage Index, Vol. 1’, Devon Family History Society also register of the Cutter [Pride of Devon](#)

^G At St. Andrews 26 August 1856

Henry Pethick Shilston
b. 1834
m. Ellen Fox 20 June 1862 Charles Church, Plymouth
d. 21 Feb 1886 Bombay of Hepatic Abscess



THE ROYAL DEVONPORT TELEGRAPH & PLYMOUTH CHRONICLE, SATURDAY, JULY 5, 1828

"ANOTHER FIRE - On Monday night about half-past 12 o'clock, a fire broke out in the dwelling-house of Mr. Shelston, [sic] ship-builder, of Coxside, which totally destroyed the building. The inmates, Mr. Shelston, and two servants, escaping from the windows, with scarcely any covering on except their night dresses. Mr. Shelston saved his books, but nearly every article of furniture and wearing apparel in the house was destroyed. A detachment of the 18th Royal Irish was on the spot at an early hour, but no pipes being extended to that part of the town, and the tide being out, the house was burnt to the ground for want of water. The property was insured in the Alliance Fire Office."

It is unfortunately not clear from this item whether "ship-builder of Coxside" is merely a description of John or William or provides a location for the house - from the penultimate sentence it would appear that the latter is the case.

BANKRUPTS' EFFECTS.

To Ship Builders, Carpenters, Ironmongers, and others.

TO BE SOLD AT AUCTION,

By Mr. H. I. Paddon

ON FRIDAY, the 31st May instant, at the Shipwrights' Yard, Coxside, Plymouth, by order of the assignees of Messrs. J. & W. SHILSTON, at ten (for eleven) in the forenoon, ALL THEIR VALUABLE

STOCK IN TRADE AND UTENSILS,

Consisting of a great variety of large-size Oak, Elm, Birch, Fir, and other Timber, Mast Pieces, Spars, Oak Plank of various thicknesses, Oak and Birch Slabs, Oak Knees, Deals and Deal Ends, Fir Quarter, Treenails, a large quantity of Firewood, Water Casks, Ways, Stages, Shores, Uprights, Moulds, Crabs, Bed Screws, Hand Screws, large Purchase Blocks, Steam Furnace and Kiln, Pitch Kettles, Beam, Scales, and Weights, Grinding Stone, 18 Barrels of Stockholm and Coal Tar, Paints and Oils, several Tons of Rod Iron of different sizes, 37 Bags of various Nails and Spikes, old Iron, Chains, Copper Bolts, &c., 5 pieces of 4 and 4½ in. Hawsers, old Rope, Oakum, Shakings, Paper Stuff, several Loads of Furze, a 16 feet *Rowing Gig*, 1 *new copper-fastened Ship's Boat*, and 5 *other strong Boats*, Flag Staff and Union Jack, with a great variety of valuable Property on the said Premises.

Together with the good Barge "BUSY,"

About 15 Tons Burthen, with her Mast, Spars, Sails, Boat, &c. and is well found in other stores.

Catalogues may be had by applying at the Auctioneers' Office, in Vauxhall street.

All persons indebted to the Estate of Messrs. JOHN and WILLIAM SHILSTON, are requested to pay the amount of their respective debts immediately to Mr. JOHN PADDON, one of the assignees; or to

Mr. John Edmonds,

Provident Life Office,

Solicitor to the Estate.

May 20, 1833.

The first phase of the Shilstons shipbuilding came to an end in 1833 with the bankruptcy of John and William and the sale of their stock in trade, advertised in the Devonport Telegraph & Plymouth Chronicle of 25 May 1833. The *Busy* which was wholly owned by either John or William, was not sold on the 31st and was offered for peremptory sale "for the benefit of creditors" with the Trawl Sloop *Loyalty*, in the Telegraph of 22 June following.

John's half share in the *Loyalty* was sold by his assignees on 1 July as can be seen from her register, but the *Busy* was unregistered and her fate therefore remains a mystery.

The *Loyalty* was employed in fishing, since she is sold with her trawl and other fishing gear and the *Busy* is advertised as suitable for the limestone or sand trade, in which it is likely she was already employed, in the estuary of the four rivers; an 'inside barge' and therefore not requiring registration.

On 19 October 1833 the following official notice appeared in the Devonport Telegraph & Plymouth Chronicle:

THE Commissioners in a Fiat in Bankruptcy, bearing date the 3rd May, 1833, awarded and issued against JOHN SHILSON, and WILLIAM SHILSON, of Plymouth, in the county of Devon, Ship-Builders, Ship-owners, Dealers, and Chapmen, and Co-partners, intend to meet on the twenty-fourth day of October instant, at Eleven o'clock in the Forenoon at the ROYAL HOTEL, in Plymouth aforesaid, in order to audit the accounts of the Assignees, and at ONE o'clock in the afternoon of the same day, and at the same place,

to make a DIVIDEND of the Estate and Effects of the said bankrupts, when and where the Creditors *who have not already proved their Debts*, are to come prepared to prove the same, or they will be excluded the benefit of the said dividend, and all claims not then proved will be disallowed.

JOHN EDMUNDS, Solicitor to the Assignees.”

[The spelling ‘Shilson’ is reproduced as in the advertisement and may be a simple printer’s error, although in an official notice it was unfortunate.]

In all the circumstances the acquisition by John Shilston of his half share in the *Thomas & Ann*, on 2 October 1833 and sale of that interest on 12 October without interference by his assignees is somewhat inexplicable.

By July 1834 the assignees were prepared to make payment of a final dividend of both the joint and separate estates of John and William and a notice to that effect was placed in the Plymouth Devonport & Stonehouse Herald of 19 July 1834. The meeting was held on 23 July at the Royal Hotel.

Despite the Bankruptcy John seems to have remained at the yard, for an advertisement in the Devonport Telegraph & Plymouth Chronicle of 5 July 1834 describes the sloop *Elizabeth* as lying at Mr. J. Shilston’s Shipwright’s Yard, Coxside and it was to Mr. Shilston that applications were to be made for viewing the vessel.

William Shilston senior / William Ditchet Shilston’s Fleet

	B= Builder PB= Builder	First registered as proprietor	ownership ends
<i>Hope</i>	Schooner 84 ⁴² / ₉₄ tons	8 April 1815 ¹ / ₁₀	Sold share 18 December 1819
<i>Friends Goodwill</i>	Sloop 37 ⁸⁶ / ₉₄ tons	31 March 1827 *	Lost near Falmouth 1 April 1830
<i>Active</i>	Sloop 36 ⁵⁶ / ₉₄ tons PB	10 April 1827 *	Sold 32/64 to John 28 Oct 1830
<i>Jubilee</i>	Brig 130 ⁶⁰ / ₉₄ tons - Dartmouth 1815	7 May 1831 *	Sold 16 May 1831
<i>Union</i>	Sloop 37 ⁵⁹ / ₉₄ tons PB	24 October 1831 *	Sold 31 May 1832

*Owned jointly with John

The *Hope* is the only one of the above vessels which could have been owned by William Shilston senior who died 1818; because William Ditchet would have been legally a minor prior to 1818 he could not have been the ‘William Shilston shipbuilder’ referred to in the register of the *Hope*. The remaining vessels, purchased after William senior’s death were jointly owned by John and William, referred to in the register of the *Friends Goodwill* as “John Shilston and William Shilston both of Plymouth, Shipbuilders and co-partners”. At this point the two brothers John and William Ditchett, must have been building in partnership, although William is not named as William Ditchett in any of the registers. The missing registers prior to 1814 might well provide a different view of William’s ownership, adding to the above list, although, when combined with the picture of John’s ownership below, it does appear that 1827 represents some watershed, prior to which there was little interest in ship owning.

John Shilston’s Fleet

	B= Builder PB= Builder	First registered as proprietor	ownership ends
<i>Hibernia</i>	Sloop 55 ⁷⁷ / ₉₄ tons - Plymouth 1817	10 May 1817	Went missing August 1817
<i>Friends Goodwill</i>	Sloop 37 ⁸⁶ / ₉₄ tons - Plymouth 1815	31 March 1827 *	Lost near Falmouth 1 April 1830
<i>Active</i>	Sloop 36 ⁵⁶ / ₉₄ tons PB	10 April 1827 *	Re-registered Dartmouth 3 Dec 1831
<i>Kings Fisher</i>	Smack 28 ⁹³ / ₉₄ tons - Cowes 1798	8 August 1827 ⁶⁴ / ₆₄	Sold 9 August 1827
<i>Loyalty</i>	Sloop 37 ² / ₉₄ tons PB	20 January 1829 ³² / ₆₄	Sold by assignees 1 July 1833
<i>Hester</i>	Schooner 93 ³⁸ / ₉₄ tons PB	30 November 1829 ¹⁶ / ₆₄	Lost N. coast of Spain Feb 1831
<i>Lilly</i>	Sloop 39 ³ / ₉₄ tons PB	12 October 1830 ⁶⁴ / ₆₄	Sold 7 April 1832
<i>Jubilee</i>	Brig 130 ⁶⁰ / ₉₄ tons - Dartmouth 1815	7 May 1831 *	Sold 16 May 1831
<i>Union</i>	Sloop 37 ⁵⁹ / ₉₄ tons PB	24 October 1831 *	Sold 31 May 1832
<i>Thomas & Ann</i>	Sloop 30 ⁸³ / ₉₄ tons - Salcombe 1817	2 October 1833 ³² / ₆₄	Sold 12 October 1833
<i>Primrose</i>	Schooner 64 16/94 tons B	1 August 1835 ¹⁵ / ₆₄	Sold 18 November 1837
<i>Europe</i>	Schooner 86 ²⁷⁵⁰ / ₃₅₀₀ tons B	25 May 1837 ¹⁶ / ₆₄	Sold ³⁴ / ₆₄ 15 January 1849
<i>Dahlia</i>	Schooner 57 ¹¹²⁸ / ₃₅₀₀ tons B	10 August 1840 ⁶⁴ / ₆₄	Condemned Lunenburg 22 Aug 1850
<i>Albatross</i>	Schooner 55.3 tons - Greenock 1820	11 August 1840 ³² / ₆₄	Re-registered Dartmouth 4 Sept 1840
<i>Emerald</i>	Sloop 27 ²¹⁵² / ₃₅₀₀ tons - Plymouth 1842	20 May 1842 ³² / ₆₄	Sold 21 July 1849
<i>Collector</i>	Schooner 94 ⁵¹² / ₃₅₀₀ tons B	1 June 1842 ⁴ / ₆₄	Lost Faro 5 August 1850
<i>Hiram</i>	Brigantine 128 ³³¹⁴ / ₃₅₀₀ tons B	1 May 1843 ²⁴ / ₆₄	Lost 1852

