



Arms of
Captain William Crispin

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CAPTAIN WILLIAM CRISPIN

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of New York City.



Captain,¹ Rear-Admiral,²
and Colonel³ William Cris-
pin (1627-1681/2), ancestor
of the Crispins in America,
who first served in the Navy of the English Common-
wealth, and afterwards in the Royal Navy, was born
in Kingston-on-Hull, County York, England, and
was baptized there October 3rd, 1627. He had a very
distinguished career, taking part in many battles and

Abbreviations: P. R. O.=British Public Record Office, in Chancery
Lane, London.

c.=*circa* (about).

MS.=Manuscript.

¹ Thirty years ago, in 1898, in the *Pennsylvania Magazine*, Vol XXII., pages 34-56, my kinsman, Oliver Hough, gave an account of our ancestor William Crispin. So much new information has now been gathered, that this fresh presentation is published. The entire pedigree herewith given has been proven and enrolled at the College of Arms, London. It has been reviewed by Richard Holworthy, of Holworthy and Shilton, genealogists, of London, England, and the whole of this article has been critically examined by Albert Cook Myers, the historian, of Philadelphia, Secretary-Director of The Pennsylvania State Historical Commission, 1923-1927, and the recognized authority on the life and works of William Penn and the Penn family.

² Granville Penn, *Memorials of Sir William Penn*, II. (London, 1833) 108.

³ *Calendar of State Papers, Colonial, 1574-1660* (London, 1860) 437.

minor engagements, while in command of a squadron in the English Channel, as well as under command of Admiral Sir William Penn (1624–1670), his uncle by marriage. As Captain of one of the ships which defeated the Dutch in the war of 1653, he was presented with a gold medal⁴ by the English Parliament. He took a prominent part in the West Indian Expedition in 1655, serving as Rear-Admiral of the Fleet, and was appointed a Commissioner for the supplying of the Naval forces in Jamaica. Under King Charles II., he held various offices of trust in Kinsale, County Cork, Ireland, where he lived until he sailed for Pennsylvania, as head of the Commission "For the Settling of the Colony," and was also appointed Chief Justice, Assistant to the Governor, and Surveyor General of the Province by his cousin, William Penn, the Founder. Owing, however, to the rigour of his service to the State, his health, it would seem, had become impaired, since he died on the voyage to Pennsylvania in 1681–2.⁵

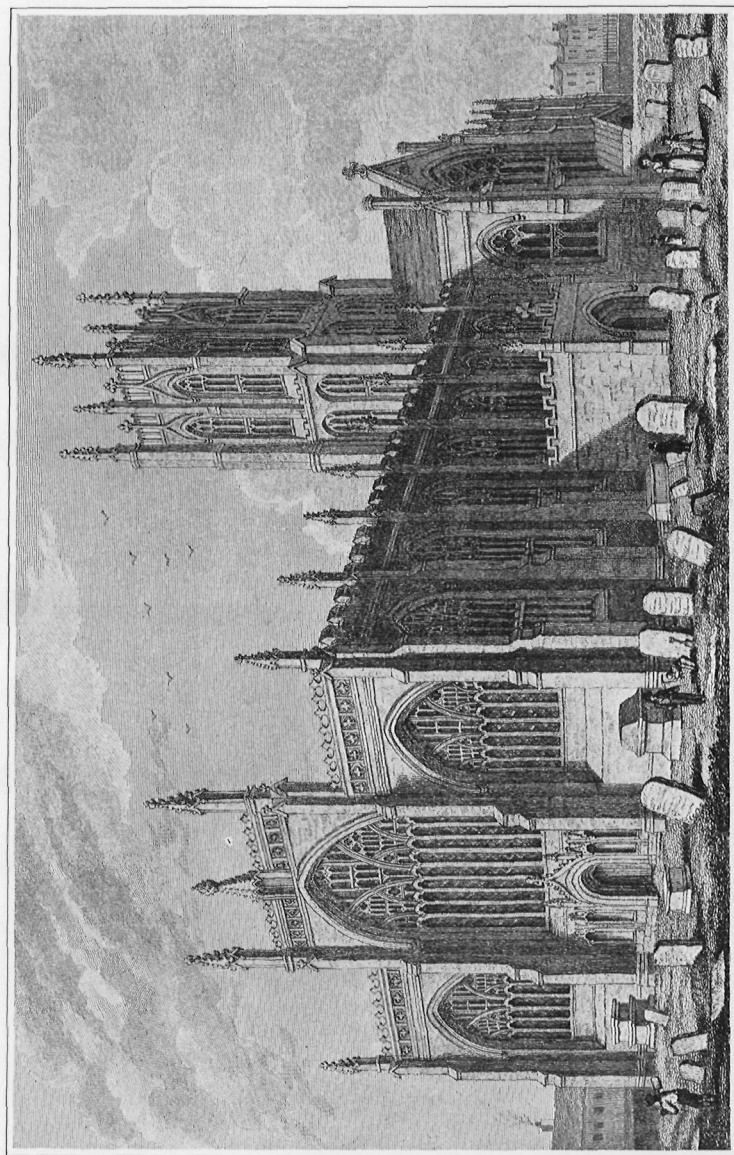
The Crispins are an ancient and honorable family in Great Britain, tracing descent from the great Norman Dukes. Of this family was Count Gilbert Crispin⁶ (1000–1066),⁷ of Brionne, Baron of Tillieres, first

⁴House of Commons Journal; William Laird Clowes, *Royal Navy* (London, 1898), 102.

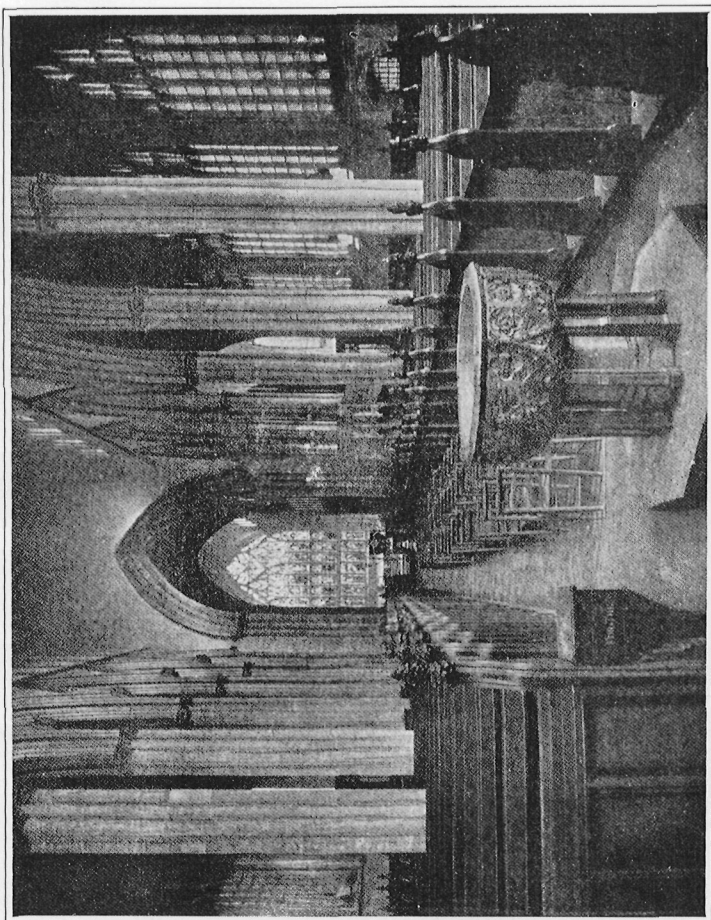
⁵There is a tradition in the family that he was at one time a member of Cromwell's Trained Band and afterwards Captain of the Guard, but recent exhaustive researches show that he was at sea during the whole of the Civil War, therefore this statement may be discredited so far as he is concerned, though possibly it may relate to some other member of his family.

⁶Benedictine Monks of the Congregation of St. Maure, *Literary History of France*, Vol. 12 (Paris, 1763) 192; P. Anselm, *Genealogical and Chronological History of the Royal House of France*, Vol. 16 (Paris, 1730) 632. There has been much controversy about his identity among historians since the sixteenth century, which will be dealt with in another article.

⁷It is a well-known historical fact that Gilbert Crispin was created Baron of Tillieres about 1030 by Duke Robert II. (The Magnificent) and that he defended that castle against Henry I., King of France, about 1042.—Freeman, Anselme, Planchet and others.



Holy Trinity Church, Kingston-on-Hull, Yorkshire, England, where Captain William Crispin's Forbears were baptized, married and buried, and where he was baptized, October 3rd, 1627. From an old Engraving.



Interior of Holy Trinity Church, Kingston-on-Hull, in which
Captain William Crispin was baptized, October 3rd, 1627.

cousin (by blood) of Duke Robert II. (The Magnificent), the father of William the Conqueror. Count Gilbert Crispin was the father of the three celebrated brothers: William Crispin I.⁸ (1020-1074),⁹ Count of Vexin,¹⁰ Baron of Neaufles, Livarot, Blangy¹¹ and Lord of Pacy;¹² Gilbert Crispin, Baron of Tillieres; and Milo Crispin,¹³ Lord of Wallingford (after the Conquest), all of whom accompanied William the Conqueror to England, with a large retinue of knights, and fought with much distinction in the Battle of Hastings. The eminent prelate, Gilbert Crispin,¹⁴ Abbot of West Monastery (Westminster Abbey), from 1085 to 1117, whose tomb may still be seen in the cloister of the Abbey, was a son of William Crispin I., Count of Vexin. The descendants of William Crispin I. were related by blood to Henry Plantagenet, Count of Anjou, who be-

⁸ William Crispin I. has been called Baron of Bec by Grimaldi and other historians, but this is an error, as this barony was not acquired by the Crispin family until 1250. The then William Crispin, head of the house, was called "the young." He was Marshal of France and Baron of Neaufles, Blangy, Estrepagny and Dangu. He acquired through his marriage to the heiress, Lady Jeanne de Mortemer, the Barony of Bec and Varengebec, which was almost as large in extent as the domains of the King of France.—A. Lechevalier, *Historical Notice of the Barons and Barony of Bec called Bec Crispin* (Paris, 1898) 22.

⁹ J. Armitage Robinson, *Gilbert Crispin, Abbot of Westminster* (London, 1911) 15; also *Nomina Monachorum* from Necrology of Beaumont-le-Roger.—Nat. Lib. Paris (Lat. 13905).

¹⁰ J. J. Vernier, *Charters of l'Abbaye de Jumieges* (Paris, 1916) 68-69. (Charter dated 1045-1048). Charter signed William Count of Vilcasini (Vexin).—Thomas Stapleton, *Rotuli Scaccarii Normanniae*, I. (London, 1844) 122; Stevens, *Dictionary of National Biography*, Vol. 13 (London, 1888) 100-101.

¹¹ LeChanoine Poree, *History of the Abbey of Bec* (Evreux, 1901) Vol. I., page 178, Vol. II., pages 97 and 120.

¹² From the manuscript notes of Paul Gentil, Tillieres-sur-Avre, taken from the archives of the Tillieres family.

¹³ Dugdale's *Baronage of England*; *Domesday Book*; Rev. H. A. Napier, *Historical Notes of the Parishes of Swyncombe and Ewelme*, I. (Oxford, 1858) 2.

¹⁴ J. Armitage Robinson (Dean of Wells), *Gilbert Crispin, Abbot of Westminster* (London, 1911).

came Henry II., King of England.¹⁵ It is proposed to publish at a later date an article concerning the family in Normandy and England.

The immediate family of Captain William Crispin lived at Kingston-on-Hull, Yorkshire, the three generations preceding him, having been men of substantial means, owning and commanding their own ships.

Full biographical accounts of his father,

William Crispin

William Crispin (1602–1645), his grandfather,

also named William Crispin (1573–1636), his great-

William Crispin

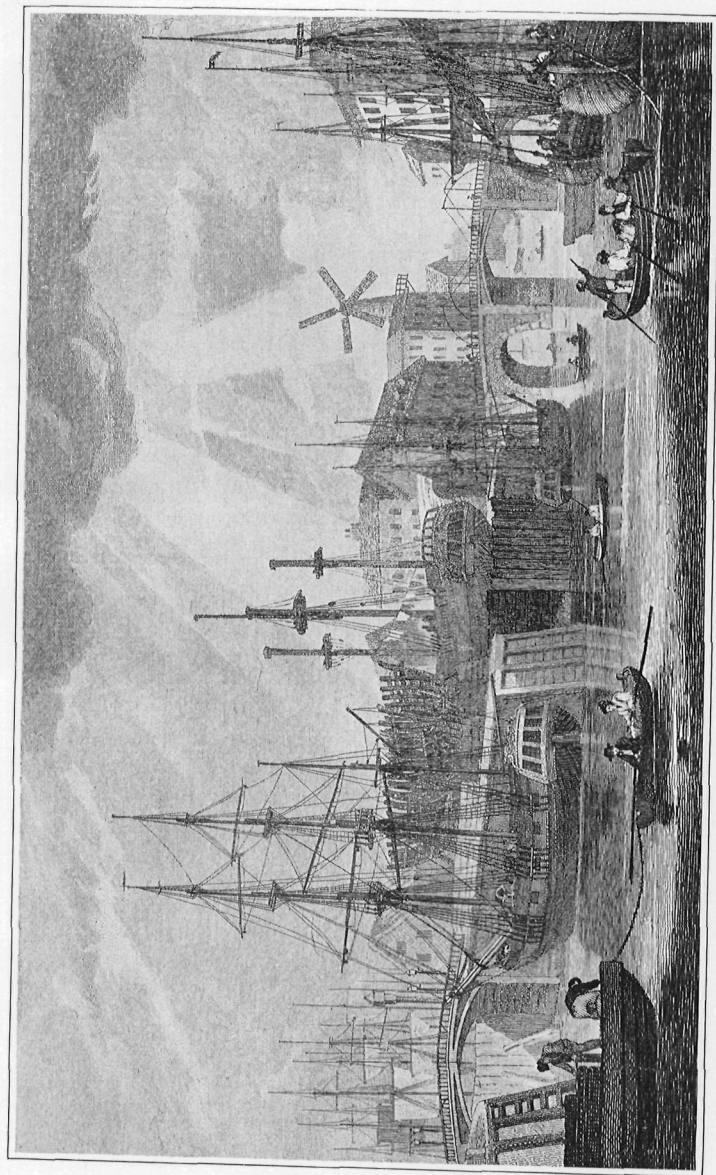
grandfather John Crispin (d. 1591) and other members of the family were printed in the issue of March, 1928, of *Publications of The Genealogical Society of Pennsylvania*, Vol. X, No. 2, pages 105–122, under the title of “Crispins of Kingston-on-Hull,”¹⁶ by M. Jackson Crispin.

At the outbreak of the Civil War in 1642, Captain Crispin’s father, William Crispin, threw in his lot with the Parliamentary Party, and having had a wide experience in command of various merchant ships, including the “Adventure,” in 1634. He was Master of the “Fellowship” of 28 guns, commanded by Captain, afterwards Admiral Sir William Penn, when she sailed on her second voyage from Deptford, in the Thames, on October 12th, 1644. He did not long survive, however, as will be seen from the following entries in Penn’s manuscript Journal,¹⁷ in 1645, which state that

¹⁵ J. A. Giles, translation of *Beati Lanfranci, Miraculum quo beata Maria Subvenit Willelmo Crispino Seniori, ubi de Nobili Crispinorum genere agitur* I. (Paris, 1844) 348.

¹⁶ The pedigree of the “Crispins-on-Hull,” which this article gives in detail, was reviewed and approved by A. T. Butler, Portcullis, College of Arms, London, in a letter to the writer of that article, dated 18th July, 1927.

¹⁷ Information supplied by Albert Cook Myers from his William Penn Collection.



Kingston-on-Hull, on the River Humber, Yorkshire, England, where Captain William Crispin was born and where his Ancestors lived. From an old Engraving.

the Mundaye 3rd Bout 4th in the morning 2000 rowers with the oars at the
36th N. 20. a hard gale blew us into the road off Carrickfergus -
it came to an anchor about 11 a clock at noon, the signal
was off us N. 20. got off northward in 6th of 1000 boats half of 1000
over

the Mundaye 3rd Bout 5th a clock in the morning our m^r. William Crispin
departed out of this world
When the morning was dawns a horse

the Mundaye 3rd Bout 6th a clock in the afternoon 2000 rowers our m^r. appears
to have been 1000 rowers off ordinarie 2000 buried him in the
Chancel in the Church off Carrickfergus

Reproduction of Entries from the Original Manuscript Journal of the "King and Parliament" Warship "Fellowship," commanded by Captain, afterwards Admiral Sir William Penn, recording the Death of Captain William Crispin's Father, William Crispin (1602-1645), Master of the Ship, who died on Board, at Carrickfergus, Northeast Coast of Ireland, April 8th, 1645, and was buried there in the Chancel of the Church.

he died on board his ship at Carrickfergus, on the coast of County Antrim, northeast Ireland:

April 1645,

"7th. Mundaye ABout 4 a C^l in the morningh wee wayed with the wynd at the W. N. W. a hard gayle & turned up into the roade off Carickffergus & Came to an Ancker about 12 a Clock at noone, the Castel bore off vs N. W. halff northerley in 6 $\frac{1}{2}$ ffadem waeter halff Cannel over

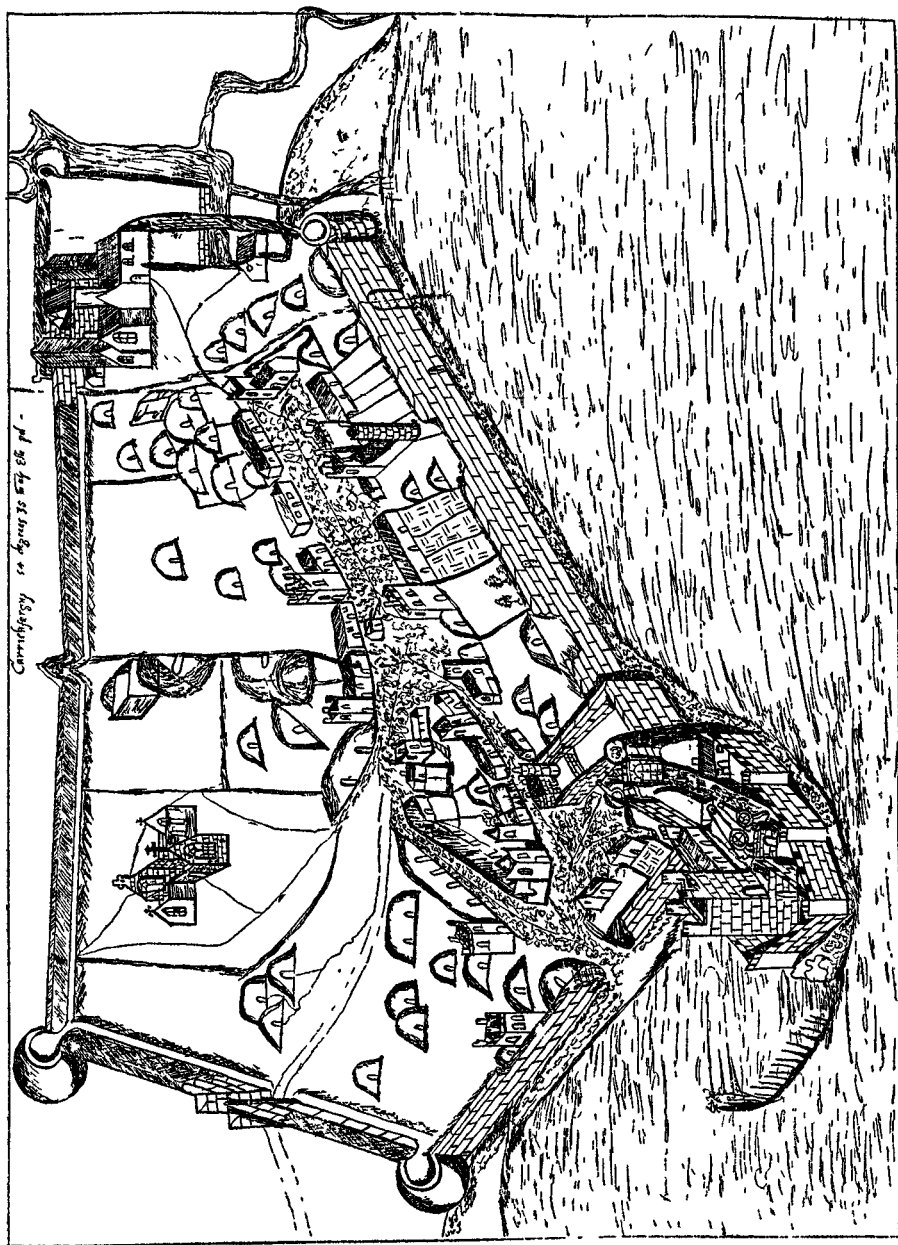
8th. Aprill ABout 3 a Clocke in the morningh our m^r. William Crispin departed out off this World.
& then the mounye was Carried aschoare

9th: Wednesdaye ABout 2 a Clocke in the afternoone, wee Carried our m^r ashoare & gave him 10 peeces off ordinance, & wee buried him in the Chansel in the Church off Carickffergus"¹⁸

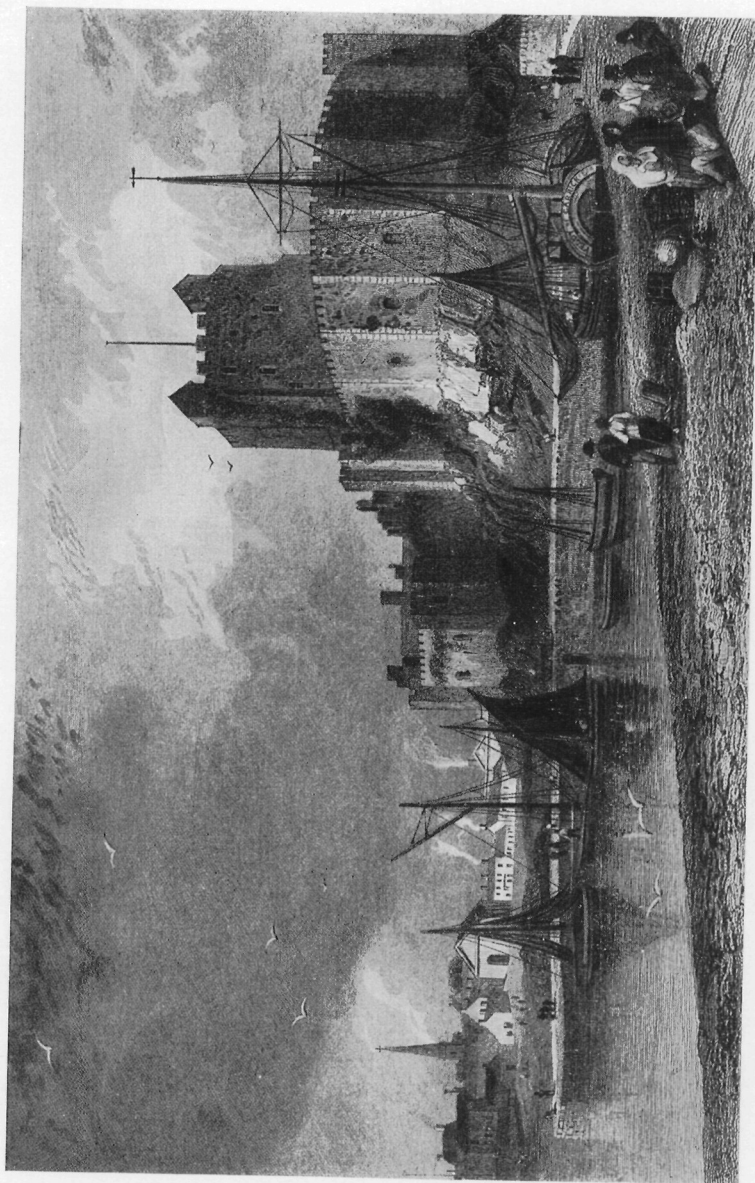
A memorial window portraying St. Andrew, sailor and Apostle, has been dedicated to Captain Crispin's father in the Church at Carrickfergus. The bronze tablet beneath this window bears only his arms and parts of the exact wording of the entry concerning his death above referred to, as recorded in Admiral Penn's Journal.

In one of his letters, written in 1652, Captain Crispin states that he had been in the service of the state for ten years; thus he joined the navy in 1642, at the early age of 15. Presumably he made his first voyage with his father and was on the "Fellowship" man-of-war under Sir William Penn. It would appear more than probable that on the death of his father, Penn took an interest in the son of his old master and that this was the beginning of that great bond of friendship and esteem which afterwards existed between Admiral Sir William Penn and Captain William Crispin, for they are always found together, both on land and sea, and it was undoubtedly this association which led to the alliance of the Penn and Crispin families. In the Naval engagements in which Admiral Penn figured we find Captain Crispin until he was promoted to a separate command. On land, too, when Penn became Gov-

¹⁸ Carrickfergus, County Antrim, Ireland.



Carrickfergus in the Reign of Queen Elizabeth. Castle in Foreground. In Left Background the Church, in which William Crispin was buried in 1645.



Carrickfergus Town and Castle. From a Modern Engraving.

ernor-General of the town and fortress of Kinsale, there also we find Captain Crispin, holding various offices of trust.

The first actual record we have of Captain Crispin at sea, was his appointment as purser of the "True-love" frigate, on April 3rd, 1649,—“forasmuch as William Crispin hath been recommended for a faithful able man to mannage such an employment!” The warrant was signed by Admirals Deane and Blake. In early days every officer had to serve six or seven years as a seaman before he could get his commission, thus the dates would fit in exactly with the statement made by him in the letter referred to above. The "Truelove" was discharged on August 30th in the following year, when there was an amount of £2.5.7 due to him. Strangely enough just 20 years before, his father, William Crispin, made several voyages in the "Truelove" of Hull.

On August 6th, in the same year, the Admiralty Commissioners wrote to Colonel Deane that six new frigates were to be supplied with officers, and sent the petition and certificates of William Crispin for a purser's place in one of them. They instructed Deane, if he found the papers correct, to return Crispin as fit to be employed, which he apparently did, for in November, 1650, Crispin is recorded as Purser of the "Centurian," commanded by Penn, operating in the Irish Channel. On this ship he remained until he was discharged on the 19th of June, 1652.

It was in this year, 1652, in the midst of the conflict with the Dutch, that Crispin as a young naval purser, at the age of 25, entered the married state and thus allied himself with the family of Penn. His bride was Rebecca Bradshaw, the daughter of Ralph Bradshaw, by his wife Rachel Penn, sister of Admiral Sir William Penn, and daughter of Captain Giles Penn, who was grandfather of William Penn, the Founder of Pennsyl-

vania. The wedding ceremony took place in that quaint old London Church of St. Dunstan's, Stepney, in the County of Middlesex, on September 28th, 1652, as appears by the published registers of the parish,¹⁹ as well as by Sir William Dugdale's Visitation of Lancashire in 1664-5.²⁰ The groom is described as "of the Tower liberty, mariner." On this same Tower Hill, London, within sight of the River Thames, Admiral Penn, with his son William Penn, aged 8, and others of his family, then were living, and it may have been that the Admiral's niece, Rebecca Bradshaw, met William Crispin while on a visit to her uncle, and that her courtship and marriage occurred while there.

In this part of London was spent the early married life of Crispin and his wife, their oldest child, William Crispin, being baptized June 24th, 1653, in the near by Church of St. Olave, Hart Street,²¹ the place of worship, a little later, not only of Samuel Pepys, the diarist, but also of Sir William and Lady Penn with their children. From his abode near the historic old Tower of London, in this center of the maritime affairs of the period, Crispin went forth on his voyages, his first-born, it would seem, having come into the world when the father was far out at sea in the height of the Dutch engagements.

In the State Papers of the Public Record Office in London there is a letter written by William Crispin, when Purser of the "Fairfax," to J. Turner, November 22nd, 1652, saying that he had mustered Captain

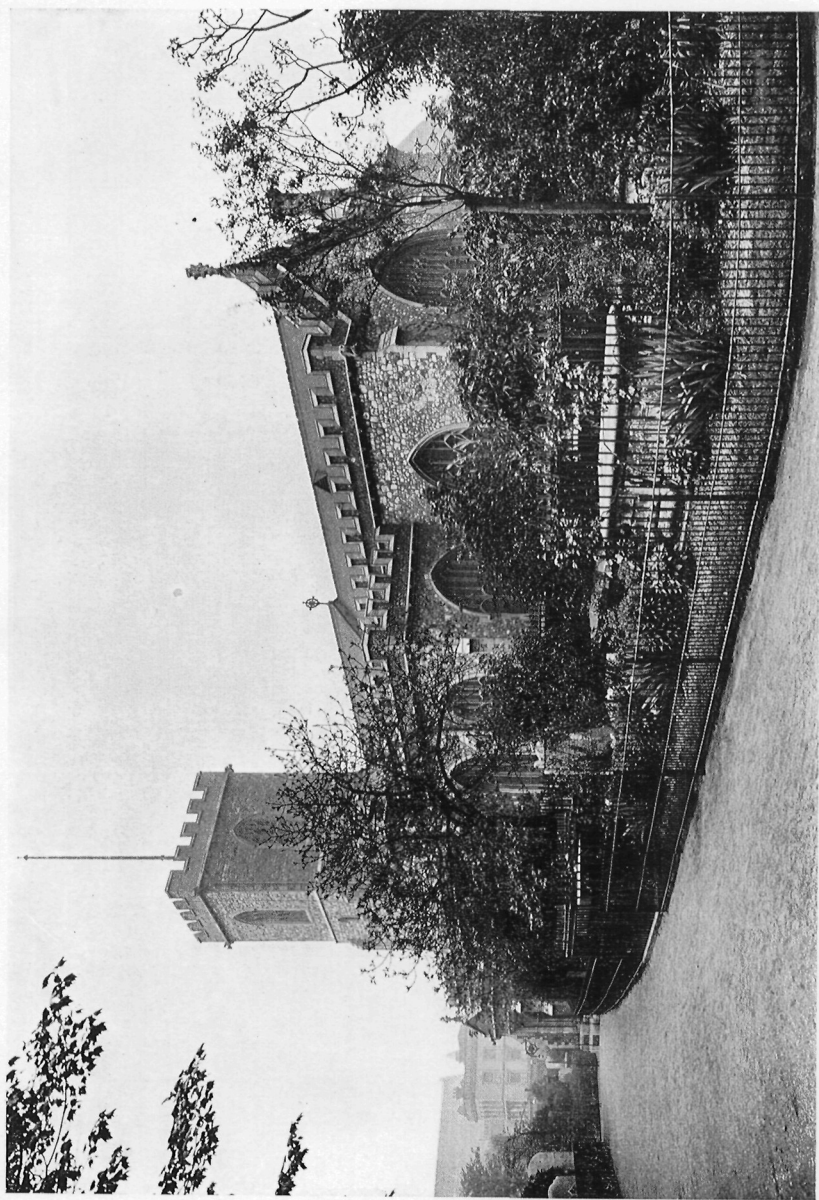
¹⁹ Vol. II. (Canterbury, 1899) 83.

²⁰ There appears in *The Bristol Pike*, by the Reverend S. F. Hotchkiss, M.A., in *Colonial and Revolutionary Families*, by John W. Jordan (in the sketch of *Captain William Crispin*, by Oliver Hough), in *Captain William Crispin and the Crispin Family*, by William Frost Crispin, and in the writings of others, the statement that Captain William Crispin was first married to Anne Jasper, the sister-in-law of Admiral Sir William Penn. This error can be traced to the statement, written in 1792, by William Crispin, of Philadelphia, a great grandson of Captain William Crispin. How he made this mistake is not known.

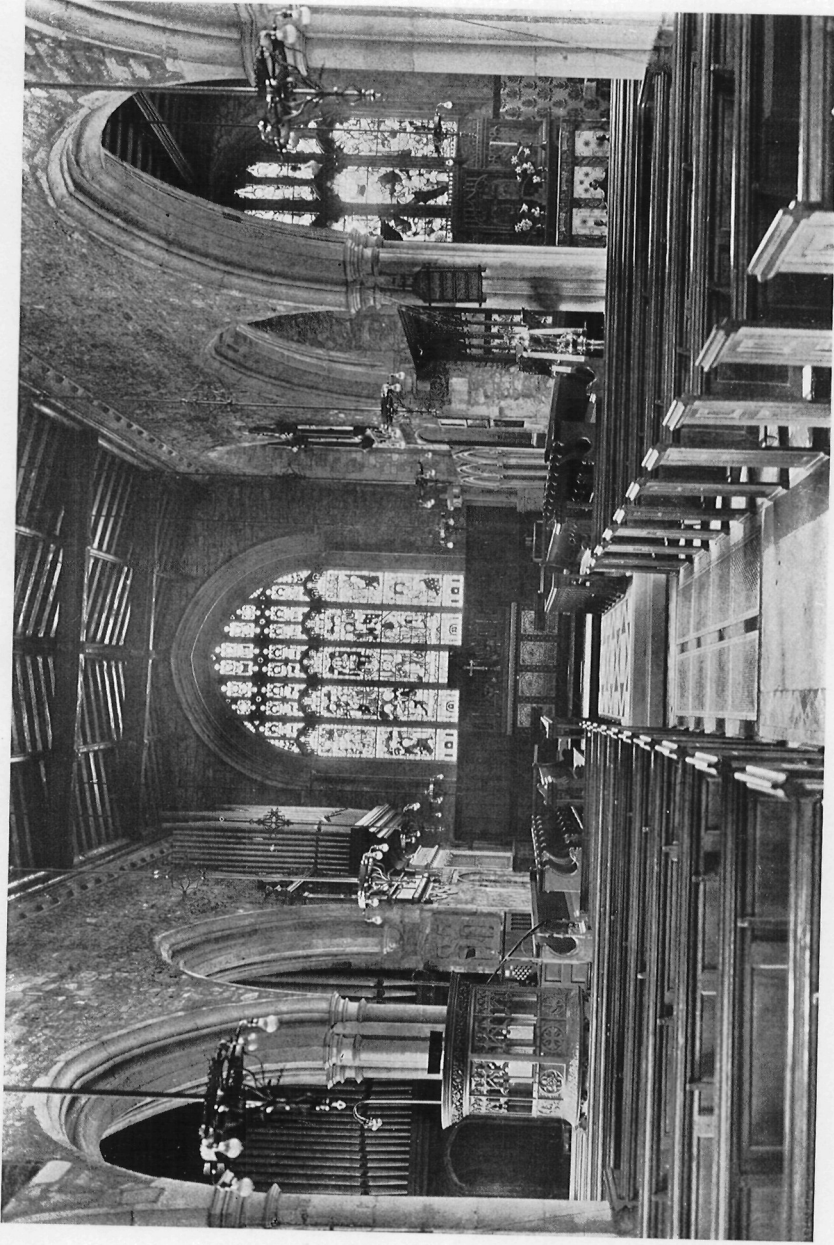
²¹ *Registers, 1563-1700* (London, 1916) 60.



Church of St. Dunstan's, Stepney, London, in which Captain William Crispin was married, September 28th, 1652, to Admiral Sir William Penn's Niece, Rebecca Bradshaw, Daughter of Ralph Bradshaw, by his wife, Rachel Penn, daughter of Captain Giles Penn.



Church of St. Dunstan's, Stepney, London, in which Captain William Crispin was married, September 28th, 1652.



Interior of Church of St. Dunstons, Stepney, London, in which Captain William Crispin was married, September 28th, 1652.



Sea Fight of the English with the Dutch, 1653, Captain William Crispin participating.
From contemporary Dutch Print descending in the Penn Family.



Gold Naval Medal awarded Captain William Crispin by Parliament,
in the Dutch War, 1653. Made by Thomas Simon.

Lawson's men on the "Fairfax" and found more landsmen and boys than upon any of the State's ships for the last ten years; that he discharged 18, signing their tickets, and sent down 180 men to the "Fairfax" lying off the Hope in the Thames, that when they arrived and saw the landsmen, 100 would not go, but went to other ships. This letter shows that the Admiralty were preparing for the approaching conflict with the Dutch.

There were few regular naval vessels or officers at this period, and in times of war merchant ships were pressed into the service. As, however, every merchantman was to all intents and purposes a war-ship, ready at all times to defend herself against foreign privateers or pirates, little alteration was necessary, while the commanders of these ships were either appointed captains or acted as masters, and usually sailed with merely an addition to the ordinary personnel.

A fleet was sent by Cromwell against the Dutch in May 1653, commanded by Colonel George Monk and Colonel Richard Deane. This naval force was made up of three squadrons. Colonels Monk and Deane had direct command of the first or red squadron, consisting of 38 ships. Vice-admiral Penn commanded the second or white squadron of 33 ships, in which Captain William Crispin commanded the "Assistance," 180 men and 40 guns. Rear-Admiral John Lawson commanded the third or blue squadron of 34 ships. This fleet, after two previous pitched battles, captured and destroyed, on July 29th and 30th, 1653, between twenty and thirty Dutch ships of war, and captured 1350 prisoners, driving the Dutch to their own harbours. This was a very sanguinary battle. The total Dutch losses in killed, wounded and captured were about 6000 men, including the great Admiral Van Tromp, their commander, two Vice-Admirals and three Rear-Admirals.²²

²² Granville Penn, *Memorials of Sir William Penn*, I. (London, 1833) 507, citing "Colliber."

Captain Crispin was awarded a gold medal for his services in this battle by the English Parliament, by an order dated August 8th, 1653.²³ After this engagement the "Assistance" spent the remainder of the year cruising and conveying merchantmen, and preying on the Dutch commerce, as is shown by a considerable number of letters in the State Papers, from which it is evident that he was in command of a squadron operating at that time in the English and Irish Channels.

In the British Public Record Office²⁴ in Chancery Lane, London, is the following holograph letter (here reproduced) of Captain William Crispin to the Secretary of the Admiralty, written on board the war vessel "Assistance," 7 mo. [September] 12th, 1653:

S^r:

I rec^d: yours of y^e 6th Instant (but it was 3 dayes in coming downe) I thanke you for y^t faviour in Affourding me y^t Intelligence, pray Let me request you to doe me y^e Like ffaviour, when anything comes to you, w^{ch}: by y^e knowledge of I may be further Inabled to prosecute my duty to The Publique Service, pray Let this Inclosed be put vp in your next to y^e Gen^ll^s; I had not burthened you therewth: had I any other Conveniencie, Sir you will herein very much ffurther Ingadge him y^t is:

Sir yours very dissirvous to

Serve you

W^m: Crispin

ffrom Aboard y^e Assistance y^e

12th of y^e 7th mo: 1653:

Addressed in the same hand:

ffor my hono^rd: ffriend Rob^t:

Blackborne Esq^r: Secretary

to y^e Right Hono^{ble}: y^e Com^{rs}: for the
Admiralty & navye These

☞: sent

Whithall

Wax seal impressed with his crest,

a demi griffin erased, with wings addorsed.

Letter endorsed in a contemporary hand:

12 7^{ber} 1653

Capt: Crispin to M^r

Blackborne.

²³ House of Commons Journal.

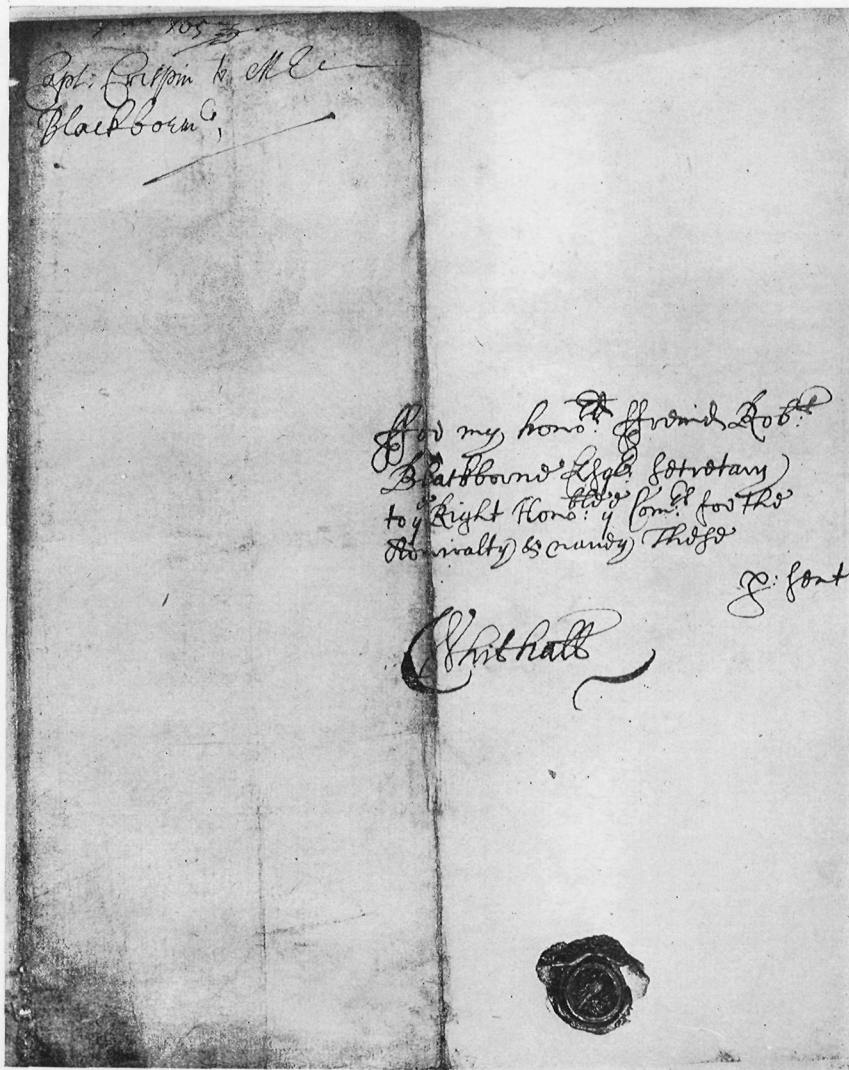
²⁴ State Papers Domestic, Supplementary, Vol. 115, ff. 69, 70.

88.

Rec^d your of y^e 6th Instant (but it was 3 days in coming
down) & thank you for y^e favours in affording me y^e
Intelligence, pray let me request you to do me y^e like
favours, when any thing comes to you, wth by y^e knowledge
of maybe further enables to present my duty to the
Lieut^{nt} Gov^r, pray let this favours be sent by in your
next to y^e Gov^r, & have not forgotten you thereat. And
any other Contrivance, but you will have in every much
further engaged him y^e it:

From Abouⁿ y^e Assistant y^e
12th of y^e 12th moth 1653.

Give your very favours to
Love you W^m Crispin



Address of Captain William Crispin's Holograph Letter of September 12th, 1653, with Wax Seal impressed with his Crest, a Demi Griffin erased, with Wings addorsed.



Seal Natural Size.

Among the ships in the squadron under his command were the "Warwick," Captain Godfrey; the "President," Captain Sparling; the "Nonsuch," Captain Penrose; the "Nightingale," Captain Humphreys; the "Hector," the "Sapphire," the "Pearl" and the "Hopewell."

A letter written by William Crispin on board the "Assistance," at Falmouth, October 22nd, 1653, to Robert Blackborne, Secretary of the Commissioners of the Admiralty, reads:

Honrd Si^r

The 10th Instant I being open of Plymouth Sound Cap^t Hattsell sent his whery of desiring to speake wth mee he Informed mee y^t itt was y^e Gennr^l's pleasure y^t I should wash and tallow & victuall for 5 Months severall Command^s then att Plymouth had order to give mee advice thereof also Accordingly, I made use of y^e Present Spring & gott y^e s^d worke finished by y^e 18 Instant and then sett sayle desired in an order from Cap^t Hattswelle to ply E^tward betwene Portland & the Ile of Wight to meet y^e Speaker Cap^t Hattswell suposing y^t Cap^t Saunders in y^e Ruby had receaved orders to succede mee in this Station when I came to see y^e weather proved very foule and blew hard all Easterly so y^e 19th I putt into Falmouth where I meet y^e Warrwicke & Hopewell they both havinge men for mee y^e Warrwicke havinge aboard some of them a Month butt could nott be drawne to mee to make delivery of them y^e 21 y^e Ruby came in by Reason of foule weather having noe Provision left upon y^e sight of his orders from y^e Genn^l I find y^t his station is betwene Portland & y^e Gasquetts & nott further westward and nott one ship under my Comand mentioned in his list. Cap^t Saunders informes me y^t very lately one of o^r shippes was in sight with Cap^t Beach. Cap^t Saunde^r was also 3 or 4 dayes past very neere a hollands frg^{tt} of 32 guns who all 3 as he sayth are about y^e Lands and so by permission I Intend to ply y^t way forthwith & nott to leave this station until I have a punctuall order to the contrary I have sent to Plymouth for y^e Saphire who I hope is Ready to sayle y^e Pearle is now about Silly y^e Hector & President I ordered severall dayes past to ply of y^e Lands end, but att present I doe nott heare they are there y^e Warrwicke wants a new maynmast as the Cap^t sayeth wants victualls & is foule I purpose to send hir for Portsmouth y^e Hopewell wants victualls they two & y^e Ruby I am forced to suply from aboard this frg^{tt} Si^r pray endeavo^r y^t y^e State may not be so abused by Cap^t Mills impressing men as now they are his order is, to press seamen but of about 40 men w^{ch} I have Receavd from him there is nott 4 seamen or men y^t were at sea they are all Plowmen thachers & Hedgers and taken from y^e sd Callings to y^e greate prejudice of the Country as y^e Justices of Peace doth testifie those that are seamen y^t he meets with he sufers

to be cleared upon feeling of y^e Counstable. S^r if there be any thing worthy heerin of y^e Com^s Knowledge pray acquaint them with itt. Si^r I Receaved in y^e Downes y^e Com^s Letter about sending of Cap^t Humphreis or Cap^t Sparlinge for Ierland and accordingly I did give Cap^t Humphreis y^e instructions y^e first of this Month and have in severall Letters given y^e Rg^{tt} Hon^{ble} y^e Com^s & Genners¹¹ an Accompt thereof I Remaine

S^r

Your very Humble servant in y^e

Bonds of Love

W^m Crispin

Falmouth

From Aboard y^e Assistance

Frgg^{tt} y^e 22 of October

1653.

Addressed:

To his Honnr'd Freind

Robart Blackburne Esq.

Secretary to y^e Rg^{tt} Hon^{ble}

y^e Com^s for y^e Admiraltye

& Navy

These

present

Whitehall

Endorsed

22^d October 1653.

Cap^t Crispin to M^r Blackburn

from aboard y^e Assistance att

Falmouth

*Seal gone*²⁵

Joseph Godolphin and other Judges of the Court of Admiralty write to the Council of State for Foreign Affairs on December 13th, 1653, as follows:

R^t Honoble

In obedience to yo^r Ord^r of ye 8th of Decemb^r inst^t, for stating y^e matt^r of Fact in y^e Case of three small French fishing vessells, taken by the Assistance Frigat, upon the Petition of M^r Sam^l Terick & orther English m^cchants trading to France.

As to twoe of y^e said Shipp, viz: the S^t Andrew of Homflare, and the S^t Lewis of the same Wee find ye St. Andrew is of one hundred Tunn Burthen, seaven Gunns, bound upon a trading voyage to Newfoundland; & returning laden with Fish and Oyle, shott five or six Gunns ag^t the Assistance Frigatt, who took y^e said Shipp before shee yeilded, which is with y^e Lading wholly french.

²⁵ State Papers Domestic, Interregnum, Vol. 60. f. 63, in P. R. O.

The St Lewis is French both Shipp & lading, of seaven score tun Burthen, nine Gunns, & severall Murther's & was upon a fishing voyage to Cannady, & returned laden with about Eight hundrd weight of Beav^r Skynns, & Coates, besides Fish and Oyle, Sounds, and Touns: That meeting y^e Assistance Frigot, they fought hir about an houre, and had one man killed, & six wounded, before taken.

All which appears upon Examination of y^e Masters and Companye of y^e said twoe French Vessells, which are not yet condemned, but ready for sentence.

Wee have Enquired of y^e Proctor & Offic^{rs} of y^e Comwealth as to y^e third Shipp, which appeares both Shipp and Goods to be French, & as such to be condemned already by the name of y^e Nostre Dame of Houfleure to y^e Comwealth.

Which is y^e whole matt^r of Fact appearing to us. All which wee humbly submitt to yo^r Hon^s wisdome being

R^t Honble

Your Hon^{rs} humble servants

Jo: Godolphin

Willm Clerk

C. G. Cock.

D^{rs} Coms²⁶

Decembe^r 13^o 1653

Addressed:

For y^e Rt Hon^{ble} y^e

Comittee of y^e Councell
of State for foreigne

Affaires

These

Endorsed:

13 Dec. 1653

Judges of the Adm^{tie} ther
report concerning the 3
vessells of Houffure²⁷

Captain William Crispin on board the "Assistance"
in Plymouth Sound, on December 20th, 1653, writes:

Right Hon^{ble}

The 9 Instant I mett with Cap^t. Martin in y^e Bristoll of y^e Lizard, he being ordered by y^e Rg^{tt} Hon^{ble} Generall Monck, to Command y^e w^t squadron, by whome I was sent to Plymouth y^e same day, with some hamburgers, & sweads shippes, I also then rec an order from

²⁶ *i.e.*, Doctors' Commons.

²⁷ State Papers Domestic, Supplementary, Vol. 101. f. 7, in P. R. O.

him, to ply over for Ushant, to Cruce to & fro for 7 or 8 dayes as neere Brest, as wth Conveniencye I might, and to take wth mee y^e Nonsuch, then att Plymouth, y^e 10 Instant I sayled from Plymouth and stood over for y^e Fourné Rockke, the Nonsuch came thither to mee y^e 12 Foll, y^e 14 we both sayled within Ushant, and went into Conquett Roade, where wee Ankered a while, then plyed in to y^e mouth of Brest river, and y^t eveninge we ankored in Cammaritt bay, hoping in one of y^e s^d places to have found some of y^e Brest Men or Warr, butt Providence did nott so order itt, in Cammaritt bay sid a Flyboate of 8 guns with 5 or 6 other small french vessells, who all ran ashore where (night cominge on) we could nott well get them off, the next morninge by ye Advice of Cap^t Penrose, wee sayled thence, and ankored in Conquett road, neere y^e s^d towne, I Caused o^r boates to fetch off two vessells being burtons one laden wth wine from Nants, y^e other light, there being in y^e same place neere 30 sayle more, two of which I thought to be men of Warr (they rowing in with oares) the Contrary I know nott, they with y^e rest hauled close under y^e houses, w^{ch} were lined with whatt Musquetteers y^e Country sould affourd, wth which (itt being also $\frac{1}{2}$ ebb) they beate o^r boates off, butt through mercye to us without loss, the Nonsuch boate goeing in with a small gun, o^r also returned with them, and attempted to sett y^e the (sic) s^d vessells a fier, but could nott, to make way for o^r boates I was drawne to fier out of o^r Frig^{tt}, into y^e s^d towne, & Vessells, about 230 greate shott, which did y^e enemy to o^r sight much spoyle, they havinge only one gunn which they kept plyinge all y^e tyme att o^r Frigatt, till wee beate them from itt, the same afternoon spyng a ship plyinge in towards Brest, I sent the Nonsuch after her who y^t eveninge took her, she beinge a greate Hollands Fly boate of 8 guns Laden with wine from Nants, y^e next daye y^e wind veered westerly, we plyed off to Sea, y^e 18 I mett Cap^t Martin of Silly, and wth him y^e Portland, he tould mee y^t I with the Nonsuch must returne for y^e other 7 or 8 dayes from whence wee Came, I then acquainted him with my Condition, o^r Frig^{tt} being every where defective and quite worne out for want of good repayre, hee tould mee y^e next morninge he would order a Surveigh upon her, butt att Midnight Foll wee had a very sore Storme att S^e. S^e. W^t which continued, with much violence 28 howers, in which tyme all o^r sayles att y^e yard blew away, and the ship provinge very Leake, I was forced to spoone afore itt till we were to y^e E^ward of Torbay there meetinge y^e wind all Northerly, I plyed away for Plymouth to speake wth Cap^t Hattsell and to fitt o^r ship to ply for Portsmouth, unto which place I must Imediately repayre, because I cannott be fitted & supplied heere att this place, o^r wants being so greate, I am just now come to an ankor heere, and att present humbly Crave leave to subscribe

Rg^{tt} Hon^{ble}

You^r Realy Devoted servant

W^m Crispin

Plymouth sound
Assistance Frig^{tt} ye 20
of y^e 10 month 1653.

Addressed:

For the speⁱall service of y^e State
To the Rig^{tt} Hon^{ble} y^e Comm^{rs}
for the Admiralty & Navy
Humbly present Thess

Whitehall.

Plymouth sound
From aboard y^e Assistance Frig^{tt}
y^e 20th of December 1653
att 11 att night

W^m Crispin.

Endorsed:

20 Decemb: 1653

C. Crispin

Seal broken in half. Three lions rampant.²⁸

Whitelock in his "*Memorials*," page 578, gives the date of this action as December 28th, 1653, whereas according to the above letter, which is dated 20 December, it must have taken place on the 15th of that month.

There was much dissatisfaction among the seamen in the Fleet, and they drew up and signed a petition which they intended to present to the Lord Protector, against the system of the press gang²⁹ and other grievances, by which the men complained they were confined on ships under a degree of thralldom and bondage to the utter ruin of their families, and that their pay was sometimes detained for as much as 20 months. They prayed for a relief of those grievances, also that they might reap some of the fruits of their bloodshed and hardships, and have the same freedom and liberty to serve as the Dutch seamen "against whom they have been such instruments in the Lord's hand for the good of the country." Admiral Penn on receiving this petition immediately called a council of war to decide whether it was lawful for the seamen to tender their

²⁸ State Papers Domestic, Supplementary, Vol. 115, No. 298, in P. R. O.

²⁹ A body of men under a captain, who had authority to "press" or compel the service of the subject for the defence of the realm; in other words, enforced service.

grievances by way of petition. The council met on board the "Swiftsure" on October 17th, 1654, and decided in general favour of the men. The following officers were the members of the Council:—Vice-Admiral John Lawson, Rear-Admiral Dakins, Captains William Crispin, Jonas Poole, Benjamin Blake, John Lambert, Leon Harris, Richard Lions, Edward Morcock, John White, Richard Hodges, William Hannum, Clark, William Vessey, Henry Fen, Robert Story, Hawkes, Lightfoote, and Hubert, Lieutenants Haward, Pride, Trafford, Hall and Wilkinson, and Mr. John Bear, Master of the "Falmouth."³⁰

Cromwell in 1654 sent a secret expedition of thirty-eight ships under Admiral Penn to the West Indies, England then being at peace with Spain. Vice-Admiral Goodson and Rear-Admiral Dakins accompanied the fleet and General Venables was placed in command of the soldiers.

The "Laurel," commanded by Captain Crispin, was in Penn's squadron and carried 160 seamen, 30 soldiers and 40 guns. Fifteen ships, some from each squadron, sailed under Rear-Admiral Dakins from Spithead, on Wednesday, December 20th, 1654. The "Laurel" was one of them, as we learn from a letter given below, written by Captain William Crispin, on December 26th, 1654, off the Lizard, to the Commissioners of the Admiralty, which he must have considered of great importance, for he wrote, as will be noted under the address,—

"hast hast post hast
wth spead."

"Right Hono^{ble}

I being ordered by Reare Admirall Dackines, to Lay out to speeke wth any shipp or Vessell, homeward bound, & when any opertunity p: sented to give your Hono^{rs} an account of our Condition, Blessed be God y^e Major Gen^l, & all The rest Aboard This Squadron are well, we want only y^e Indian who was not in our Company since we

³⁰ Clarendon State Papers, Vol. 49, f. 84, Bodleian Library, Oxford.

came to sea, The wind held Faire wth us till yesterday morning, we have it now at SSW, being in y^e Latitude of 46 deg: & 50 Min: having nothing Further y^{ts} worthy your Hono^{rs} Cognicence I humbly crave leave to subscribe my selfe

Right Hono^{ble}

Your Very humble

serv^t

W^m Crispin

Lawrell Frig^{tt} y^e 26th xber
at 2 in y^e Afternowne, being 117 Leagues
WSW of y^e Lizard 1654.

Addressed:

For y^e spetiall service of y^e State
To y^e Right Hono^{ble} y^e Com^{rs} For
The Admiralty & Navey

These p: sent

Att Whitehall

Notes on the outside

Lawrell Frig^{tt}. y^e 26th xber
at see

W^m Crispin

hast hast post hast

wth spcad

Gentⁿ If This come to your hand pray cause it to be Fourthwth Conveyed into any of y^e Post masters hands, to be hasted up accordingly

W^m Crispin

To any of y^e Comand^{ers} of y^e Comonwealthes shippes in y^e Channell
p:sent These

p Cadwallader Cripps

M^r of the Shipp

Marey

Rec at Sittingbourn past 4 [?8]

Rochester past 11 at night

Receaved att Canterbury

past 4 in the afternone

Seal in two halves:

On a shield, three lions rampant.⁸¹

On December 26th the remainder of the fleet sailed, arriving in the Barbadoes on January 29th, 1655, where they planned their campaign. It was decided to capture Hispaniola. Accordingly, the fleet sailed on March 31st, 1655, and arrived in sight of St. Domingo on April 13th, where soldiers were landed the same day. Captain Crispin remained outside, sailing along the shore for observation. On April 24th the "Journal of the

⁸¹ State Papers Domestic, Interregnum, Vol. 91. f. 135, in P. R. O.

Expedition'' says ''Letter at 11 o'clock at night came from General Venables and the Rear Admiral on shore'' (the latter in command of a party of sailors on land service). The General said that Captain Crispin had discovered a landing place to the northward of Fort Jeronimo in a little sandy bay, and that the army would march there that evening or the next morning. After fighting for several days with no results, they re-embarked and sailed on Friday, May 4th, for the Island of Jamaica, which they decided to attempt to take, and arrived in the harbour there on May 10th, excepting Captain Crispin's ship which continued to reconnoitre outside.

An attack was immediately made and the Spanish surrendered on May 17th, having offered little resistance. In this attack it has been said by Captain William Crispin's great-grandson, that he fired the first and third shots which felled the flagstaff and that the Spaniards thereupon surrendered.

It was decided shortly afterwards, on account of the scarcity of provisions, that part of the fleet should return to England, 15 ships remain in Jamaica and three go to New England for supplies. Captain Crispin remained with the ''Laurel,'' although he desired to return.

Admiral Penn and General Venables sailed for home on Monday, June 25th, with the ships selected to leave, having placed Vice-Admiral Goodson in command, who then became Admiral. Rear-Admiral Dakins thus became Vice-Admiral, and Captain Crispin, Rear-Admiral. Granville Penn in his *Memorials of Sir William Penn* at this point says, ''Some of the captains expressed their desire to go home, notwithstanding their vessels remained, viz., Rear-Admiral Captain Crispin (of the Laurel), Captain Newberry and Captain Story.''³²

³² Vol. II. (London, 1833) 108.

On June 9th, 1655, Generals Penn and Venables and Captain Gregory Butler on board the "Swiftsure" before their departure for England issued instructions appointing Captain William Crispin, Robert Wadeson and Thomas Broughton, to take charge of supplying the English forces in the Island and they were called by the home authorities "Commissioners for Supplying Jamaica," or "Commissioners in New England appointed to provide provisions for the ships in Jamaica." Of these, Wadeson was the Treasurer of the English Navy, and Broughton was a merchant, living in Boston, Massachusetts, of which city he was a prominent and influential citizen. In 1652 Broughton received the right to make a wharf on his ground by the waterside at Center Haven, near the Ferry which operated from Boston to Charlestown and close to the site of the present Copps Hill Burial Ground. He was a Selectman of Boston, 1658-1660. James Oliver was named to serve on the Commission in case Broughton was deceased or otherwise absent. He was the son of Elder Thomas Oliver, several times a selectman, and also an influential citizen of Boston. He was Captain of one of the eight companies from that city which served in King Phillip's War.³³

Captain Crispin and Wadeson were ordered to take three ships to New England, supply them with victuals and provisions for the forces in Jamaica for six months at a cost of £10,000 and convey them back to Jamaica with all possible speed. They left the West Indies with the "Falcon" Flyboat, "Adam and Eve" and the "Golden Falcon," which boats were compelled to sep-

³³ James Savage, *Genealogical Dictionary*, I. (Boston, Mass., 1860) 263; Charles Henry Pope, *Pioneers of Massachusetts*, (Boston, 1900) 71; *New England Historical Genealogical Register*, XXXVII., 298; Justin Winsor, *Memorial History of Boston* (Boston, Mass., 1881) Vol. I. 562, Vol. II., pages VII.-VIII.; *Boston Town Records, 1634-1661* (Boston, 1877) 112, 119; Nathaniel B. Shurtleff, *Top. Des. Boston* (Boston, 1871). Some of the references about Broughton and Oliver have been received from the author's kinsman, Thomas Butler, of Philadelphia.

arate at sea, as they had a very rough voyage. The captain of the "Adam and Eve" having died on the way to Boston was buried at sea; the ships arrived in a badly battered condition requiring considerable repairs. The three Commissioners immediately made a report to the Commissioners of the Admiralty in London citing the above facts, also stating that they thought the boats would be repaired and provisioned for the voyage to Jamaica in about five or six weeks. This report was signed in Boston, on August 29th, 1655, by all the Commissioners. Captain Crispin returned to England early in 1656, in the "John" frigate, commanded by Captain John Leverett. That Captain Crispin held the rank and title of Colonel while in the West Indies is borne out by the Orders of the Council of State, dated February 13th, 1656, which report refers to the accounts of *Colonel* Crispin and others, employed by Generals Penn and Venables, to purchase provisions in New England for the forces at Jamaica.³⁴

Crispin was in London on April 24th, 1656, on which day he wrote to the Commissioners of the Admiralty the following holograph letter (here reproduced), which is in the British Public Record Office,³⁵ in London:

Right Hono^{ble}:

I have Considered y^e matter, Vpon w^{ch}: you were pleased to send for, & so strictly Examine me y^e other day, About Jamaica Hides, what I then tould you was True, but having since spooken wth: Gen^l: Penn, I am by his direction put into A better Cappassity to answer to your Examination About it, Viz^t: y^e said hides (being About Seaven Hundreed) were delivered by Cap^{tn}: Hodges to be disposed of by me, for Gen^l: Penns Use, Vnto whom since my return I have given an accompt Thereof, who ordered me to Let you know so much, & y^t if you dissird A further Accompt of y^t Parsell (before mentioned) he is ready to give it when you please, so having nothing further to trouble your hono^r: wth: I remaine,

Right Hono^{ble}:

Your humble Serv^t:

W^m: Crispin

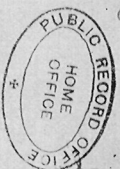
³⁴ *Calendar of State Papers, Colonial, 1574-1660.* (Lond., 1860) 437.

³⁵ *State Papers Domestic, Interregnum, Vol. 139, f. 57.*

Right Hon.

I have considered ^{it} matter, & you will be obliged to send for
as to strictly examining me & other day, & send of America. ^{He} Will be
noted of them, & you will find, but having said & wrote the
not for. Now, I am by his direction not in the doctor's (exactly),
to answer to your examination about it, but I said that I was
about ~~to~~ answer (I understood) your direction by (as) God goes to his
disposal of by me, for both. I am not, & to return said my share
I have given an attempt. I have not, & so on and so on, & to do & you
there for me, & if you think it worth the attempt of it, I will be
(after & notional) He is ready to give it, & you will be so
having nothing further to be said, & you will be so. I am yours.

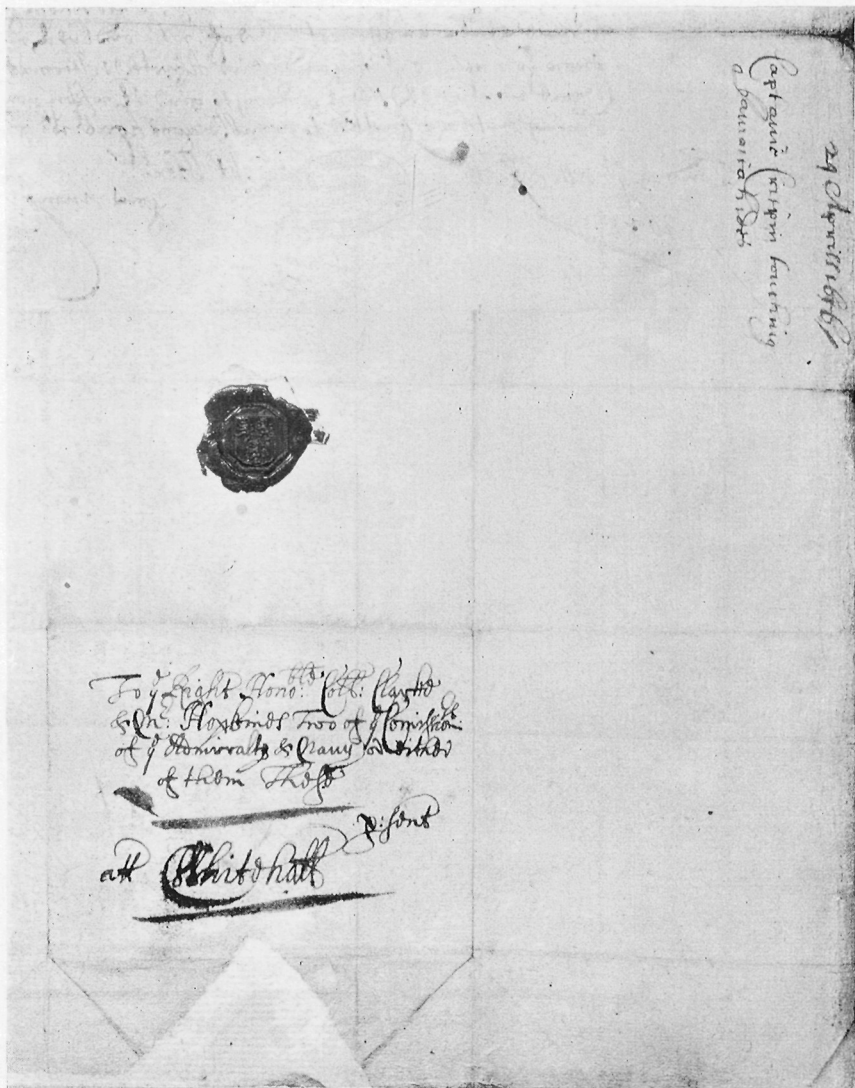
London 24th April 1841



Right Hon:

Good humbled friend

John Gibson



Address of Captain William Crispin's Holograph Letter of April 24th, 1656, with Wax Seal impressed with his Arms, on a Shield Three Lions rampant.



Seal Natural Size.

London y^e 24th Aprill

Wax seal bearing his arms on a shield, three lions rampant.

Addressed in the same hand:

To y^e Right Hono^{ble}: Coll: Clarke
& M^r: Hopkins Two of y^e Comission^{rs}.
of y^e Admiralty & Navy or either
of them These

Œ: sent

att Whitehall

Endorsed in a contemporary hand:

24 Aprill 1656

Captaine Crispin touching
Jamaica hides.

The Commissioners of the Admiralty, May 21st, 1656, had reported that in December 1654, when General Penn went to the West Indies, there went also the "Catherine," a serviceable Dutch vessel which carried 240 soldiers and 30 guns. She was never mentioned in any of the lists and never returned. They report that she was employed on a private commission by special order of His Highness, the Lord Protector and the Council, that she had a considerable quantity of hides taken from Jamaica to New England and there disposed of by Captain Crispin. It appears from the letter of Captain Crispin to the Admiralty, above reproduced, that he had been closely examined concerning this matter, and that he had afterwards had an interview with Penn, who ordered him to inform the Commissioners that if they desired further information he, Penn, was ready to give it, when they pleased.

Oliver Cromwell had instructed General Venables and Captain Gregory Butler (one of Cromwell's special commissioners in Jamaica) to deliver this ship to Admiral Penn, which they did by special order dated December 14th, 1654.³⁶

Meanwhile Penn and Venables arrived at Spithead on August 31st, 1655, and were immediately sent to the Tower, the reason being given that they had disobeyed

³⁶ Granville Penn, *Memorials of Sir William Penn*, Vol. II. (Lond., 1833) 29-30.

orders by returning to England. The real cause of their imprisonment was that Cromwell knew they both favored the exiled Charles, then residing on the continent, he having intercepted a letter written to Charles by Penn promising support. Penn was soon released, however, but was dismissed from service and retired to his estates in Ireland.

Many of the most prominent men in the Navy about this time were becoming very much dissatisfied with Cromwell for placing the authority of the army over the navy. Cromwell had hardly a friend among the sea commanders, except his land admirals, and of these last scarcely any were cordially attached to him. Principles and sentiments which had never been extinguished, but had remained inactive only through restraint, in the hearts of the seamen, began to ferment. Both officers and men (together with a large portion of the nation) had their eyes silently turned towards their exiled prince.

They had done most of the fighting for a number of years past with the foreign foes of England, and they had subdued and conquered much territory, and felt they had not received proper recognition for their services, being either dismissed or superseded by Cromwell's army officers. Most of these naval officers had been at sea, fighting the enemies of the whole English people, many of whom were royalists at heart and were lukewarm in their devotion to Cromwell and his party; Penn and Crispin belonged to this group, and when the naval party began to plan for the Restoration, they were among its leaders; this movement was afterwards consummated by General Monk. The leaders of the West Indies Expedition and their subordinates were in favour of the King, especially as they had not been in sympathy with this expedition, and when Spain declared war against England, on this account, a number of officers resigned from the service. Captain Crispin

was probably one of these, and they with the officers whom Cromwell had dismissed as well as their friends in the service, formed the naval party which was active in the Restoration.

The Fifth Monarchy³⁷ men in 1656 held meetings and began to prepare for a revolt. The naval party and Royalists hearing of it, attempted to turn it to their benefit. An agreement was reached in March, 1657, and an uprising against Cromwell decided upon. The men "behind the curtain" on behalf of the Naval party, says Secretary Thurloe in his report, were "Vice-Admiral Lawson, Colonel Okey, Captain Crispin, Captain Lyons, Captain Dakins (Rear-Admiral of the West Indies Expedition) and some others." This scheme was doomed to failure, as it was discovered and frustrated, but the naval party continued secret activities in conjunction with other royalists. Nothing further is heard of Captain Crispin in reference to this matter. However, as Penn had lost all of his influence the chances of Captain Crispin obtaining a command at sea were very remote, so he acquired and took command of the "Boston Merchant," on a trading expedition from London to America, in July, 1656, but met with very stormy weather and was wrecked on the coast of Ireland.³⁸ It is not known whether he followed Penn to Ireland immediately after this unfortunate occurrence, or whether he remained in England working with others of the naval party, who were undoubtedly in

³⁷ Fifth Monarchy Men, the name of a Puritan sect in England, which for a time supported the Government of Oliver Cromwell in the belief that it was a preparation for the "Fifth Monarchy," that is for the monarchy which should succeed the Assyrian, the Persian, the Greek and the Roman, and during which Christ should reign on earth with His saints for a thousand years. These sectaries aimed at bringing about the entire abolition of the existing laws and institutions, and the substitution of a simpler code based upon the law of Moses. Disappointed at the delay in the fulfilment of their hopes, they soon began to agitate against the government and to vilify Cromwell.

³⁸ Chancery Decrees and Orders, in P. R. O.

constant communication with Penn. Nevertheless, he was in Ireland soon after the Restoration, for the *Council Book of the Corporation of Kinsale, 1652-1800*,³⁹ refers to the reading at the meeting on July 18th, 1662, of a letter of protection from arrest granted to William Crispin by Thomas Amory, dated June 20th, 1662.

Admiral William Penn took a very important part in the final events of the Restoration in 1660, for which he was knighted and made Commissioner of the Admiralty and Governor of the Town and Fortress of Kinsale. He was likewise Victualer for the Royal Navy. In April, 1665, Captain Crispin appears as Deputy Victualer at Kinsale.⁴⁰ He was also active in the management of other public affairs in and about the Fort and Town, which is made evident by many letters written by him to the Commissioners of the Admiralty, beginning with one, dated Kinsale, February 25th, 1664,⁴¹ and ending with one for the year 1669.

Most of these letters refer to accounts for funds due to him and others for repairs to ships and matters of this kind, which came under his jurisdiction, but the government of Charles II. paid scant attention to requests for money.

Captain Crispin's first wife Rebecca, *née* Bradshaw, may have died at Kinsale in the early 1660's.⁴² At any rate, in 1665, he was married a second time to Jane Chudleigh. Her father was Captain John Chudleigh (died 1653),⁴³ of Kinsale, who is mentioned as early as 1647 as engaged in naval shipbuilding in Ireland.⁴⁴ He was descended from the Chudleighs of the ancient

³⁹ By Richard Caulfield, 1879.

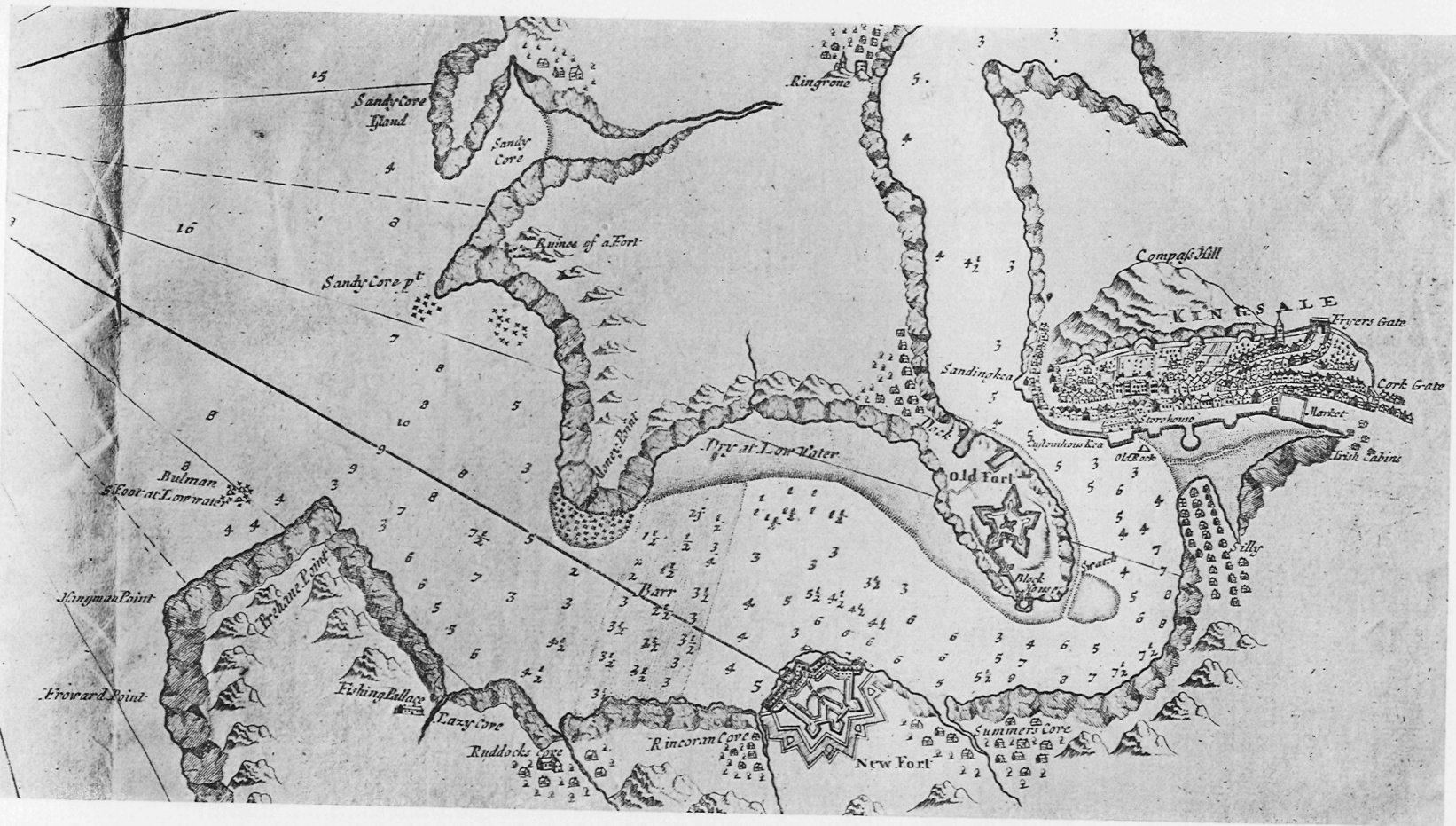
⁴⁰ *Cal. State Papers Domestic, 1666-1667* (Lond., 1864) 441.

⁴¹ State Papers, Domestic, Supplementary, Bundle 136, in P. R. O.

⁴² Ralph Bradshaw, her father, in his will, dated 1667, refers to her as deceased.

⁴³ Will of John Chudleigh, of Kinsale, probated 1653.—*Indexes to Irish Wills*, Vol. II. Cork and Ross, Cloyne (London, 1910) 21.

⁴⁴ MS. Admiralty Account Generals Bill Books, Vol. 5:176, in P. R. O.



Map of Kinsale and Vicinity in the Time of Captain William Crispin.



Ruins of Old Kinsale Fort.



Tower, Ruins of Old Kinsale Fort.

landed gentry of Devonshire, in England, as reported in the heraldic visitations of that county,⁴⁵ as represented by a baronetcy, 1622–1645,⁴⁶ and as entered in the matriculate registers of Oxford and Cambridge Universities. Beginning with Captain Chudleigh, the Chudleighs for a century and a half, according to the chief annalist of Kinsale, were one of the prominent families of the town. They were not only “eminent ship builders,” in the earlier period, but at times held important public office, three of the name serving as Sovereigns of Kinsale.⁴⁷

In 1649, the inhabitants of the Town of Kinsale, declaring for the Commonwealth, John Chudleigh was of strategic assistance in the seizure of Kinsale Fort from the Royalists.⁴⁸ Chudleigh’s most signal service to the Parliamentary cause, however, as recited in the records and histories of Ireland and on the monument of his son Thomas in Kinsale Church, was in 1652 as a participant in General Edmund Ludlow’s reduction of Ross Castle, on an island in the Lakes of Killarney, in County Kerry. Effective use was made of boats built by Chudleigh at Kinsale, brought in parts overland and rebuilt by him on the lake. “Of good estate and good repute” wrote the Commissioners in referring to Chudleigh, at this time, in a letter to General Ludlow.⁴⁹

⁴⁵ Chudleigh of Ashton, in J. L. Vivian, *Visitations of the County of Devon*, Part I (Exeter, 1895) 189–190; *Visitations of the County of Devon, 1564*, (Exeter, 1881) 52–54; *Visitations of the County of Devon, 1620*, Pub. Harleian Society, VI. (London, 1872) 59.

⁴⁶ George E. Cokayne, *Complete Baronetage*, I. 1611–1625 (Exeter, England, 1900) 206–207; Sir Bernard Burke, *General Armory*, (London, 1878) 193.

⁴⁷ Richard Caulfield, *Council Book of Kinsale* (1879), pages xcvi, 9, 10, 433, 434.

⁴⁸ Richard Caulfield, *Council Book of Kinsale* (1879), pages 357–358.

⁴⁹ *Ibid.*, page xcv. (where Caulfield erroneously refers to John Chudleigh as Thomas Chudleigh); C. H. Firth, ed. *Gen. Ludlow’s Memoirs* I. (Oxford, England, 1894) 321, 526; Richard Bagwell, *Ireland under the Stuarts*, II. (London, 1909) 290–291, III. (London, 1916) 83; Robert Dunlop, *Ireland under the Commonwealth*, I. (Manchester, England, 1913) 213.

John Chudleigh having died in 1653, his widow, Joan Chudleigh, carried on his affairs,⁵⁰ and in 1661, the sons, John (died 1686) and Thomas Chudleigh (1639–1706) appear as conducting the business.⁵¹ In his will of 1686, the son, John Chudleigh, is referred to as of London, Purser of the Royal Naval Ship “Bonaventure;” mention is made of his brother Thomas Chudleigh, who married Elizabeth Roberts, in 1666,⁵² and his sisters Jane Crispin, of Ireland, and Joan,⁵³ who married Martin Peirse, in 1682,⁵² both of the sisters being of Kinsale.⁵⁴

Thomas Chudleigh, son of Captain John, and brother of Jane Crispin, continued at Kinsale in the family occupation, building among other ships, the Royal frigate “Kinsale.” In the Church at Kinsale are still to be seen his gravestone and monument with a Latin inscription which is thus rendered in part:

“Behold the venerable name which has delivered us.
Together with his Father lies Thomas surnamed CHUDLEIGH
Both built Ships for the Kings of the English
The skill of the Father was conspicuous, alas, alas, his time
was short.” etc. etc.⁵⁵

In a letter of May 21st, 1667, from the Navy Office in London, to his son William, then in Ireland, Sir William Penn sent messages to his cousin, Ensign William Penn (son of George Penn), Clerk of the Cheque at Kinsale, and to “Cap^t. Crispin” desiring him “to afford him [Ensign Penn] his vtmost assistance.”

⁵⁰ *Calendar of State Papers, Domestic, 1653–1654* (London, 1879), 529.

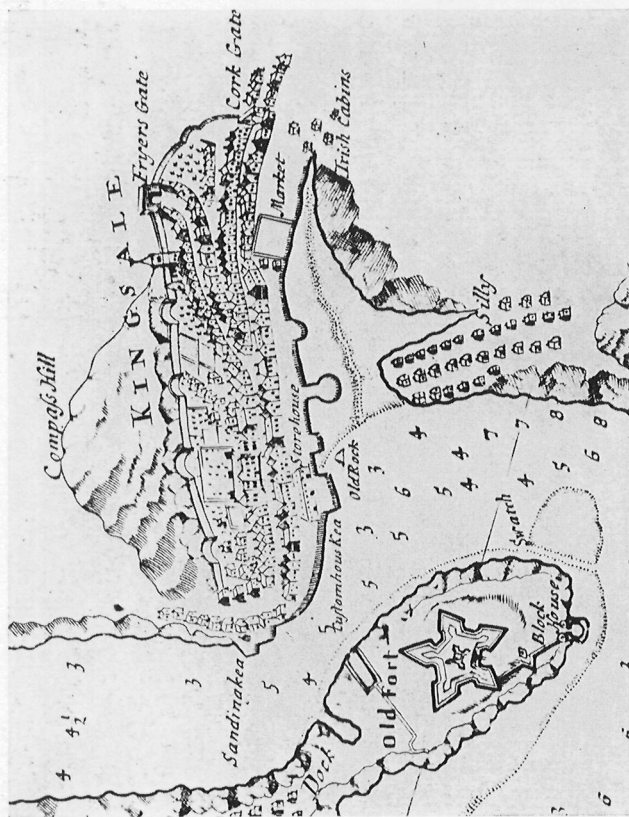
⁵¹ *Calendar of State Papers, Ireland, 1660–1662* (London, 1905), 608–609.

⁵² Herbert Webb Gillman. *Index to Marriage License Bonds of the Diocese of Cork, and Ross, Ireland, 1623–1750* (Cork, Ireland, 1896–7), 26.

⁵³ The will of Joan Pierce, of Kinsale, was dated 1724.—*Index to Irish Wills*, II. (London, 1910) 87.

⁵⁴ Wills at Somerset House, London, P. C. C., 39 Lloyd.

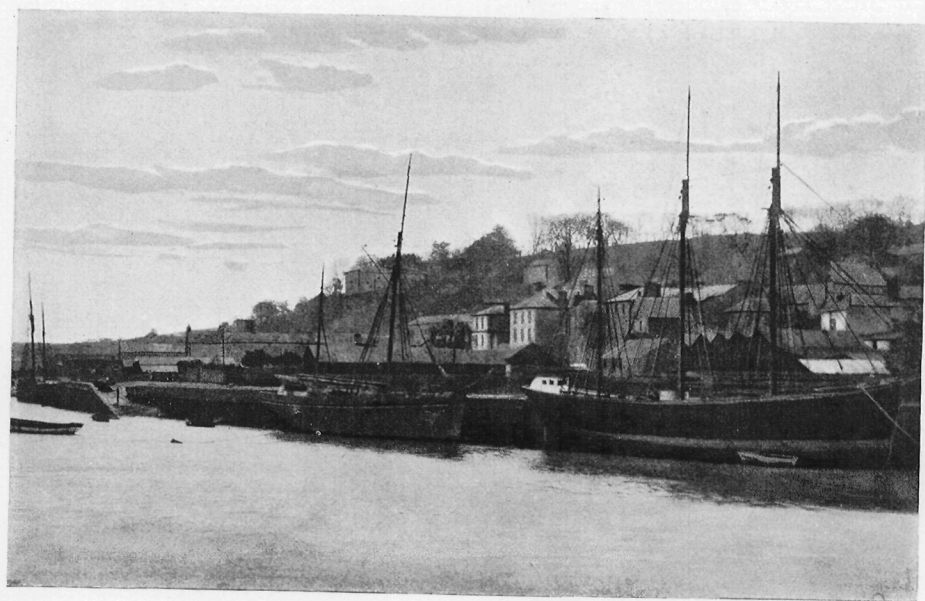
⁵⁵ Richard Caulfield, *Council Book of Kinsale* (1879), pages xcvi–xcvii.



Plan or View of Town of Kinsale in the Time of William Crispin.
Church near "Fryers" Gate.



Street View in Town of Kinsale.



Water Front in Town of Kinsale.

By 1669 Captain Crispin was living some little distance out from the Town of Kinsale, a letter of his to the Navy Commissioners of March 26th, 1669, being dated as "Near Kinsale." He writes, "I was constrained to leave my family and concerns by a costly and tedious journey to London."⁵⁶ His cousin, Ensign Penn, also, May 25th following, states that Captain Crispin lives at a distance and has been only twice in Kinsale Town.⁵⁷ At this habitation later in the same year, Crispin entertained his kinsman, William Penn, the future Founder of Pennsylvania, then a single young man of 25, who, on December 10th, 1669, having dined at the Fort at Kinsale, writes, "I Came to Cozen Crispins." There he lodged and then on the 11th, he adds, "I left C[ousin] Crisp[ins] and came to Immo-killy he [Cousin Crispin] wth vs to y^e first Ferry 7 miles."

August 9th, 1670, Philip Ford wrote from Cork to his master William Penn, after the latter's return from Ireland to England, "I sent a lett^r to Cap^t C[rispin] to Meet me at King Sayle fort who Accordingly did."

Sir William Penn having died in this same year, 1670, no reference to Captain Crispin's services at Kinsale have so far been found until 1676. Then, Ensign William Penn, Clerk of the Cheque at Kinsale, who was a first cousin of Captain Crispin's first wife, having died, about April of the latter year, Captain Crispin succeeded to that office, upon the recommendation of Robert Southwell (1607-1677), one of the most active and influential personages of Kinsale, Vice Admiral of the Province of Munster, the application to His Majesty the King, having been presented to the Royal Naval Board, May 13th, 1676,⁵⁸ by no less a person than

⁵⁶ *Cal. State Papers Domestic, 1668-1669* (Lond., 1894) 249-250.

⁵⁷ *Ibid.*, 343.

⁵⁸ *Pepys' Naval Papers, Publications of the Navy Records Society*, XXXVI. (1909), 199, 203.

the noted diarist, Samuel Pepys (1633–1703), a leading naval official in London.

The action thus taken was entered upon the British Admiralty Journal, June 26th, 1676, as follows,—

“Navy Officers’ report allowed of, touching Mr. Crispin’s being entertained in the place of clerk of the check at Kinsale in Ireland, vacant by the late death of Mr. Penn, with the abatement of salary proposed by the said Officers during peace.”⁵⁹

Crispin next appears in the records as Muster Master and Clerk of the Cheque, in connection with the repairs of the Fortifications at Rinconnan, for the defence of Kinsale, commenced on March 4th, 1677/8. His duties are set out in the Orders and Instructions, as follows,—“He is to be constantly in attendance on the works, either in person or by deputy. He is to call over the names of day laborers. Not to take into work any person not capable of doing a good day’s work, especially boys, very ancient men or maimed or disabled persons. Every Friday night he is to draw up a “faire muster rolle” of all the officers and laborers in such a way that the hours and the sum due are shown, leaving a margin to enable a receipt to be given.”

From these Orders and Instructions, it appears that the workmen received 6^d for a 12 hour working day, commencing at 5 o’clock A.M., and finishing at 7 o’clock P.M., being allowed two hours for meals.

An interesting clause is that “All persons selling ale, beer or ‘aquavitae’ about the works shall not give a man credit for more than his earnings shall amount to, otherwise the excess will be their loss.”

The Instructions to the Drummer as to beating the time were that “where dyalls (clocks) are wanting, he is to judge the true time by the tide, or by the engineer’s watch.”⁶⁰

⁵⁹ *Cata. Naval Manuscripts in the Pepysian Library Magdalene College, Cambridge*, IV. (1923) 321.

⁶⁰ British Museum, Additional MS., 28085.

Four men were in charge of a pinnace, which they were to look carefully after, and not to take it from the works without the orders of the Engineer, or of Captain Crispin who had lent the boat for the service.

On April 3rd, 1678, Crispin is a witness to Articles of Agreement made between William Robinson and Captain Thomas Archer of the one part, and Thomas Chudleigh, of Kinsale, shipwright, his brother-in-law, of the other part, for the supplying by Chudleigh of 65 gun carriages for the Fortifications.⁶¹

Captain Crispin's duties in connection with the Fortifications probably occupied the whole of his time until his departure for America in 1681, when his residence was still in Kinsale.

At the time of Admiral Penn's death, the British Government owed him for expenditures in the naval service as Victualer 16,000 pounds. His heir William Penn, later the Founder, knew that Charles the Second was hard pressed for funds to keep up his expensive Court, and would find some difficulty in paying this large sum due to his father's estate. As, however, Charles and his brother, the Duke of York, were very friendly to William on account of their gratitude to, and affection for, the Admiral, by reason of the part he played in placing Charles on the throne, Penn thought Charles might be disposed to grant him some unoccupied land in North America in lieu of the debt. He thereupon petitioned the King, as above indicated, and was granted on March 4th, 1681, the Province of Pennsylvania, which was the largest stretch of territory ever granted to one man in America, covering as it does 40,000 square miles—much greater in extent than Ireland and not much smaller than England.

William Penn first sent his first cousin, Captain William Markham (also a first cousin by marriage of Captain Crispin), to Pennsylvania, as Deputy Governor,

⁶¹ British Museum, Additional MS., 28085., f.188 &c., cited in Charles Smith, *Cork*, I. (1893) 238.

to receive the government from the Duke of York's representatives at New York. As a man of wide experience and sound judgment was required to assist in organizing and settling the new Colony, Penn immediately turned to his cousin, the trusted friend and associate of his father, Captain William Crispin, and persuaded him to come to America. That Penn intended him to occupy high office and position in Pennsylvania is made clear by the important appointments which he conferred upon him. Besides the appointments to public office Penn made Captain Crispin large grants of land in Pennsylvania, which later were laid out in and near Philadelphia. Thus he is listed as one of the "First Purchasers" of land in the Province, but he did not live long enough to have the purchase of 5000 acres laid out to him. After his death this amount was confirmed to his children in separate portions by the Proprietary's patents, in which it is stated to be of the latter's free gift. Captain Crispin's commission as Chief Justice of Pennsylvania is referred to in the following letter to Deputy Governor Markham:

Lond: 18th: 8^{mo}—1681.

Cosen Markham/

. I have sent My Cosen William Crispin to be thy Assistant, as by Commission will appear. his Skill, Experience, Industry & Integrity are well Known to me, & peticularly in Court keeping &c: so y^t. it is my will & pleasure, that he be as cheif Justice, to Keep y^e Seal, y^e Courts & Sessions; & he shall be accountable to me for it. The proffitts redounding are to his proper behoof. he will show thee my Instructions, w^{ch}- will guide you all in y^e business. y^e rest is Left to your discretion, y^t. is, to thee, thy two Assistants & y^e Council.

.

Pray be very respectfull to my Cosen Crispin he is a man my father had great Confidence in & vallue for.

Wm Penn

Three Commissioners headed by Captain Crispin were appointed by William Penn for "Settling the Colony of Pennsylvania," with authority to purchase land from the Indians, select a site for a city and carry

For William Markham
Deputy Governor of
Pennsylvania

Wm Markham London 18th Oct 1681

My sincere love salutes thee, wishing
thy prosperity every way. with this
comes Instructions. & Concessions.
no ~~more~~ some things. I
hope thou hast made Concessions
provision for them. I have sent
my Cousin William Crispin to be
thy Assistant, a good Commissioner
will appear. his Skill, experience
Industry & Integrity are well
known to me. & particularly
in Court keeping &c. say it is
my will & pleasure, that he
be as chief Justice. To keep
seal of Courts & Sessions. & he
shall be accountable to me for
it. the profits redounding are to
his proper behoof. He will
then thee my Instructions. & will
guide you in it. I rest
is left to your discretion; y^e.
to thee. Thy two Assistants
& Council.
Now I shall tell thee, that if thy
Inclinations rather run to a

Holograph Letter of William Penn, dated London, October 18th, 1681, to William Markham, Deputy Governor of Pennsylvania, commending their Kinsman, Captain William Crispin, as Assistant to the Governor and Chief Justice of Pennsylvania. Page 1.

Verily I shall ~~not~~ ^{not} see in
Commander of a vessel to carry
people to ~~and~~ ^{and} to visit this Country
on that note if thou ~~shouldst~~ ^{shouldst}
come with all speed thou canst
y^e thou mayest be here before
goe & come and a vessel backward
the profit is more, & I think
the credit not less. but this is
left to y^e to come, or stay
to come whither. pray be any
respectful to my Father Christian
he is a man of great this had great
confidence in Father for his
Shower to give contented of 2 Carls
in the measure of sweetness, mixt
in the Authority, can it be of thou
mayest honour me as well as thy
self, & I do hereby promise thee
I will effectually answer it to
thee as thou give the Inclosed
in Sweden. To Sweden I write
word to y^e friends, it cometh from
the friends, even as I have in right
of the friends, who by is take
by dead. all men of Nations
of the Inhabitants, & be true
of my Credit with all watching
No protest all false things, & incalculable

all the honest & advantageous thing
on my behalfs y^e may be, mind
be diligent. I can say no more, but
wish you all prosperity, in y^e fear
of God, to whom I comitt you
all. & rest

I question if this ~~will~~ ^{will} be
because it was thy
motion to me. Thy true friend
Wm Penn

out the numerous affairs connected with such an immense undertaking—affairs that could only be satisfactorily conducted by men of great courage, intelligence and foresight. The two other Commissioners were the Quakers, John Bezer and Nathaniel Allen. Their first instructions were issued September 30th, 1681. The next month Penn gave further instructions and added another Commissioner, William Haig,⁶² likewise a Quaker; the commission to the four was dated October 25th, 1681, and refers to still other instructions of October 14th.

Two ships⁶³ carried the Commissioners and other passengers for Pennsylvania,⁶⁴—the “John and Sarah,” of London, Henry Smith, Master, and⁶⁵ the “Bristol Factor,” of Bristol, Roger Drew, Master, both sailing in the fall of 1681.

William Penn’s London lawyers charged him with the following items,—

Commission “to Wm. Crispin	0. 6. 8.
Like to y ^e same & Bezer	0. 6. 8.
Like to y ^e same & Allen	0. 6. 8.
Like to y ^e same & Hage	0. 6. 8.
Catalog of all the Purchas ^{es}	
2 large skins sent w th first ship	2. 0. 0.
A Charter Pty ⁶⁶ int. ⁶⁷ Smith & Crispin	0.10. 0”

One very important fact is brought to light in this account, namely, that Captain Crispin was joined with Bezer, Allen and Haig separately, which suggests that

⁶² Of the Haigs of Bemersyde, Scotland, of whom the present head is the Second Earl Haig, 30th Laird of Bemersyde, whose father, Douglas Haig, the First Earl, was the celebrated Marshal Haig, Commander of the British Army in the World War.

⁶³ Considerable of this shipping information was supplied by Albert Cook Myers.

⁶⁴ Public Record Office, London, Port Book, E 190, Bundles 108 and 111.

⁶⁵ *Ibid.*, E. 190, Bundle 1144.

⁶⁶ *i.e.*, Party.

⁶⁷ int.—inter, *i.e.*, between.

they had authority to act only in conjunction with him, as Chief Commissioner. The last item is of special interest, for Henry Smith was master of the "John and Sarah." It would thus appear that Captain Crispin was in London, and had chartered this ship, on behalf of William Penn, to carry the Commissioners to Pennsylvania. It may therefore be assumed that he, as head of the Commission, sailed on this ship, carrying the Commissions and instructions, and taking with him his son Silas Crispin, who figures in the records of Pennsylvania as early as June 4th, 1682, when he was a juror at Upland Court.⁶⁸

William Haig, doubtless, also was on board, for he was in London, in October, 1681, where he had a child born on the 4th of that month, a few weeks before the ship sailed.⁶⁹ He had arrived in Pennsylvania some time before March 11th, 1681-2, as on that date Lord Baltimore, in a Maryland letter, complains "that Penn sent over" Haig "this shipping" and that Haig had already made surveying observations on Elk River at the head of Chesapeake Bay, with respect to the disputed boundary between Maryland and Pennsylvania.⁷⁰

On October 17th and 24th, 1681, customs duty was paid on various articles of clothing, to be sent to Pennsylvania in the "John and Sarah," for the account of John Moore and James Hayes,⁷¹ and on January 19th, 1681/2, the Commissioners of Customs reported that merchandise was entered for export in this ship to Pennsylvania in October 1681.

The "John and Sarah" took passengers on board towards the end of October, 1681, and a few days after

⁶⁸ *Records of the Courts of Chester County, 1681-1697* (Phila., 1910) 15.

⁶⁹ MS. London Quaker Registers.

⁷⁰ *Maryland Archives*, V. (Baltimore, 1887) 349, 375-376.

⁷¹ Public Record Office, London, Port Books, E. 190, Bundle 108.

sailed from Gravesend, as witnessed by William Penn himself. The ship was, however, delayed in the Downs, waiting for favourable winds, and doubtless for additional documents from William Penn. In the *London Gazette* of November 7th, 1681, there are two reports, probably relating to this, and other ships, bound for America and the West Indies; the first under date, Deal, November 5th, states that "The merchant ships in the Downs outward bound are preparing to sail though the wind is somewhat bare." Another entry dated the 7th states that the "weather has been very stormy." The issue of November 14th, contains a statement, dated the 11th that "All the merchant-men in the downs sailed . . . and there is at present not one ship there." The evidence would seem to indicate that the "John and Sarah" sailed from England early in November, 1681, and arrived in Pennsylvania possibly about January or February, 1681/2.

The "Bristol Factor" sailed from Bristol in October, 1681, arriving at Upland (now Chester) on December 11th, 1681, some little time before the "John and Sarah." On the "Bristol Factor" came the two other Commissioners, John Bezer and Nathaniel Allen, both of whom carried a large quantity of goods with them.

In the Port Books of Bristol, we find Thomas Corborne and Nathaniel Allen and Company, entered on this ship a quantity of wrought iron, nails, lead, and shot, gun-powder, shoes, sugar, haberdashery and felt hats—varied but useful commodities.

John Bezer carried wrought iron, serges, wearing apparel, gun-powder, cheese, stockings, soap, shot, &c. and also paid a duty of 6^d for two firkins of butter, presumably for use on the voyage.

Letters of administration on the estate of William Crispin, Gentleman, of Kinsale, who died intestate in parts "beyond the sea" ("transmarinus") were

granted, July 7th, 1682, in Ireland, to John Suxbery⁷² and John⁷³ Watts.⁷⁴

The news of the death of his cousin, Captain Crispin, especially in the wintertime, would require some weeks for transmission to Penn. He must have had this information, however, by April 18th, 1682, as on that day he commissioned Thomas Holme, Surveyer General of Pennsylvania, in place of Crispin. It is safe to say, then, that William Crispin died about the time the "John and Sarah" reached America or American waters, in the early winter of 1681/2, at the age of 54. According to the statement of his great-grandson, William Crispin (1742-1797), of Philadelphia, Commissary General of Pennsylvania, during the Revolutionary War, he died in the Barbadoes, although no record of this has been found in the registers of the Island. Nevertheless, it was customary for the English ships bound for Pennsylvania to come by way of Barbadoes.

Thomas Holme sailed from England in the ship "Amity," April 23rd, 1682, and arrived at Upland, now Chester, Pennsylvania, August 2nd, 1682.⁷⁵

There are on file in the Record Office in Chancery Lane, London, about 75 holograph letters written by Captain William Crispin to the English Government. The seal used by Captain Crispin on his letters in 1653 and prior thereto, is his crest, which is a "Demi griffin erased, with wings addorsed." On his papers after that date he used his arms which are "Three lions rampant." These arms (see frontispiece) have been

⁷² The will of John Suxberry, of Kinsale, was probated in 1686.

⁷³ John Watts, of Kinsale, was one of the Trustees for the minor children of Captain Crispin, named by William Penn, 1687.

⁷⁴ Note made in 1913, by Albert Cook Myers, from the Prerogative Grant Book, Ireland, 1679-1684, pages 139-140, in the Irish Public Record Office, Dublin. This record with the other archives of the Record Office were destroyed in the Irish troubles of 1922, when a bomb blew up the building.

⁷⁵ Albert Cook Myers, *Immigration of the Irish Quakers into Pennsylvania, 1682-1750* (Swarthmore, Pa., 1902) 252-253.

confirmed by the College of Arms in England and the Office of Arms in Ireland. The heraldic description is as follows: Erminois, three lions rampant azure, armed and langued purpure. Crest.—A demi griffin erased with wings addorsed, azure. Motto.—*Dum clarum rectum teneam.*

Thus it will be seen that Captain Crispin played a very important part in the affairs of his country during the Commonwealth and the events which led up to the Restoration of Charles II., as is evident by his rapid promotion in the Navy, at a period when ability alone counted. He had entered the Navy at 15, was Purser at 22, Captain at 26, Rear Admiral and Colonel at 28. Also, that he was a man of courage, justice and resource is clearly shown by the fact that the great Founder considered him worthy to hold some of the highest offices in the formative period of what was to become the great Commonwealth of Pennsylvania.

(To be continued)