

**ISLAND MAID**

**Schooner**

**Builder: William Hole Shilston** <sup>1</sup> (Shilston - Lloyd's Register 1865)

**Signal Letters: V.F.L.D.** (Mercantile Navy List 1875)

<b>OFFICIAL NUMBER OF SHIP</b> <i>45708</i>			<b>NAME OF SHIP</b> <i>Island Maid</i>		
Port Number <i>Twenty six</i>	Port of Registry <i>Plymouth</i>	British or Foreign built <i>British</i>	Whether a Sailing or Steam Ship; if Steam, how propelled <i>Sailing</i>	Where built ... <i>Plymouth, Devon</i>	When built ... <i>in the year 1863</i> [July Lloyd's Register 1865]
Number of Decks - - <i>One</i>	Build - - - <i>Carvel</i>	Measurements { Length from the Forepart of the Stem under the Bowsprit to the Aft side of the Head of the Stern post <i>96 Feet 3 Tenths.</i> Main Breadth to Outside of Plank <i>20 Feet 5 Tenths.</i> Depth in Hold from Tonnage Deck to Ceiling at Midships <i>11 Feet 2 Tenths.</i>			
Number of Masts - - <i>Two</i>	Gallery - - - <i>None</i>				
Rigging - - - - <i>Schooner</i>	Head - - - <i>Woman</i>				
Stern - - - - <i>Elliptic</i>	Framework - <i>Wood</i>				
<b>Tonnage</b>		No. of Tons <i>124.14</i>	<b>Additional Particulars for Steamers</b>		
Tonnage under Tonnage deck - - - - - Closed-in Spaces above Tonnage Deck, if any, viz. Space or Spaces between Decks - - - - - Poop - - - - - Roundhouse - - - - - Other enclosed Spaces (if any), naming them Gross Tonnage, being Register Tonnage if a Sailing Ship If a Steamer, deduct Allowance for propelling Power, as per other Side Register Tonnage, if a Steamer <i>Deductions as per Contra</i>		<del>25.20</del> <i>38.67</i> <del>98.94</del> <i>124.14</i> <i>38.67</i> <i>85.47</i>	Tons Deduction for space required for propelling Power (as measured) - - - - Length of Engine Room (if measured)      Feet      Tenths Number of Engines Combined Power (estimated Horse Power) <i>Deductions allowed</i> <i>Lower Forecastle 20.68</i> <i>Mates Room 3.04</i> <i>Mess Room 3.85</i> <i>Deductions under Act 1889</i> <i>Masters Room 4.59 Sail Room 3.70, Boatswains Store Room 3.41</i> <i>Total deductions 38.67</i> <i>Net register tonnage altered to 85.47 Tons</i> <i>Certificate of Survey dated at Falmouth 21<sup>st</sup> May 1895</i>		
Names, Residences and Description of the Owners, and Number of Sixty-fourth Shares held by each Owner		<i>William Hole Shilston of Plymouth, Devon, Shipbuilder, 64/64 shares</i>			
Dated <i>5<sup>th</sup> August 1863</i>					
<b>Summary of Transactions:</b>					
<i>1. William Hole Shilston</i>	<i>8/64 Bill of Sale 11<sup>th</sup> August 1863</i>	<i>Thomas Doon Harvey of Plymouth, Sailmaker</i>			
<i>2. William Hole Shilston</i>	<i>5/64 Bill of Sale 11<sup>th</sup> August 1863</i>	<i>Thomas Jones Stevens of Plymouth, Devon, Ship Broker</i>			
<i>3. William Hole Shilston</i>	<i>5/64 Bill of Sale 11<sup>th</sup> August 1863</i>	<i>Sanders Stevens of Plymouth, Devon, Ship Broker</i>			
<i>4. William Hole Shilston</i>	<i>8/64 Bill of Sale 13<sup>th</sup> August 1863</i>	<i>Robert Rogers Ellis of Plymouth, Rope Manufacturer</i>			
<i>5. William Hole Shilston</i>	<i>8/64 Bill of Sale 13<sup>th</sup> August 1863</i>	<i>William Hill of Looe, Cornwall, Master Mariner</i>			
<i>6. William Hole Shilston</i>	<i>2/64 Bill of Sale 17<sup>th</sup> August 1863</i>	<i>Lucy Poad, Widow, Robert Thomas, Chemist &amp; Druggist and Robert Henry Shapcott, Shipbuilder of Looe, Cornwall, Joint Owners</i>			
<i>7. William Hole Shilston</i>	<i>8/64 Bill of Sale 19<sup>th</sup> August 1863</i>	<i>William Hill, Master Mariner, Elizabeth Hill, Widow and Robert Henry Shapcott, Shipbuilder all of Looe, Cornwall, Joint Owners</i>			

<i>Carried to Page 219</i> [follows 9 December 1865]			
8. William Hole Sbilston	4/64 Bill of sale 19 <sup>th</sup> August 1863	John Barrett of Stoke, Devonport, Mining Agent	
9. William Hole Sbilston	2/64 Bill of sale 10 <sup>th</sup> September 1863	Thomas Barrett of Devonport, Engineer	
10. William Hill, Elizabeth Hill & Robert Henry Shapcott	8/64 Elizabeth Hill Dies 3 <sup>rd</sup> February 1866 Certificate of Burial dated Looe 17 <sup>th</sup> Nov. 1868	William Hill Master Mariner and Robert Henry Shapcott of East Looe (Joint Owners)	
11. John Barrett	2/64 Bill of Sale 8 <sup>th</sup> February 1869	Henry George Prigg of Plymouth, Shipbuilder	
12. Sanders Stevens	5/64 Bill of Sale 8 <sup>th</sup> February 1869	William Hill of East Looe, Master Mariner	
13. John Barrett	2/64 Bill of Sale 8 <sup>th</sup> February 1869	William Hill of East Looe, Master Mariner	
14. William Hill and Robert Henry Shapcott	8/64 Bill of Sale 22 <sup>nd</sup> December 1868	William Hole Sbilston of Plymouth, Shipbuilder William Hole Sbilston of Plymouth, Shipbuilder appointed Managing Owner by letter dated 19 November 1875 under the hand of himself	
15. William Hole Sbilston	4/64 Bill of Sale 11 February 1869	Henry George Prigg of Plymouth, Shipbuilder	
16. William Hole Sbilston	4/64 Bill of Sale 11 February 1869	William Hill of East Looe, Master Mariner	
17. William Hill	3/64 Bill of Sale 12 February 1869	William Hole Sbilston of Plymouth, Shipbuilder	
18. Robert Rogers Ellis	8/64 Dies 26 <sup>th</sup> Oct 1878 Will dated 28 <sup>th</sup> Sept 1876 appointing Frances Ellis, Fanny Warr Ellis and Ward West Arliss Executors. Probate granted by the District Court of Registry at Exeter on 5 <sup>th</sup> Dec. 1878	Frances Ellis, Widow, Fanny Warr Ellis, Spinster and Ward West Arliss, Public Accountant all of Plymouth (Joint Owners)	
<i>Carried to Register 3 page 281</i> [follows 29 December 1876]			
19. William Hill	16/64 Died 1 May 1879 Will dated 14 Feby 1876 appointing Catherine Prynn, Executrix to whom probate was granted by the District Court of Registry at Exeter 17 <sup>th</sup> May 1879	Catherine Prynn of Plymouth, wife of George Thomas Prynn, Naval School Master	
20. Francis Ellis, Fanny Warr Ellis & Ward West Arliss	8/64 Bill of Sale 12 <sup>th</sup> November 1881	William Hole Sbilston of Plymouth, Shipbuilder	
21. Lucy Poad, Robert Thomas & Robert Henry Shapcott (joint owners)	2/64 Lucy Poad dies on the 2 <sup>nd</sup> Octr 1881	Robert Thomas, Chemist and Robert Henry Shapcott, Shipbuilder, both of Looe, Cornwall, joint owners	
22. Robert Thomas and Robert Henry Shapcott	2/64 Bill of Sale 17 <sup>th</sup> October 1882	John Poad of Looe, Chemist	
<i>Transaction Book 3 Page 11</i>			
23. Catherine Prynn	16/64	} William Hart Cox of Brixham, Devon, Ship Owner	
24. Thomas Jones Stevens	5/64		
25. John Poad	2/64		
26. William Hole Sbilston	25/64		
27. Henry George Prigg	6/64		
28. Thomas Boon Haroey	8/64		
29. Thomas Barrett	2/64 Bill of Sale 21 <sup>st</sup> June 1884		William Hart Cox of Brixham designated Managing Owner. Advice under his hand received 2 May 1885
30. William Hart Cox	12/64 Bill of Sale 4 <sup>th</sup> July 1884		Mary Ann Hannaford of Brixham, Devon, Widow
31. Mary Ann Hannaford	12/64 Bill of Sale 2 September 1886	William Hart Cox of Brixham, Ship Owner	
32. William Hart Cox	21/64 Two Bills of Sale 20 January 1891	Frank Nurse of Gloucester, Shipowner	
33. William Hart Cox	22/64	Harry Edward Field of Saul in the County of Gloucester, Shipowner H. Edw'd Field of Saul designated Managing Owner. Advice under the hand of Frank Nurse received 22 January 1891	

34. William Hart Cox	21/64 Bill of Sale 20 January 1891	Charles Henry Nurse of Gloucester, Shipowner
35. Henry Edward Field	20/64 Bill of Sale 16 <sup>th</sup> February 1894	Sarah Elizabeth Field wife of Henry Edward Field Ship Chandler of Hamilton Villas, Henry Road, Gloucester
36. Charles Henry Nurse	10/64 Bill of Sale 2 March 1895	Henry Edward Field of Henry Road, Gloucester, Master Mariner
37. Charles Henry Nurse	11/64 Bill of Sale 23 January 1897	Henry Edward Field of Hamilton Villa, Henry Road, Gloucester, Master Mariner
38. Sarah Elizabeth Field	20/64 Bill of Sale 25 <sup>th</sup> January 1897	Henry Edward Field of Hamilton Villa, Henry Road, Gloucester, Master Mariner
39. Henry Edward Field	43/64 Bill of Sale 5 August 1897	Frank Gough of Saul Gloucestershire Master Mariner Hy Edw'd Field of Hamilton Villa, Henry Road, Gloucester designated Managing Owner. Advice under the band of Frank Gough received 21 August 1897
<i>Carried to Folio 87</i>		
40 Frank Gough	43/64 Bill of Sale 5 <sup>th</sup> Oct 1897	Henry Edward Field of Hamilton Villa, Henry Road in the City of Gloucester, Master Mariner Henry Edward Field of Hamilton Villa designated MO Advice under his band received 7 Oct 1897
41. Frank Nurse	21/64 Two Bills of Sale	Alexander Jobns of Norfolk Terrace
42. Henry Edward Field	43/64 5 <sup>th</sup> April 1898	Southgate Street Gloucester, Glos., Shipowner Alexander Jobns of 6 Norfolk Terrace designated MO. Advice under his band received 9 <sup>th</sup> April 1898
43. Alexander Jobns	32/64 Bill of Sale 13 <sup>th</sup> April 1898	Richard Gibbs Foster of Gloucester Merchant and Shipowner
44. Alexander Jobns	16/64 Bill of Sale 6 Febry 1899	Editb Mary Foster wife of Richard Gibbs Foster of 2 Spa Villas, Gloucester, Merchant
<i>Registry closed 21<sup>st</sup> February 1907. Vessel dismantled and converted into a Lighter for Canal work as per Advice received from the Managing Owner. Certificate of Registry declared to be lost</i>		

<sup>1</sup>DEVONPORT INDEPENDENT & PLYMOUTH & STONEHOUSE GAZETTE, SATURDAY JULY 4, 1863:

“SHIP LAUNCH. – A very handsome clipper schooner, of about 210 tons, intended for the fruit trade, was launched from the yard of Mr. Wm. Shilson [sic], Plymouth, on Wednesday last.”

Despite the difference in tonnage the report is clearly the launch of the *Island Maid*. For further information regarding the builder of the *Island Maid* see “[The Shilston family](#)”.

WESTERN DAILY MERCURY, SATURDAY, 11 SEPTEMBER 1869

REMARKABLY QUICK PASSAGE. – The schooner *Island Maid* of Plymouth, 124 tons register, Captain William Hill, employed in the cattle trade, made the round [voyage sic] from Portsmouth to Corunna and back to Portsmouth in eight days and six hours, two days of which she lay at Corunna.”

The fine lines given her for the fruit trade obviously stood her in good stead in the more lowly, but hardly less perishable, cattle trade. The export of live cattle from Corunna to Britain was a regular trade to Westcountry ports including Plymouth. Long voyages were hard on the cattle and losses in bad weather were not unusual.