

Isaac Geldert, 3216, *Guide*

Researched by Marcia Watson

Name variations: Geldart, Geldard

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| Born | 5 July 1827, Ulverston, Lancashire ¹ |
| Baptism | 30 March 1828, Corney, Cumberland |
| Parents | James Geldart and Alice |
| Parent's marriage | Abt 1810 |
| Siblings | Jane (1812), John (1813), Thomas (1816), James (1822), Margaret (1824), Mary (1832) |
| Wife | Catherine (Kate) Ashburner (1836-1914) |
| Married | 26 January 1867, Ulverston |
| Children | Alice (1867), Kate (1869), William James (1871), Jane (1873), Mary (1874), Isaac (1876), Annie (1848) |

The first record of Isaac Geldart was the 1841 Census when he was living at Totton Row, Ulverston: James Geldart 55, Iron miner; wife Alice 50; children Margaret 15, cotton pricer, Isaac 13, cotton spinner, and Mary 9.²

His brother James was a seaman, and Isaac followed him, obtaining his Seaman Register Ticket (merchant seamen) in 1845 when he was 18 years old.

No. 51454, Isaac Geldart, born in Ulverston, Lancashire on 5 July 1827.

He was 5'4", with dark hair, dark complexion, dark eyes, no marks, and could write.

First went to sea as an ordinary seaman on 29 May 1844.

Isaac had not served in the Royal Navy or in foreign service. When unemployed, he resided in Ulverston. The ticket was issued at Dumfries on 4 January 1845.

Isaac signed onto the *Ellen and Sarah* on 1 January 1846. His brother, James Geldart, 24, was the Master. The crew consisted of Isaac 19, a mate, two other seamen and an apprentice. The ship made three voyages from Ulverston to Cardiff or Gloucester between January and June that year.

Isaac joined the "Honorable Company" and seems to have spent time around Burma ³ judging by the tattoos he acquired. He was in trouble in 1854:

A Court Martial assembled on board the H.C. Ship *Hastings* on 10, 11, 12 and 13 January 1854 for the trial of:

Thomas Coe, GI. No 1799, Boatswain's Mate

Isaac Geldart, GI. No 3..58, Captain of the Fore Top

Thomas Claymonts, No 33..6, Sailmaker

Edwin Pearce, GI. No 234, Yeoman of Signals

John Stevenson, GI. No 3522, Captain of the Forecastle

All belonged to the H.C. Sloop *Falkland*, on charges preferred against them by Commander John Stephens of the said vessel, for:

Firstly - That they did on 5 January 1854 endeavour to make a mutinous assembly on board the said Ship by positively refusing to obey or to serve under the orders of Mr Robert Hilton, Boatswain of the said Ship and did then and there utter words of sedition and mutiny by saying they would not obey or serve under the said Mr Robert Hilton.

Secondly - That they did on the 5 January 1854, behave with gross insubordination and contempt of authority and did disobey my lawful Commands by refusing to serve under or to obey the said Mr Robert Hilton.

¹ According to his Seaman's Ticket.

² The National Archives of the UK, (TNA), HO107/531/12

³ Burmese War, 1852-53.

Thirdly - That they did on 6 January 1854, endeavour to incite a mutinous assembly on board the said Ship, by positively refusing to serve under, or to obey, the said Mr Robert Hilton and did utter words of mutiny and sedition by saying they would not obey or serve under the said Mr Robert Hilton, and also did actually disobey the order of the said Mr Robert Hilton.

Fourthly - That they did on 6 January 1854, behave on board the said Ship in a highly mutinous and insubordinate manner by wilfully and repeatedly disobeying my lawful commands, in refusing to serve under, or to obey the said Mr Robert Hilton, and actually did disobey the order of the said Mr Hilton.

Fifthly - They did on 6 January 1854 on board the said Ship, behave in a highly mutinous and insubordinate manner by wilfully and repeatedly disobeying the orders or pipes or calls of the said Mr Robert Hilton.

And having carefully and deliberately weighed and considered the evidence in support of the charges, as well as what the prisoners had to offer in their defence, and the evidence adduced on their respective behalf, and having considered the whole, the Court is of opinion, that the charges of wilful disobedience of orders, contempt of authority, and highly insubordinate conduct have been fully proved; but the Court acquits the prisoners of endeavouring to make mutinous assembly.

The Court doth thereby adjudge the said Thomas Coe, Isaac Geldart, Thomas Claymonts, Edwin Pearce and John Stevenson to be severally and respectively transported beyond the seas for the term of seven years.⁴ The captain was removed from the ship later in the month.

The reason for their behaviour was reported in Friends of India and Statesman newspaper: Several of the crew of H.C. Sloop *Falkland* are now on trial for mutiny. They refused to obey their boatswain because he was a black man. They have been convicted of highly insubordinate conduct but acquitted of a mutinous assembly. The Court sentenced them to seven years transportation, a terribly severe sentence for giving away to a prejudice from which Europeans in India are free. The ben bore the highest character for obedience.⁵ Another publication said he was a negro.

After about 10 months in Calcutta prison, 6 European convicts and 15 guards of the 27th Regiment left Calcutta for Western Australia on 17 November 1854. The East India Company brig, *Guide*, arrived at Fremantle on 9 January 1855. The *Guide* returned to Calcutta on 24 January with 15 men of the 27th Regiment.

Isaac was assigned number 3216. He was 25, 5'5", with black hair, grey eyes, a long face, fresh complexion, slender, tattoos on the left arm, three Burmese figures; on the right arm, pagoda, mermaid; on his breast, pirate coat of arms, cross guns, fowl anchor, two upright swords, cannon slung; on his back, Burmese Royal family. He was a sailor, single, with no children, could read well and write tolerably, and was a Protestant.

He was received at Fremantle Prison on 11 January 1855. His conduct while confined in India and during the voyage was very good. Isaac was entitled to a Ticket of Leave on 13 July 1856. However, he was given a Free Pardon on 20 April 1855.⁶

Isaac would have had very little trouble obtaining a position on a ship leaving Western Australia. He returned to England by the 26 January 1867, when

*Colonial Secretary's Office, Perth,
April 21st 1855.*

THREE PARDONS have been this day signed for the following men:—

Reg No. 3214 Edwin Pearce

“ 3215 Thomas Coe

“ 3216 Isaac Geldart

“ 3217 Thomas Claymonts

By His Excellency's command,
W. A. SANFORD,
Colonial Secretary.

⁴ Bombay Gazette, 22 April 1854, p380. Some numbers unreadable. The *Falkland* was commissioned on 19 November 1853, a few weeks before the trial.

⁵ Friend of India and Statesman, 26 January 1854, p7

⁶ WA Govt Gazette, 24 April 1855, p2; SROWA, ACC 1156/R&D1-R&D2, ACC 1156/R18

he married at the parish church Ulverston - Mr Isaac Geldart, of Barrow in Furness, mariner, to Miss Kate Ashburner, of Ulveston.⁷ The parish register records his father as James Geldart.

This account of the bravery of pilots appears to refer to Isaac:

On Thursday morning, a heavy gale was blowing from the N.W., and a vessel named the *William*, of Liverpool (Captain Jones), sailing for Saltney from Duddon, laden with iron ore. She was lying in Piel, when, by the force of the gale driven from her mooring out to sea about two miles, dragging her anchors. She was seen from Piel with a flag of distress. A messenger was dispatched on horseback to Barrow at once to obtain the assistance of the lifeboat crew. Captain Schulz at once mustered 15 men and proceeded to the lifeboat station, where the boat was ready to launch. It was then found that *William* had been boarded by pilots close to Mort Flats, who had worked the *William* into Piel harbour under close-reefed sails. It appears she was seen by pilots James Charnley and Geldart, who, with praiseworthy promptitude and exemplary bravery, although it was blowing a strong gale at the time, and, with great danger to their lives, proceeded to the distressed vessel which they boarded. They found only one man on board, and he was a cripple, but they succeeded in bringing her in safely. The captain and crew had arrived the previous day and decided to remain owing to the gale. Too much praise cannot be awarded to Charnley and Geldart for the promptitude and bravery they showed. It is not the first time men, especially Charnley, have risked their lives and saved lives and property from destruction.⁸

Isaac and his young family were living at 17 Greengate St, Dalton, Barrow, on the 1871 census.⁹ Isaac Geldart, 42, mariner, born Ulverston, Lancashire; wife Kate 32, and daughters Alice 3, and Kate 1.

In 1875, Isaac was examined at Liverpool on 19 May 1875, and a Certificate of Competency as Master of a Home Trade Passenger, No 101838, was issued at the Port of Barrow on 22 May 1875. His address was given as 53 Green Gate St, Barrow in Furness.¹⁰

Four years later, Isaac was involved in the rescue of the *Artushof*:

Report of Isaac Geldart, Master of the sloop *Lismore*, of Barrow, 18 tons. His Ship was at anchor in Piel Roads, and at 8:30am on 2 September, four Trinity Pilots, came on board and informed Isaac that a large steamship was in distress off Hipaford Spit. At 8:45am they proceeded to sea and found the steamship *Artushof*, of Dantzic. Isaac brought his tug as close as possible to the Ship when the two Pilots, at some risk, boarded. The Ship's anchors having been got up, Isaac towed her into the Walney Channel and was joined near Seldom Seen Buoy by tug *Walney*, belonging to the same owners, and both tugs towed the Ship into the docks at Barrow, arriving at 12:20pm. With the gale dead on shore and foul ground for anchorage, *Artushof* was in considerable danger in her damaged condition and was unable, without the assistance of a tug, to get to safety.¹¹

By 1881, Isaac had moved to a larger house at 132 Ramsden St, Barrow in Furness. The census shows: Isaac Geldart 53, mariner, with wife Kate 44, and children Alice 13, Kate 11, William James 9, Jane 8, Mary 6, Isaac 4, and Annie 2.¹²

The 1891 census shows Isaac, 63, was working in a shipyard as a labourer, living at 146 Sutherland St, Barrow in Furness, with his family.¹³ He was at the same address in 1901- Isaac 73, labourer at

⁷ Barrow Herald and Furness Advertiser, 02 February 1867, p5

⁸ Cumberland Pacquet, and Ware's Whitehaven Advertiser, 23 April 1867, p6

⁹ TNA, UK, RG10/4244

¹⁰ Ancestry.com. UK and Ireland, Masters and Mates Certificates, 1850-1927, Certificate Range 2: 101670 - 101899

¹¹ Shipping and Mercantile Gazette, 10 September 1879, p4. Dantzic is the Archaic form of Gdańsk. *Lismore* owned by Sir James Ramsden.

¹² TNA, UK, RG11/4291

¹³ TNA, UK, RG12/3487; RG13/4011

the shipyard, with his wife and son Isaac 24, who was a timekeeper at the same shipyard. They also had a boarder.

In 1911 records, at 146 Sutherland St, Barrow, Isaac Geldart 83, married for 44 years with seven children who are all living. He was a general labourer at the shipbuilding who assisted in the drawing office. Living with him was his wife Catherine 74, and their widowed son Isaac 34, who was a clerk of works at the shipbuilding. ¹⁴

Isaac Geldart, died 6 February 1912 at 146 Sutherland Street, Barrow, aged 84 years. He did not leave a will. ¹⁵

His wife Catherine (Kate) Geldart was buried with Isaac on 4 February 1914 at Barrow in Furness.

¹⁴ TNA, UK, RG14/482

¹⁵ Barrow Herald and Furness Advertiser, 17 February 1912, p16