

Graffin Prankard, an Eighteenth-century Bristol Merchant

J.H. BETTEY

The career of Graffin Prankard illustrates many features of trade and commerce in Bristol during the first half of the eighteenth century, the golden age of Bristol's prosperity as a part and as 'the metropolis of the west'. It shows the opportunities provided by the expanding trade of the port, and the way in which someone from outside Bristol could, without apparent difficulty, set up as a merchant and rapidly develop a large-scale business in the city. The complex pattern of Graffin Prankard's trade, the many different ports to which his ships were sent, and the importance of his trade with the Baltic, as well as the variety of commodities which the ships carried, provides a valuable reminder that the trade in slaves which has occupied so much attention was very far from being the only concern of Bristol merchants, for Graffin Prankard was not involved in it at all, although his ships went regularly to the American colonies. Above all, his career illustrates the risks and vicissitudes involved in sea-borne trade, the dangers which constantly attended the voyages and the possibilities of heavy losses as well as large profits. Graffin Prankard traded on a large scale for many years without making a great fortune, and although a few of his contemporaries like Thomas Goldney, Paul Fisher, William Miles or Prankard's own apprentice and son-in-law, Caleb Dickinson, prospered greatly and bought country estates or built fine suburban houses, there were many other conscientious merchants who did no more than make a competent living from their ventures.

The following account is based largely on the correspondence, ledgers, journals, accounts and papers of Graffin Prankard which are preserved among the Dickinson archives in the Somerset Record Office [DD/DN 105-441].

Graffin Prankard was a Quaker whose family came from Somerton in Somerset where his father, Robert Prankard, was a maltster. Robert Prankard evidently had a profitable business, and when he died in 1708 he left to his son lands, tenements and other property in and around Somerton, as well as lands which he purchased at Lympsham, on the Somerset coast.¹ It is not clear how or why Graffin

Prankard left Somerton and came to Bristol, but by 1710 he was already established as an iron merchant and this was to remain the central feature of his trade. In 1710 he was sufficiently wealthy to enter into a partnership with Abraham Darby and James Peters for making cast-iron wares at Cheese Lane in Bristol and at Coalbrookdale. The capital was £2,804 4s 0d, of which Peters took one-sixteenth share and Prankard two-sixteenths.² Abraham Darby was also a Quaker, and throughout his career Graffin Prankard was closely involved with the tightly-knit Quaker community in Bristol, and his account books record regular payments to the Quaker Meeting House. He married Sarah Alloway, the daughter of a Quaker merchant, William Alloway of Bridgwater, whose family had connections among the merchant community of Bristol; many of those with whom he had business dealings in Bristol and London were Quakers, and a Quaker cousin, Nathaniel Alloway, was master of one of his ships and a partner in numerous voyages.³ Caleb Dickinson, a member of a wealthy Quaker family, was apprenticed to Graffin Prankard, and married his master's only child, Sarah, in 1738. Caleb Dickinson was to make a great fortune from trade through the port of Bristol, owning slave plantations in Jamaica, and in 1741 purchasing the manor of Kingweston, near Somerton, together with widespread lands in that district, and establishing a land-owning family which was to remain there until the twentieth century. Graffin Prankard and his wife, Sarah, lived in much more modest circumstances in a house on St Augustine's Back in Bristol which was leased from the Dean and Chapter of Bristol Cathedral.⁴

Few details of Graffin Prankard's personal life or character emerge from his surviving papers, which are almost entirely concerned with his commercial ventures; it is not clear how he came from Somerton to Bristol or how he began to trade as a merchant, although this may be connected with his marriage into the Alloway family, who were already well-established merchants in Minehead and Bridgwater. He gave close, personal supervision to all his business dealings, and appears in his correspondence as cautious, constantly attentive to his business and concerned about profits and the necessity of keeping costs to a minimum. Although his main trade was in iron and steel, the impression from Prankard's correspondence is of the very wide range of his trading activities, the diversity of goods handled, and the many different ports with which he traded, from the West Indies and the American colonies, to Newfoundland, the Baltic ports, Hamburg, Rotterdam, Lisbon, Cork, Dublin and numerous other European ports.

Graffin Prankard's partnership with Abraham Darby provided a

supply of cast-iron kettles and pots which were brought down the Severn to Bristol by 'trows' or barges, and thence despatched across the Atlantic. The correspondence concerning this trade shows Prankard's involvement in every detail, and he made numerous complaints to Darby about the quality of the goods, the carelessness of the trow owners, and the need to maintain a regular supply. In July 1715, for example, he wrote to Darby at Coalbrookdale to complain that some of the cast-iron pots and kettles were broken, that some had been cast with thin or hollow legs and were very brittle, others had been left in the rain by the trow owners and had become rusty. He urged Darby to build a shelter on the banks of the Severn where the goods could be kept dry, and to insist that they were covered with a tarpaulin on the trows.⁵ This trade in cast-iron goods from Coalbrookdale was to remain one of the mainstays of Prankard's exports throughout his career. His letter-books beginning in 1712 also reveal that he was sending cargoes of fish from Newfoundland to Cadiz, importing iron, pitch and tar from Stockholm, tallow, flax, hemp, deal and boards from St Petersburg, rice and logwood from South Carolina, while salt brought down the Severn from Droitwich was exported to South Carolina and to various ports in England. Few of these voyages were simple or straightforward. It was not easy to find cargoes for ships to take to the Baltic and apart from consignments of Hotwells water or of cider, ships had either to go under ballast or sail first to Newcastle for coal before going on to Stockholm or St Petersburg. Ships returning from South Carolina brought logwood and rice; the major market for rice was Hamburg, but since rice from the colonies was an enumerated product it had to be brought first to a British port before being sent to Europe. To oversee his affairs and conduct his business in foreign ports, Graffin Prankard had numerous agents with whom he maintained a regular correspondence about consignments of goods, return cargoes, rates of exchange, shipping and other business matters. In Charlestown, South Carolina his agent was Paul Jennys, and after his death in 1736 the firm of Watson and Mackenzie. At Stockholm his agent was Francis Jennings, an Irishman who became a leading iron exporter and who had dealings with several Bristol merchants. Other agents with whom Prankard corresponded regularly were based in St Petersburg (William Vigor), Rotterdam (Coysgarne and Lloyd) and Hamburg (Skinner, Smith and Lake).

Graffin Prankard's early trading ventures obviously prospered, and in 1724 his own Bristol-built ship, the *Parham Pink*, a ship of 100 tons which carried a crew of eight men, was launched. In 1732 a second, much larger ship, the *Baltick Merchant*, of 226 tons was built for him

in Bristol by Sidenham Teast at a cost of £2,744 1s 8½d; she was later enlarged to 350 tons.⁶ For her early voyages Graffin Prankard had five-sixths of the shares in the *Baltick Merchant* and the other sixth was owned by George Mackenzie who captained the ship. She left Bristol on her maiden voyage on 20 January 1732 with a cargo of iron and European goods for South Carolina, returning with a cargo of rice first to Cowes and then on to Hamburg. From Hamburg she sailed under ballast to St Petersburg and returned to Bristol on 26 October 1733 with a cargo of iron, flax, sailcloth, hemp and cordage. The profit on the voyage amounted to £575 12s 11d, of which Graffin Prankard had £479 14s 1½d and the ship's master George Mackenzie, £95 18s 9½d.⁷

As well as using his own ships, Graffin Prankard sent many cargoes by other Bristol ships or joined with other Bristol merchants in various trading ventures. The hazards and complications of the sort of voyages Graffin Prankard's ships were involved in, and the reasons for his worries and concern about them can be illustrated from the details of a voyage made by the *Parham Pink* in 1730–1. The master was Evan Williams, and he was given detailed orders by Graffin Prankard, who emphasised the importance of avoiding all unnecessary expense. The *Parham Pink* left Bristol in December 1730 for Charlestown, South Carolina, with a cargo of iron, tools, shot and other European goods. She arrived there on 1 February 1731 and left on 5 March with a cargo of rice, logwood and skins. The plan was to sail to Dover and there obtain the necessary certificate allowing the rice to be taken on to Hamburg. During the voyage the master, Evan Williams, made a serious error of navigation and instead of sailing up the English Channel sailed up the Bristol Channel, getting as far as Lundy before realising his mistake. Unfortunately for him, he was sighted off Lundy on 7 May by a Bristol fishing boat who brought the news back to Graffin Prankard. Prankard wrote indignantly to Evan Williams:

to my very great surprise was this morning informed of the ship Parham being saw by a fisher boat from near Lundy which at first could not give credit to, but on examining into it was this afternoon confirmed in the belief of it . . .

. . . how in the world you should commit such a blunder (I) can't imagine, now in the summer when its not bad weather and neare 17 hours daylight. Can't remember of any such a mistake made by anyone in my life at the time of year. Won't redown to thy credit or reputation.⁸

This was not the end of the misfortunes on this voyage, however, for having turned back towards Land's End, the *Parham Pink* began to

leak and Evan Williams had to put in to St Ives for repair which delayed her for several days. Hearing of this, Graffin Prankard wrote to the master urging him to continue the voyage to Dover as soon as possible, so that the cargo of rice might then be shipped on to Hamburg and secure the best possible price. Prankard was also concerned that the barrels of rice might have been damaged in the leaking vessel, and wrote from Bristol on 22 May:

. . . as said ship has proved very leaky I doubt her cargo has received some damage which (I) would desire thee to inspect very nicely into when discharging that such as have received damage may be shifted, the rice dried and the casks that appears with any stain to be scraped on the outside . . . that my commodity may not be thrown on my correspondents hands at Hambro or any demur made about it . . .

As soon as the ship was repaired Evan Williams left St Ives and rounded Land's End, but then for some undisclosed reason, possibly because of further leaks, put into Falmouth where some members of the crew deserted. The *Parham Pink* eventually arrived at Dover on 10 June 1731.

From Dover she sailed with her cargo of rice to Hamburg, and thence in ballast to Stockholm, finally returning to Bristol in September 1731 with a cargo of iron, deal and tar.⁹

Not surprisingly, when Graffin Prankard again appointed Evan Williams as master of the *Parham Pink* for another voyage to Stockholm leaving Bristol in April 1733 he gave him even more detailed instructions and exhortations:

Bristol 21 April 1733

Captain Williams

Having appointed thee Commander of the Ship *Parham Pink* my order is that thee Repair on board with the Six Saylor's now on Shore and Sayle as Direct as wind and weather will Permit for Stockholm and when arrived there Apply to my friend Francis Jennings to whome deliver with the eight Baskets of Hotwell Water and Six Barrels of Syder which when done take on board of the Ship *Parham* Such Goods as Barr Iron and Deals as the Said Francis Jennings Shall Ship on thee & Make the best of thy way back again for Bristol. I believe thy Loading will be about 25 Tons of Iron and 15 hundred of Deals so that thee may Load the Iron as high as thee will; on Looking over thy last account I see that thy Charges Swell up very high so that I Shall be a Considerable Loser by that Voyage. Would now Press on thee to weigh well my Interest so as to hall more Close this voyage and to avoid putting into Harbours if possible by any means except Stockholm & Elsinear for when you Comeabout in Harbours there is generally a great

expençe attends it. Besides as the Northern freights are so Lowe there is a necessity for the utmost frugality in Husbanding every penny of money to the best advantage. When thee arrives at Elsinear thee art to Deliver the 20 Baskets of Water to Robt Tigh Esqr & Receive of him Sterling money £1 13s 4d. But the Freight of the other Hotwell water & Syder & Salt my friend Jennings is to account with me for. Be sure to write me from Elsinear going up & coming down also from the Downs homeward bound if have any opportunity. So wishing thee Good Voyage & Safe Return I am thy Assure Friend.

Graffin Prankard

I acknowldge the Above to be a True copy of my orders which I promise to follow

Evan Williams¹⁰

During the 1730s Graffin Prankard's business was flourishing. His ships *Parham Pink* and *Baltick Merchant* were making constant voyages from Bristol to a great number of different European, Baltic and American ports, and in 1738 he acquired another ship, the *Seaflower* a sloop which began to make regular voyages to Hull, Newcastle, St Petersburg, Stockholm, Danzig, Gothenburg, Rotterdam and Hamburg. The commodities carried by his ships included iron and steel, guns, tools, lead, shot, nails logwood, hemp, flax, timber, tallow, skins and rice. In addition, large quantities of salt were brought down the Severn by trows and dispatched to various ports in Ireland and throughout the south west as far as Seaton and Truro, and by the mid 1730s Graffin Prankard was one of the leading dealers in salt coming through Gloucester.¹¹ The wide spread of Graffin Prankard's customers for iron and steel illustrates the importance of the port of Britsol as distribution centre for much of Wales, the Midlands and the west country. Iron and steel was dispatched to Cardiff, Neath, Swansea, Carmarthen, Haverford West, Pembroke and many other places in Wales; other consignments were sent by trow up the Severn and Avon to Stourbridge, Dudley, Birmingham, Worcester, Tewkesbury, Gloucester and Evesham, much of it carried on a trow called the *Betty*; carrier services took orders to blacksmiths and dealers in Malmesbury, Cirencester, Warminster, Keynsham, Taunton, Beaminster and elsewhere throughout Gloucestershire, Wiltshire, Dorset and Somerset.¹²

In 1737 Prankard was admitted a member of the Society of Merchant Venturers of Bristol upon payment of a fine of £100.¹³ Like so many other Bristol merchants Prankard invested his wealth in land; he began to add to the lands he had inherited in Somerton and in 1739 entered into partnership with Samuel Bown of Somerton in a

farming, stock-raising and malting business which was to continue to occupy much of his attention for the remainder of his life.¹⁴

In 1737, however, things began to go badly wrong for Graffin Prankard, and the series of misfortunes which he suffered illustrates the many dangers which attended all trading ventures and the potential for heavy losses as well as for large profits. The first difficulty was a sharp fall in the wholesale price of rice from more than £3 10s 0d per barrel in 1737 to less than £1 15s 0d per barrel in 1740. The profitability of trade with South Carolina was also badly affected by the death of Paul Jennys at the end of 1736. He had acted as agent in Charlestown for Graffin Prankard, and when he died he was found to have left a large number of uncollected debts and his affairs in total confusion; no proper records had been kept and many debtors had died or could not be traced, while others were quite unable to settle their debts. Moreover, since Jennys had acted as agent for several merchants it proved impossible to disentangle the various accounts. Numerous demands were sent to Thomas Jennys the brother of Paul Jennys, but without success, and the list of bad debts amounted to several thousand pounds. Later, the affair was put in the hands of new agents, Watson and Mackenzie, but in May 1740 they were still finding it impossible to settle the matter and listing bad debts of £1,643 4s 2d, while in 1742 attempts were still being made to collect other debts amounting to £2,500.¹⁵

The next disaster occurred on 10 May 1738 when Prankard's ship the *Baltick Merchant* ran aground while entering harbour at Charlestown, South Carolina; the ship was damaged and two-thirds of her cargo was spoilt. The agents, Watson and Mackenzie, wrote that:

. . . a most unfortunate accident has happened to the *Baltick Merchant*, in attempting to gett over the barr with a fair prospect, but by the ignorance of a young Pilot, she was run aground . . .

The consequence is about 2/3 of the cargoe is damaged and must be sold here, and the ship must be very much hurt, having lain on the sands for 12 hours. We have got above 700 barrells ashoar, about 350 in good order, whereof about 220 barrels are yours. When we got up she had nine foot water in her hold . . .

We hope you are insured . . .¹⁶

In the event, Watson and Mackenzie managed to obtain a good retail price for the wet rice, about £4 10s 0d per barrel as against the wholesale price of £3 15s 0d a barrel, and the ship was not quite as badly damaged as they had feared. The account which they sent to Graffin Prankard on 8 June 1738 gives an indication of the scale of the

operation and of the costs involved. It also shows the other merchants who had shipped rice on the *Baltick Merchant*.

Account from Watson and Mackenzie, Charlestown, South Carolina, to Graffin Prankard of Bristol, merchant, 8 June 1732, for salvage and reshipping of rice on the Baltick Merchant.

729 barrells of wet rice for		£3,290 12s 6d
13 barrells thrown away being good for nothing		
508 barrells, good, re-shipped. Freight from		
Rebellion Road of all the Rice		£ 97 13s 0d
Negroes for Landing, houseing, unhouseing,		
screening and shipping		£ 55 11s 3d
Cooperidge, being for unheading, heading, new		
hoops, nails and driving		£ 96 16s 2d
6 wooden bowls for shifting		£ 1 15s 0d
For use of a screening cloth		£ 5 0s 0d
Re-weighing 505 barrells		£ 15 15s 0d
Storage		£ 35 15s 0d
		£ 308 15s 6d
	Commission	£ 164 10s 6d
		£ 472 16s 1d

Cargo

Graffin Prankard	195 barrells	£ 740 11s 3d
Graffin Prankard	86 barrells	£ 326 12s 0d
		£1,067 3s 3d
George Mackenzie	84 barrells	£ 318 18s 6d
Smith & Lake	158 barrells	£ 600 0s 10d
Watson & Mackenzie	219 barrells	£ 831 13s 10d
	742 barrells	£2,817 16s 5d ¹⁷

Another disaster occurred in July 1740. The *Seaflower* had left Bristol under ballast on 20 May 1740 *en route* for St Petersburg, and in July she was wrecked outside the harbour at St Petersburg. A few items such as sails, rigging and anchor, amounting to £71 12s 6d were

salvaged, and after the payment of costs only £59 3s 2d remained.¹⁸ Meanwhile, an even more serious blow to Graffin Prankard had occurred in 1739 with the loss of the *Baltick Merchant*. Since 1735 Nathaniel Alloway, a Quaker cousin of Graffin Prankard's wife, had been master of the *Baltick Merchant*, and in February 1739 the ship left Bristol for South Carolina with a cargo of iron, metal goods, lead, shot, ploughshares, nails, files, hoes, ox-chains, gunpowder and other articles. The cargo was safely landed at Charlestown, and a return cargo of twenty tons of logwood and 500 barrels of rice was shipped on board. The account from the agents, Watson and Mackenzie shows the value of the cargo as follows:

Cargo loaded on the Baltick Merchant for Cowes 30 March 1738
(Nathaniel Alloway, master)

500 barrells of rice	£5,205 11s 6d
20 tons of logwood	£ 880 0s 0d
Loading, storage, barrells, wharfage	£ 107 16s 3d
Commission @ 5%	£ 322 4s 4d
	£6,766 12s 1d

The ship also carried merchandise for other persons, including some belonging to the master, Nathaniel Alloway, and in addition to the crew consisting of five officers, six sailors and seven landsmen, there were four Spanish sailors who had been taken prisoner and were being shipped to England, and several passengers:

John Braithwaite, his wife and three children, together with two negro servants.

Sarah Class and her child (the latter died during the voyage) and a negro servant.

Susannah Hume and her negro servant.

Captain John McHenry.

Graffin Prankard's ship now fell victim to an international dispute. Quarrels between Britain and Spain over their respective rights in their American colonies, culminating in the affair of Captain Jenkin's ear in 1738, led to war being declared between the countries in October 1739. The *Baltick Merchant* left Charlestown early in May 1740 and by mid June was almost in sight of the Isles of Scilly, when a Spanish privateer approached. At first Captain Alloway did not

suspect any danger, for the Spanish ship was flying the British flag; but as she came nearer his suspicions were roused at first by the very large size of the British flag being flown and later by the fact that the approaching ship was heavily armed and her decks were crowded with men.

In the account which he later wrote of the events which followed, Nathaniel Alloway recalled that his attempts to escape from the approaching ship were in vain:

. . . we kept all the sayle out that ever we could pack on her, but still found she gott ground on us and the wind shifted about 2 points in her favour . . .

As the privateer got closer the large British flag was replaced by a Spanish flag and the Spaniards opened fire on the *Baltick Merchant* killing the second mate and one of the crew. Although the remaining sailors returned fire and in fact killed two of the Spaniards, their efforts were in vain and the Privateer came alongside:

so that now despairing of success, having a ship with ten guns lashed to our side and 100 men and upward on deck . . .

Alloway decided that he had no alternative but to surrender. The Spaniards seized everything they could on the ship, even taking Alloway's shoes, handkerchief, buttons and buckles, and the *Baltick Merchant* was turned round and taken to the Spanish port of St Sebastian.¹⁹ The crew and passengers were released and were able to get letters to England and eventually to return via France, but as soon as news of Graffin Prankard's loss reached Bristol it had a devastating effect upon his business. Many of his transactions were carried out on credit and settlement was normally made at the end of the year or at Bristol fair. Now numerous creditors began to demand their money immediately, and Prankard was unable to meet the stream of demands made upon him. Moreover, the situation was complicated by a tangled dispute over the insurance he had taken out with a London merchant, Abel Fonereau, who claimed that the amount insured was greater than the value of Graffin Prankard's cargo.²⁰ News of the disaster spread rapidly. On 30 June 1740 Prankard's wife, Sarah, wrote in great distress to their daughter, who was then on a visit to Hull with her husband, Caleb Dickinson, telling her of the sudden rush of creditors and of her father's inability to pay them all. She added that so far he had avoided arrest, and hoped in time to be able to pay them all. On 19 July 1740 Thomas Hyam, a Quaker

merchant and kinsman from London with whom Graffin Prankard had many business dealings, wrote to Caleb Dickinson expressing concern at all the rumours he had heard, and adding:

I don't doubt but thy Father's affairs will turn out so as to leave a good estate over, 'tis surprising that he would not be persuaded to conduct 'em in a more easy manner to himself and friends.²¹

This may indicate that there had already been some uneasiness about Graffin Prankard's affairs before the loss of the *Baltick Merchant*. By September 1740 the news had reached St Petersburg and William Vigor, the factor there, with whom Prankard had dealt for many years wrote to Caleb Dickinson:

It was a very great concern to us to hear of the disorder of Mr Prankard's affairs. We shall on all occasions show the grateful sense we have of the favours to our house, and are perfectly well apprized that no house whatsoever is safer than Mr Prankard's under your inspection.²²

The crisis in Graffin Prankard's affairs was met by the action of his son-in-law, Caleb Dickinson, and of his brother-in-law, John Galton. Both were successful Bristol merchants trading in iron and many other commodities, and Caleb Dickinson had extensive interests in sugar plantations in the West Indies. For the next few years the two men virtually took over the running of Graffin Prankard's business. The surviving correspondence of John Galton for 1741 includes several letters and orders addressed to Graffin Prankard and others addressed to Galton and Dickinson who had evidently taken over the conduct of Prankard's affairs, and most of the letters copied into his letter book for 1741–2 were written by them.²³

Gradually Graffin Prankard resumed trading on his own account. He had maintained his interest in his farming activities around Somerton and his account book records malt-making, the cultivation of barley, beans and hops, and an account of 1743 shows stock and crops worth £695 5s 6½d and a sheep flock valued at £219 8s 6d.²⁴ The *Parham Pink* continued her trading voyages across the Atlantic, and in 1743 a small sloop of 20 tons was built in Bristol for Prankard and named the *Seaflower*.²⁵

Trade continued to be badly affected by international conflict; the War of Austrian Succession and the continuing dangers from Spanish privateers meant that ships crossing the Atlantic faced far more hazards. It was possibly with the hope of recouping some part of his loss on the *Baltick Merchant* that in 1740–1 Graffin Prankard, or

perhaps Dickinson and Galton acting on his behalf, joined with several other Bristol merchants including Paul Fisher, Corsley Rogers and Michael Atkins, in equipping a heavily-armed privateer, the *Eagle*, a vessel of 300 tons and a crew of 50 men, but this does not appear to have brought the investors much profit.²⁶ In 1742 Prankard dispatched the *Parham Pink* with Nathaniel Alloway as master to Charlestown, South Carolina with a cargo of iron, nails, shot, cloth and other manufactured goods. When almost at his destination, Captain Alloway was again attacked by a Spanish privateer. His previous experience may explain his curious reaction; the account is contained in a letter to Graffin Prankard from the agents, Watson and Mackenzie, written from Charlestown on 28 April 1742:

Sir

Three days agoe arrived here the *Parham*, but without Capt. Alloa (Alloway); the mate sayes about 20 leagues from Land they were chased by a vessell, who was gaining upon them, and the Captain, judgeing they must unavoidably fall into their hands, proposed half of the Company to leave the vessell and make for the shoar in their long boat, and the other half to stay on board, and that all might have a chance they drew Lotts. And it was the Mates lott to stay, who got clear of the privateer in the night and came in here with 5 or 6 hands. The Captain went towards the shore near Cape Fear, as the Mate judges they were off there, but we hear nothing of him yett and are afraid he may be cast away . . .²⁷

A month later, on 28 May 1742, Nathaniel Alloway had travelled the 120 miles from Cape Fear to Charlestown from where he wrote to Graffin Prankard. He gave no explanation for having left the ship, but describes his unsuccessful attempts to collect the outstanding debts still owed by the Jennys family. On 21 June 1742 the *Parham Pink* was loaded and sailed for Cowes with a cargo listed by Watson and Mackenzie as follows:

179 barrells of rice	£2,252 8s 10d
Charges	£ 34 6s 10d
6 tons of logwood	£ 192 0s 0d
Charges	£ 1 4s 4d
Commission	£ 124 0s 0d
	£2,604 0s 0d

Evidently the war conditions had greatly increased the price of rice from about £4 per barrel in 1738 to £12 per barrel by 1742.²⁸

During the 1740s the *Parham Pink* continued to make voyages to Carolina, Holland, the Baltic, Cork and other European ports, and Graffin Prankard also dispatched cargoes on other Bristol ships, while he maintained his trade in salt and iron along the Severn and inland from Bristol.²⁹ He and his wife, Sarah, continued to live on St Augustine's Back, and he rented a cellar on the Quay from the Dean and Chapter of Bristol cathedral for £10 0s 6d *per annum*. But Prankard's business interests and dealings were never again so large or various as they had been before the crash of 1740, and he appeared to devote more and more time to his farming and land-holding interests in Somerton and Lympsham. He died in September 1756, and in his will left lands at Somerton, High Ham, Pitney and Lympsham to his son-in-law, Caleb Dickinson, and to his grandson, William Dickinson. Caleb Dickinson was already a substantial land-owner having left his house on Castle Green, Bristol and purchased a mansion and estate at Kingweston in 1741. By the time of his death, Graffin Prankard had evidently disposed of his business interests in Bristol, since his will makes no mention of any ships or merchandise.³⁰

Notes

I am grateful to my colleagues Professor Patrick McGrath and Michael Aston for their comments on an earlier draft of this paper.

¹ Somerset Record Office DD/DN 105–110, 122–7, 144. A brief account of Graffin Prankard's career and extracts from some of his business correspondence is given in W.E. Minchinton ed., 'The Trade of Bristol in the Eighteenth Century', *Bristol Record Society*, XX, (1957), pp. 101–122.

² A. Raistrick, *Dynasty of Iron Founders*, (1953), pp. 21–6.

³ S.R.O. DD/DN 145; R. Mortimer, ed., 'Minute Book of the Men's Meeting of the Society of Friends in Bristol 1686–1704', *Bristol Record Society*, XXX, (1977), pp. 150, 233.

⁴ S.R.O. DD/DN 137, 144.

⁵ S.R.O. DD/DN 423.

⁶ G. Farr, *Shipbuilding in the Port of Bristol*, National Maritime Museum, (1977), p. 24.

⁷ S.R.O. DD/DN 441.

⁸ Quoted by Minchinton, *op. cit.*, pp. 110–111.

⁹ The long correspondence relating to this eventful voyage is printed in *ibid.*, pp. 101–122.

¹⁰ S.R.O. DD/DN 441. Francis Jennings was an Irishman living in Stockholm and exporting iron and steel to England.

¹¹ T.S. Willan, *The English Coasting Trade 1600–1750*, (1938), p. 45.

¹² S.R.O. DD/DN 437; W.E. Minchinton, 'Bristol – Metropolis of the West in the Eighteenth Century', *Transactions of the Royal Historical Society*, 5th ser., IV, (1954), pp. 69–89.

¹³ W.E. Minchinton, 'Politics and the Port of Bristol in the Eighteenth Century', *Bristol Record Society*, XXIII, (1963), 213.

¹⁴ S.R.O. DD/DN 190.

¹⁵ S.R.O. DD/DN 431.

¹⁶ *Ibid.*

¹⁷ *Ibid.*

¹⁸ S.R.O. DD/DN 441.

¹⁹ S.R.O. DD/DN 200

²⁰ S.R.O. DD/DN 429; 149.

²¹ S.R.O. DD/DN 200.

²² *Ibid.*

²³ Bristol Reference Library MSS., B 17368 Correspondence of John Galton.

²⁴ S.R.O. DD/DN 190.

²⁵ G. Farr, *op. cit.*, 24.

²⁶ J.W. Damer Powell, *Bristol Privateers and Ships of War*, (Bristol, 1930), p. 147.

²⁷ S.R.O. DD/DN 431.

²⁸ *Ibid.*

²⁹ S.R.O. DD/DN 451.

³⁰ S.R.O. DD/DN 144.