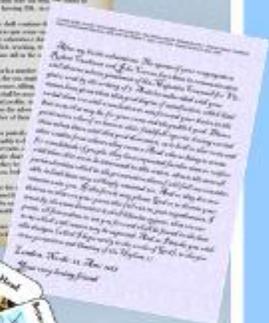
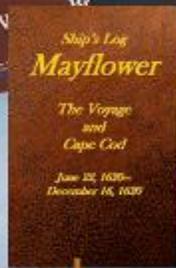
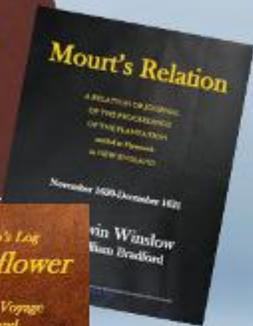
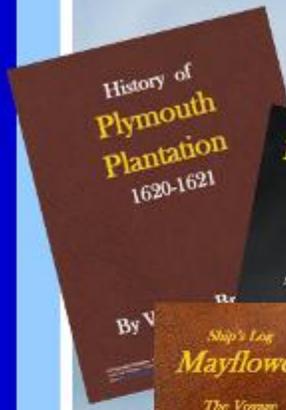


The Mayflower



A Research Center

Thank you for taking the time to check out these research materials for the study of the Mayflower's voyage to America in 1620. This product contains primary and secondary source materials for a classroom research center. I hope you'll find it exciting and educational!

Sandie Flynn

The Mayflower

Overview of Research Center Materials

This unit contains materials for a classroom research center where students may study primary and secondary materials to learn about what happened during the voyage of the *Mayflower*, and the first winter the settlers spent in New England.

Here's what's included in this center:



Parent Newsletter

Send home a month before the unit to solicit parental help in preparing materials.

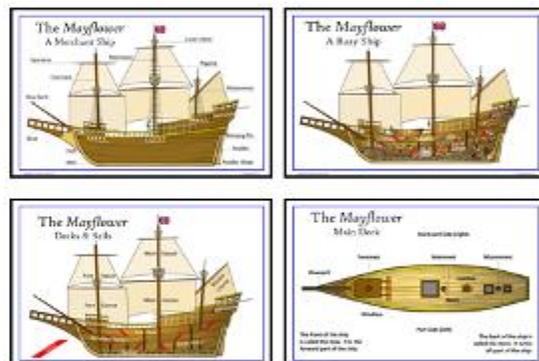


File 1: Sample plans for using the research center to gather information, which students will then use to create a product of your choice. (The materials are designed to help students produce a historical fiction article written in diary or journal style.)



File 2: People of the Mayflower

A set of cards depicting individuals on the voyage. Students choose a card and research that person's experience while on the ship and during the first year.



File 3: Mayflower Ship Posters

Four posters contain diagrams of the Mayflower, to help students comprehend life aboard.



File 4: Vocabulary Cards

Can be used to make a small dictionary, or combined with title/image cards, to make a deck of cards to play with.



File 5: Worksheets

Ship diagram worksheets help students learn more about the parts of a ship.



File 6-8: Ship's Logs

Reproduction of information found in the logs of the *Speedwell* and the *Mayflower*.
Print Version—modern language, easy to read
Script Version—original language

The Mayflower

Overview of Research Center Materials



File 9: Of Plymouth Plantation
 Reproduction of some of Bradford's history of the colony, in 2 versions: script—original language, print—modernized for easy reading.

File 10: Mourt's Relation
 Reproduction of some of Winslow's history of the colony, in 2 versions: script—original language, print—modernized for easy reading.



File 11: Mayflower Fate Cards
 A set of cards relate events that occurred on the *Mayflower* using a fictional, diary-style explanation combined with primary source description in original language and spelling.



File 12: Display Cards
 Modeled on the information plaques found in museums, these 8.5X11 cards explain life on board a ship in the 17th century.



File 13: Artifacts
 Copies and reproductions of primary source materials provide students with a challenging, but exciting source of information written by those who were there.



File 14: Art Prints
 Seventeen art prints include paintings, drawings, etchings, stamps, and coins.



File 15: Maps
 Period and modern maps depict the routes of the ships, and the explorations of the landing parties in the New World.



File 16: Mural
 Directions and cutouts are included for 2 mural backgrounds for your center.





The Mayflower

Inside this Lesson	
New Art Unit of Study	1
Preparing Materials	1
Donating Materials	2
1 Civ Help	2



- Special Points of Interest**
- The Voyage of the Mayflower
 - Students will write about the journey from the point of view of an actual traveler
 - Things we need
 - Ways you can help



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The Mayflower: A Research Center

The students in our class will soon begin a new research project as they explore the people and events connected with the first voyage of the *Mayflower* to North America in 1620. They will use a variety of primary (original) source materials, along with more recent information about the famous event in our country's history as they study about how the voyage and settlement of Plymouth Colony affected the life of one of the participants. Each student will choose a person who traveled on the *Mayflower*. Through journals, the ship's logs, letters, colony records, tombstones, and art pieces, they will learn about how these events affected the life of that person, and then write about the experience from that person's point of view. I will be setting up a research center in our classroom to help them in



Each student will choose one of the people who traveled on the *Mayflower* and write about the experience from their point of view.

their search. There is quite a bit of preparation needed to produce the materials the students will be working with, and a lot of ways that you may be able to help. I hope you'll find something here that tickles your fancy! And if you have some special relationship to the *Mayflower*, I hope you'll share it with us.

Running Copies, Setting up a Center

We have a number of materials to prepare before beginning the project. There are posters, art prints, task cards, fate cards, and artifacts to run off, laminate, and collate.

There are also a number of items that need to be cut out. I would like someone to bake a batch of hard tack that we can use to taste, and experiment with. (I'll provide the recipe.) If you could help at home or at school with any of these tasks, please complete the form on page 2 and it return it to school as soon as possible. Thanks for your help!

www.thematicteacher.com



The Mayflower

Donations Needed: Time and Materials

There are many ways that you can help us prepare for our research project about the voyage of the *Mayflower*.

Brochure or Photo Paper

Students would like to run the art prints off brochure or photo paper to improve their quality, and print the facts, ship's logs, and first-hand journals on parchment paper for a more realistic appearance. If you have paper you could contribute to the cause, you would improve the materials not just for your child, but for all the students who use the materials in the future. We also need white cover stock for some of the materials.

Large Format Printing

There are a number of items that need to be printed, a few of which are easier on a large format printer. If you have a printer that prints on ledger sized paper, 11x17, and are willing to

print the larger items for us, that would be very helpful! I will send the computer files home on a disk or flashdrive.

Standard Printing

There are also a number of items that need to be printed on letter size paper (8.5x11). If you can help with any of these, it would be greatly appreciated. If you don't have a printer at home, but could come to school and print the items, that would be very helpful, too.

Laminating

All the materials we are putting together today will be used for years to come. To help them stay in good condition for future students, most things will need to be laminated. If you are familiar with using the school laminator, and would like to help in this way, please let me know on the form below.

Cutting

All the laminated items will need to be carefully trimmed. Many of the

resources the students will be using will also need to be cut out. I can send the items home with your child, so those of you who cannot come to the school to help may be able to help us that way, at your convenience.

If you have any materials, books, or a personal interest in the voyage of the *Mayflower*, and you could share them with us, please let me know. I plan to start the unit in 4-5 weeks, so it would help tremendously if you could let me know if you can help as soon as possible.

Students will write a narrative of the events of the voyage of the *Mayflower* from the point of view of an actual traveler.

Here's how I can help!

I would like to help with the research materials for the *Mayflower* at home at school by

printing _____ laminating _____ cutting _____ donating _____ lending _____

I can make _____

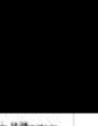
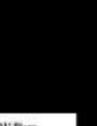
Name _____ Phone Number _____



Parent Newsletter

Send home a month prior to unit to solicit parent help in preparing materials

People of the Mayflower

 Rosebush Almon Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Berkeboom Almon Hemel Hempstead, Hertfordshire, England Birth Date: 1586 (?) Age: 34 Master's Cook Almon, and Mary his wife, with 7 children Berkeboom, Rosebush, & Mary, and a servant boy John Hobbs. Age: 34 Master's Cook Almon, and Mary his wife, with 7 children Berkeboom, Rosebush, & Mary, and a servant boy John Hobbs. Age: 34 Master's Cook Almon, and Mary his wife, with 7 children Berkeboom, Rosebush, & Mary, and a servant boy John Hobbs.	 Isaac Alorton Hemel Hempstead, Hertfordshire, England Birth Date: 1586 (?) Age: 34 Master's Cook Almon, and Mary his wife, with 7 children Berkeboom, Rosebush, & Mary, and a servant boy John Hobbs. Age: 34 Master's Cook Almon, and Mary his wife, with 7 children Berkeboom, Rosebush, & Mary, and a servant boy John Hobbs.	 John Alden Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Isaac Alorton Hemel Hempstead, Hertfordshire, England Birth Date: 1586 (?) Age: 34 Master's Cook Almon, and Mary his wife, with 7 children Berkeboom, Rosebush, & Mary, and a servant boy John Hobbs. Age: 34 Master's Cook Almon, and Mary his wife, with 7 children Berkeboom, Rosebush, & Mary, and a servant boy John Hobbs.	 Bartholomew Allen Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Wilkes Bradford Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Francis Billington Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 John Billington Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Eleanor Billington Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Francis Billington Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Francis Billington Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Francis Billington Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's
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 James Chilton Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Peter Bronson Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Katherine Carver Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 John Carver Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Katherine Carver Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Peter Br Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Stephen Hopkins Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Samuel Eaton Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Francis Eaton Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Francis Eaton Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Francis Eaton Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Francis Eaton Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Francis Eaton Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's
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 Resolved White Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Mary More Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Richard More Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Ellen More Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Richard More Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Mary Ma Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Miles Standish Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Joseph Mullins Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Pincell Mullins Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Pincell Mullins Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Pincell Mullins Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Pincell Mullins Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's	 Pincell Mullins Hemel Hempstead, Hertfordshire, England Birth Date: 1599 (?) Age: 1 as the ship's
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Each card shows the birth place, birth date, and age at boarding of 72 of the *Mayflower's* passengers and crew, along with their familial group. The list of passengers in each group is taken from the passenger list written by William Bradford in his journal. All people mentioned in the *Mayflower's* Ship's Log are included.

People of the Mayflower

 Humble Cooper	 Henry Sampson	 Edward Tilley	 Ann Tilley	Ann Tilley and English Date: Before John Tilley, and Ann Tilley were married, Sampson and Cooper	 Giles Hopkins	 Oceanus Hopkins	 Demais Hopkins	 Robert Coppin	Robert Coppin and Essex, of Date: Unknown Unknown	 Demais Hopkins	 Oceanus Hopkins	 Giles Hopkins
 John Hooke	 Desire Minter	 Wresding Brewster	 William Butten	John Butten and English Age: unknown	 Thomas English	 William Trewece	 Richard Ely	 John Alorton	John Alorton and unknown Age: unknown	 Richard Ely	 William Trewece	 Thomas English

 Solomon Prover	 Mary Martin	 Christopher Martin	 John Goodman
 Williamson	 Degoy Puast	 Richard Warren	 Edward Doy

John Goodman Homeland: Devon, England Birth Date: 1587 Age: 33 Master John Goodman	Christopher Martin Homeland: France, England Birth Date: 1593 Age: 42 Master Christopher Martin, with wife Mary; her son Solomon Prover; and 2 servants, John Langstone	Mary Martin Homeland: England Birth Date: mid 1580s Age: mid 20s Master Christopher Martin, with wife Mary; her son Solomon Prover; and 2 servants, John Langstone	Solomon Prover Homeland: Devon, England Birth Date: 1606 Age: 24 Master Christopher Martin, with wife Mary; her son Solomon Prover; and 2 servants, John Langstone
---	--	---	---

Edward Doy Homeland: England Birth Date: 1598 Age: 23 Master William Brewster, with Elizabeth his wife, and 2 children: Robert Doy, and Oceanus Doy	Richard Warren Homeland: Northampton, England Birth Date: 1578 Age: 42 Master Richard Warren, with wife Elizabeth; her son William Warren; and 2 servants: Edward Doy, and Edward Lister
--	---



Elizabeth Tilley

Elizabeth Tilley

Homeland: Bedford, England
Birth Date: 1607
Age: 13

John Tillie and his wife; and Elizabeth their daughter.



A copy of Bradford's passenger list is included, as well.



Remember Allerton



Bartholomew Allerton



Isaac Allerton



John Alden



John Billington



Elizabeth Tilley



Mary Allerton



Mary Allerton

John Alden

Hometown: England

Birth Date: 1599 (?)

Age: 21

Hired as the ship's cooper.

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Isaac Allerton

Hometown: Suffolk, England

Birth Date: 1586 (?)

Age: 34

Master Isaac

Allerton, and Mary his wife, with 3 children

Bartholomew,

Remember, & Mary, and a servant boy

John Hooke.

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Bartholomew Allerton

Hometown: Leiden, Holland

Birth Date: 1613 (?)

Age: 7

Master Isaac Allerton, and Mary his wife, with 3 children

Bartholomew,

Remember, & Mary, and a servant boy

John Hooke.

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Remember Allerton

Hometown: Leiden, Holland

Birth Date: 1615 (?)

Age: 5

Master Isaac Allerton, and Mary his wife, with 3 children

Bartholomew,

Remember, & Mary, and a servant boy

John Hooke.

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Mary (Norris) Allerton

Hometown: Berks, England

Birth Date: 1590 (?)

Age: 30

Master Isaac Allerton, and Mary his wife, with 3 children

Bartholomew,

Remember, & Mary, and a servant boy

John Hooke.

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Elizabeth Tilley

Hometown: Bedford, England

Birth Date: 1607

Age: 13

John Tillie and his wife; and Elizabeth their daughter.

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John Billington

Hometown: Lincoln, England

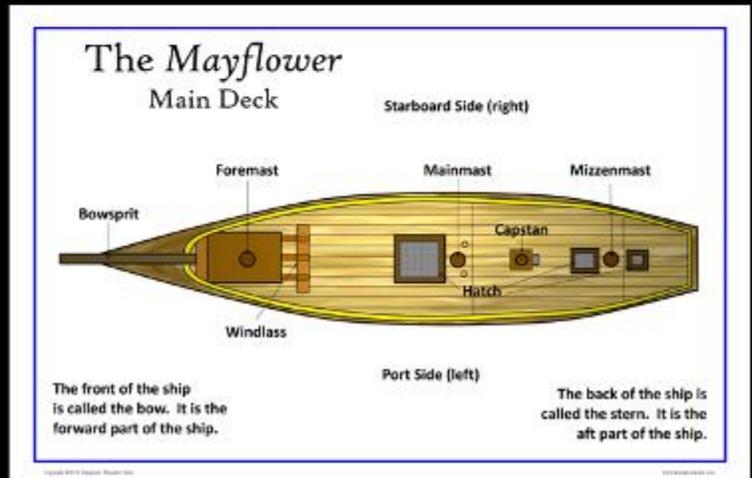
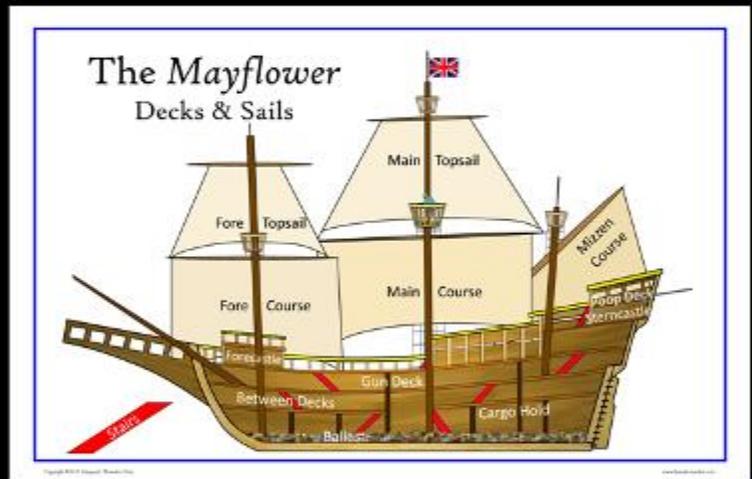
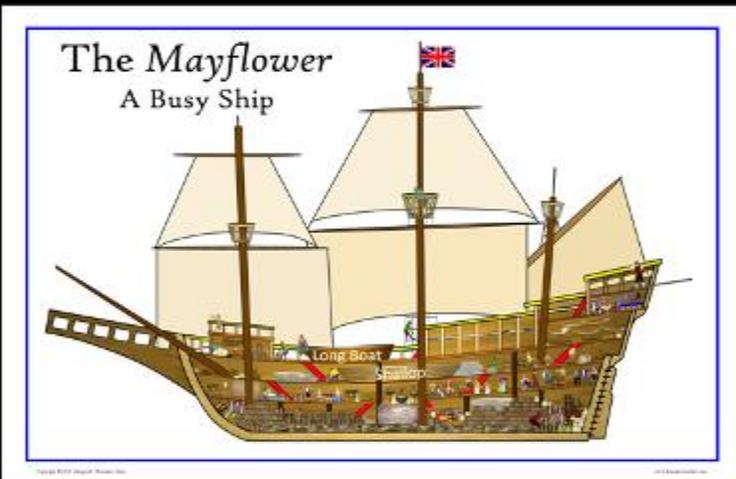
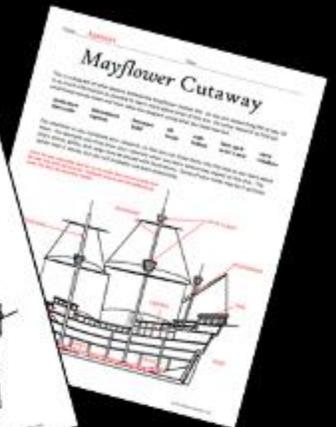
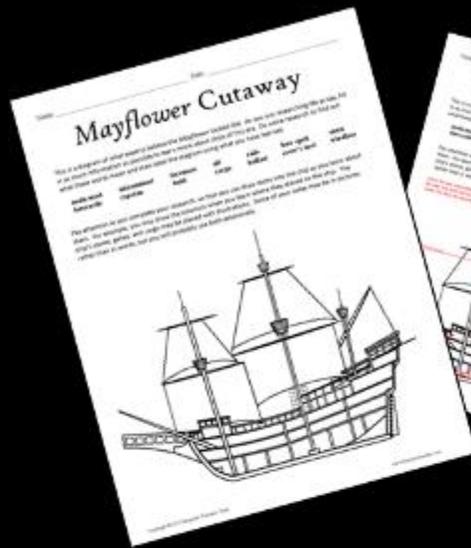
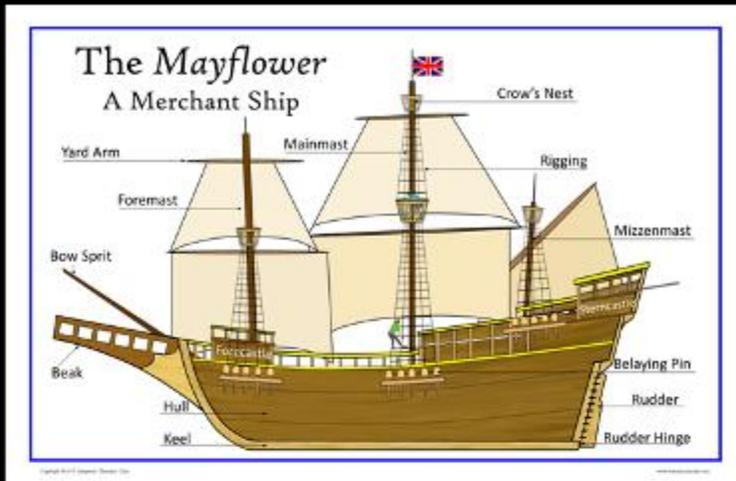
Birth Date: 1580

Age: 40

John Billington and Elinor his wife, and 2 sons, John & Francis.

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Mayflower: Ship's Posters



11X17 sized posters may be printed on a standard printer using letter sized paper, or on a large format printer using ledger sized paper.

Vocabulary Cards

Definition Cards

Parts of a Ship Dictionary  How to Make a Word Dictionary 1. Pick the subject you want to write about. 2. Find out the definition and spelling. 3. Write the definition. 4. Add an example sentence. 5. Add a picture if you can. 6. Add a drawing if you can. 7. Write the word and its spelling.	Galley GAL-ee The kitchen on a ship. 	Head hed The ship's bathroom. 	Shallow SHAL-oh A sailing boat that floats with a shallow draft. 	Shoal shoal An underwater ridge of sand or rock that makes the water very shallow. 	Hoghead HOGS-head A large oak or cedar that can hold 100 gallons. 	Harbor HAR-ber A body of water next to the shore that is deep enough to hold a ship. 
Mast mast A strong, tall pole used to hold sails and yards. 	Fore Topsail for-TOY-sail The top sail on the mast of the foremast. 	Mizzen Course MIZ-zen COURSE The lowest sail on the mizzenmast, the mast at the stern of the ship. 	Main Topsail MAIN TOY-sail The top sail on the mainmast, the mast near the middle of the ship. 	Hatch hatch An opening into the hull of a ship which can be opened and closed. 	Windlass WIN-dlass A mechanical device for winding and lowering objects such as sails, or an anchor. 	Capstan CAP-stan A tool that can be turned to raise or lower things. 



Provisions pro-VIZ-uhn All the food, drink, and other needs for a ship. 	Separatists SEP-uh-ree-ists A group of English people who left the Church of England to form their own church. 	Ordnance OR-dn-uhns Military weapons such as guns and cannons. 	Master MAS-ter 1) The captain of a ship. 2) The owner of a ship or service. 
Quay kei A landing place for a ship usually made of stone or concrete. 	Hove to HOY-to To turn a ship into the wind and pull down the sails to stop movement. 	Anchorage AN-uh-jee-uh A place in a harbor where a ship can stop and anchor and safely stay for a while. 	Shore Party SHOR-ee Party A group of people leaving a ship to go ashore. 

Hull hull The lowest part of a ship that floats partly beneath the water and supports the rest of the ship. 	Halyard HAL-yard Any of the lines or tackle used to raise or lower sails, masts, or spars. 	Crow's Nest CROWS nest A platform or ladder for a lookout near the top of a mast. 	Belaying Pin buh-LAY-ing pins A iron wooden pin that stops into a hole in a mast. 
Ballast BAL-uhst Heavy material such as rock or iron placed in the bottom of a ship to help balance. 	Beak BEIK A spike in the very bow (front) of a sailing ship that sticks out like a bird's beak. 	Bow Sprit BOU-spryt A long pole sticking out from the bow at the bow (front) of the ship for holding sails and lines. 	Lines LINES The ropes used on a ship are called lines. Ropes used on boats are called sheets. 

Forecastle FOR-uh-kuh-stle A cabin built near the bow (front) of the ship used to store supplies. 	Sterncastle STERN-uh-kuh-stle A cabin built on the main deck of a ship behind the mainmast. 	Between Decks BEE-tween DECKS A deck between the upper hull and the gun deck. 	Cargo Hold CAR-go HOLD The lowest deck where the goods being moved by the ship are stored. 
Fore Course FOR-uh-koors The lowest sail on the mast on the bow (front) of the ship. 	Spritsail SPRYT-sail The sail flown from the bow (front) of the ship. 	Poop Deck POOP-dek A deck at the stern (back) of the ship that is used above the main deck. It forms the roof of a cabin below. 	Gun Deck GUN-dek Any deck on a ship that has guns. 

Parts of a Ship Go Fish 	Galley 	Head 	
Mast 	Fore Topsail 	Mizzen Course 	Main Topsail 

Fore Course 	Spritsail 	Poop Deck 	Gun Deck 
Forecastle 	Sterncastle 	Between Decks 	Cargo Hold 

Quay 	Hove to 	Anchorage 	Shore Party 
Provisions 	Separatists 	Ordnance 	Master 

Ballast 	Beak 	Bow Sprit 	Lines 
Hull 	Halyard 	Crow's Nest 	Belaying Pin 

Hatch 	Windlass 	Capstan 	Yard Arm 
Shallow 	Shoal 	Hoghead 	Harbor 



Title / Image Cards

Parts of a Ship Dictionary



Ship at Sunset: Photo by Jorallebanon, via Pixabay.com.

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How to Make a Mini Dictionary

Use the definition cards to make a dictionary for your classroom center.



- Print out the definition cards, pages 2-6.
- Laminale and trim.
- Put in alphabetical order.
- Punch a hole in the top left corner.
- Attach the cards with a binder ring.

Galley

GAL ee

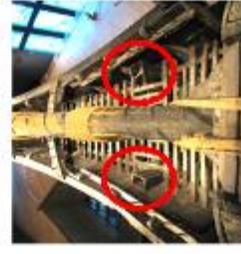


The ship's kitchen.

Galley: Photo by U.S. Navy photo by Mass Communications Specialist 3rd Class Nick C. Scott/Released) 120417-N-P-2218-073, via Wikimedia Commons.

Head

hed



The ship's bathroom.

Ship's Head, 17th Century: Photo by Peter Isotalo, via Wikimedia Commons. (Creative Commons Attribution-Share Alike 3.0 Unported license.) Photo was lightened...

Mast

mast

A strong, tall pole used to hold sails and yard arms.



Sailing Mast: Photo by iijfalk, via Pixabay.com.

Fore Topsail

for TOP suhl

The top sail on the mast at the bow (front) of the ship.



Tall Ship: Photo by Photoman, via Pixabay.com.

Mizzen Course

MIZ zun COHRS

The lowest sail on the mizzen mast, the mast at the stern (back end) of the ship.



Tall Ship: Photo by Photoman, via Pixabay.com.

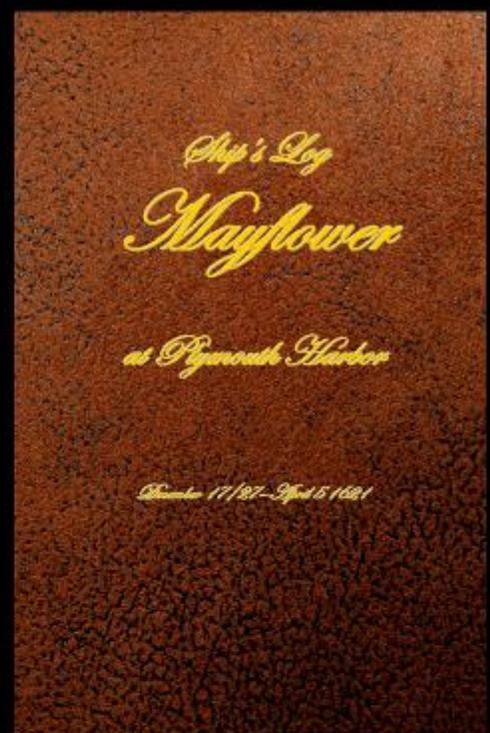
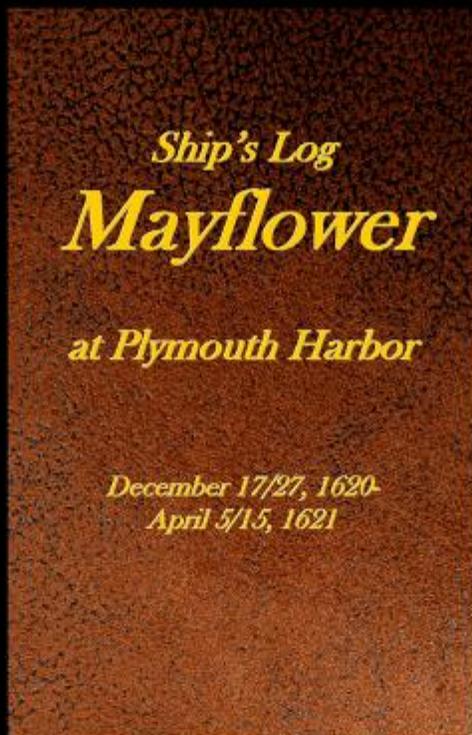
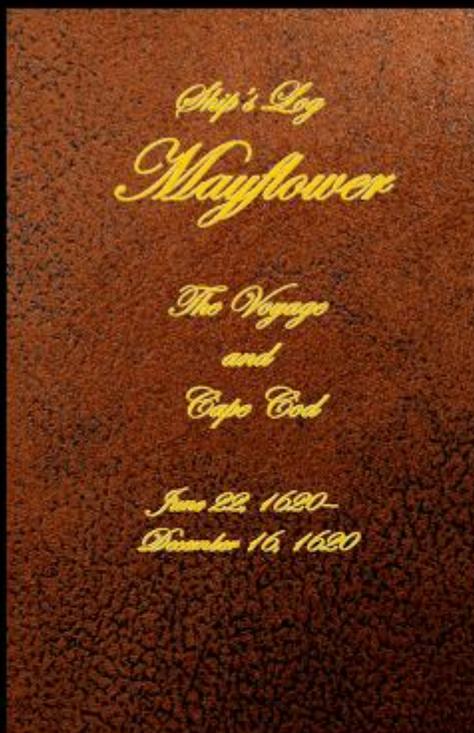
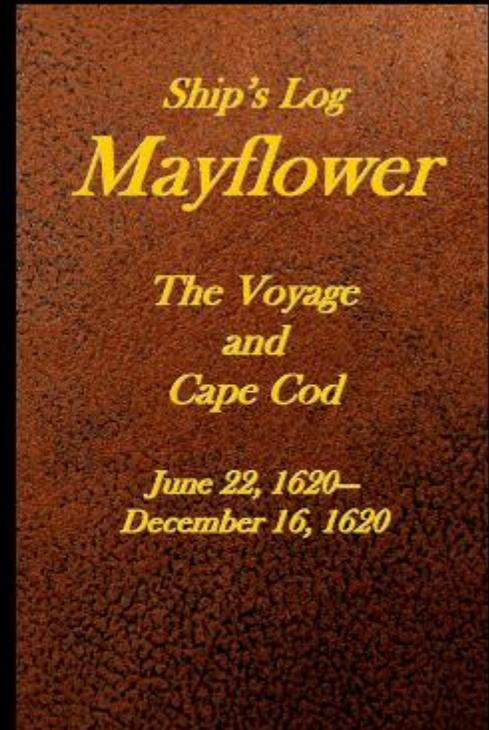
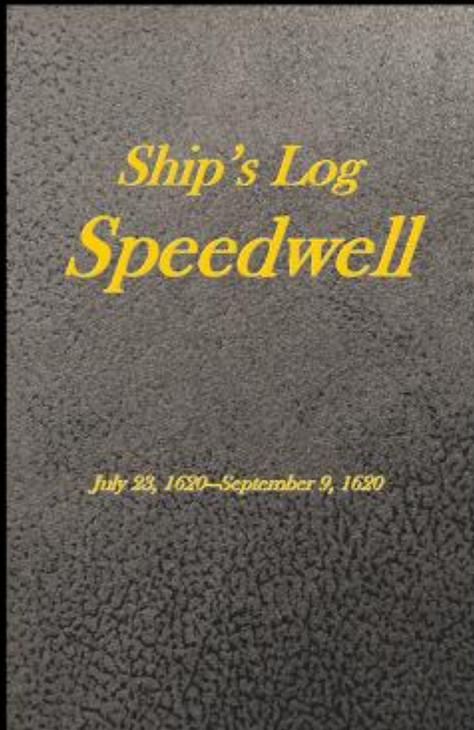
Main Topsail

MAIN TOP suhl

The top sail on the tallest mast (the main mast) of the ship.



Tall Ship: Photo by Photoman, via Pixabay.com.



Ship's Logs

Print Version: Modernized Language for easier reading

Script Version: Original language (modern spelling)

out, he held on, even when he was many fathoms under water. Finally he was hauled up by the same rope to the top of the water, and then the sailors pulled him aboard with a boathook. He was very ill because of it.

When the bad equinox weather was over along with the strong October gales, the milder, warmer weather of late October followed. Mistress Elizabeth Hopkins, wife of Master Stephen Hopkins of Bille-ricay, in Essex, had a baby boy, who was named Oceanus because of where he was born. It was the first birth aboard the ship during the voyage. Then came many fine days with a good wind.

Monday, November 6/16

William Batten, a youth, servant to Doctor Samuel Fuller, died. He is the first of the passengers to die on this voyage.

Tuesday, November 7/17

The body of William Batten was committed to the deep. It was the first burial at sea of a passenger, on this voyage.

Wednesday, November 8/18

Signs of land.

Thursday, November 9/19

Closing in with the land at nightfall.

Sighted land at day break. The landfall turned out to be the bluffs of Cape Cod. After a discussion between the Master of the ship and the colonist leaders, the ship tacked about and headed southward.

Wind and weather fair. Made our course S.S.W., headed toward a river ten leagues south of the Cape Hudson's River. After we had sailed that course about half the day, we fell amongst dangerous shoals and foaming waves. Got out of them before night but the wind was against us, so we headed again for the Bay of Cape Cod.

History of Plymouth Plantation 1620-1621

By William Bradford

© Plymouth Plantation, William Bradford 1598-1657. Original Source: Bradfords History of Plymouth Plantation, 1606-1646. Ed. William T. Davis, New York, Charles Scribner's Sons, 1988. Electronic Edition: The Early American Digital Archive. <http://www.earlyamericandigitalarchive.org>, 2000.

*in, hungry and thirsty, their soul was overwhelmed in them.
Let them confess before the Lord His loving kindness, and His
wonderful works before the sons of men.*

Chapter Ten: Looking for Habitation

They arrived at Cape Cod the 11th of November. They needed to find a place to live. They had brought a large shallop with them out of England, stowed in quarters in the ship. They now got her out and set their carpenters to work to trim her up. She had been bruised and shattered in the ship because of the foul weather, and they saw it would take a long time to repair her, so a few of them went by land to explore the nearest places while the shallop was being repaired.

When they came into the harbor, the Master had seen an opening only 2-3 leagues away which he thought was a river. They knew there might be some danger in exploring, but they were allowed to go. There were 16 of them, well armed, under the leadership of Captain Standish. They set out the 15th of November. When they had marched about 1 mile along the seaside, they saw 5 or 6 persons with a dog coming towards them. They were savages, but they ran away from them up into the woods. The English followed them, partly to see if they could speak with them, and partly to discover if there might be more of them lying in ambush. But when the Indians saw they were being followed, they left the woods and ran away on the sands as fast as they could. The English could not come near them, but followed their foot prints several miles.

When night came on, they made a camp and set a watch. They rested quietly that night, and the next morning followed the Indian tracks again till they reached a great creek. There the tracks left the

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Chapter Ten: Looking for Habitation

BEING thus arrived at Cap-Cod the 11. of November, and necessitie calling them to looke out a place for habitation, (as well as the maisters and marinera importunatie,) they having brought a large shalop with them out of England, stowed in quarters in the ship, they now gott her out and sett their carpenters to worke to trime her up; but being much brused and shattered in the shipe with foule weather, they saw she would be longe in mending. Whereupon a few of them tendered them selves to goe by land and discovere those nearest places, whilst the shalopp was in mending; and the rather because as they wente into that harbor ther seemed to be an opening solee 2. or 3 leagues of, which the maister judged to be a river. It was conceived ther might be some danger in the attempte, yet seeing them resolute, they were permitted to goe, being 16, of them well armed, under the conduct of Captain Standish, having such instructions given them as was thought meete. They sett forth the 15. of Novebr: and when they had marched aboute the space of a mile by the sea side, they espied 5. or 6. persons with a dogg coming towards them, who were salvages; but they fled from them, and ranne up into the woods, and the English followed them, partly to see if they could speake with them, and partly to discover if ther might not be more of them lying in ambush. But the Indeans seeing them selves thus followed, they againe forsooke the woods, and rape away on the sands as hard as they could, so as they could not come near them, but followed them by the tracte of their feet sundrie miles, and saw that they had come the same way. So, night coming on, they made their randevous and set out their sentinels, and rested in quiete that night, and the next morning followed their tracte till they had headed a great creake, and so left the sands, and turned an other way into the woods. But they still followed them by guess, hoping to find their dwellings; but they soon lost both them and them selves, falling into such thickets as were ready to

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A History of Plymouth Plantation 1620-1621

By William Bradford

© Plymouth Plantation, William Bradford 1598-1657. Original Source: Bradfords History of Plymouth Plantation, 1606-1646. Ed. William T. Davis, New York, Charles Scribner's Sons, 1988. Electronic Edition: The Early American Digital Archive. <http://www.earlyamericandigitalarchive.org>, 2000.

Print Version 1: Modernized Language for easier reading
Print Version 2: Original language (with modern spelling)

Mourt's Relation

A RELATION OR JOURNAL
OF THE PROCEEDINGS
OF THE PLANTATION
settled at Plymouth
in NEW ENGLAND

November 1620–November 1621

*By Edwin Winslow
with William Bradford*

Book digitized by Google from the Library of The University of Toronto and uploaded to the Internet Archive by user gh.

A RELATION OR JOURNALL OF THE PROCEEDINGS OF THE Plantation Settled at Plimoth in New ENGLAND

On Wednesday, the sixth of September, the wind was coming out of the East North East. It was a fine small gale, and we got loose from Plimouth [England]. Many friends who lived there had been very kind and entertaining to us. At last, by God's grace, we spied land on the ninth of the next November. It was early in the morning when we spied the land which we thought was Cape Cod, and so it was. Seeing it gave us much comfort, especially since it was such a good land. The woods came down to the edge of the sea. We rejoiced together, and praised God that gave us the chance to see land again. So we headed South South West, planning to go to a river ten leagues to the South of the Cape, but at night the wind was against us, so we turned around and headed back for the Bay of Cape Cod. Upon the 11th of November we came to anchor in the bay. It's a good harbor, and a lovely bay, circled all around except at the entrance. It's about four miles across from side to side, and filled all around to the very sea with oaks, pines, juniper, sassafras, and other sweet wood. A thousand ships may safely lay in this harbor. We got fresh wood, and our people refreshed themselves. We got our shallop ready to coast along the bay, to search for a place to live. There were more birds there than we had ever seen.

Every day we saw whales playing right by us. If we had the tools to

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A RELATION OR JOURNALL OF THE PROCEEDINGS OF THE Plantation Settled at Plimoth in New ENGLAND

On Wednesday, the sixt of September, the Wind coming East North East, a fine small gale, we loosed from Plimoth, having beene kindly intertained and courteously used by divers friends there dwelling, and after many difficulties in boisterous stormes, at length by God's providence upon the ninth of Nouember following, by breake of the day we espied land which we deemed to be Cape Cod, and so afterward it proved. And the appearance of it much comforted us, especially seeing to goodly a Land, and wooded to the brinke of the sea, it caused us to rejoice together, and praised God that had given us once again to see land. And thus wee made our course South South West, purposing to goe to a River ten leagues to the South of the Cape, but at night the winde being contrary, we put round againe, for the Bay of Cape Cod: and upon the 11. of Nouember, we came to an anchor in the Bay, which is a good harbour and pleasant Bay, circled round, except in the entrance, which is about foure miles over from land to land, compassed about to the very Sea with Okes, Pines, Juniper, Sassafras, and other sweet wood; it is a harbour wherein 1000. sailes of Ships may safely ride, there we relieved ourselves with wood and water, and refreshed our people, while our shallop was fitted to coast the Bay, to search for an habitation: there was the greatest store of fowle that ever we saw.

And every day we saw Whales playing hard by us, of which in that place, if we had instruments & meanes to take them, we might have made a very rich returne which to our great grieffe we wanted. Our

Mourt's Relation

A RELATION OR JOURNAL
OF THE PROCEEDINGS
OF THE PLANTATION
settled at Plymouth
in NEW ENGLAND

November 1620–November 1621

*By Edwin Winslow
with William Bradford*

Book digitized by Google from the Library of The University of Toronto and uploaded to the Internet Archive by user gh.

Print Version 1: Modernized Language for easier reading
Print Version 2: Original language (with modern spelling)

Southampton, England *Thursday, August 3, 1620*

Robert Cushman came to meet with us today. He has changed two of the conditions the leaders agreed upon, and everyone is angry with him. He said he had no choice. It's too late to stop the trip and we had to sell some of the butter we brought in order to have money that Robert will not give to us, as he promised.

He would them, they must then look to stand on their own legs. ... Whereas they wasted well near Nook, to clear things at their going away, he would not take order to disturb a penny but for them shift as they could."

Bradford, William. *Bradford's History of Plymouth Plantation, 1606-1619*. Ed. Wilson T. Davis. New York: Charles Scribner's Sons, 1908.



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Mayflower *Tuesday, November 14, 1620*

Soon winter will be coming. We've heard the winters here are sharp and violent, full of fierce and cruel storms. It's dangerous even when you have a safe house and neighbors to help you, but all we can see here is a hideous wilderness, full of wild beasts, and wild men. What will we do?

And for the season it was winter, and they that know the manners of this country know them to be sharp and violent, and subject to cruel and fierce storms, dangerous to travel to known places, much more to search an unknown coast. Besides, what could they see but a hideous and desolate wilderness, full of wild beasts and wild men?"

Bradford, William. *Bradford's History of Plymouth Plantation, 1606-1619*. Ed. Wilson T. Davis. New York: Charles Scribner's Sons, 1908.



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Mayflower *Thursday, September 7, 1620*

We've already been on this ship for 6 weeks and we haven't even gotten anywhere! Everyone is sea sick-it stinks, and there is vomit everywhere. We have to use a bucket to poop in, the food is wet and cold. I hate this!

"These troubles for the leaking ships began blow us over, and now all being compact together in one place they put to sea again with a prosperous wind, which continued diverse days together, which was some encouragement unto them; per according to the usual manner many were altered with sickness."

Johnson, David. *The Voyage of the Mayflower: With April 24, 2011*. <http://mayflowerhistory.com/page>



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Speedwell *Friday, July 21, 1620*

We left Delfhaven, Netherlands, on the *Speedwell*. It will bring us to Southampton, England where we'll meet the other people, and join the *Mayflower*. It was such a sad day as our friends behind. Tears were gushing from every probably never see each other again.

"The wind being fair, they went aboard, and their friends with them, where truly doleful was the sight and mournful parting; to see what sights and sorrows did sound amongst them, what tears did gush from and piteous speeches part each here."

Bradford, William. *Bradford's History of Plymouth Plantation, 1606-1619*. Ed. Wilson T. Davis. New York: Charles Scribner's Sons, 1908.

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Mayflower and Speedwell *Monday August 24, 1620*

We finally received again, but when we were about 200 miles out

Mayflower *Sunday October 15, 1620*

The adults are all arguing about what to do with the broken beam. The sailors say the ship is strong, and we are halfway through our voyage, and they don't really want to do the work necessary to fix the beam, but they don't want to drown, either. Oh, I hope the ship is strong enough to make it!

"And truly ther was great distraction and difference of opinion amongst the mariners them selves; faine would they doe what could be done for their wages sake, (being now halfe the seas over,) and on the other hand they were loath to hazard their lives too desperately. But in examening of all opinions, the Iur and others affirmed they knew the ship to be stronge and firme under water."

Of Plymouth Plantation. *William Bradford 1590-1657*. Original Source: *Bradford's History of Plymouth Plantation, 1606-1619*. Ed. Wilson T. Davis. New York: Charles Scribner's Sons, 1908. Electronic Edition: *The Early American Digital Archive* (<http://www.earlyamericandigitalarchive.org>), 2007.



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Speedwell *July*

We had a good wind and arrived safely in Southampton looking *Speedwell*. They will repair the ship this week *Speedwell* and the *Mayflower* will be sailing together to the World. I'm glad to get off this leaking bucket.

"With a prosperous wind they came in short time hither, when they found the bigger ship come from long ready, with all the rest of their company."

Bradford, William. *Bradford's History of Plymouth Plantation, 1606-1619*. Ed. Wilson T. Davis. New York: Charles Scribner's Sons, 1908.

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Speedwell and Mayflower *Monday, August 12, 1620*

in Dartmouth where they will repair all the leaks in the ship. It feels like we just keep coming and going. We see all the good wind and weather!

"You hear thoroughly searched from stern to stern, some were found and mended, and now it was conceived by the rest and all, that she was sufficient, and they might proceed without either fear or danger."



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Southampton, England *Thursday, August 3, 1620*

We can't all fit on the *Mayflower*, so some of us will have to go on the *Speedwell*. We are ready to bring our belongings on board. The ship is still leaking, so they are trimming it again.

"Then they ordered and distributed their company for either ships, as they conceived for the best. And chose a Cox and 2 or 3 assistants for each ship, to order the people by the way, and see to the disposing of their provisions, and should like affairs."

Bradford, William. *Bradford's History of Plymouth Plantation, 1606-1619*. Ed. Wilson T. Davis. New York: Charles Scribner's Sons, 1908.



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Mayflower and Speedwell *Saturday, August 5, 1620*

We finally left England today. The two ships, the *Mayflower* and the *Speedwell*, are sailing together. We can see the coast as we sail along.

"Which being done, they set sail from thence about the 5. of August"

Johnson, David. *The Voyage of the Mayflower: With April 24, 2011*. <http://mayflowerhistory.com/page>



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Mayflower and Speedwell *Monday, August 7, 1620*

We had not gone far when the *Speedwell* began leaking again, and it's leaking badly. We have to go to Dartmouth to have it repaired.

"BEING thus put to sea they had not gone far, but Mr. Rowley the Cox of the lesser ship complained that he found his ship so leak, as he durst not put further to sea all she was mended. So the Cox of the bigger ship, called Mr. Jones being consulted with, they both resolved to put into Dartmouth and have her there searched and mended, which accordingly was done, so their great charge and loss of time was for nothing."

Bradford, William. *Bradford's History of Plymouth Plantation, 1606-1619*. Ed. Wilson T. Davis. New York: Charles Scribner's Sons, 1908.



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Fate Cards

Fictional journal-style description of *Mayflower* events, coupled with description from Bradford's book, *Of Plymouth Plantation*. Includes template.

Mayflower

Sunday, October 15, 1620

The adults are all arguing about what to do with the broken beam. The sailors say the ship is strong, and we are halfway through our voyage, and they don't really want to do the work necessary to fix the beam, but they don't want to drown, either. Oh, I hope the ship is strong enough to make it!

"And truly they was great distraction and differance of opinion amongst the mariners them selves; faine would they doe what could be done for their wages sake, (being now halfe the seas over,) and on the other hand they were loath to hazard their lives too desperately. But in examening of all opinions, the lar and others affirmed they knew the ship to be stronge and firme under water ."

Of Plymouth Plantation. William Bradford 1590-1657. Original Source: Bradford's History of Plymouth Plantation, 1606-1646. Ed. William T. Davis. New York: Charles Scribner's Sons, 1908. Electronic Edition: The Early American Digital Archive (<http://www.umd.edu/eadlr/>), 2003.



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Mayflower

Monday, October 16, 1620

Well, they finally decided how to fix the cracked beam. We brought a huge iron screw with us from Holland. The ship's carpenter set it on a strong post on the floor of the deck and wound the screw tight against the upper floor to replace the broken beam. The storm goes ever on.

"For the buckling of the maine beame, ther was a great iron scrue the passengers brought out of Holland, which would raise the beame into his place; the which being done, the carpenter and mr affirmed that with a post put under it, set firme in the lower deck, and otherways bounde, he would make it sufficiente."

Of Plymouth Plantation. William Bradford 1590-1657. Original Source: Bradford's History of Plymouth Plantation, 1606-1646. Ed. William T. Davis. New York: Charles Scribner's Sons, 1908. Electronic Edition: The Early American Digital Archive (<http://www.umd.edu/eadlr/>), 2003.



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Mayflower

Tuesday, October 17, 1620

The sailors are calking the decks and the sides of the ship so that it will stop leaking. They think there will be no real danger, as long as they don't put too many sails on. They can't put up a lot of sails in this terrible wind, anyway! We'd tip right over! I can't believe the howling winds. They sound like screeching owls.

"And as for the decks and uper workes they would calke them as well as they could and though with the workinge of the ship they would not they did not overpress her with sails. So they committed them selves to the will of God, and resolved to proseeede."

Of Plymouth Plantation. William Bradford 1590-1657. Original Source: Bradford's History of Plymouth Plantation, 1606-1646. Ed. William T. Davis. New York: Charles Scribner's Sons, 1908. Electronic Edition: The Early American Digital Archive (<http://www.umd.edu/eadlr/>), 2003.



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Mayflower

Friday, October 20, 1620

The winds are so fierce, and the waves are so high, we can't put up any sails. We keep moving, wherever the wind pushes us, but I wonder if we're going in the right direction. We haven't put up any sails for days! When will we ever get there? Are we going to get lost? Are we going to shipwreck?

"In sundrie of these stormes the winds were so feirce, and the seas so high, as they could not beare a knote of saile, but were forced to hull, for diverse days together."

Of Plymouth Plantation. William Bradford 1590-1657. Original Source: Bradford's History of Plymouth Plantation, 1606-1646. Ed. William T. Davis. New York: Charles Scribner's Sons, 1908. Electronic Edition: The Early American Digital Archive (<http://www.umd.edu/eadlr/>), 2003.



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A Playground Mayflower

Complete directions for a classroom volunteer to guide students as they create a chalk or tempera painting of the main deck of the *Mayflower* on your school's playground.

A Playground *Mayflower*



Before trying to see what the *Mayflower* would look like in what type of space, there are a few things to think about. First, there are many things to consider in size. The ship was built on the Massachusetts coast, and it could fit into a space about 100 yards by 100 yards.

Second, before the *Mayflower* was a typical wooden sailing ship, it had a hull that was high and narrow. It had a base in the hull when the water was open in the sea, which the ship used for a keel. It probably had a hull that was about 12 feet of hull length, the waterline, it had a keel that was not very wide and it had a hull that was not very wide.

The *Mayflower*
A three-masted sailing ship.



Mayflower's Main Deck

Use an area where a number of children can sit on the playground to do the experiment.

Materials:

- Spoon
- sand or salt
- tape measure
- chalk
- white tempera paint in a cup (optional)
- 3 1/2 inch paint brush (optional)
- 2-4 long jump ropes

Directions:

1. Clean with your volunteer and principal to see if it is okay to use water-based tempera paint and/or chalk on your playground. (Sign what you want to do.)
2. Make a mark on the playground to show where the tip of the bow (front) will be.
3. Use the scale to measure the length of the *Mayflower* deck from the tip of the bow (front) to the aft (back).
4. Measure the length of the *Mayflower* deck on the playground. Start at the bow (front) point. Then mark the length with the chalk.



5. Use the scale to measure the distance from the end of the bow (front) to the main mast. Then measure and draw a circle for the main mast on the playground.
6. How far out the beam of the ship (how wide it is) from front to back. Use the scale to measure the width. Then use the tape measure on the "beam" and mark the width on the playground.
7. The bow (front) is longer than the deck. Use the scale to find how much longer, starting on the point drawn earlier. Measure and mark it on the playground with chalk.
8. Use the scale to measure the width of the stern (back) of the ship (how far back). Then use the tape measure on the latter end, and then mark the two back corners.
9. Lay a jump rope along the 3 chalk marks and draw a straight line to connect them.

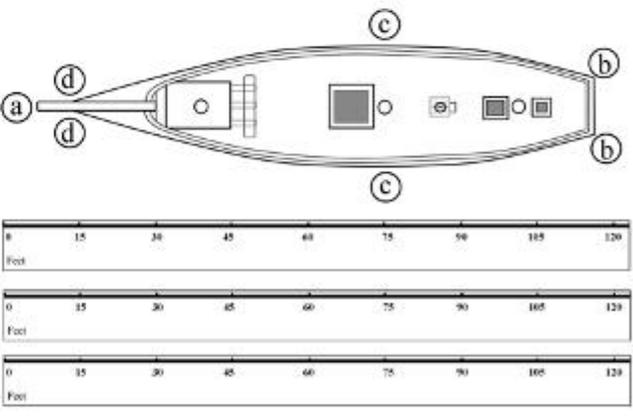
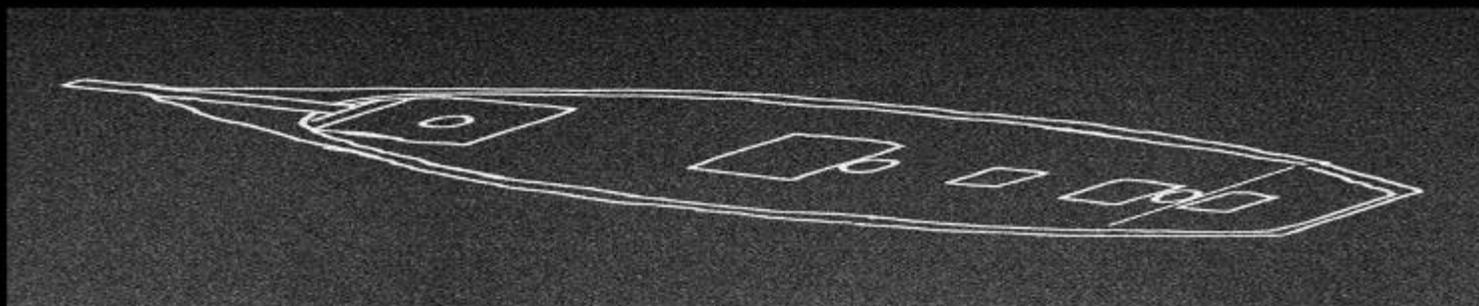


10. Lay a jump rope (or 2) to form the curving line from front to back, and draw to it. Arrange it carefully, and when it is just right, trace along it with the chalk. Repeat for the other side of the ship.
11. Using the scale and the tape measure, draw the foremast. Then draw the lower and masts.
12. Carefully draw the benches, the foremast, and the masts on the deck with the chalk. Draw a line for the poop deck and the sternpost. Add any other details you wish.
13. When everything looks perfect, sweep the area and then paint over the lines with the white tempera paint. (Just right over the chalk points.)
14. Do the yardsticks and friends to "Join at the *Mayflower*!" (This was how everything was.)



Students use a scale to draw the deck under adult supervision.

Playground for the *Mayflower* (Teacher Use)

Cooper



John Alden was the Mayflower's cooper. He was in charge of the hogsheads, casks, and barrel containers held the only food and drink for the crew, so caring for these items was vital to their survival. There were several types of coopers of that day: the dry-stick cooper made dry goods such as cereal or nails. The casks to keep moisture out for items such as flour. The wet cooper made barrels for such as beer and water. The white oak tubs, and other containers that had staves

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Halyard



Head



The Head is the ship's bathroom. The Mayflower didn't have one, so the ship's crew had to go out on the beach of the ship

as open to the sea about what that means with waves didn't even have time to waste to the mats would sometimes good! Who!



Casks [barrels] were an important means of storing items carried on a ship—so important that most ships carried a cooper, a barrel maker, on board. Casks were used to ship and store items such as salted meat, hard tack, vegetables, nails, gun powder, and even eggs, packed in straw. Other casks were made to hold liquids such as beer, wine, or the wash. Barrels are very versatile! They can be rolled, stacked, floated down a river, or buried in mud to keep things cool. They can be cut in half to make a baby cradle, or to feed and water animals. Hogsheads were a large cask that could hold 63-140 gallons!

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'Tween Decks



The passengers on the Mayflower were assigned to the deck between the cargo hold and the gun deck, the deck shown here. The passenger's deck was called the 'tween decks, and was a very small area.

The ceiling was too low for most of the and any prior luggage. All the deck for the main deck, cramped quarters.



Plymouth Seal



The seal for Plymouth Colony was designed in 1629. It shows four men at different stages of planting, holding the burning heart of John Calvin, a religious leader who influenced the early Pilgrims. They are inside of Saint George's Cross. This seal is still used for the city of Plymouth, Massachusetts today.

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Plymouth



and exploration, the settlers from the Plymouth Colony decided to build their village on a hill above the harbor. Each family was given a house plot as space for a garden. The houses lined the streets. After several visitations by the Plymouth Colony to enclose the village with a palisade, a thick log wall driven into the ground. It was a diamond, with a watch tower at one corner and at the other three points of the wall.

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Mayflower Compact



The Mayflower had no sooner sighted land, than the settlers decided to create a government that would keep the company together once they landed. Meeting together on the ship on November 11, 1620, 41 men wrote and signed the Mayflower Compact, an agreement to form such laws and select leaders as were needed in the new colony.

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Display Cards

Modeled after the plaques found in museums, these display cards highlight interesting characteristics of ship life.

Hove To



A ship must hove to in order to slow down or stop its progress. The sails are adjusted to hold the ship without need of steering, and the bow wind. This allows the crew to move tasks. Ships may hove to allow boats for a tidal change. The Speedwell was consulted with the Mayflower about its

Indenture



One half of the Europeans who came to America in the early years came as indentured servants. They promised to work for a person who would give them a place to live, food, pay for their voyage, and freedom dues (a bonus they received when their time was finished). Their contracts were usually for 4-7 years, and may also have included land, clothing, or live stock. Life was very harsh for indentured servants, but it was not as

Scurvy



Scurvy was a common disease among sailors who spent weeks and months aboard ship without any fresh fruits and vegetables. Today we know that scurvy is caused by a lack of vitamin C. Symptoms include swollen and bleeding gums, skin spots that turn into sores, and victims begin bleeding from their gums, which leads to death if not treated.

Belaying Pin



Cannon



The largest gun on the Mayflower was called a minion cannon. It weighed about 1,200 pounds and was made of brass. It could throw a 3-5 ounce lead ball. The Mayflower had two of these cannons on each side of the ship, along with 3-4



Chair & Cradle



William Brewster brought this chair with him on the Mayflower. It was a model for early American furniture makers who created a line of chairs called, you guessed it—the Brewster chair. In 1830, the Brewster family of Duxbury donated the original chair to Pilgrim Hall at Plymouth Plantation. You can see it there today, 400 years later.

The cradle belonged to Peregrine White, the first child born to the Mayflower travelers after arriving at Cape Cod. It has been preserved since November 20, 1620. It's also at Pilgrim Hall.

wooden rod, used to hold the ship's planks into a hull. They were used to board out of the rail and



Bare Poles



The Mayflower was forced to travel through fierce storms for many weeks. Because the wind was too strong for the sails, they reefed them (took them off or tied them to the yard arms), and continued on without them. The ferocious winds opened up the ship's planks, letting water in. A main beam cracked, and some feared the ship would founder. As you know, it arrived safely, but not without a lot of hard work by the crew!

the stem. Captain Bradford's boat had the cannons

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Plymouth Rock



Plymouth rock is the traditional place where passengers of the Mayflower are said to have first stepped on their arrival at the site of their settlement. Some legends say that Mary Chilton was the first person to step on this rock. There is no reference to any rock in William Bradford's book nor in Edward Winslow's journal. The rock is mentioned for the first time 121 years after the Separatists arrived, in 1715, when it marked a boundary of the town. It is not likely that Captain Jones would try to bring his ship next to a large boulder in a December stormy sea!

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Two Reading Levels:
 Grades 4-5
 Grades 6-8

To Giles Keale, Chirurgion,
from Isaac Allerton
in Virginia.
Feb. 10, 1620.

Ames, M.D., Azel. *The Mayflower and Her Log, Complete*. Public Domain US, originally published in 1901.

hard life here. I am the only one
of my brother and sisters who sur-
vived the first winter in Plimmoth.
By God's grace, I grew up and
married my wife in 1636. We are
coming home to England soon, and
our 5 children will be coming with
us. I will write more of our plans
to you soon. I remain,

Your servant,

Richard More Mann
New England, 1648

Ames, M.D., Azel. *The Mayflower and Her Log, Complete*. Public Domain US, originally published in 1901.

As you know, the city of London have appointed one hundred children from the superfluous multitude to be transported to Virginia, there to be bound apprentices upon very good conditions. Forasmuch as we have now resolved to send this next spring 1620 very large supplies, etc., we pray your Lordship and the rest to renew the like favors, and furnish us again with one hundred children for the next spring. Our desire is that we may have them of twelve years old and upward, with allowance of £3 apiece for their transportation, and 40s. apiece for their apparel, as was formerly granted. They shall be apprenticed; the boys till they come to 21 years of age, the girls till like age or till they be married.

Ames, M.D., Azel. *The Mayflower and Her Log, Complete*. Public Domain US, originally published in 1901.

*Plimmoth, New England
Colony Records—Births*

1620

October: Oceanus Hopkins

November 27: Peregrine White

December 22: Son Allerton, born dead

Joseph Mullins

Mercy Fuller

1628

Priscilla Browne

1621

November 9: Ford Son

1629

Hope Howland

Samuel Fuller

Josiah Winstow

1624

Desire Howland

Caleb Hopkins

Charles Standish

Elizabeth Mullins

Edward Winstow (son)

1630

Ruth Hopkins

Elizabeth Winstow (in the 1630s)

1626

John Howland

Deborah Hopkins

Alexander Standish

John Mullins

1631

Rebecca Browne

Elizabeth Howland

Laura Standish

1627

May 22: Demaris Hopkins

John Standish

1632

Elizabeth Hopkins

1633

Lydia Howland
Joshiah Standish

1635

Charles (2) Standish

1637

Hannah Howland

1638

Stephen Samson

1640

Joseph Howland
John Samson

1642

April 10: William White
Elizabeth Samson

1644

March 11: John White
Jabez Howland
James Samson

1646

March 13: Samuel White
Ruth Howland
Hannah Samson

1647

November 12: Resolved White (Jr.)

1648

Daughter Samson

1649

Isaac Howland

1650

Mary Samson

1652

Dorcas Samson

1654

Caleb Samson

Sources:

Ames, Azel. The Mayflower and Her Log, Complete.

Public Domain US, originally published in 1901.

Geni.com, A My Heritage Company.

Johnson, Caleb. Mayflower History.com.

Wikipedia, the free encyclopedia. Wikipedia.com.

Cape Cod Bay



Explorations of Cape Cod: Ames, M.D., Azel. The Mayflower and Her Log, Complete. Public Domain US, originally published in 1901.

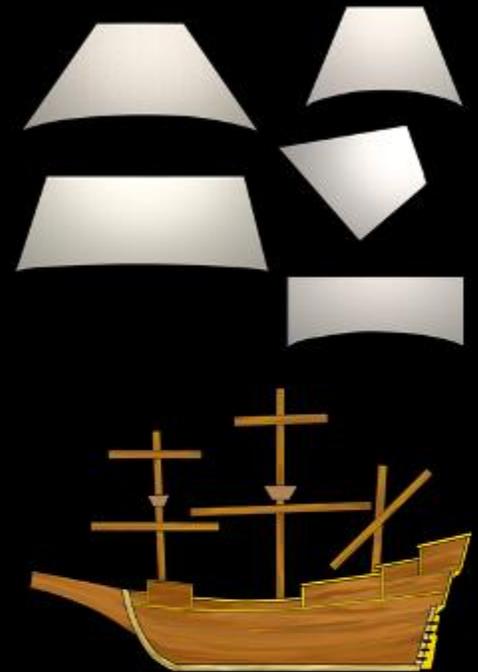
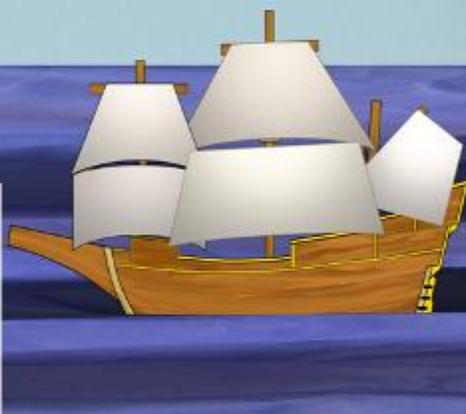
Art Prints



18 @ 8.5X11

Mural Directions & Cutouts

The Voyage of the Mayflower



The Mayflower Mural Starry Travel



1. Print the Mural on a large sheet of paper.
2. Use a ruler to cut out the Mural pieces.

1. Attach the sky and sea background to the wall.
2. Attach the ship to the wall.
3. Attach the sails to the ship.
4. Attach the masts to the ship.
5. Attach the rigging to the masts.



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