

CHRISTOPHER WHITLOCK, SHIPOWNER

Chuck Rockett sent in a very interesting item regarding a Christopher Whitlock who was a shipowner in the early 1600's. The item was titled "How to Trace Ancestors by Studying Ships" and appeared in the National Genealogical Society Quarterly. Christopher Whitlock and William Wye owned the *Garland*, a ship of between 250 and 300 tons and William Wye was her commander.

In 1619 they sailed by way of the Somers Islands (Bermuda), where the *Garland* had to remain for a couple of months "to undergo a refit". The *Garland* supposedly carried 130 passengers although one witness stated 200, of which about 40 were destined for Virginia.

An interesting addition but not overly exciting until I went to catalogue the item and I found I already had some information on the "refit" that the *Garland* had to undergo and why.

In the material received from Pearl Olsen in 1981, there was an item regarding a court case involving William Wye and Christopher Whitlock vs Thomas Sheppard and John Ferrar. The case described a voyage the *Garland* made in June 1619 after being hired by Thomas Sheppard and John Ferrar. The ship arrived in the Somers Islands with William Wye as master in October 1619. They were scheduled to stay about eight days but according the charterparty, due to the lack of boats to carry both passengers and cargo to the shore they stayed twenty days. On the twentieth day a storm stuck and the ship was driven on shore which caused considerable damage and prevented her from going on to Virginia at all. The case deals with the damages that resulted from delay in leaving the Somers Islands but unfortunately the item appears to only be an extract and the outcome of the action is not given.

It would be interesting to know if the passengers destined for Virginia continued their voyage with another ship or returned to England once the *Garland* was repaired. Certainly more of a story than "a refit" implies in the N.G.S.Q. article.

Unfortunately none of this sheds much light on who Christopher Whitlock was but a another item regarding the *Bonaventure* gives a bit of information about the type of people who might have been listed as a "ship owner" in 1619. The *Bonaventure* was brought to London in 1632 and interests in the ship were purchased by the following persons: "two one-eighth parts to Francis Langston and John Loveland of London, merchant, another one-eighth part to William Cooke of Wapping, merchant, a one-sixteenth part to Richard Whitlock of London, merchant, another one-sixteenth part and a thirty-second part to Matthew Fullwood of London, fishmonger, another one-sixteenth part to Abraham Marke of Southwark, brewer, another one-sixteenth to Jeremy Loveland of London, merchant"

Christopher Whitlock was likely a merchant but could just as well have been a fishmonger or brewer!!

Sources: HCA 13/52, HCA 13/43/24(74?) & HCA 13/50/152 (quoted in articles); our Sources:R445; R78/492