

'Grayhound' Lugger Sailing

After the 'Spirit of Mystery' another classic re-build starts at Millbrook.

Chris Rees who led the building of 'Spirit of Mystery' (Pete Goss, skipper), will be leading the build team for another classic sailing vessel, which has especially important local links

In 1776 A boat builder from Cawsand, John Parkin, completed a 158 ton lugger - possibly on the shores of Cawsand Bay. There is some mystery as to the full history of the vessel, but it is known she acted as both excise vessel and privateer.

We hope to be able to provide regular updates in building progress, with links to other sources of information. It may be possible that the project will become a topic of one of our monthly presentations?

It is expected the hull will take 18 months to complete with a further year fitting out.

Progress on the build can be followed at <http://youtu.be/nLI4CCS8q-E> where time-lapse photography records the building stages

We begin with a information review of what is known about the vessel.

Background

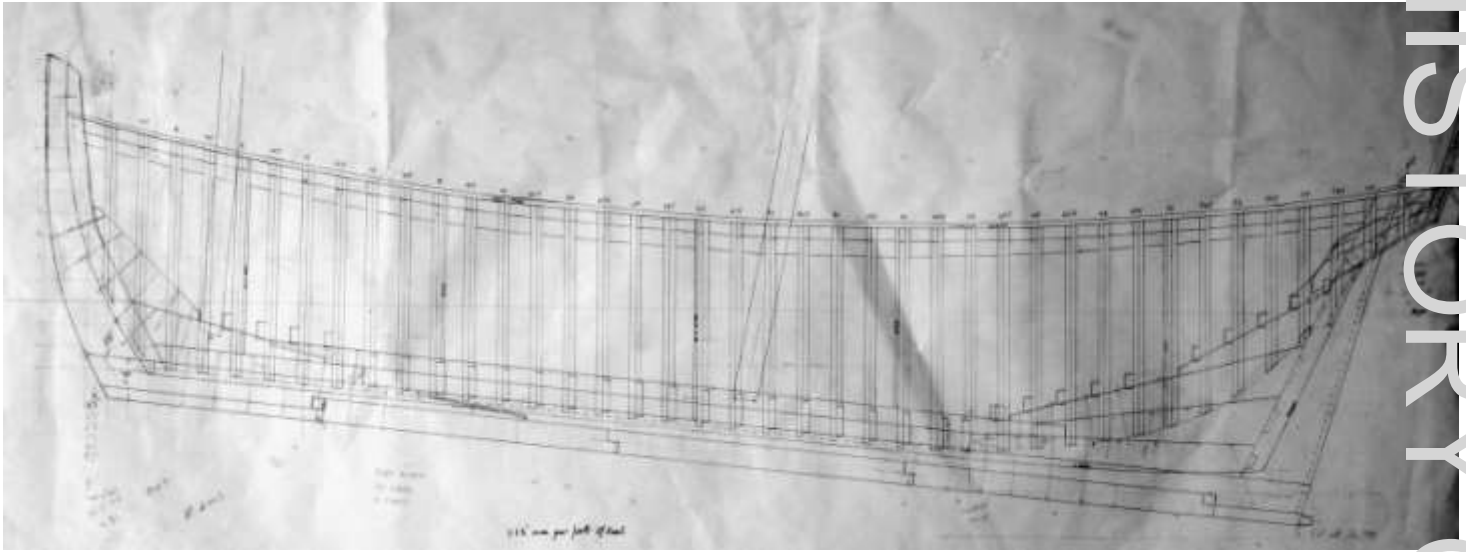
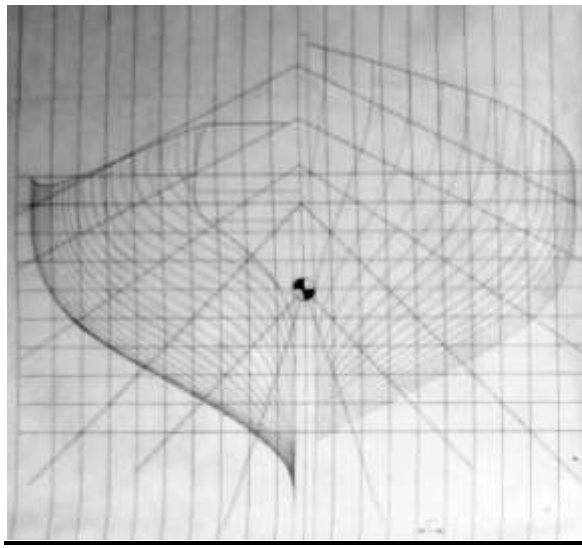
There were a small number of boat builders lining the shores of Cawsand Bay during the 18th and 19th century. Census records do not go back to the time of 'Grayhound's' building but from the 1841 Census, we can find two boatbuilders, Alfred Burlace and Philip Moyse together with five shipwrights as listed in Maker and Rame. In Millbrook, Anderton and Cremyll, etc there were 20 Shipwrights and 21 apprentices recorded.

The lugger 'Grayhound' was built by the celebrated builder of fast coastal craft, John Parkin. Who began boatbuilding at Cawsand, but who by 1779 had taken over Frank's quarry at Cremyll

Here, from 1779 – 1812 he built some 28 vessels including several revenue (customs) cutters, armed privateer boats and smuggling vessels. Parkin also built new quays and many of the structures we see today (workshops, dwelling house and labourer's cottages).

Chronology suggests there is evidence that the 'Grayhound' was built at Cawsand in Cornwall. (not, there is gap the 'formal' leasing of Frank's Quarry from the death of the previous owner – James Hennah (d. June 1776) until Parkin 'signs' in 1779.

Ships Lines:



Higher Quality resolution image available from last webpage.

From the National Maritime Museum, Cornwall we learn:

The lugger/cutter [?] **Greyhound** was built by the celebrated builder of fast coastal craft John Parkin. He built cutters and luggers for both the revenue authorities and the smugglers, but as he built vessels at several different yards in this period - including one at Frank's Quarry - I don't think there is any definitive evidence of exactly where the **Greyhound** was built. She seems to have been built to the order of John Knill, Collector of Customs at St. Ives. Or if not he certainly acquired her soon after she was completed. He hired her to the Commissioners of Customs, on contract, to act as a Customs cruiser on anti-smuggling duties. As such her commander, mate and a deputed seaman carried deputations from the Commissioners of Customs to make regular seizures within the Laws of the Land and the Rules of the Service.

Her term of duty as a Revenue cruiser was quite short, as the conflict arising from the Declaration of Independence by our North American colonists, and the ensuing conflict with America and France gave attractive opportunities to privateers. John Knill quickly resolved to fit her out as a privateer and take full advantage of the situation, and having made this decision the Customs Commissioners minuted - 1778, Sept. 8th. *The Contract for the Greyhound Cutter at this Port to cease, she being fitted out by Mr. Knill the Collector as a Privateer, & the stores offered to Mr. Knill at a fair valuation.*

John Knill's cutter **Greyhound**, received Letters of Marque as a privateer on 19th August 1778 - when she was described as of 156 tons; one mast; 14 carriage guns, 3-pounders; and 8 swivel guns. By another account John Brock [Guernsey ?] also held an interest in her. Under the command of Richard John she was manned by a crew of 47. [HCA 26/33]. She took a number of prizes over the next few months, so I suppose she earned John Knill a good return on his investment.

Richard John, of St. Michael's Mount, had commanded her when she was a Revenue cruiser, but I do not know what became of her afterwards.

Richard John went on to command the Revenue cruiser **Dolphin**, which was also owned by Knill of St. Ives and hired to the Customs Commissioners. Customs minute - 1782, Oct. 23rd. *Commissions to be made out for the Commander & Mate of the Dolphin Cutter at this Port, of 127 tons burthen & 24 Mariners to be employed on Contract with the Collector.*

Source: Tony Pawlyn, Hon. Head of Research, Bartlett Library, National Maritime Museum Cornwall, Discovery Quay, Falmouth, Cornwall TR11 3QY, 01326 214579, www.nmmc.co.uk

The original Owner of 'Grayhound'



John Knill

- born in Callington, Cornwall, on 1st January 1733.
- he became a Collector of Customs at St. Ives from 1762-1782
- and also Mayor of the town in 1767 at 34 years of age.
- he built a mausoleum in 1782, known as the Knill Steeple or Knill Monument, 50 feet high, on Worvas Hill close to Carbis Bay which is near St. Ives
- finally, on 29th March 1811, he died in London and was buried at Holborn after a 'second' career at the bar

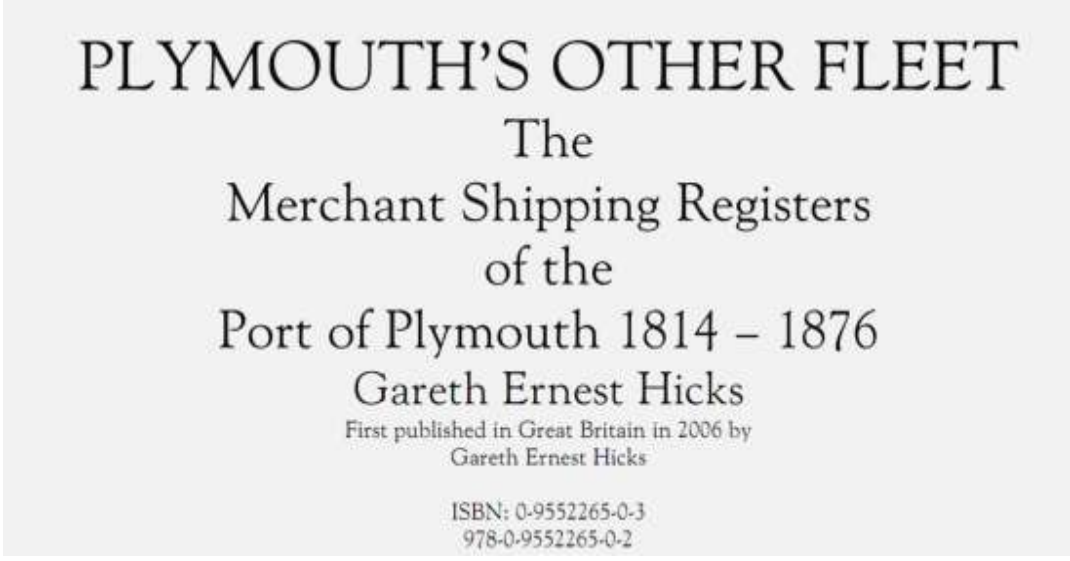
The Builder of the original 'Grayhound'

Records show that for 26 years at least John Parkin was building boats.

Parkin (John)

Causand then Frank's Quarry, Cremyll - from 8 Feb. 1779 or earlier see [The Cremyll Narrows Yards](#) - Frank's Quarry
 Adv. for sale of 36 ft cutter WFP 18 April 1768
 Adv. for sale *Batchelor*, lugger WFP 19 Sept. 1774
 Adv. for sale of *Three Brothers*, clenck work built boat 7 Aug. 1775
Grayhound lugger for Collector Customs St. Mawes, 158⁴⁷/₄ tons D. Lyon
 Adv. WFP 8 Feb. 1779 - reward for information as to theft from Frank's Quarry
 Adv. WFP 10 July 1780 - lugsail boat almost new length 27ft built by Parkin
 Adv. WFP 28 Aug. 1780 - for sale *Swallow* lugger
 1779/80 Revenue lugger *Hind* 151 tons 14 guns - Adv. WFP 27 Jan 1783
 Adv WFP 23 July 1781 square sterned, clinker built, lugger privateer, *Spitfire* sheathed with copper, 4 months since, burthen 130 tons, mounting 16 new short double fortified 6-pounders built by the noted Mr. Parkins of Causand
 Adv. WFP 23 July 1781 square sterned, clinker built lugger privateer *La Defiance* (formerly *Defiance* of Guernsey) burthen about 50 tons mounts 5 carriage guns (2-pounders) built by the noted Mr. Parkin of Causand taken from the French by HM sloop *Lively*, William Carlyon, Commander
 Adv. WFP 7 July 1783 brigantine *Alarm* then lying Guernsey
 Adv. WFP 28 June 1784 *Happy Return* about 4 years old (burthen about 80 tons EFP 24 June 1784).
 Adv. WFP 5 May 1788 *Squirrel* Customs lugger, 12 guns, 110 tons carpenters measure, near 7 years old
Betsy Sloop 32 tons L. 41' 3" B. 14' 3" D. 7' 10", counter stern, knee head, 1 mast, 1 deck Fowey registration 6 of 1789 of 6 August 1789 built Frank's Quarry transferred to Padstow 28 March 1791 - seized for smuggling & re-reg'd Whitehaven
 Adv. S.M. 30.7.1792 "new clenckwork built cutter *Narrow Escape*, register 53 tons launched in April last"
Experiment lugger 1793 - D. Lyon
Cygnat lighter 1795 - D. Lyon
Tamar lighter? - D. Lyon.
 gun boat 1796 - D. Lyon.
Tavy L. 71'3" B. 23'11½" D.8'5" still in use 1856 NMM Maritime Monographs & Reports No. 4 1972 'Plymouth's Ships of War Lieut. Commander K.V. Burns
Plymouth lighter launched 1799 L. 56'3" B.23'6¼ D.8'5" 166 tons burthen became Yard Craft 8 Mooring Lump 1 still in use 1886 NMM Maritime Monographs & Reports No. 4 1972 'Plymouth's Ships of War Lieut. Commander K.V. Burns
Diligence revenue cutter 1799 L. 70'8" B. 24' D. 11' 160 tons NMM Maritime Monographs & Reports No. 4 1972 'Plymouth's Ships of War Lieut. Commander K.V. Burns
 Ln. *Ranger* cutter 14 guns 26 April 1802
 Adv. *Unity* cutter 12 guns Sept. 1806
 Adv. for sale of yard 19 June 1812
 Burial ?? Maker register 12.10.1815 aged 82?

□



Available from: <http://www.plymouthmerchantships.info/>

Three further cross references to local newspapers for John Parkin, All refer to different vessel s built by J Parkin)

Sherborne and Yeovil Mercury 1774

- 1774 07 Mar Parkin John - shipwright Cawsand sale of goods
- 1774 18 Apr Parkin John - shipwright Cawland sale of lugger 'Hawke'
- 1774 19 Sep Parkin John - Cawsand sale of lugger 'Batchelor' 45' ½" 54t. 'remarkably good sailing craft often chased - never caught' !

The Design Team for the 'new' 'Grayhound'

Fairlie's Design Office have recently been working on a project to build a replica of 'Grayhound' a 3 masted lugger built in 1776. The project is currently in the planning and design stages with Fairlie contributing stability and scantling assessments along with the production of a fair lines plan from which the vessel will be built to.

'Grayhound' will have a length on deck of 19.5m (64') and over 100' overall with a long bowsprit and outrigger at the stern. A displacement of 50 tonnes will allow for generous accommodation space below decks. The owners intend on using Grayhound for charter work world wide and also period film work.

Note this is a 5/6ths scale building project.

Builder- Chris Rees and Grayhound Lugger Sailing

Year- 2011

Type- 3 Masted Lugger

LOA- 32m

LOD- 19.5m

LWL-17.8

Beam-5.9m

Draft- 2.8m

Sail Area-240m squared

To follow this project search **GRAYHOUND LUGGER SAILING** on Facebook.

And http://www.fairliorestorations.com/dc-collect2.php?DOC_INST=5

And <http://www.grayhoundlugger.blogspot.com/>

The Lug Rig:

Two very simple lug rigged craft:



Scottish fishing vessel:



and a French variation.....with Gallic flair?

la Cancalaise





We hopefully will see something similar sailing around the Rame Peninsula in 2013.....

More information to follow.

Including building up-dates and

(and hopefully more records and original ships lines).