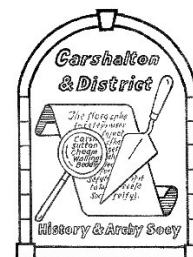


Carshalton & District History & Archaeology Society

Local History Note 4



‘CARSHALTON PARK’, WEST INDIAMAN, 1811 - 1853.

Derek Bradford

There are various literature references to the merchant ship ‘Carshalton Park’ for the period 1811 - 53 (mainly Lloyd’s shipping registers) and until 1869 (signal code books which may not have been updated). I have, to date, found no connection with the Taylor family of Carshalton Park, Carshalton or with the Taylor’s slave operated sugar plantation on St. Kitts in the Caribbean, from where their wealth originated, other than the ship’s name itself.¹ The ship was built in 1811 for a Company of Merchants, four years after the Act to Abolish the British Atlantic Slave Trade was passed in 1807 and three years before the death of George Taylor in 1814.

It is feasible that George Taylor, (1736 - 1814), who purchased the Carshalton Park Estate in Carshalton in 1782, or his brother John, (1750 - 1832), who both lived in Carshalton, were shareholders in the operating company Reid and Co. which shipped sugar and rum to London. Why else would the ship be called “Carshalton Park”? It was subsequently owned by a succession of companies and individuals.

Technical Data.

The ship ‘Carshalton Park’ was built at Southampton in 1811 and launched from Northam Yard on 5 Oct 1811. She was intended to sail in the West Indies trade and belonged to a Company of Merchants. Shipping registers provide valuable information. When built, she displaced 454 tonnes and was sheathed with copper over boards. She had a single deck with beams and 8 pairs of iron standards. Her draught when loaded was 18 feet. From 1834 her displacement was lower at 441 tonnes, perhaps as a result of fitting new upper works in 1833.

The ‘Carshalton Park’ was defensively armed with 8 guns from 1813 until at least 1815 as the Caribbean Sea was dangerous waters.

¹ For a detailed account of the Taylor family and its history of slave operated sugar plantations in the Caribbean the reader should consult “Gentlemen Slavers, Sutton’s connections with the transatlantic slave trade”, by Sue Barnard and published by L.B. Sutton Library and Heritage Service in 2009.

There was one 1826 reference to the brig 'Carshalton Park', but all others referred to ship until 1847. In 1851 - 53 she was described as a barque. Purdy referred to her as in 1824 and 1826 as a crack West Indiaman, coppered and evenly laden.

Lloyd's shipping registers gave the ship's condition. A was First Class of the 1st description, AE was First Class of the 2nd description, E was 2nd class and I was 3rd class.

In 1813-22 she was 1st description but was only 2nd class from 1823 - 1833. New top sides were fitted in 1826 and some repairs were made in 1828. In 1833 she was 2nd class. New upper works were fitted in 1833 when she was 22 years old. No status was given in 1834. In 1835 she was only listed in Lloyd's supplement to the main list.

During the period 1836 - 49 she was described as of the 2nd description, and well found in 1847 after some repairs in 1846 in which year the ship was listed in a return of salvage cases adjudicated upon by the Salvage Commissioners at Ramsgate for that year. The amount awarded for the Carshalton Park was £97 0s. 0d. and the expenses were £8 6s. 9d. The year 1850 showed her as 2nd class but she was of the 2nd description again in 1851 - 53 having had some repairs in 1851. There were no entries for 1854 or thereafter.

Port belonging and destined voyages.

She belonged to the Port of London until 1850. Her destined voyage was Jamaica until at least 1842. Parliamentary Papers relative to the West Indies show the 'Carshalton Park' sailed during the 1839 season from Montego Bay, Jamaica to London full and deeply laden with sugar and rum. She sailed direct and full, not partly laden and filling up at other ports. Both sugar and rum would have been shipped in large barrels called hogsheads which would each hold about 1000 lb. of sugar.

She sailed to Sierra Leone in West Africa in 1840, when the missionaries the Rev J Warburton, Mr Iliot and Mr Townsend and their wives embarked at Gravesend on 31st October that year. They arrived on 15th December 1840, a journey of 45 days, en route to the West Africa Mission. In 1843, the Indian Mail, under its Bombay heading, reported the 'Carshalton Park' arriving Bombay from Aden and departing Bombay for China, later departing Hong Kong for Manila and England. Her destined voyage in 1844 was London to Quebec. In 1845 she arrived in Dover from Manila and also had her destined voyage as London to Quebec. Then in 1845 - 1847 she sailed from London to Honduras.

On 21 July 1851, the barque Carshalton Park arrived at Sunderland under the command of Mr Hawkins, chief mate, the master and one of the crew having died at Sierra Leone.

In 1851 and 1853 her destined voyage was Plymouth to Sierra Leone.

The Carshalton Park, with Foster as master, went ashore outside Sierra Leone harbour in 1853 having missed stays. She was totally wrecked but the crew was saved. The master, mate and one seaman came home in the Hope and the remainder of the crew shipped home on board her Majesty's ship Bloodhound and Chapman and Priscilla, merchantman. The cargo was sold.

The ship is absent from Lloyd's Register of shipping after 1853, although she is included in signal code books until 1869, q.v.

Ocean currents.

According to The Pilot Guide and Blunt's American Coast Pilot, the 'Carshalton Park', under Captain J Steele Park, sailed from Jamaica for London on 20th May 1824 and he remarked on the stream and currents. His journal written on board the brig 'Carshalton Park' during a passage from Jamaica to England in 1826 recorded ocean currents in detail. He sailed from Falmouth, Jamaica, on 23rd May 1826, rounded Cape Antonio on 7th June and arrived off The Lizard, Cornwall on 14th July. James Rennell recorded the merchant ship 'Carshalton Park' on 27th July 1826, commanded by Lt. John Steel Park, R.N., when a bottle was thrown from the ship on her passage from Jamaica to London to assist determination of flows of ocean currents. The voyage lasted at least 65 days.

Signal Code books.

The merchant vessel 'Carshalton Park' was listed in signal code books, the First Distinguishing Pendant to be hoisted over the number or at some other mast head. The displayed number was 654 over the period 1826-41 and then 1603 from 1842.

The Universal Code of Signals in 1866 and 1869 had a note saying the ship would be omitted from future editions unless requested otherwise. As the ship was wrecked in 1853, the code books were long out of date.

Sources.

The Hampshire Chronicle, 14 Oct 1811.

The Morning Post, 14 and 15 July 1853.

Newcastle Guardian and Tyne Mercury, 26 July 1851.

Lloyd's Registers of Ship Owners, of Shipping, and of British and Foreign Ships. 1811 - 1869.

Register of Shipping. 1812 - 1853.

The Navy List, 1834.

The Indian Mail, 1843.

The Asiatic Journal, 1845.

Parliamentary Papers relevant to the West Indies for 1840.

The Pilot Guide and Blunt's American Coast Pilot.

A Code of Signals for the use of vessels employed in the merchant service, edited variously by Frederick Marryat and G B Richardson. 1826, 1851.

The Universal Code of Signals for the mercantile marine of all nations, edited variously by Frederick Marryat and G B Richardson. 1854 - 1869.

The New Semaphoric Book in three parts, edited by John R Parker. 1836 - 1842.

The Proceedings of the Church Missionary Society, 1840.

The African Repository, by America Colonisation Society, 1842.

Memoir, descriptive and explanatory, to accompany the general chart of the Atlantic Ocean. 1825, by John Purdy.

The House of Lords. The Sessional Papers, 1868. Salvage cases for 1846.

Owners of 'Carshalton Park'.

No entry for ship.	1811 - 12.
Reid or Reed and Co.	1813 -1833.
No owner.	1834.
No owner. Ship listed in Lloyd's Supplement, not main list.	1835.
Clarke and Co.	1836 - 1839.
Vidler and Co.	1839 - 1842.
Carter.	1842 - 1850.
Hocking.	1851 - 1853.

Masters of 'Carshalton Park'.

No Lloyd's entry for ship.	1811 - 1812.	Ship built in 1811 at Southampton.
J Hunter.	1813 - 14.	London Jamaica.
J Jones.	1813 - 15.	London Jamaica.

W Clarke.	1818 - 1822.	London Jamaica.
Lt. John Steele Park R.N. ²	1822 - 1841.	1840. London Jamaica. London Africa. 1835. Ship listed in Lloyd's Supplement, not main list.
Carter.	1842 - 1848.	1842. London Jamaica. 1843. England, Aden, Bombay, Hong Kong, Manila, England. 1844 - 45. London Quebec. 1845 - 47. London Honduras. 1848. No destined port.
No master.	1849.	No destined port.
No master.	1850.	No destined port.
W Blair.	1851 - 52.	Plymouth to Sierra Leone.
R Hitchens.	1852 - 53.	Plymouth to Sierra Leone.
Foster.	1853.	Ship wrecked at Sierra Leone.

² *Lt. John Steele Park R.N. is listed in The Navy List for 1834 with his date of seniority as a Lieutenant given as 16th February 1815. He married Sarah, eldest daughter of W Clark Esq. of the Triangle, Hackney, at St John's, Hackney on 23rd August 1827. This may be the link between Clarke and Park.