

JOHN KENT OF NEW ENGLAND SUPPLIMENTRY INFORMATION

The information in this file was extracted from a book as noted on, the title page.
This book is Vol III by L. Vernon Briggs about his family. His mother's maiden name was Kent.

The reason for showing this printing is about John Kent who is noted as being a commander of the brig^① Merrimac. *I believe this is not true.*

During research, this statement is found in a book about John Kent: "He was living at Charlestown as late as 1707 when he coveyed [Conveyed] land." Coveyed can have a meaning of transfer.

The following pages tell a little about pirates in New England as related in this book about John Kent.

I have only presented the pages talking about John Kent of Charleston. More pages of his family follow in the book leading to L. Vernon Brigs mother, Sarah Elizabeth Elms Kent.

Make not above of the ship type "Brig"^① and in the following pages is a story of the Merrimac but is described as a ship type of "Brigantine"^②. These are two different types of ships.

I have found many colony men named "John Kent". I don't think the John Kent noted in this book is the same person stating could have been commander of the Merrimac.

① and ② These relate to information on following pages.

Also Noted in this book is the following (No proof is found at this time)

In the book "History and Genealogy of the Briggs Family 1254-1937" Volume III, by L. Vernon Briggs

Chapter XX "Ancestry of Sarah Elizabeth Elms Kent, wife of Lloyd Briggs"

He states: "While no definite record has been found as to the place from which the Kents of Dedham came, that most nearly corresponding with the probable date of John Kent's Birth has been found in the Registers of St. Botolph's Church, Hingham, England."

JOHN KENT OF NEW ENGLAND SUPPLIMENTRY INFORMATION

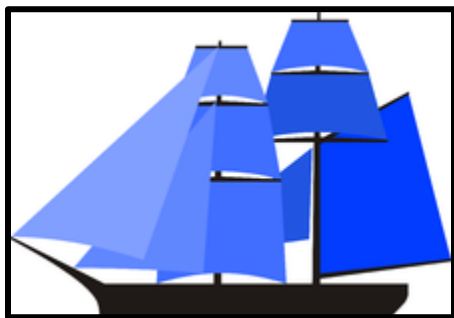
① <https://en.wikipedia.org/wiki/Brig>



A **brig** is a type of sailing vessel defined by its rig: two masts which are both [square-rigged](#). Brigs originated in the second half of the 18th century and were a common type of smaller merchant vessel or warship from then until the latter part of the 19th century. In commercial use, they were gradually replaced by fore-and-aft rigged vessels such as schooners, as owners sought to reduce crew costs by having rigs that could be handled by fewer men. In Royal Navy use, brigs were retained for training use when the battle fleets consisted almost entirely of iron-hulled steamships.

Brigs were prominent in the coasting coal trade of British waters. 4,395 voyages to London with coal were recorded in 1795. With an average of eight or nine trips per year for one vessel, that is a fleet of over 500 colliers trading to London alone. Other ports and coastal communities were also be served by colliers trading to Britain's coal ports. In the first half of the 19th century, the vast majority were rigged as brigs, and that rig was retained for longer in the northeast of England.

② <https://en.wikipedia.org/wiki/Brigantine>



A **brigantine** is a two-masted sailing vessel with a fully [square-rigged](#) foremast and at least two sails on the main mast: a square [topsail](#) and a [gaff sail](#) mainsail (behind the mast). The main mast is the second and taller of the two masts.

Older usages are looser; in addition to the rigorous definition above (attested from 1695), the *Oxford English Dictionary* has about 1525 definitions of "a small vessel equipped both for sailing and rowing, swifter and more easily maneuvered than larger ships" and "(loosely) various kinds of foreign sailing and rowing vessels, as the galleon, galliot, etc."

Modern American definitions include vessels without the square sails on the main mast.

JOHN KENT OF NEW ENGLAND SUPPLIMENTRY INFORMATION

There was a Merrimac that was a civil war ship.

[https://www.ducksters.com/history/civil_war/battle_of_ironclads.php#:~:text=The%20Merrimack%20\(Virginia\)%20was%20commanded,commanded%20by%20Captain%20John%20Worden.](https://www.ducksters.com/history/civil_war/battle_of_ironclads.php#:~:text=The%20Merrimack%20(Virginia)%20was%20commanded,commanded%20by%20Captain%20John%20Worden.)

[https://en.wikipedia.org/wiki/Thomas_Hawkins_\(pirate\)](https://en.wikipedia.org/wiki/Thomas_Hawkins_(pirate)) (Thomas Mentioned in attached info)
Thomas Hawkins (died 1690) was a pirate briefly active off New England. He was known for sailing with Thomas Pound.

History

Thomas Pound collected a group of sailors in August 1689 and hired Thomas Hawkins to transport them to Nantasket. En route Pound asked Hawkins to divert his fishing vessel to pick up a few more sailors. Once aboard they brandished arms and Pound announced that he intended to take up piracy, ostensibly to sail against the French in the West Indies.[2] Hawkins willingly joined them.

They soon captured the ketch Mary, transferring to it and releasing their prisoners aboard Hawkins' smaller ship. A ship crewed by militia members from Salem and Marblehead searched for Hawkins and Pound but missed them. Near Casco Bay, Maine they took aboard soldiers from nearby Fort Loyal, who deserted to join the pirates. They stole arms and a cannon when they slipped out in the night. Off Cape Cod they captured the sloop Good Speed, again transferring to the larger ship and releasing their prisoners.

Again a militia sloop was sent to search for them, again without success. Hawkins and Pound looted the **brigantine**^② Merrimack near Martha's Vineyard before a storm forced the Good Speed as far south as Virginia. Sailing back to Tarpaulin Cove, Hawkins went ashore and fled the pirates. In a letter he wrote, "by God thay kant hang me for what has bin don for no blood has bin shed." [2] He tried to secure passage back to Boston aboard a whaling ship but was recognized; the ship's captain, James Loper, agreed to take Hawkins but instead turned him in to the authorities immediately after arriving in Boston.

Pound meanwhile looted several more ships before he was attacked by Captain Samuel Pease aboard the Mary (the same ketch Pound and Hawkins had captured and released) in early October 1689. Pease's men exchanged small arms fire with Pound and his pirates for a time until Pound was hit and badly wounded and most of his crew were injured or killed. Pease himself was hit and later died, the only casualty of Pound and Hawkins' piracy.

Hawkins and Pound were tried together in January 1690; both were found guilty and sentenced to hang. Fellow pirate William Coward was tried at the same time, though his crimes were unrelated. The presiding judge was Samuel Sewall, later famed for presiding over the Salem witch trials; in jail Hawkins was imprisoned alongside "Mary Glover the Irish Catholic witch," and Cotton Mather prayed with the condemned. Hawkins had influential friends and relatives

JOHN KENT OF NEW ENGLAND SUPPLIMENTRY INFORMATION

who arranged a reprieve for him, and there was evidence that Pound may have forced Hawkins to remain with them. They were both sent back to England aboard the frigate HMS Rose. On the way they were attacked by a French privateer. Hawkins and Pound fought bravely to defend the Rose against the French. Hawkins was killed during the battle, while Pound survived and was pardoned for his piracies, eventually rising to command a Royal Navy ship of his own.

A book about Pirating:

By George Francis Dow, John Henry Edmonds · 2012

1630-1730

"Why did men go a-pirating, or 'on the account' as the pirates called it? The sailors said it was few ships and many men, hard work and small pay, long voyages, bad food and cruel commanders." — Introduction

Whatever their reasons, large numbers of pirates plied the waters off the coast of New England on the seventeenth and eighteenth centuries, plundering merchant vessels and often inflicting grievous injuries on captains, passengers, and crews.

Now the grim saga of these maritime marauders comes to life in the pages of this meticulously researched study. Drawing on detailed information from documents in state archives, admiralty records, printed reports of trials, articles from contemporary newspapers and other sources, these accounts recall the infamous exploits of a murderous group...

HISTORY AND GENEALOGY OF THE BRIGGS FAMILY

1254-1937

IN THREE VOLUMES
VOLUME III

By

L. VERNON BRIGGS

Honorary Member of the Kansas State Historical Society, Macon Public Library and Historical Society (Georgia), New London County Historical Society (Connecticut), Wyoming Historical and Genealogical Survey, Washington State Historical Society (Tacoma), Theatre of Arts and Letters, and Société Académique d'Histoire Internationale (Paris); Trustee of the Pilgrim Society (Plymouth, Mass.); Mate and Director of the Nautical Historical Society (Scituate, Mass.); Life Member of the Bostonian Society, New England Historic-Genealogical Society and Society for the Preservation of New England Antiquities; Member of the Old Colony Historical Society (Taunton, Mass.), Essex Institute (Salem, Mass.), Beverly Historical Society (Massachusetts), Arizona Pioneer Historical Society, Sons of the American Revolution, Scituate Historical Society (Massachusetts), American Folk Lore Society, New Haven Colony Historical Society (Connecticut), New Hampshire Historical Society, Hancock, N. H., Historical Society (Charter Member and President), Missouri Historical Society, Marine Museum of Boston, Military Historical Society of Massachusetts, Maine Historical Society, Stetson Kindred of America, National Geographic Society, Braintree Historical Society (Massachusetts), Norwell Historical Society (Massachusetts), Minnesota Historical Society (St. Paul), American Association for the Advancement of Science, Academy of Political Science (Columbia University), American Academy of Political and Social Science (Philadelphia, Pa.); Chairman of the Committee for the Preservation of the Park Street Church (Boston); Affiliated Member of the Business Historical Society of Harvard University; and Fellow of the Society of Genealogists of Great Britain, the Royal Geographic Society (London), and the Hakluyt Society (British Museum, London). Author of "History of Shipbuilding on the North River, Plymouth County, Mass., with Genealogies of the Shipbuilders," "History and Records of the First Congregational Church of Hanover, Mass.," "History of St. Andrew's Church, Hanover, Mass.," "Kent Genealogies, 1295-1898," "History and Genealogy of the Cahot Family in America, 1474-1927," etc.

PRIVATELY PRINTED

BOSTON

CHARLES E. GOODSPEED & CO.

1938



SARAH ELIZABETH ELMS KENT IN 1860
WIFE OF LLOYD BRIGGS AND MOTHER OF L. VERNON BRIGGS

CHAPTER XX

ANCESTRY OF SARAH ELIZABETH ELMS KENT, WIFE OF LLOYD BRIGGS

KENT, DUNHAM, ELMES, BROOKS, DAMON, MERRITT, CHITTENDEN, BUCK, VINAL, TAYLOR, STETSON, BARSTOW, BARKER, WILLIAMS, WARREN, KING, HALL, SNOW, PEASE, COVELL, BROWNING, POST, TILTON, MOULTON, MAYHEW, MERRY, BAYES, COFFIN, BUNKER, WOODWORTH, ETC.

KENT ANCESTRY

JOSHUA KENT appeared in Dedham, New England, as early as 1643. He was admitted to the Dedham church in 1644. He returned to England with a testimonial from the church in 1644, and came back to Dedham in 1645 accompanied by his brothers JOHN and Joseph Kent. Joseph Kent settled at Block Island after 1659, and by 1673 was at Swansea. *John Kent* remained at Dedham, was received into the church 16 May 1652, and became a freeman 1654.

Kent as a surname has been found in eighteen English shires, where they appear to have been owners of much real estate. While no definite record has been found as to the place from which the Kents of Dedham came, that most nearly corresponding with the probable date of John Kent's birth has been found in the Registers of St. Botolph's Church, Hingham, England.

1. JOHN KENT, born in England (probably Norfolk) about 1632, married 21 Mar. 1662 HANNAH GRIZWOLD (Grizold and Grizzell), born 4 Mar. 1644/5, daughter of FRANCIS and MARY GRIZZELL of Cambridge, Mass., later of Charlestown. He remained in Dedham until about 1673, when he moved to Charlestown. John Kent and wife Hannah were admitted into the church at Charlestown 13 Apr. 1673, by dismissal from the church at Dedham. In 1678 and 1679 John Kent was chosen one of the "Tythingmen" of Charlestown, and was living there in 1688, when he was taxed for one head of live stock and seven acres of land. On 22 Aug. 1689 Capt. John Kent, Commander of the brig

Merrimac, was killed by the pirate, Thomas Hawkins. This may have been *John*¹ *Kent* of Charlestown. His wife, *Hannah (Griswold) Kent*, died in Charlestown 9 Jan. 1690/91.

Not True! This is not our John Kent

Children of JOHN KENT and HANNAH GRISWOLD:

- i. Hannah, b. 2 July 1667 in Dedham; m. Joseph Cahoon.
- ii. John, b. 1668 in Dedham; m. 22 Dec. 1692, by William Bond, Esq., J.P., Sarah Smith of Charlestown, a great aunt of Abigail (Smith), wife of President John Adams. They lived in Charlestown until 1698, and then in Scituate, where he built several vessels between 1698 and 1709, when he moved to Marshfield. He built at what is known as the "old Kent Yard" at the mouth of Satuit Brook. Job Otis was building at the Will James yard at that time.

On Dec. 8, 1709, John Kent of Marshfield, yeoman, for £542, purchased from Charles Little of Marshfield, Joyner, housing and lands in Marshfield, "all my farm which my hon^d father Isaac Little Esq. late of Marshfield purchased of Ralph Powell of Marshfield . . . by deed dated 6 April 1687."

The Marshfield families of Kent were descendants of John and Sarah (Smith) Kent. The Little estate purchased by John Kent was at Rexhame, and is said by Richards to be that owned in 1905 by Ray T. Ames. This property was purchased by Maj. Briggs Thomas about 1779 (see Thomas), and was called the "ancient Beadle estate."

In 1709 *John Kent* was chosen on the commission to divide the Common and undivided lands of Marshfield. In 1711 he was designated as husbandman, and by the division of public lands he received a portion. In 1716 he was called *John Kent, Gentleman, of Marshfield*. In 1724/5 he was Representative to the General Court, and in 1726 he was a Selectman of Marshfield.

John Kent died in 1753, and his will, made in 1750, divided his estate among his ten children, but provided that if any son should so desire, he might have liberty of holding all the real estate, provided he paid within six months after the decease of John, to the other heirs, the proportion given them by the will. No one of the sons accepted this offer, and in the inventory submitted by the executors on 31 May 1753 is "Item the Real Estate the Homestead. Lawfull Money, £993, 6s, 8d." An inventory of John Kent's estate amounted to £1,257 and included a negro man named "Sambo" £35. (For will, see Kent Genealogy, Briggs.)

- iii. Mary, b. 3 Feb. 1669/70 in Dedham; prob. d. young.
- iv. Joshua, b. 15 June 1672 in Dedham; d. 20 June 1672.
- v. Joshua, b. 4 July 1674 in Charlestown; bpt. First Church, Charlestown; m. Agnes Okeman.