

The Luc(k)raft Newsletter

May 2005 : Edition 11

© Ian Lucraft : The Luc(k)raft One Name Study

Captain John Pasley Luckraft

Naval Officer and Lighthouse designer

John Pasley Luckraft was born about 1820, and had a career as a sailor, a harbour master, a lighthouse designer and survived a brush with the Welsh radical movement known as "The Rebeccas". He appears on the Naval Tree, printed in an earlier newsletter, and available on the website at www.lucraft.org.

I was recently at a conference in Leeds, and in the hotel boardroom there was a fine print of Admiral Sir Thomas Pasley, after whom we believe John P. was named. Pasley's picture is reproduced at the right. This edition of the newsletter draws together various elements of his life, though there is much we don't know.

John Pasley Luckraft's family

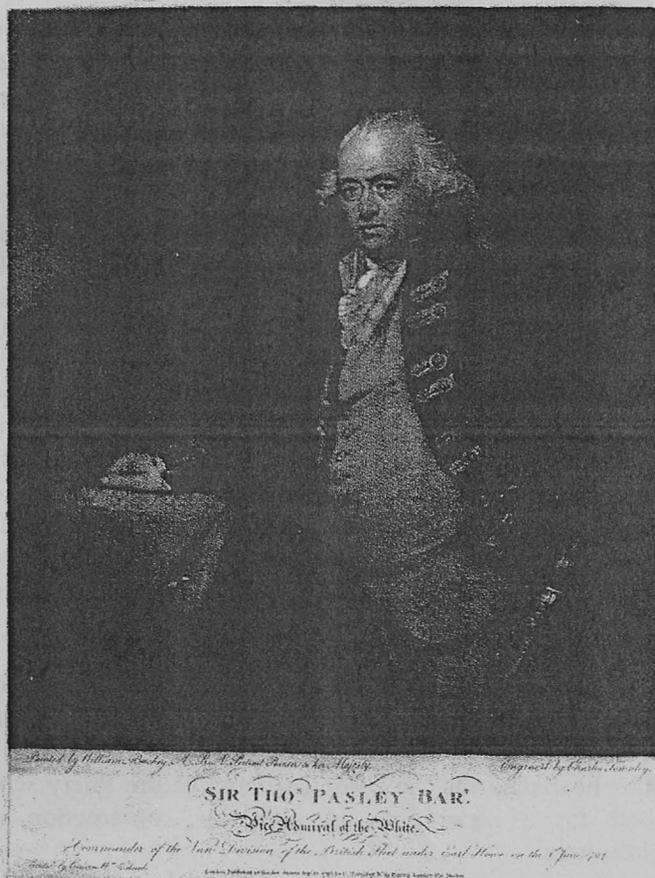
John P. was the third known child of John Luckraft and Martha Wilson. This father John was a Lieutenant in the Royal Navy, was present at the Spithead Mutiny and had served with great bravery against the Turks, having been also briefly imprisoned by them. This Lt John, was himself the son of another John Luckraft, the Master Cooper and Victualler at the Royal Dockyard in Plymouth. Grandfather John's first wife was Julian Lobb, the daughter of the famous Cornish family of Lobbs, who can trace their roots back much further than we can. Grandfather John's mother, Honor Edgecombe, was from another famous family of the Devon and Cornwall border, the Edgcumbes, who can trace their descent back to a John of Edgcumbe who died in 1285.

When father John, and his wife Martha had their first child, in about 1808, they named him Alfred. This is perhaps a naming after John's half-brother, Alfred Luckraft, born 1790, who is one of the sailors recorded in the Times in October 1805 as having been wounded on board the HMS Mars at the battle of Trafalgar. Sadly this first known child died as an infant, and is buried at St John's in the parish of Maker, very near Mount Edgecombe west of Plymouth Sound. Maker is now in Cornwall, but in earlier times the western side of the Sound was all in one county, Devon, to make a unified fortified harbour in Devon. In later years Anthony and St Johns parishes have become part of Cornwall, as they lie west of the Tamar.

Father John's second known child did survive. She was named Julia Edgecombe Luckraft, after her great grandmother, and in 1827, Julia married Lt William George Pearn, who by 1837 was serving in the Coastguard.

The next known child is Charles Maxwell Luckraft, born 1814. He too served in the Navy and became Commander RN and served for a time as the governor of Lewes Prison,

at the time it was a naval prison. John Pasley Luckraft is "father John" and Martha's fourth known child, born about 1820. It seems the children were born across at least 12 years. There were probably others I have not yet found records of that died in infancy or at birth. John P. would have joined the Navy about the age of 14, and though we don't have all his records yet, we know that he rose to become a Staff Commander, and died on the 24th August 1887, at Burry Port, in Carmarthenshire. What follows are a few items from his life.



Admiral Sir Thomas Pasley

We believe father John, the Lieutenant whom Pasley had commended, named his first living son after Pasley, who was a famous Admiral and who served on the enquiry into the Mutiny on the Bounty. Further work on service records might help identify if Father John and Pasley ever served together.

Through his life John P. was "a devoted friend and supporter of the [temperance] movement", and earned an entry in Winskill's Biography of Temperance Standard Bearers.

Lighthouse Designer

After retiring from active service in the Royal Navy, but still an officer in the reserve, John P was employed as the Harbour Master at Llanelli. By 1855 the Navy did not have the need for as many officers as during the Napoleonic years, and many officers were retired, on part pay. While he was there he designed the first lighthouse on Whitford Inlet at Burry Inlet.

The following is a history of the first light, designed by John P., taken from a local history publication.

The Whitford Lighthouse

This unique lighthouse is a prominent landmark at the mouth of the Burry Inlet. It is an impressive sight when it stands alone amidst vast sand banks at low tide, or when the empty tower is battered by heavy seas. Today, the Burry Inlet is used only by small craft, but the Whitford Lighthouse belongs to an era when Llanelli was a major Welsh port with an important coastal and foreign trade.

The present structure is the second to have been built on the Whitford sker. Its predecessor was erected about half-a-mile north of Whitford Point, in 1854. Its designer was Captain John Paisley [sic] Luckraft, who was the Harbour Master at Llanelli. The light was first lit on the night of 22nd January, 1855. The following year, events conspired to almost wreck the Whitford Lighthouse; wreckage became trapped amongst the piles, and broke one of the stays. More wreckage became entangled during a storm on 7th February, which led to the loss of the remaining stayrods. Later that day, Michael Leheane, one of two keepers, reported to Captain Luckraft that the tide had risen to an extraordinary height, and that the sea was the heaviest he had experienced. Fearing for their lives, both keepers abandoned the lighthouse at low water. On the following day, Captain Luckraft found that 13 of the 18 stayrods had been washed away. Michael Leheane and William Hughes, a Llanelli pilot, bravely agreed to stay the night there.

More damage occurred in 1857 when the "Stark", of Dublin, collided with the lighthouse, demolishing the north-east pile. By 1864, the lighthouse had become a major headache for the commissioners of the Burry who called for a report on the scientific construction of lighthouses.

Plans for a new lighthouse were drawn up by John Bowen, a local engineer. He was a blacksmith's son and was employed by Messrs. Nevill, Druce and Co. as an engineer at Llanelli Copperworks. He was responsible for the design and building of Llanelli's tallest chimney, the "Stac Fawr", at the Copperworks, which was completed in 1861. At the time, it was claimed to be the tallest chimney stack in Europe. A different siting was chosen for the new lighthouse, about 300 yards south of the old one. The successful tenderers were Messrs. Hennet & Co. and the lamp was lit in November, 1866.

Repairs were found to be necessary during the 1880's. The lighthouse continued to operate satisfactorily for over fifty

years, and, in 1919, Llanelly Harbour Trust considered installing a more powerful automatic gas-light at Whitford, but came to the conclusion that the estuary would be better served if a new lighthouse were to be built on Burry Holms.

This was built during 1921, and the Whitford Light was finally extinguished.

(Based on the THE WHITFORD LIGHTHOUSE by Richard Davies. Maureen Thoms 14/15.6.2000 D)

The Rebeccas

In the 1840's a Welsh up-rising of dissatisfied tenants and farmers made cause with the English establishment living and ordering affairs in Wales, whom they held responsible for the poverty and economic decline of the ordinary working people. Many working men had been compelled to move to the workhouse in destitution, and there was much ill-feeling.

Men dressed with petticoats and known locally as "the Rebeccas", took action against individuals they felt were involved. They were not always immediately ruthless, and in their dealings with John Pasley Luckraft, we see an example of telling the target of their attention to get out of Wales, rather than killing the person forthwith, as they clearly could have done. Whether this is anything to do with any particular regard for John P. or not it is impossible to say.

The following extracts are from depositions taken at the time, from witnesses. John P was about 24 at the time. We believe he married at some point, but we do not know if he was married at this time.



A contemporary sketch of the Rebeccas threatening the English soldiers

A NOTE of the voluntary examination of David Davies made before Wm. Chambers, junior.

First appearance of John Pasley Luckraft:

With regard to Luckcraft the first arrangement was to cut his legs and afterwards it was proposed to break all his things. The fat young butcher was at the *Stag* and was sitting between the two pilots.

DEPOSITIONS taken before William Chambers and William Chambers, junior, 5 January, 1844. *An unfinished draft.*

(1) John Pasley Luckraft:

He was harbour master at Llanelly, residing at the Sea Side. About 1.30 on the morning of Wednesday, September 6, he was awakened by a knocking at the front door of his house. He supposed it to be one of the harbour men calling him and he tapped the window to show he was awake. A voice cried out " is it here the harbour master lives ? " He replied " yes." The same voice answered " come down here, we want to speak to you." Deponent [that is John Pasley Luckraft] dressed and prepared to go down, and several voices called out in a threatening manner that if he did not come directly they would fire the house about him. He went out and saw in front of his house from twelve to twenty men all disguised, one on horseback. One person stood on his right as he came out. He was disguised with a light garment like a petticoat on the lower part of his person and had a handkerchief or something tied on like a turban on his head. He was a tall man and appeared to take the most active part. The man on horseback spoke first -- - " We have come respecting those poor people you are sending to our Workhouse and you must go away. Deponent said " Do you mean that I must leave this house," and the man on the right said " No, we mean that you must leave this place altogether. Before you came those men were getting forty pounds a year. Now they are obliged to go to the parish." He had a woodman's hatchet in his hand. Deponent replied that as he was in their power he must do as they desired. The man lifted the hatchet in a threatening manner and said " If you do not promise, by the Lord God, you will be a dead man." Deponent saw a man pointing a gun at him and he asked the man with the hatchet " What is that man about with the gun." The man with the hatchet ordered him to put the gun up, which he did and shrunk back. The man with hatchet said that he would stand between deponent and harm, and added " you must promise to leave this place in a week or by God Almighty you are a dead man, and don't you think the soldiers can protect you for they can't, and that they know, and they know that we are here now." Deponent said " Do no violence and I make you the promise." The man on horseback turned towards the new dock and all the rest turned to go away. The man on the horse said something and a man pointed a gun at the deponent and discharged it, but it hit the window three feet to his right. Three discharges were made towards the upper windows. Deponent did not recognise the prisoner William Jenkins as one of the men.

The Carmarthenshire Antiquary 1943/4, Vol i, Pts 3 & 4. A FILE OF " REBECCA " PAPERS. BY EVAN D. JONES, B.A.

This article has been extracted from an extract made by Gareth Hicks (July 2004) and published on the Genuki website.

Trafalgar Square in 1867

There is an exhibition in London at the moment of Trafalgar Square through its lifetime.



To the right of the church is Morley's Hotel, which had replaced lower St Martin's Lane in the 1830s. It was later demolished to make way for South Africa House. Sir Edwin Landseer's lions were in place by 1867. To the right of the column, surmounted by a lion, is Northumberland House, a 17th-century mansion demolished in 1874.

HMS Penelope

(This is a supporting item for the Quebecois Family story.)

HMS Penelope had been built in 1798, and was a busy ship until 1811, when it was laid up. After re-commissioning in Plymouth in 1813 and fitting out as a troopship at Plymouth (Commander Charles Sullivan), it was sent to Halifax, Canada, in the spring of 1814. (John Pasley Luckraft's brother Commander Charles Luckraft RN married a Sullivan, but we don't know if it was the same family.)

In 1815 she was captained by Commander James Galloway. In the spring *HMS Penelope* sailed from Spithead for Canada and had a favourable passage as far as the Newfoundland Banks where they met ice, fog and gales. On 27 April, she entered the Gulf of St.

Lawrence and two days later sighted Cap des Rosiers on the southern shore. She continued eastward during the 30th and at dusk a course was set to keep her well clear of the land. At 8 p.m. she was in 71 fathoms and half an hour later in heavy snow, while the Captain and the first lieutenant, Mr Hopper, were examining the chart, she struck hard and fast on rocks. The quarter boats were lowered and took out the stream anchor and the bower anchors were cut away to lighten the ship forward. By morning the orlop deck was full of water so the masts were cut away and four unsuccessful attempts made to carry the end of a hawser ashore.

(continued on a following page)

A Québécois Family

There was a short note about the Quebec family of Loucraft in a previous newsletter. Here is the latest update, and fuller details.

In Massachusetts, and from there across America, there is a family spelled "Loucraft", with its early American years in French-speaking Canada. That the first American in the family, though he came through Canada, and his name and his children's names were sometimes spelt the French way, I am now fairly sure that he originated from England, every year a little bit more information comes along. I should make clear that many of the recorded events in the tree are not supported by documentary evidence, though a conservative approach has been taken with attributing relationships. (In particular we do not have a record of the parents of Nelson Loucraft, born 1842.)

I found this family through the efforts of Ruth Loucraft Freeland, Daniel Gendron, Juan Manzano, Brian Loucraft, Maria Loucraft-Manzano, and with help from Eileen Loucraft who been putting together their family history. There is a copy of the latest version of the family tree included with this newsletter.

The earliest records the family has is of Joseph Lucraft, whose death records in 1893 the family say state that he was born in New York. The family say he married a woman called Zoe Charron, (though there is a note that she was also called Elizabeth Shaw, or Eliza Sharr, which is a strange mix of names.)

We believe Joseph had two sons, Joseph-Michael Loucraft, born circa 1838 in New York, and Nelson Loucraft, born 1842 in St Venant de Hereford, in Quebec. There are several Canadian events in the family at this time. Joseph-Michael marries a woman called Pricille Thibault in St Valentin, Quebec, and Nelson is recorded as Narcisse Loucraft in Pacquetteville. (Narcisse is thought to be the French for Nelson, but I'm not sure about this.) Joseph-Michael's son Alfred Lucraft, (sometimes surnamed "Marion" according to the family,) married a woman called Denise Dubois and they lived in Pacquetteville too for a while.

Nelson's son, Nelson, went to Cuba in 1911, and there he had a family, most of whom were given Spanish forenames.

Readers can follow the family on the tree, together with some of the significant dates and locations. So let's consider some of the interesting questions, rather than merely recount the tree details.

What are the origins for this family?

I have not been able to identify with clarity who the Joseph born New York is from any English records, and the family has no knowledge of English ancestors. In fact the family legends were more about Dutch or French origins.

Frank Loucraft, born 1871 in Massachusetts, is recorded as returning to Boston in 1901 on board the ship "Anglian" from London. What was he doing in England?

The family at that time were working families, and there seems little likelihood of a business connection with England. The fact that the earliest family record shows Joseph as spelling his name "Lucraft" is telling, though by no means conclusive. The census extract on the next page, from the 1880 US census of East Bridgewater, shows that JM Loucraft, in the three right-hand columns, puts his own birth as New York, his father as England and his mother as Canada. Joseph, born c 1820, England and Zoe, or Elizabeth, also born c 1820, but in Canada.

The 1840 US Federal Census shows a Joseph Lucraft, born around 1810-20, (though the dates can be a few years either side of that,) living in Clinton County, Peru Township, New York. He's in the 20-30 year old age range and married to a woman about the same age. They have two sons, one born about 1836 and one about 1838. An older woman, aged about 60-70 years, and so born around 1770-1780, is living with them, but we don't know her name, or that of the wife and children.

Joseph Lucraft, in the family we are considering, was born around 1800-1820, if his marriage was around 1835, though the first son we know of was born around 1838, in New York. The Quebec Joseph has sons born circa 1838 (Joseph-Michael) and 1842 (Nelson). It couldn't be Nelson on the 1840 census, but it could have been another child. It's a very rare surname, and the only other Joseph known in the US is accounted for in another family.

There is an English candidate for this Canadian Joseph, and that is Joseph Richard Lucraft, christened in Exeter St Paul on 14th August 1808, and about whom I know nothing more. He doesn't appear in any other records I have seen, and I have researched this section of the family fairly thoroughly, as he is the older brother of Benjamin, my great-great-grand-father. You can see this Joseph Richard on the Nicholas Tree on the website, down in the bottom left-hand corner.

There is another possible candidate, Joseph Lucraft, baptised 1817 in Broadclyst, though this might be a little too late. He can be seen in the Broadclyst Tree for Joseph and Mary his parents on the website. It is less likely to be him as another Joseph was born to these parents in 1828, and while it is not unknown for a family to name two sons with the same forename, and recent research has indicated it is more common than previously thought, it is still probable that the second son Joseph means that the first son Joseph in this family died.

Other Canadian events

There is an intriguing coincidence. The Leaycraft family in America, whose ancestry can be traced back through Benjamin Leecraft born about 1753, and who lived in Bermuda, and ran a fleet of merchant ships from there. His descendants set up outposts of their business in Halifax Nova Scotia, and New York in the 19th century. But there are no connections to this family.

There is also a Quebec record of a John Lucraft, who was a volunteer 1st class on board the Royal Navy ship HMS Penelope. The Penelope was wrecked on 1st May 1815 in the Lower St Lawrence seaway, with the loss of 37 hands; 20 seamen, 6 mariners and 11 boys. And on

24th May 1815, there is a muster roll of those that survived. John is not one of the seven men listed as "drunk". We have no age record for John as yet, but there is an extract of the HMS Penelope's fate overleaf.

NAME	AGE	SEX	RELATION	RESIDENCE	STATUS	RESIDENCE	STATUS
245 291 Loucraft J. M.	42	M		Brick Manufacturers		USA	Canada
— Beside	43	M		Brick house		Canada	Canada
— Mary	12	F	Daughter	Attitude school		Canada	USA
— George	10	M	Son	Attitude school		Canada	USA
— Annie	4	F	Daughter			Mass	USA
						Canada	Canada

The French were long gone as a governing nation, defeated at Quebec in 1759, by General Wolfe, though French-speakers were still the more populous then as now. The Royal Navy would have maintained a small fleet in Canada, even though the war against Napoleon required most of the fleet in Europe. Horatio Nelson had defeated the French fleet at Trafalgar in 1805, (with an Alfred Lucraft, half-brother of John Pasley Luckraft, the subject of the lead article in this newsletter, wounded in the battle.) But Napoleon was not completely defeated until Waterloo in 1815, and so a fleet would have been still needed to maintain the military threat in French-speaking Quebec where there would have been much sympathy for the French, and not a little dislike of the English.

Why the French names?

Which brings us back to the names in this Québécois family. In their first enquiries of me the family asked about the names, and the mixture of French and English names and versions of names. There are two historical and cultural factors I believe can be drawn from the names.

First, a family living, and marrying and having children, in French-speaking Canada at the time, would almost certainly have adopted some French-speaking elements in the names. One suspects that in the highly charged politics of the day, unless you were a card-carrying Englishman, with a position that could be protected by the English garrison, assimilation into the French-speaking world would have been the norm. Certainly a generation before that the assimilation of Englishmen into American ways and beliefs, at the time of the war of independence, was the norm except for those families that could be protected by the English garrison.

Second, however, by the time we get to around 1840, and Joseph Lucraft and Zoe Charron's children are born, and we believe one of them to be "Nelson", he is making a clear declaration of nationality. John and Zoe's grandchildren are named Mary, George, Annie, Israel and Alfred. With the exception of Israel, these names are redolent of English history. Nelson uses the same name for his son in 1869, by which time the English hero of Trafalgar has a column with his statue on top in the heart of London in Trafalgar Square.

In a final possible ironic coincidence, it was in 1865 and 1866 that Benjamin Lucraft led the marches of impoverished working men and women out of the slums of east London. He stood on a cart drawn by a horse, and then on the platform at the foot of Nelson's column, to speak and demonstrate for the vote in Trafalgar Square. The leader article in The Times, the establishment newspaper of record wrote: "How dare

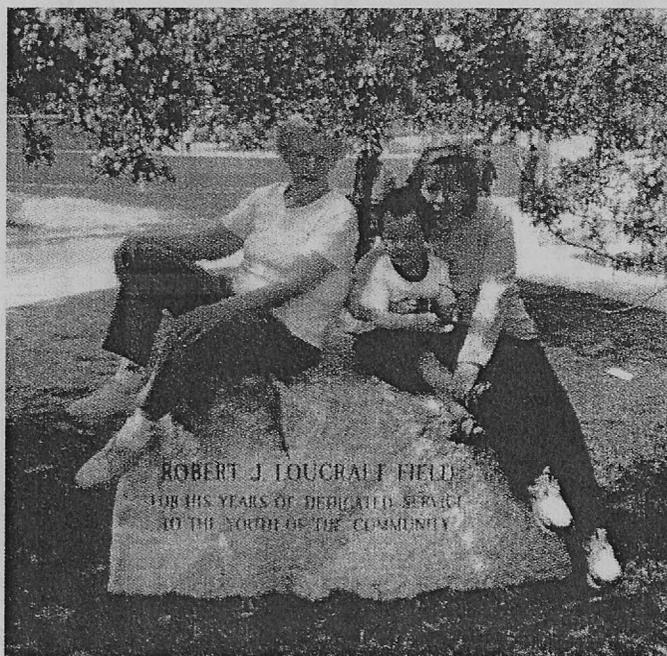
these unwashed men demonstrate in our square?" If it is the case that the Joseph who founded this Quebec and Massachusetts family is the next brother of Benjamin, who demonstrated in Nelson's square, then the story has

an ending that brings together the major themes of 19th century global politics; the re-shaping of European and transatlantic power, and the struggle of the workers for a decent place in that world which depended on their labour for its growth and expansion.

The family now

Joseph and his son Joseph-Michael, ran a brick manufacturers in East Bridgewater, Massachusetts. East Bridgewater is primarily a residential community centrally located in Plymouth County 14 miles northeast of Taunton, 22 miles northwest of Plymouth, 25 miles southeast of Boston, and 207 miles from New York City. First settled in 1630 as an outgrowth of the Plimoth and Duxbury plantation, the Town of East Bridgewater was an early industrial inland town located on the northern portion of the Taunton River system. Its early economy was based on agriculture but the community did have both grist and sawmills, iron forges and tanneries. The late 19th and early 20th century saw residential development along the trolley lines in the community.

The Loucraft brickyard covered the area known in the 1600's as the Devil's Hop Yard, where early settlers had their homes. Joseph and his son razed about 10-12 feet of the area to extract clay for bricks. And they ran a boarding house, too, for lots of their Canadian labourers.



The family are now living in various parts of the US, but here is Eileen Loucraft and her family, with the stone marking the training ground in memory of her father-in-law, who was deeply committed to youth sport, as well as being a faithful member of the local Catholic Church, as are many other members of the family.

Alfred and Israel are not seen in the census records or elsewhere. Israel Joseph Loucraft is listed in the Pacquetteville register in 1870 born to Joseph Loucraft & Priscila Thibault Alfred is a puzzle with the name changes and may not be right in this position.

Joseph Lucraft = Eliza Sharr (Also known as ? Zoe Charron; also known as Elizabeth Shaw?)

Possible candidate Joseph Richard Lucraft bapt 1808 Exeter
There is a Joseph in NY 1840 Fed Census b c 1810-20 and wife same age
And two male children b c 1836 and 1838, and an older woman aged 60-70

Married c 1820

Joseph-Michael Lucraft = Pricille Thibault (also Perside) = Nelson Loucraft (Narcisse in French) = Nancy A Haulton

Born c 1838 New York
Moved to East Bridgewater Massachusetts
1880 Brickmaker with many employees
1880 census: family at East B, Plymouth, MA
d 12 Apr 1893 East Bridgewater
Joseph and Pricille's family in East Bridgewater at 1880 census

Married ? 1857 St Valentine Quebec
Kept house for Canadian brickmakers

born 1842 St Venant de Hereford, Quebec
St Venant is v close to Colebrook NH
1880 census family at Lewiston
Androscoggin, ME
1889-90 Driver 784 Gorham
33 Bowden

born c 1846 New Brunswick
1880 Keeping house
and said born "England"
1889-90 at 33 Bowden, Lowell, Mass
m 1865 : d 1899

Nelson and Nancy's family in Lewiston 1880 Census

Alfred Loucraft / Marion = Denise Dubois

Born c 1860
"Lucraft" in Colebrook NH
"Marion" in Pacquetteville, Quebec
Lived in St Venant, Quebec
Then Colebrook, NH
Brickmaker with father
Died Colebrook 1892 aged 32

married c 1880

Israel Joseph Loucraft

baptised 1870 Pacquetteville registers for St Venant
birth Compton St V PQ
Compton is v close to Colebrook

Mary Loucraft

born c 1868 Canada
m William Trudeau
1887 East Bridgewater

Louise Sophranie Loucraft

born 1868 Compton
St Venant PQ

George Loucraft

born c 1870 Canada
m Nellie Flynn 1891
1887-90 Spring
East Bridgewater
Two children
d 1896 East B.

Annie Loucraft

born c 1876 Mass.
m William Kayne

One Child

Mary E Loucraft

Born c 1866 Mass.
1880 worker Cotton Mill
m Joseph F McDermott
5 daughters
1 son
d 1939 N Billerica

Nelson J Loucraft =

Born c 1869 Colebrook
1880 Worker Cotton Mill
1911 Cuba
returned Lowell
1918 Driver of 784 Gorham
"Narcisse" in baptism reg

D 1942-43 Cuba

1 Mary Riley

b 1873 Ireland
Three children
Joseph
Bridegt
Mary

d 1912 of TB

Francis J Loucraft =

also Frank bc 1877
born c 1871/3 Mass
23 Jun 1901 arrived Boston
on ship "Anglian" from London
of Mass. Aged 28"
1920 Lowell

Grocery business
D 1934 Lowell MA

Catherine Charlton

born c 1888 Ireland
marriage intention 1915 Lowell
d 1943 Lowell MA

Charles H Loucraft =

born c 1873 Maine
Carpenter
moved to Lowell MA
d 1912
East Chelmsford

Irving Loucraft

b 1899
Served Spanish American War
Purple Heart and Silver Star
D 1952

Sarah Emerson

b 1882
d 1944

Irene Toohey

Born 16 Feb 1902
Lived Lowell Mass
Died Sept 1983

Etta Loucraft

born 1876 Maine
m Leslie Fralick
Two children
d 1937 N Billerica

George Loucraft

born 1878 Maine
m Mary Elizabeth Wynn
1920 lived Billerica
d 1935

Sarah Loucraft

also known as Sadie
b 1901
m Edward Gunderson
d 1948

= 2 Maria Canino

m 1923 Cuba

Marion Loucraft

Ruth Loucraft

e-mail

= ? Freeland

Irving Loucraft

Robert Loucraft

= Theresa Tucker

Charles Lucraft

Robert J Loucraft

Ann H Loucraft

Irving J Loucraft

Kathleen Loucraft

Joan M Loucraft

Brian Loucraft

= Eileen ?

e-mail

Daniel Loucraft

born Cuba

Gilberto Loucraft

born Cuba

= ? ?

Maria Loucraft

e-mail

Augustin Loucraft

born Cuba

Carlos Thomas Loucraft

born Cuba

Robert Jorge Loucraft

born Cuba

Jose Francisco Loucraft

born Cuba

Ana Maria Loucraft

born Cuba

Note: This tree has been created from a mixture of census records, internet searches and family information. Very few of the entries are securely supported by original records. Please seek any details from the One Name Study. Not all the family names have been included. Current generations have been named without details. Please advise any errors to Ian Lucraft

© Ian Lucraft : The Luc(k)raft One Name Study : ianlucraft@btinternet.com

A beloved grandchild

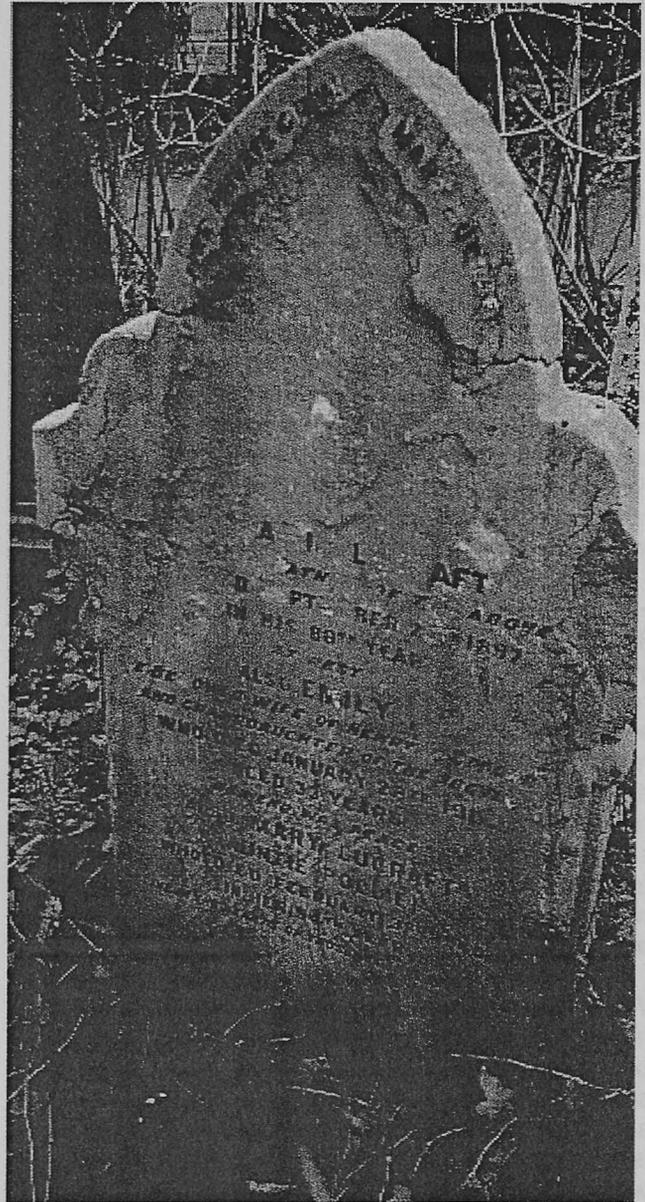
For my family, the most significant character has been Benjamin Lucraft born 1809 in Broadclyst, Devon, who became a chairmaker and radical leader in London in the 1860s and 70s. I have stacks of papers about him, but every now and then something new emerges, after all this time. This edition I look back at a grandchild of Benjamin's; Emily Lucraft, born in 1877, 20 years before he died, and who was laid in his grave when she died in 1911 aged 33, having died on pulmonary tuberculosis and exhaustion. It took many years until Gary Rutland found the website in 2004/5 and we pieced things together.

At first I had found Emily living at the home of Benjamin's son, Henry Lucraft, and his wife Ann (nee Clarke). She was listed as their daughter in the 1881 census, and a niece, as yet unidentified, called Jane, was also there. But when Gary obtained the certificates for Emily's birth and death, we found that Emily had been born to a Mary Lucraft, at 67 Canonbury Road. Benjamin is recorded as living at this address in his Election Address at this time, and we believe that Mary Bartell Lucraft, his last daughter, lived with him to his death. Mary Bartell Lucraft would have been about 30 when Emily was born. There is a reference to Mary being deaf, and we have no idea of any partner.

When Emily was a little older, she was living with Mary at the census, but she was still recorded as niece. We may never know if she knew that Mary was her mother. When Emily married Henry Goddard in 1907, when she was about 30, she was not able to name a father nor an occupation for a father. So presumably by this time she knew, if she ever had thought, that her father was not Henry Lucraft. A year later a daughter was born in 1908 to Emily and Henry. This was Gladys Mary May Goddard who later married and was the ancestor of Gary Rutland which led to the contact with our study.

But sadly, just three years after Gladys birth, Emily died, and was the second body buried in Benjamin's Grave, where she is recorded as the beloved wife of Henry Goddard and grand-daughter of Benjamin. No mention of either of her parents. But the final burial in the grave, nearly 30 years later, is Mary Bartell Lucraft herself.

Mary was known in the family as "Auntie Pollie" and that's how she is recorded on the gravestone, where she joins her daughter in death.



(HMS Penelope, continued from earlier page.)

The sea then broke into the captain's cabin, destroying the bags of bread which were their only provisions. An exhausted Captain Galloway was persuaded to go ashore in the pinnace with as many men as she could carry but she was swamped as soon as she left the lee of the ship and was then wrecked on a rock, leaving all on board to swim for the shore. Lieutenants Benjamin Hooper and John Massey with 18 men followed in the gig but she was upset when trying to make a second trip. The 40 or so men left on board perished during the night when the ship broke into three pieces. Only seaman David Bruce managed to get on shore. On 2 May, 47 men and boys deserted after plundering all the trunks which had been washed ashore. The remaining survivors salvaged the boats, repaired them and made preparations for proceeding to Quebec. The following day a Canadian boat suggested making for Gaspé and

provided cooking utensils to enable them to prepare food. When the weather moderated on the 6th, 68 people, including 2 women, embarked in the boats and reached Gaspé Bay on the evening of the following day. After resting for a few days, they walked nine miles across the ice to board three transports and arrived in Quebec on the 23rd. Many of the survivors were frostbitten and some lost their toes.

On 24 July 1815, a court martial was held at Portsmouth. It was decided that the loss of *HMS Penelope* was due to the state of the weather and the set of the current. The master, Mr. William Honner, was sentenced to be placed at the bottom of the list; Captain Galloway and Lieutenant Hopper were reprimanded and seaman Walter Howell was sentenced to 500 lashes for drunkenness, disobedience of orders, mutiny and desertion.

William Lucraft – convict

We've known for a while that a William Lucraft was transported from Exeter in the 1840s as there was a newspaper clipping of the time giving very spare details of a William Lucraft transported from Exeter.

But now we know a bit more about him, thanks to the internet and access to Tasmanian Records. The Tasmanian Archives' Office have been very helpful, and here's the story.

Convicted

William Lucraft was tried at Exeter on 30th January 1842. The writing in the Convict Record kept in Tasmania is not easy to read, but the offences include stealing a mackintosh, and two counts of drunkenness, (once perhaps at the White House; was that once a pub in Exeter?) and another unreadable offence. He got 14 days for one drunkenness count, 4 weeks for another and 2 months for the third. But for the mackintosh he was transported for seven years.

His records show that he was convict number 8515, aged 24 years, and 5 feet 3 and a quarter inches tall. He was a protestant, who could both read and write, and was single. He was a slater and plasterer, from Exeter, and the Serjeant's (sic) report was that he was a good teacher. (What was he teaching?) The remarks column appears to read "m Elizabeth. 1d Mary", which can be read as saying that his mother was called Elizabeth, and he had a daughter Mary, but the children column has no entry. It could equally be that he was married to Elizabeth and had one daughter Mary.

Who was he? I can't be sure. The candidate I have had for many years is William Lucraft, baptised 22nd Nov 1818 at Heavitree, which was a small village on the outskirts of Exeter, now a suburb of the city. (Though this William born 1818 is also a candidate for the William Lucraft who went to America and founded the Locraft line there.) His family were carpenters, as he was, and I think his mother was Mary. This convict could well be married to an Elizabeth and have named a daughter after his mother. The children column I think relates to whether there were any children with the convict, and clearly here there were not as he sailed alone. So it is not certain, but after the 1841 census, when William is listed as a carpenter in Heavitree, we find no more about him in the English records I have seen so far. (There is another William of the same age in Bermondsey, with a family, and he too came from Heavitree, so it could be that the Heavitree William is not the one transported. We just don't know.)

You can find this William on the Heavitree and Lympstone Tree if you have it. The next son, Joseph, emigrated to America and settled in Illinois marrying a woman from Hooe in Sussex before going, and her sister later after she died.

If this Heavitree family is William's, they had spent the last 20 years on and off Poor support. The father's generation had all been apprenticed when they were six, seven and eight years of age, and the family had Poor money from the village vestry to buy potatoes, packs of bran, for a daughter's coffin etc.. They weren't always in trouble. In 1853 John Lucraft a carpenter of Oakfield Street Heavitree, William's brother, I believe, was a witness in a case against Elizabeth Stone, who stole a part of a side of bacon weighing 37 lbs from a shop in George's Street, Exeter.

Transported

William embarked on 26th September 1842, and sailed from Plymouth on 5th October 1842, on board the ship *Earl Grey*, and arrived in Hobart, Tasmania, then called Van Diemens Land, on 14th January 1843; a sailing of 14 weeks. He's recorded as being of fair complexion, with a small head and oval visage, brown eyebrows and eyes. On his left arm he had tattooed a man and a woman, the letters "V.R." (for the new queen), and an anchor. On his right arm he had the letters "W.L.E.L." and anchor and a sea anchor or a sun and anchor. Do the letters WLEL mean a William Lucraft and Elizabeth Lucraft. I suspect they do and that Elizabeth was his wife. Their marriage I have not yet found.

Life as a felon

He was put to work in the labour camps, including Buckland, and was soon in trouble. He got 10 days solitary for being drunk and being suspected of making a grindstone for a private individual. He got a four month extension for absenting himself and making a grindstone clandestinely, and having nails and mason's tools in his bag without a record of permission. He was released from the first stage of his punishment in November 1844, and the next May went AWOL again and was drunk, getting four days solitary. In September he got six months hard labour for striking his master with his fist. Until May 1849 the records show further spells in solitary for drunkenness, resisting arrest, assaulting a landlord, and on one occasion stealing a watch. Tough life in the penal colonies.

Marriage to Sarah Briden

Then a month later, on 25th June 1849 he applies for permission to marry, as he had to do as a convict. It must have been granted because on 6th August 1849 he marries Sarah Briden, and there are no more records of bad behaviour! Sarah is herself a convict. On 3rd March 1845, Sarah, from Enfield in Middlesex, had been tried at the Central Criminal Court in London on the charge of attempting to drown her child; a charge to which she pleaded not guilty. The record notes that she states that Henry Hickson and James ?aw are the fathers of her children. A curious note is also that she is recorded as having an alias, Ann Wilson, and there is a later addition which says "proper name Sarah Briden". Sarah is a "plain cook", and she was sentenced to 15 years, which would take

William Lucraft – convict

We've known for a while that a William Lucraft was transported from Exeter in the 1840s as there was a newspaper clipping of the time giving very spare details of a William Lucraft transported from Exeter.

But now we know a bit more about him, thanks to the internet and access to Tasmanian Records. The Tasmanian Archives' Office have been very helpful, and here's the story.

Convicted

William Lucraft was tried at Exeter on 30th January 1842. The writing in the Convict Record kept in Tasmania is not easy to read, but the offences include stealing a mackintosh, and two counts of drunkenness, (once perhaps at the White House; was that once a pub in Exeter?) and another unreadable offence. He got 14 days for one drunkenness count, 4 weeks for another and 2 months for the third. But for the mackintosh he was transported for seven years.

His records show that he was convict number 8515, aged 24 years, and 5 feet 3 and a quarter inches tall. He was a protestant, who could both read and write, and was single. He was a slater and plasterer, from Exeter, and the Serjeant's (sic) report was that he was a good teacher. (What was he teaching?) The remarks column appears to read "m Elizabeth. 1d Mary", which can be read as saying that his mother was called Elizabeth, and he had a daughter Mary, but the children column has no entry. It could equally be that he was married to Elizabeth and had one daughter Mary.

Who was he? I can't be sure. The candidate I have had for many years is William Lucraft, baptised 22nd Nov 1818 at Heavitree, which was a small village on the outskirts of Exeter, now a suburb of the city. (Though this William born 1818 is also a candidate for the William Lucraft who went to America and founded the Locraft line there.) His family were carpenters, as he was, and I think his mother was Mary. This convict could well be married to an Elizabeth and have named a daughter after his mother. The children column I think relates to whether there were any children with the convict, and clearly here there were not as he sailed alone. So it is not certain, but after the 1841 census, when William is listed as a carpenter in Heavitree, we find no more about him in the English records I have seen so far. (There is another William of the same age in Bermondsey, with a family, and he too came from Heavitree, so it could be that the Heavitree William is not the one transported. We just don't know.)

You can find this William on the Heavitree and Lympstone Tree if you have it. The next son, Joseph, emigrated to America and settled in Illinois marrying a woman from Hooe in Sussex before going, and her sister later after she died.

If this Heavitree family is William's, they had spent the last 20 years on and off Poor support. The father's generation had all been apprenticed when they were six, seven and eight years of age, and the family had Poor money from the village vestry to buy potatoes, packs of bran, for a daughter's coffin etc.. They weren't always in trouble. In 1853 John Lucraft a carpenter of Oakfield Street Heavitree, William's brother, I believe, was a witness in a case against Elizabeth Stone, who stole a part of a side of bacon weighing 37 lbs from a shop in George's Street, Exeter.

Transported

William embarked on 26th September 1842, and sailed from Plymouth on 5th October 1842, on board the ship *Earl Grey*, and arrived in Hobart, Tasmania, then called Van Diemens Land, on 14th January 1843; a sailing of 14 weeks. He's recorded as being of fair complexion, with a small head and oval visage, brown eyebrows and eyes. On his left arm he had tattooed a man and a woman, the letters "V.R." (for the new queen), and an anchor. On his right arm he had the letters "W.L.E.L." and anchor and a sea anchor or a sun and anchor. Do the letters WLEL mean a William Lucraft and Elizabeth Lucraft. I suspect they do and that Elizabeth was his wife. Their marriage I have not yet found.

Life as a felon

He was put to work in the labour camps, including Buckland, and was soon in trouble. He got 10 days solitary for being drunk and being suspected of making a grindstone for a private individual. He got a four month extension for absenting himself and making a grindstone clandestinely, and having nails and mason's tools in his bag without a record of permission. He was released from the first stage of his punishment in November 1844, and the next May went AWOL again and was drunk, getting four days solitary. In September he got six months hard labour for striking his master with his fist. Until May 1849 the records show further spells in solitary for drunkenness, resisting arrest, assaulting a landlord, and on one occasion stealing a watch. Tough life in the penal colonies.

Marriage to Sarah Briden

Then a month later, on 25th June 1849 he applies for permission to marry, as he had to do as a convict. It must have been granted because on 6th August 1849 he marries Sarah Briden, and there are no more records of bad behaviour! Sarah is herself a convict. On 3rd March 1845, Sarah, from Enfield in Middlesex, had been tried at the Central Criminal Court in London on the charge of attempting to drown her child; a charge to which she pleaded not guilty. The record notes that she states that Henry Hickson and James ?aw are the fathers of her children. A curious note is also that she is recorded as having an alias, Ann Wilson, and there is a later addition which says "proper name Sarah Briden". Sarah is a "plain cook", and she was sentenced to 15 years, which would take

her to 1860. She's single, can read and write, has two children and is a Protestant.

Sarah was transported from London on board the sailing ship *Lloyds*, sailing on 29th July 1845, and arriving at Hobart on 7th November. Her convict number was 753, and when she got there she was listed as 5 feet tall, 30 years of age, dark complexion, dark brown hair and an oval head. Her visage was narrow, her forehead low, eyebrows light, eyes hazel, with a long nose, wide mouth and round chin. Her face is slightly pockmarked, and she started a six month probation when she got there. The report, I think from the transport, was that she was well-behaved and industrious and had made 25 shirts.

There are very few entries on her record in Tasmania. The only offence she is recorded as committing is in 1848, for cruelty to an orphan child, for which she was reprimanded. In March 1853, eight years after her marriage, she is recommended for a conditional pardon, which is granted on 7th February 1854. In the margin of the record she is recorded as being at Campbelltown, one of the camps, until 1853.

I believe that her two children born in England, were transported with her, but have no further information about them. There is a number 2 in the children column of the transport ship record, whereas for William there was no entry.

And in the Tasman records, William and Sarah have four children together.

1. Mary Anne Lucroft, born 21 Jan 1850, Fingal, and died 15th May 1856 Campbelltown, aged 6.
2. Sarah Lucroft, born circa 1852, and died 23rd March 1852, Campbelltown a baby.
3. Elizabeth Lewcraft, born 3 April 1853, baptised at Campbelltown Methodist Church 24th April 1853.
4. Louisa Lucraft, born 23rd Jan 1855, Campbelltown.

There are no further certain details of the last two girls. If they died we might have seen the record. If they survived they probably married and took another name.

A tantalising possibility arose from an e-mail a couple of years ago, from John Davey in Australia. His grandmother was Lucy Louise Lucraft, who married George William Bushby, and they had a daughter, Olive, in 1887. Olive is John Davey's mother. If this Lucy Louise was the same as the Louise, born 1885 above, she would have been about 32 when Olive was born. I don't know anything else about Lucy Louise, and can't find her in the records, so it remains a possibility.

William died in 1865 aged 46, and Sarah in 1860, aged 46, both in Campbelltown.

There is still work to be done on Exeter and London court records and newspapers, so one day we may know more.

The first voyage of the *Earl Grey*

Paul A. Murnane, as part of his family history, which included some of his Irish family being transported on the first voyage of the Earl Grey, has written this in his much longer family history, which can be seen at <http://www.murnane.org/exile.htm> where there is a great wealth of interesting material, including the log of the ship's surgeon. I have extracted this section which tells the story of the voyage of those men.

"Finally, on Tuesday August 23rd, 1836, they were issued with transportee clothes, one blanket and utensils (marked with each brother's berth number to prevent theft) and rowed out to the convict ship "Earl Grey". Fortunately for the Murnanes, the weather was not cold, for their blue cloth (or jersey) jackets and waistcoats (two each), duck trousers (two), linen shirts (three), stockings, woollen cap and, possibly for the Murnanes, the novelty of a pair of shoes, were light weather clothing.

After nearly forty years experience of transporting convicts to New South Wales, the English Government had at last arrived at a fairly humane set of rules and regulations for delivering human cargoes in good order and condition. By 1836 when the Murnanes travelled, convict ships were no longer "floating hells, festering with disease, vice and cruelty", as described in the earlier voyages when ten percent or more of convicts died en route. Convict transport was now a Transport Board and Royal Navy matter, done in strict accordance with rules and regulations, and the Murnanes' ship was under the charge of a Royal Navy surgeon, William Evans, with over thirty years medical experience.

Both Evans, who had previous transportation experience, and the ship's master Talbot, had serious responsibilities and the Murnane brothers' survival largely depended on Evans' supervision. A large bond was paid by the contractor and only repaid when the Governor of New South Wales certified that the ship's cargo had been properly delivered. Careful daily logs of consumption of rations and water were kept throughout the voyage, and copies of the ship's logbook, as well as the Surgeon Superintendent's log, were deposited with the Governor and, on return to England, with the Transport Board. (What we know of the Murnane brothers' voyage is derived from the surviving copy of Surgeon Superintendent Evans' log. No trace of the captain's log has been found).

The "Earl Grey" was a new (1835) ship, built in Newcastle (England) by a well-known shipping merchant Duncan Dunbar and chartered to the British Government as a convict ship. The

Murnanes were to be "privileged" to travel on the "Earl Grey's" first of many convict transportation trips to New South Wales over the next decade.

The ship was a 571-ton wooden barque with three masts, square-rigged on all but the aftermost mast, which was fore/aft rigged. It had a crew of forty-five. Below decks there were two rows of sleeping berths or boxes, one above the other, down each side of the ship, around a long central table running the ship's length. Four convicts in double bunks slept in each six-foot square berth, linked together by the ankle with a chain running through ringbolts on the berths. Two large swinging stoves with metal funnels, stood fore and aft to provide the only warmth in the cold southern Indian Ocean where the "Earl Grey" would soon be sailing.

Air and light came only from small barred scuttles (rectangular openings) cut into the ship's sides – these were usually only able to be opened in calm seas. Armed soldiers from the 41st, 50th and 4th Regiments travelling as onboard guards, guarded trapdoors over the hatchways twenty-four hours. Evans had every two berths of eight men elect a mess captain to draw and divide the daily rations. These rations were a marked improvement over the Murnanes' experiences in the holding hulk – 3/4 pound ships biscuits, beef/pork/pudding dinner, pea soup (four times weekly), gruel or "burgoo" for breakfast, 1 oz. lime juice, 1 oz. sugar daily to prevent scurvy, vinegar weekly, 4 gills of Spanish red wine weekly and 3 quarts of water daily.

Certain convicts on the "Earl Grey", usually the older ones, were selected as spokesmen for the convicts' complaints and acted as "internal police", enforcing cleanup chores, etc.. Various convicts were allocated tasks such as cooks, medical attendants and barbers. Usually the convict cooks were allowed on deck about five a.m. to start breakfast preparations and cooking, and weather permitting, convicts were allowed on deck at sunrise, washing in seawater and exercising under armed supervision. All convicts were required to clean up as best they could prior to a daily inspection by the Surgeon. Haircuts and shaves were given once or twice a week. The sleeping berths were cleaned and each convict's bedding was usually stored on deck, often getting wet from the sea. The Murnanes participated in the daily prison deck cleaning parties, scrubbing down the decks with pumice stone and seawater. Breakfast was served below decks at the central table running the length of the ship. Religious service muster on the quarterdeck was a regular Sunday event, although it not known how the Irish Catholic convicts celebrated. A typical day ended about sunset when the convicts collected their bedding and were chained below for the night after dinner."

The Ship's surgeon listed the daily food ration:

"The allowance of oatmeal for each mans Breakfast is eight ounces this is made into thick Gruel and with it they get half an ounce of sugar. The Breakfast is served out at half past eight o'clock. The allowance of meat for each man is four ounces (Including bone). They get inferior cabbage of which they are

allowed four ounces (Including Stalks and waste leaves). There is also a small portion of oatmeal added to thicken it. This is made into Broth or soup, of this each man is allowed a quart. It is served up at five o'clock and with it a pound of Biscuit and no more for the day. On Friday the dinner is nothing but this gruel."

Stonemasons index

One of the many indices now available is the Stonemasons' Index, which provided me recently with this list. Three men are from the Aveton Gifford family, and two from Dean Prior. John of Plymouth is the builder whose wife let rooms and who himself went bankrupt with one of his building projects.

LUCKCRAFT, GEORGE & SON, Builders, address 1923: Aveton Gifford-Dev.

LUCKCRAFT, J, b/d NK, Builder, address 1814: Hampton Buildings, Plymouth-Dev.

LUCKCRAFT, John Thomas, b/d NK, Builder, address 1926: Aveton Gifford, Kingsbridge-Dev.

LUCKCRAFT, Joseph, b.1834 Aveton Gifford-Dev, Builder & Farmer, address 1881: Village, Aveton Gifford-Dev, 1890: Aveton Gifford, Kingsbridge-Dev.

LUCKCRAFT, Thomas, b.1797 Dean Prior-Dev, Mason, address 1851: Dean Town, Dean Prior-Dev.

LUCKCRAFT, William, b.1836 Dean Prior-Dev. Mason, address 1851: Dean Town, Dean Prior-Dev.

Cecilia Lucraft

War-gamers have a new figure to use in their combats; it's called Cecilia Lucraft.



This Newsletter is written and published free of charge by Ian Lucraft, of 136 Wadsley Lane, Sheffield, S6 4EE.

As the Journal of the Luc(k)raft One Name Study ianlucraft@btinternet.com

www.lucraft.org

The contents are the copyright of the author, with the exception of extracts taken from other papers, which are attributed in the text.

© May 2005.