

ATLANTIC CROSSING

The Emigrant Experience

Douglas H Crosby

August 17, 1731

Aboard the *Love and Unity*, a ship of about 100 tons...

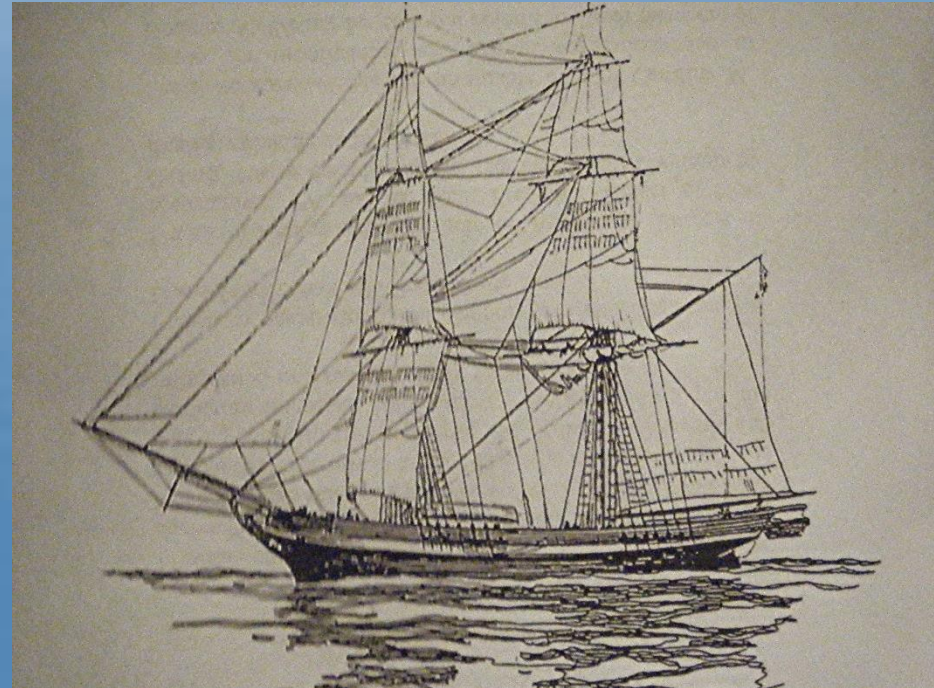


Image from "Voyage of the Love and Unity" by Nancy E Schanes, 2002





Was it a typical voyage?

What does “typical” imply ?

What does “typical” imply ?

Most passengers experienced similar...

What does “typical” imply ?

Most passengers experienced similar...

- Weather...



What does “typical” imply ?

Most passengers experienced similar...

- Weather...
- Food...



What does “typical” imply ?

Most passengers experienced similar...

- Weather...
- Food...
- Duration of voyage...



What does “typical” imply ?

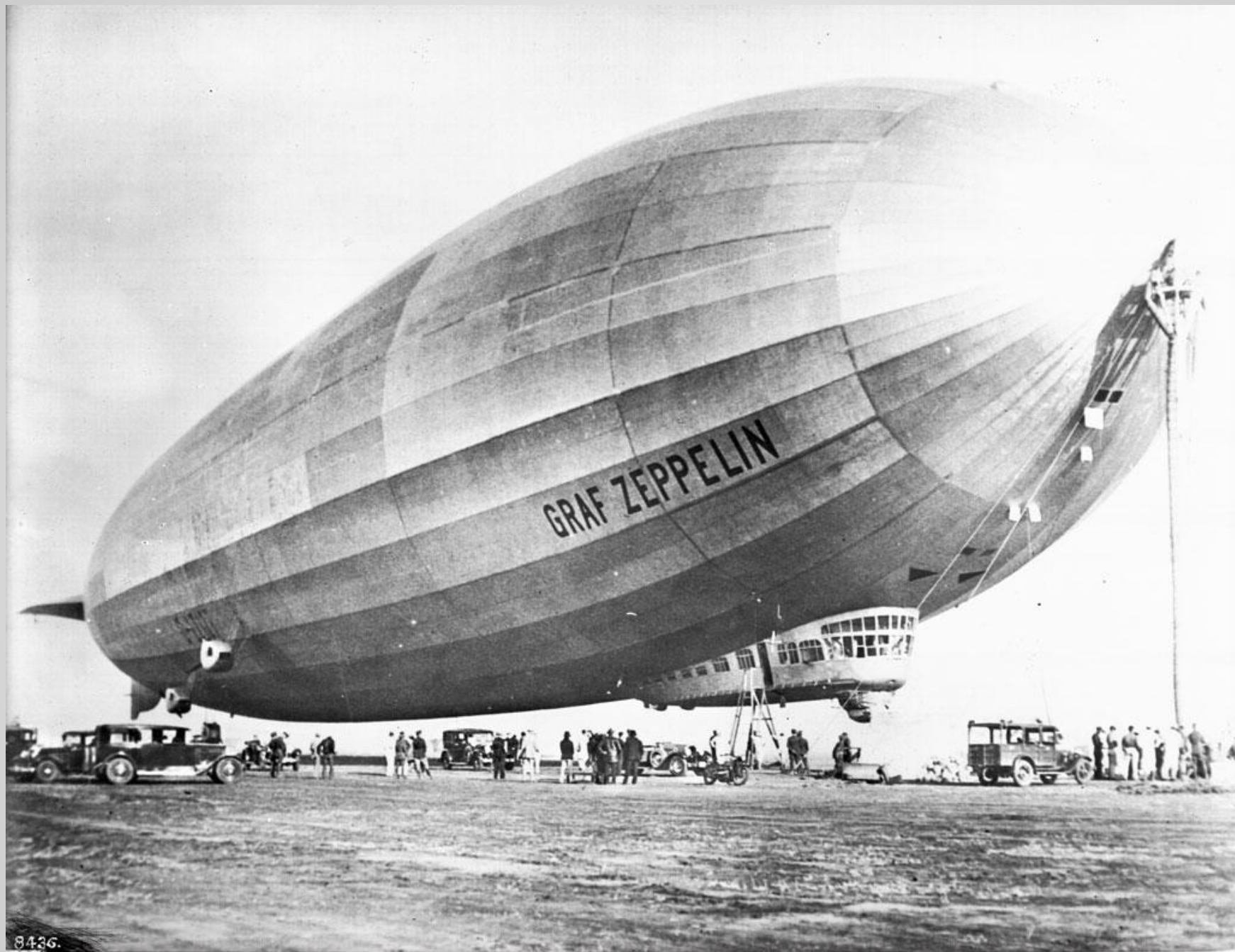
Most passengers experienced similar...

- Weather...
- Food...
- Duration of voyage...
- Accommodations...





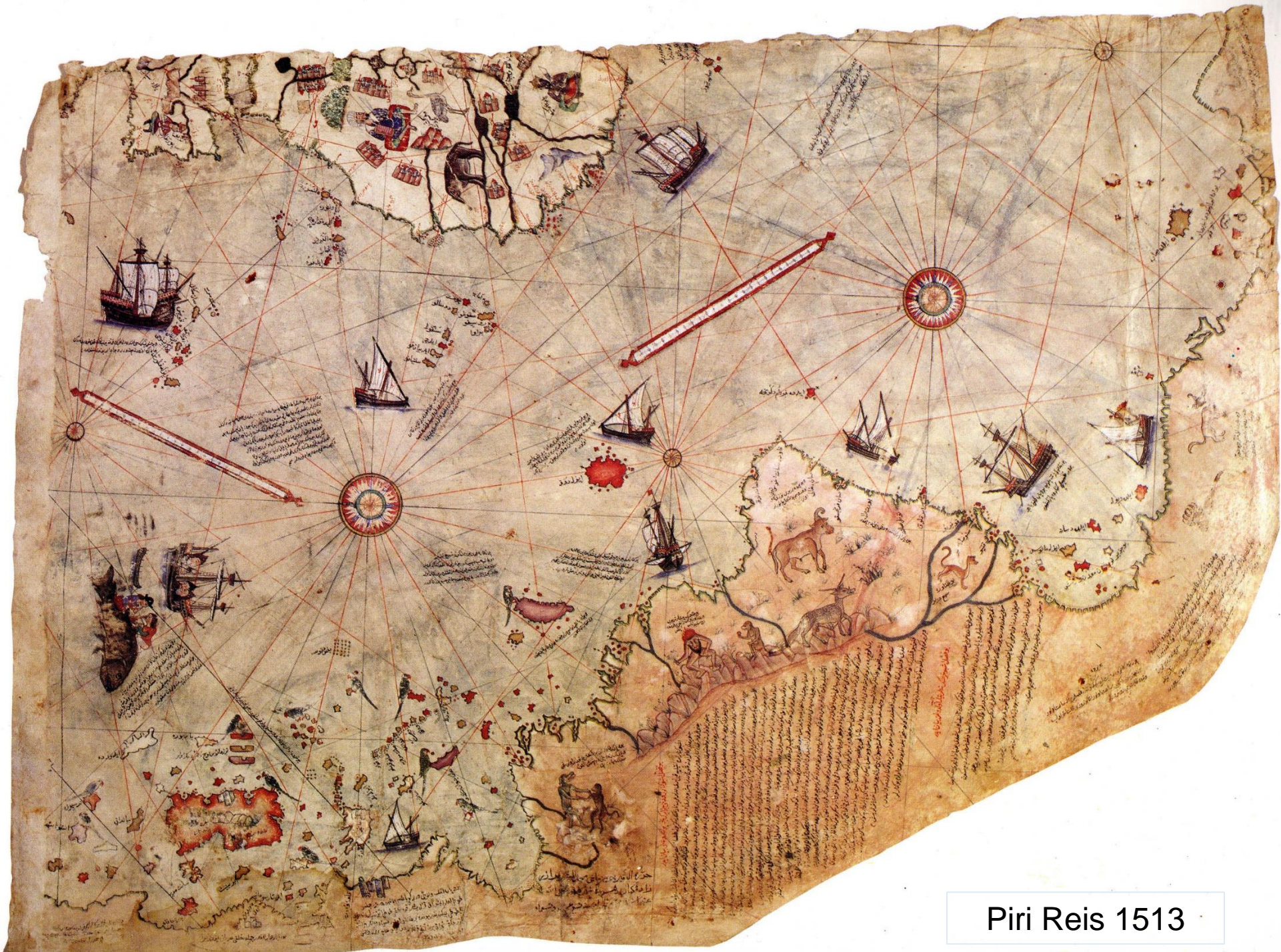




8436.



http://historynet.com/wp-content/uploads/2009/05/Connie960_640.jpg



Piri Reis 1513



- Size of the ship

- Size of the ship
- Type of ship cargo/passenger

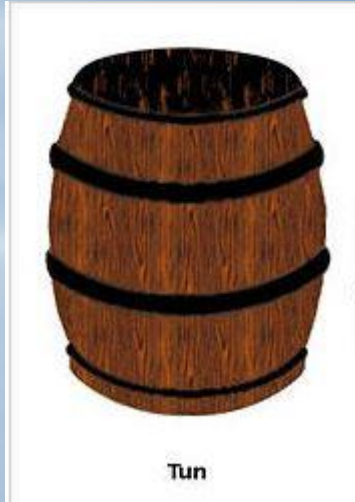
- Size of the ship
- Type of ship cargo/passenger
- Type of ship sail/steam

- Size of the ship
- Type of ship cargo/passenger
- Type of ship sail/steam
- Class of passenger

- Size of the ship
- Type of ship cargo/passenger
- Type of ship sail/steam
- Class of passenger
- Changing laws

- Size of the ship
- Type of ship cargo/passenger
- Type of ship sail/steam
- Class of passenger
- Changing laws
- How many people came

- Size of the ship



“The ton is a unit of measure. It has a long history and has acquired a number of meanings and uses over the years.... Its original use as a measurement of volume has continued in the capacity of cargo ships....”

Wikipedia entry -ton

- Type of ship cargo/passenger
- Type of ship sail/steam

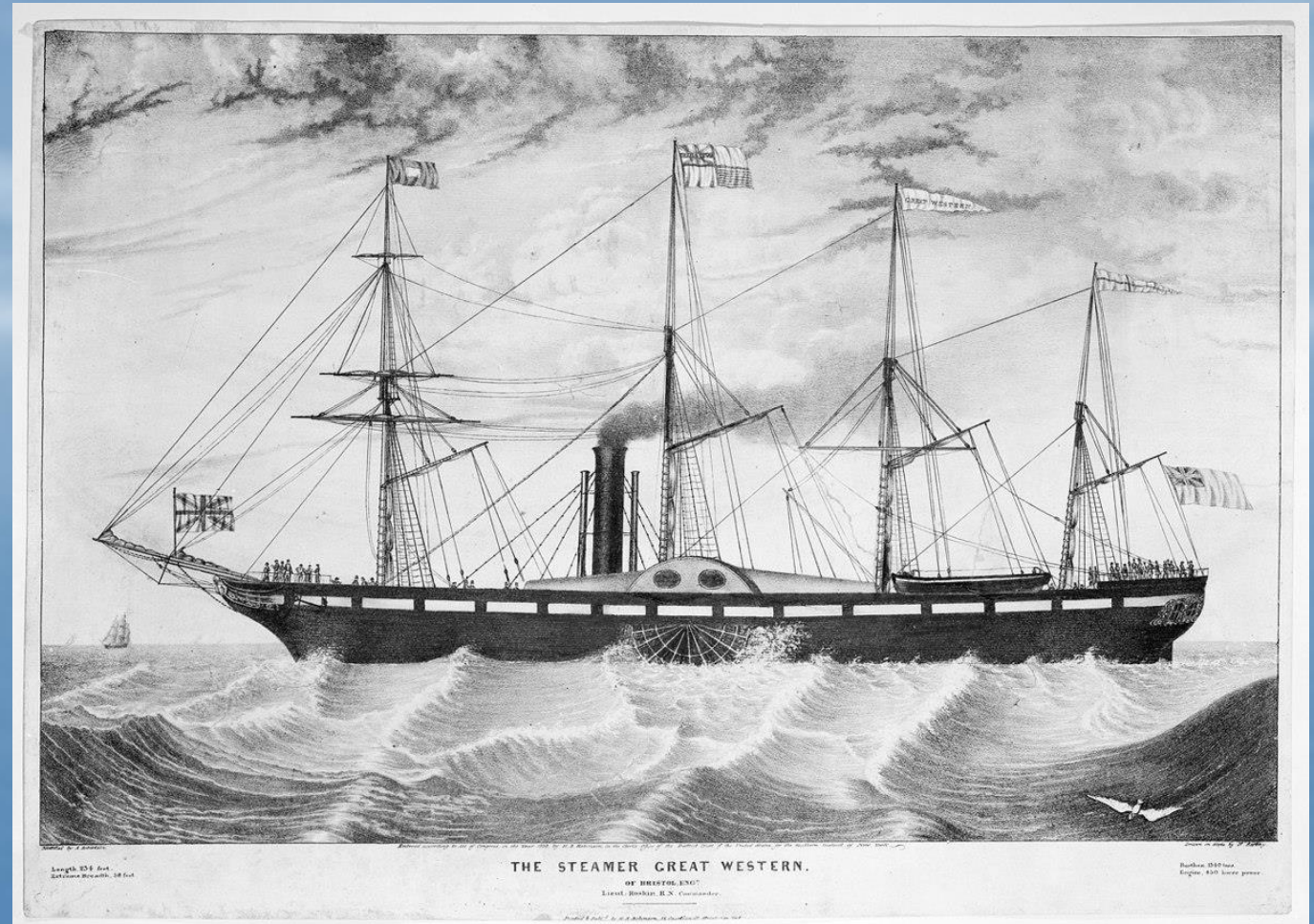
The simple innovation of sailing on a schedule gave immigrants and the American economy a boost in the early 1800s. Traditionally, ships sailed when they had loaded enough cargo to justify a voyage. Passengers could be delayed days or even weeks waiting for the holds to fill. After the War of 1812, ship owners began experimenting with regular timetables, and the 1820s and 1830s saw a boom of scheduled shipping lines across the ocean and along the coasts.

http://americanhistory.si.edu/onthewater/exhibition/2_3.html

1838

first purpose-built transatlantic steamer

64 crossings by 1846

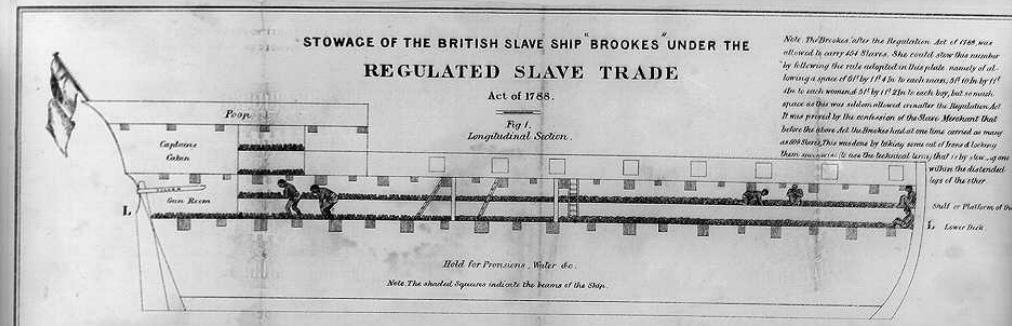


“Capable of carrying 148 people, the ship offered the finest amenities afloat so far”

<http://www.thegreatoceanliners.com/greatwestern.html>

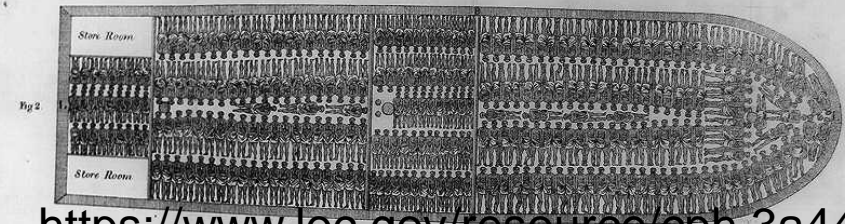
	Europe	Mainland North America	British Caribbean	French Caribbean	Dutch Americas	Danish West Indies	Spanish Americas	Brazil	Africa	Totals
1501-1550	637	0	0	0	0	0	63,489	0	0	64,126
1551-1600	266	0	0	0	0	0	178,428	34,686	0	213,380
1601-1650	120	141	34,726	628	0	0	254,362	377,649	267	667,893
1651-1700	3,519	19,815	370,391	49,728	145,980	22,610	58,939	532,712	4,045	1,207,739
1701-1750	4,997	178,100	771,972	357,426	148,174	16,544	70,489	1,012,119	814	2,560,635
1751-1800	1,258	180,745	1,367,848	821,093	191,385	65,257	104,949	1,198,811	2,637	3,933,983
1801-1850	0	93,105	218,475	99,549	28,654	25,455	664,600	2,367,329	150,805	3,647,972
1851-1900	0	476	0	0	0	0	195,989	8,812	20,332	225,609
Totals	10,797	472,382	2,763,412	1,328,424	514,193	129,866	1,591,245	5,532,118	178,900	12,521,337

<http://www.slavevoyages.org/assessment/estimates>



Note. The Brookes after the Regulation Act of 1788 was allowed to carry 450 slaves. She could show this number by following the rule adopted in this plate, namely of 16 in to each woman, 5 ft by 1 ft 2 in to each boy, but so much space as this was seldom allowed, or under the Regulation Act it was proved by the examination of the Slave Merchant Deck before the House, that the Brookes had at one time carried as many as 600 slaves, this was done by taking some out of boxes & taking them down to see the technical series that is by law, one within the distance of 10 ft of the other.

PLAN OF LOWER DECK WITH THE STOWAGE OF 292 SLAVES
130 OF THESE BEING STOWED UNDER THE SHELVES AS SHEWN IN FIGURE 2 & FIGURE 3.



<https://www.loc.gov/resource/cph.3a44236/>

(IN SHewing THE STOWAGE OF 130 ADDITIONAL SLAVES ROUND THE WINGS OR SIDES OF THE LOWER DECK BY MEANS OF PLATFORMS OR SHELVES (IN THE MANNER OF GALLERIES IN A CHURCH) THE SLAVES STOWED ON THE SHELVES AND BELOW THEM HAVE ONLY A HEIGHT OF 2 FEET 7 INCHES BETWEEN THE BEAMS AND FAR LESS UNDER THE BEAMS. See Fig 1.

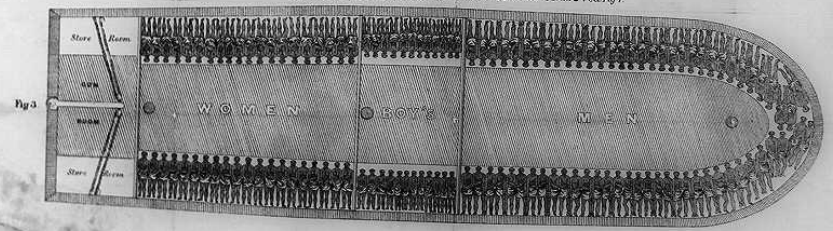


Fig 4
Cross Section
at the Prop.



Fig 5
Cross Section
amidships.



Fig 6.
Lower tier of Slaves under the Prop.

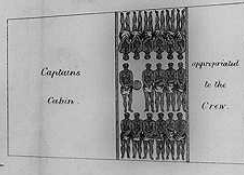
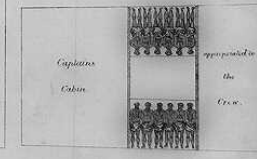


Fig 7.
Upper tier of Slaves under the Prop.



Scale of Feet

PLAN OF LOWER DECK WITH THE STOWAGE OF 292 SLAVES

130 OF THESE BEING STOWED UNDER THE SHELVES AS SHEWN IN FIGURE B & FIGURE 3.

fig 2.

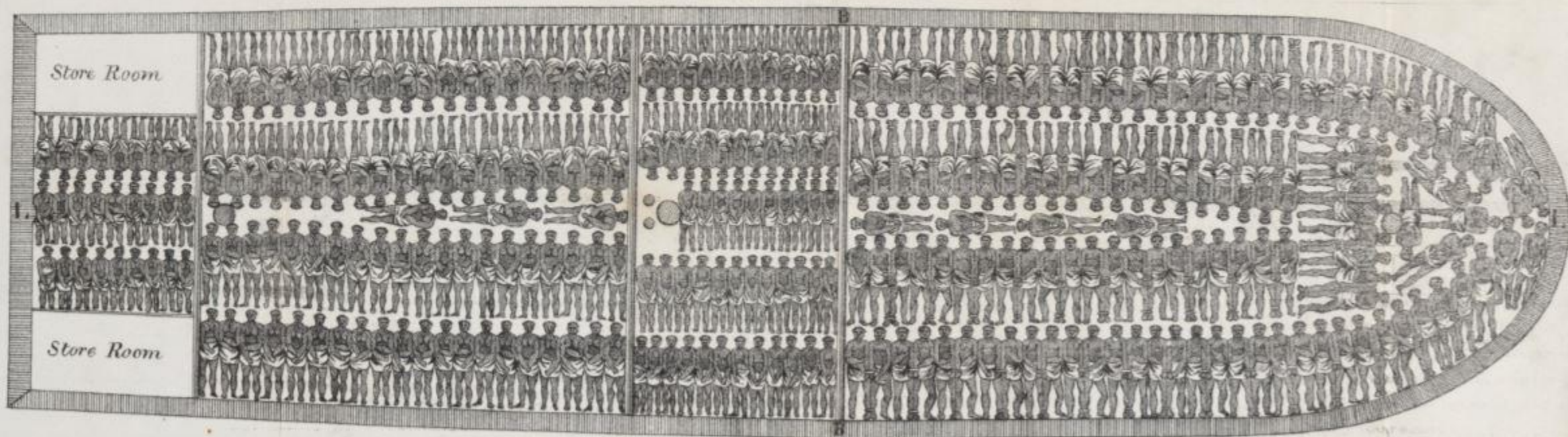


DIAGRAM SHOWING COMPARATIVE SIZE OF VARIOUS TYPES OF CUNARD MAIL STEAMERS FROM 1840 TO 1893.

SCALE ONE INCH = 150 FEET

"BRITANNIA"
THE FIRST CUNARD STEAMER
PADDLE WHEEL



"CHINA"
THE FIRST CUNARD SINGLE SCREW STEAMER



"CAMPANIA"
THE FIRST CUNARD TWIN SCREW STEAMER



LENGTH BETWEEN PERP.	207' 0"	210' 0"	251' 0"	266' 0"	285' 0"	376' 0"	379' 0"	326' 0"	337' 0"	358' 0"	420' 0"	430' 0"	515' 0"	470' 0"	500' 0"	600' 0"	LENGTH
BREADTH OF BEAM	34' 4"	35' 9"	35' 0"	40' 0"	40' 8"	45' 3"	47' 8"	40' 5 1/2"	42' 6"	42' 6"	42' 3"	44' 3"	52' 3"	57' 3"	57' 3"	65' 3"	BREADTH
DEPTH MOULDED	24' 4"	24' 2"	25' 3"	27' 2"	29' 0"	31' 6"	32' 0"	29' 0"	29' 0"	29' 2"	36' 0"	36' 0"	40' 9"	38' 6"	40' 0"	41' 6"	DEPTH MOULDED
GROSS TONNAGE	1154 TONS	1422 TONS	1825 TONS	2226 TONS	2402 TONS	3300 TONS	3871 TONS	2539 TONS	2697 TONS	2980 TONS	4556 TONS	4808 TONS	7392 TONS	7268 TONS	8127 TONS	12,850 TONS	GROSS TONNAGE
INDICATED HORSE POWER	740	1040	2000	2400	3250	4000	4900	2250	2650	3100	3250	5300	8900	9900	14,500	26,000	I. H. P.
AVERAGE SPEED IN KNOTS PER HOUR	8.5 KNOTS	9.25 KNOTS	10.25 KNOTS	12.5 KNOTS	13 KNOTS	13.8 KNOTS	14.4 KNOTS	13.9 KNOTS	14 KNOTS	14.4 KNOTS	13.8 KNOTS	15.5 KNOTS	16.7 KNOTS	17 KNOTS	19.5 KNOTS		SPEED
DATE	1840	1843	1848	1850	1852	1855	1862	1862	1865	1867	1874	1879	1881	1882	1884	1893	DATE

THE LENGTHS OF THE STEAMERS SHOWN ON DIAGRAM ARE TAKEN FROM TAFFRAIL TO FORE-EDGE OF STEM.

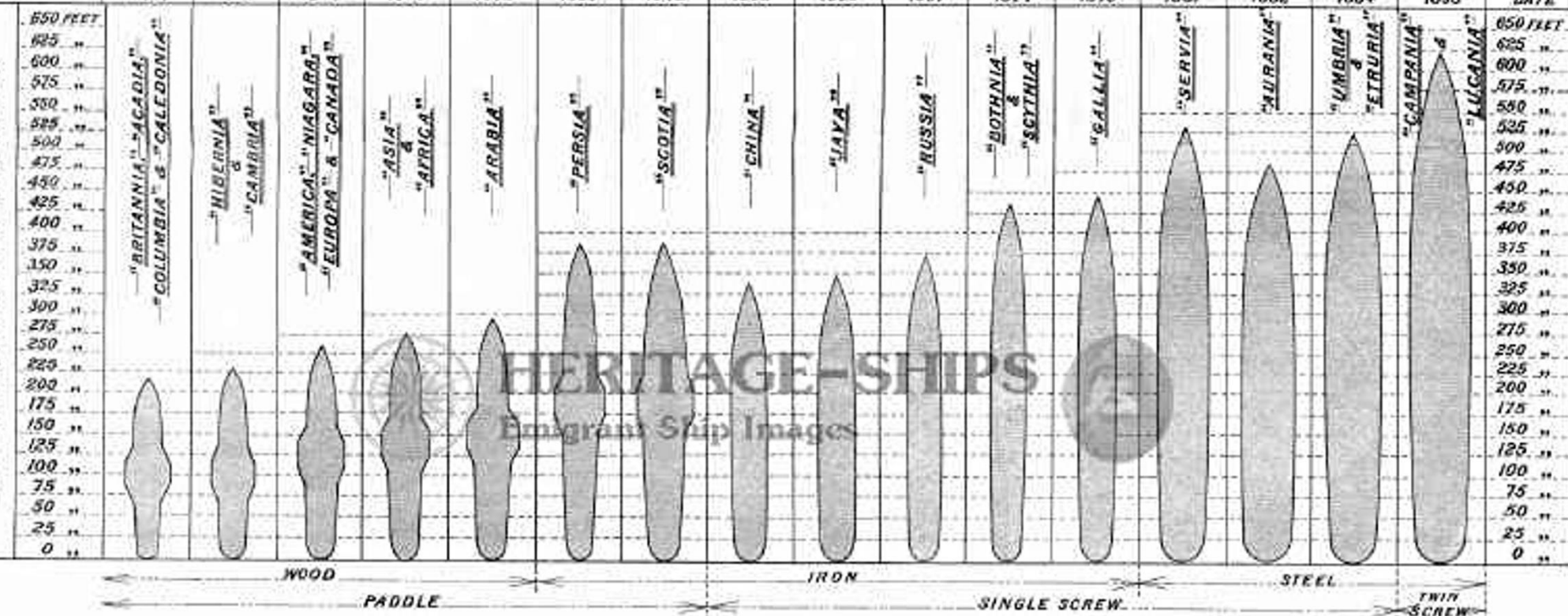


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"BRITANNIA"
THE FIRST CUNARD STEAMER
PADDLE WHEEL

1840



"CHINA"
THE FIRST CUNARD SINGLE SCREW STEAMER

1862



"CAMPANIA"
THE FIRST CUNARD TWIN SCREW STEAMER

1870



LENGTH BETWEEN PERP.	207' 0"	210' 0"	251' 0"	266' 0"	285' 0"	376' 0"	379' 0"	326' 0"	337' 0"	358' 0"	420' 0"	430' 0"	515' 0"	470' 0"	500' 0"	600' 0"	LENGTH
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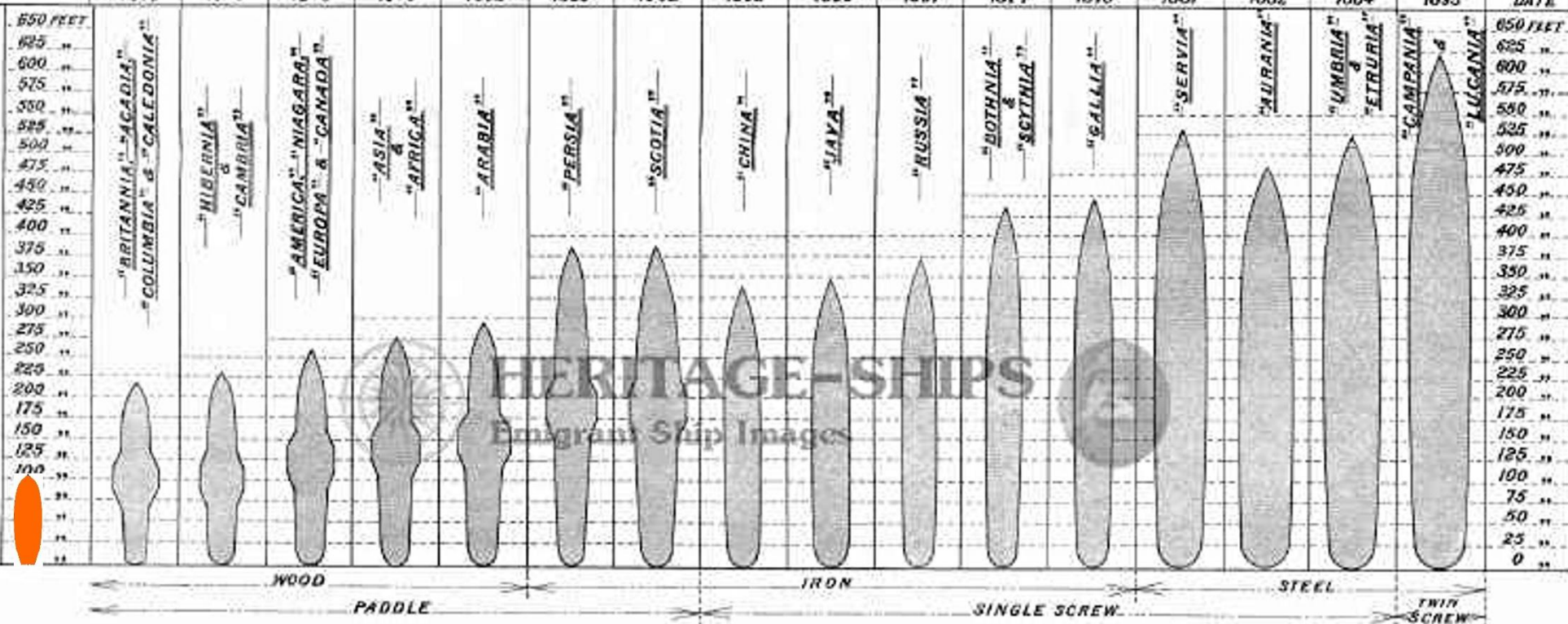
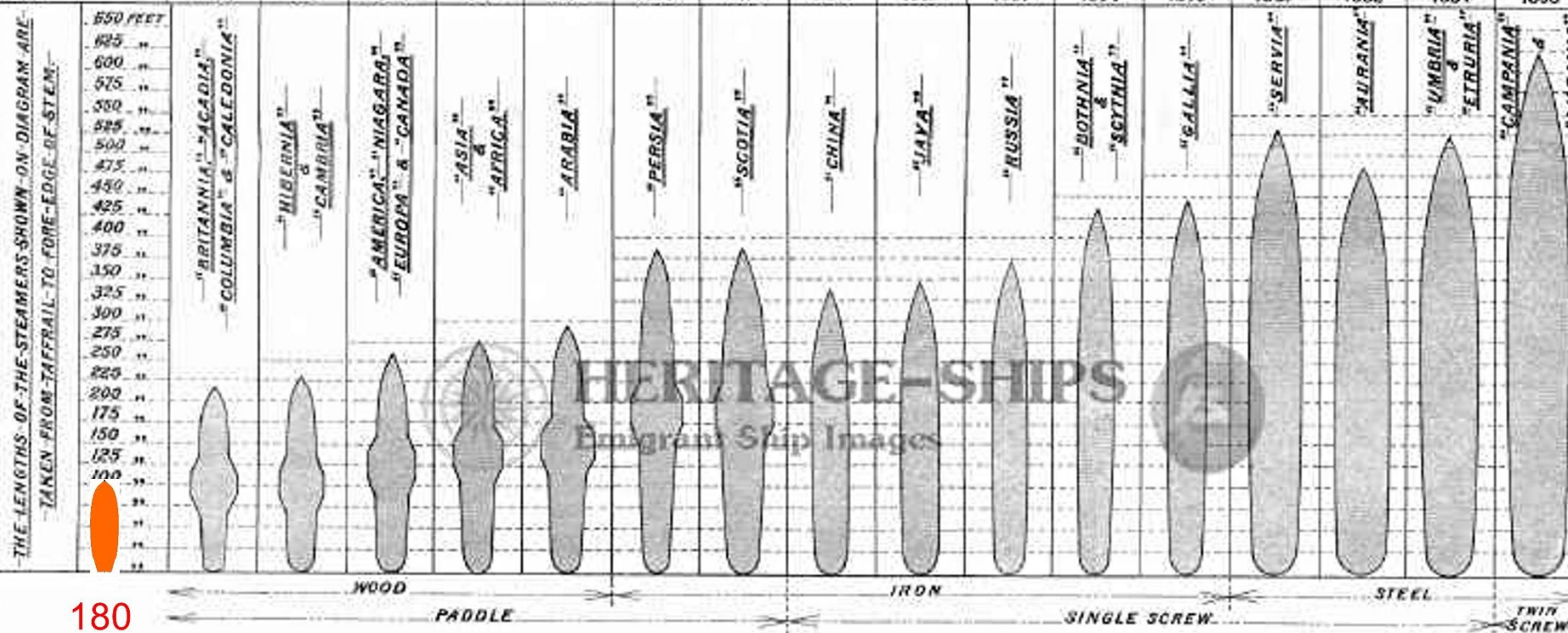


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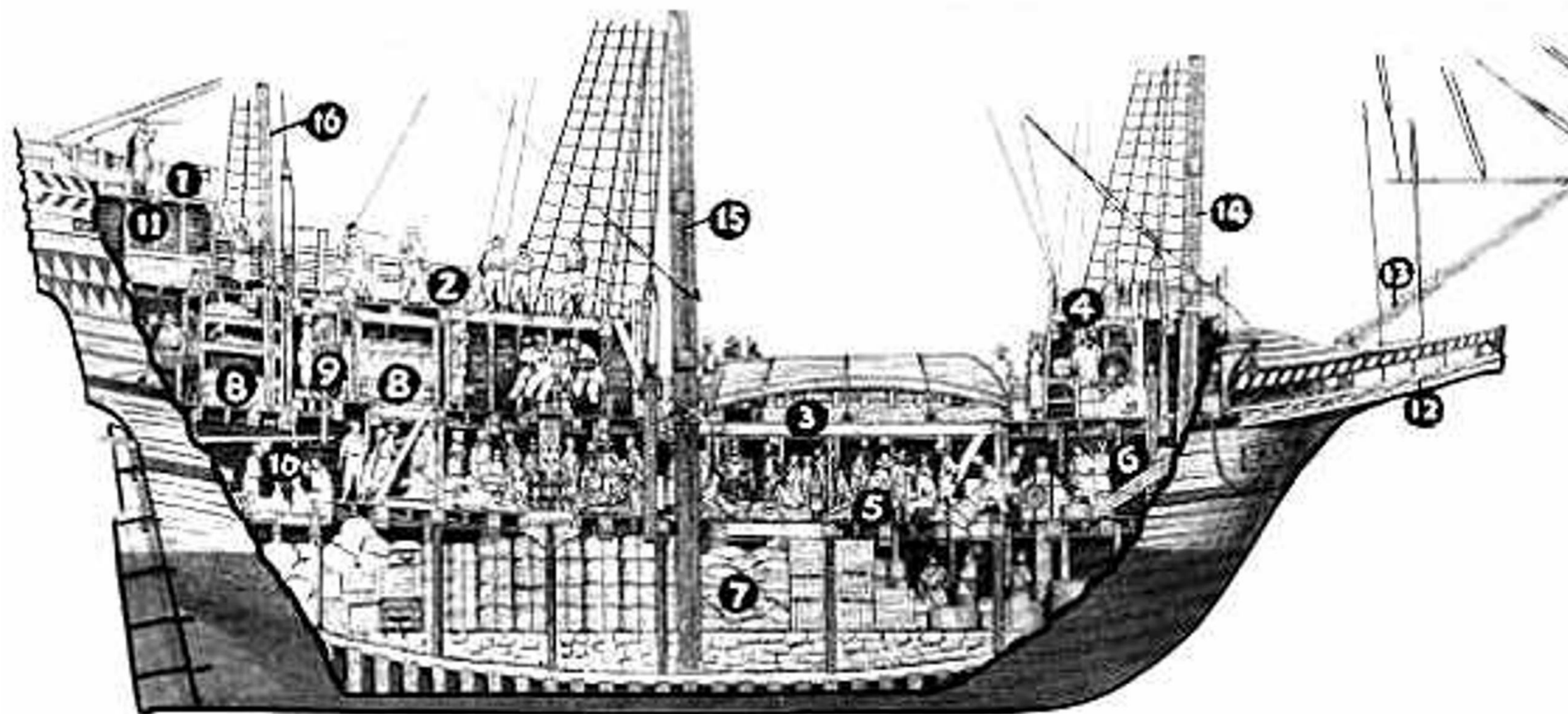


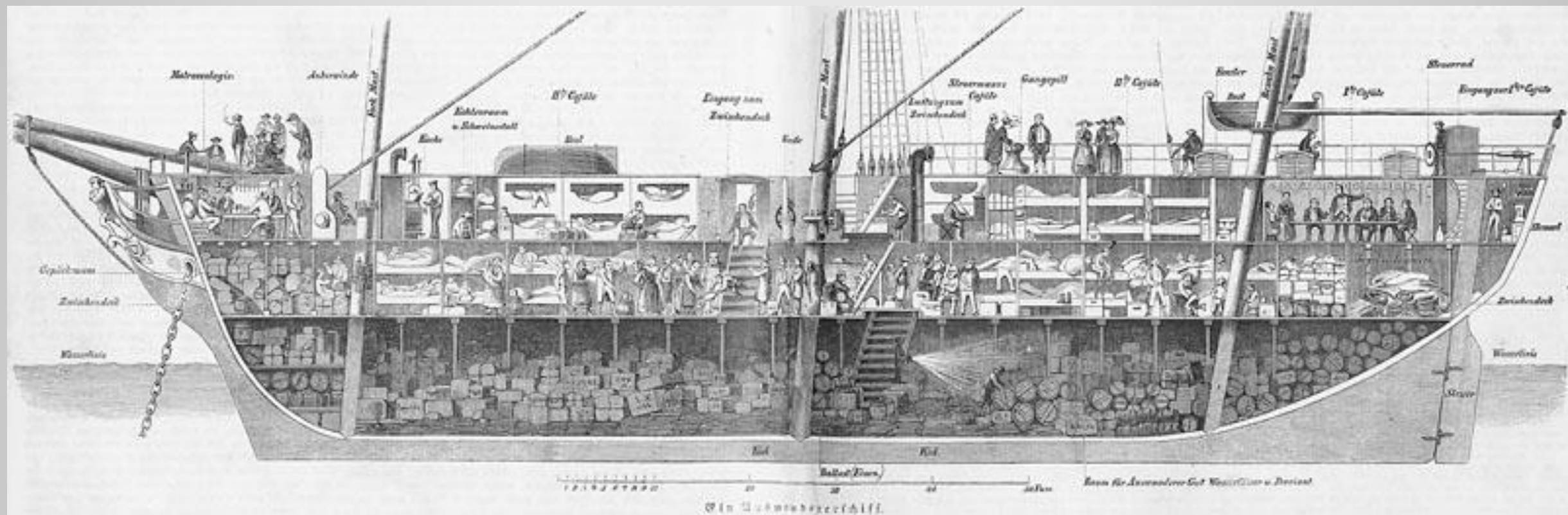
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INDICATED HORSE POWER	740	1040	2000	2400	4000	4900	4900	2250	2650	3100	3250	5300	9900	9900	14,500	26,000
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DATE	1840	1843	1848	1850	1852	1855	1862	1862	1865	1867	1874	1879	1881	1882	1884	1893

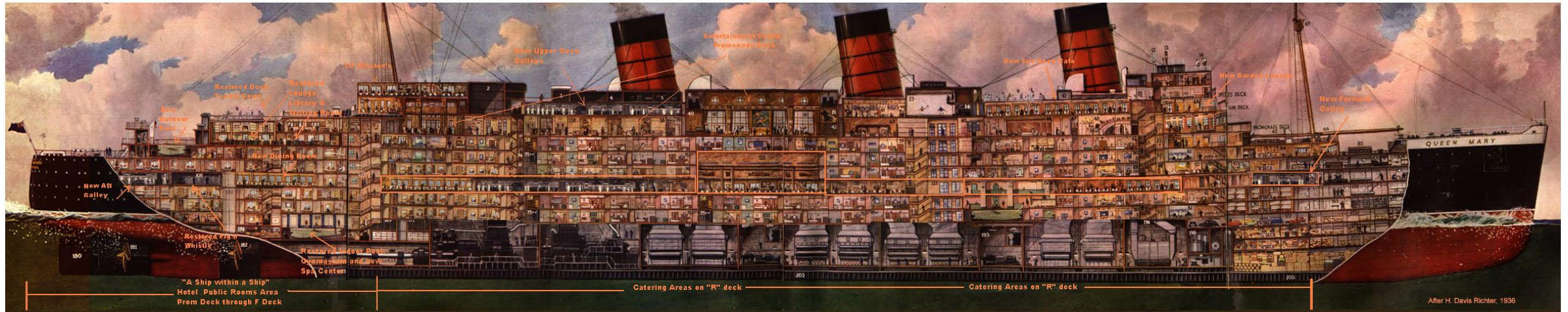


180

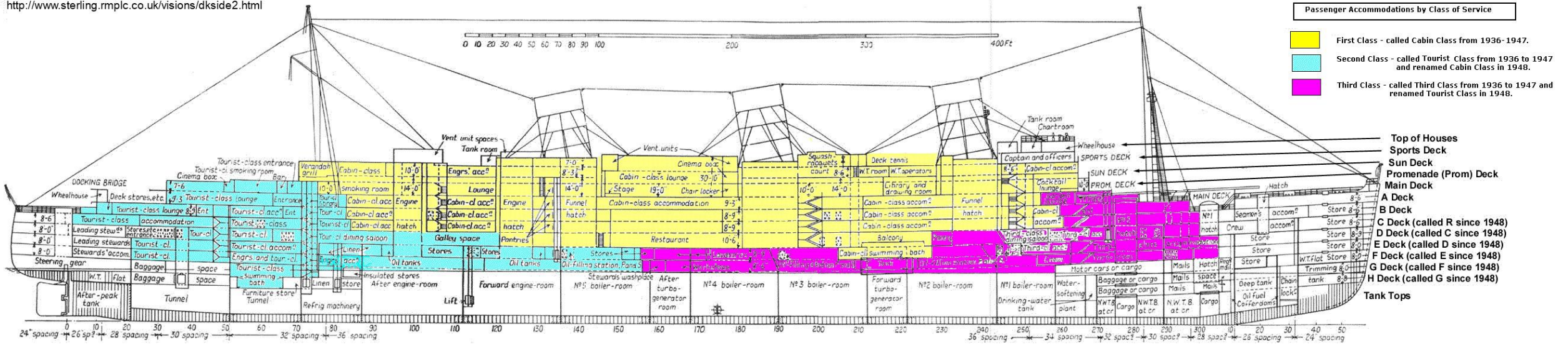
81,237







"Alternative Visions"
 Respect for the Past, Vision for the Future
 The RMS Queen Mary, Long Beach, California



“In the 25 years after 1815 American ships changed in weight from 500 to 1,200 tons and in configuration from a hull with a length 4 times the beam to one with a ratio of 5 1/2 to 1. The faster and thus shorter journeys meant that the shipowner could earn back his investment in two or three years. The Mayflower had taken 66 days to cross the Atlantic in 1620. The Black Ball Lines’ nine-year average as of 1825 was 23 days from Liverpool to New York City. Twenty years later Atlantic ships had doubled in size and were not credited as a success unless they had made at least a single east-bound dash of 14 days or less.”

U.S. historical populations		
Country	Immigrants before 1790	Population 1790 ^[20]
Africa ^[21]	360,000	757,000
England*	230,000	2,100,000
Ulster Scotch-Irish*	135,000	300,000
Germany ^[22]	103,000	270,000
Scotland*	48,500	150,000
Ireland*	8,000	(Incl. in Scot-Irish)
Netherlands	6,000	100,000
Wales*	4,000	10,000
France	3,000	15,000
Jewish ^[23]	1,000	2,000
Sweden	500	2,000
Other ^[24]	50,000	200,000
British total	425,500	2,560,000
Total^[25]	950,000	3,900,000

https://en.wikipedia.org/wiki/History_of_immigration_to_the_United_States

PERIOD OF THE SAILING VESSEL, 1819 TO 1855.

Prior to the year 1819 there were no United States laws governing or regulating in any manner ocean passenger traffic, either going from or coming to American ports. As a result abuses were permitted and practiced on transporting vessels that caused distress, disease, and death, especially among emigrants bound for America. From the beginning of the movement of population from Europe to the New World, suffering and death were common on emigrant ships. Among the earlier instances recorded was that of 3,000 Palatines forwarded in 1710 by England to New York, 470 of whom died on the voyage, and 250 soon after their arrival, of ship fever. There is also a gruesome account given by a Moravian missionary to the Indians of experiences on a ship which sailed in 1731 for America from Rotterdam, with 156 emigrants. She was bound for Philadelphia via Falmouth. After delaying her departure from the first port for three weeks, she stayed for an equal period at Falmouth, and although victualed in the beginning of her voyage for only twelve weeks, no fresh supplies were taken on board. When she had been at sea eight weeks, the passengers were put on short allowance, and during the last four weeks of their journey they were unable to obtain bread. Finally, they were paying 18 pence for a rat, and 6 pence for a mouse, to such extremities had they been reduced. The captain, it seems, believed the passengers had considerable money and valuables with them. Thinking he might profit by it, he endeavored to reduce them to a state of starvation, and succeeded so well that of the 156 passengers only 48 reached America. If the passengers had not revolted, arrested the captain, and put in at a Rhode Island port after a voyage of twenty-five weeks, probably not a single passenger would have been landed.

STATISTICAL REVIEW OF EUROPEAN IMMIGRATION, 1819-1910.

The act of March 2, 1819, entitled "An act regulating passenger ships and vessels," contained a provision to the effect that the captain or master of any ship bringing passengers from a foreign port to the United States should deliver to the proper official at the port of arrival a list or manifest stating the age, sex, occupation, country of origin, and country of intended future residence of each passenger. This provision of the law became effective July 1, 1819, and official immigration statistics date from that time. During the period between the last-mentioned date and June 30, 1910, a total of 27,918,992 immigrants were admitted to the United States. Of this number 25,421,929, or 92.3 per cent, of all immigrants for whom country of origin was reported came from Europe.

REPORTS OF THE IMMIGRATION COMMISSION

EMIGRATION CONDITIONS IN
EUROPE



PRESENTED BY MR. DILLINGHAM

DECEMBER 5, 1910.—Referred to the Committee on Immigration
and ordered to be printed, with illustrations

WASHINGTON
GOVERNMENT PRINTING OFFICE

1911

Year.	Total number of immigrants.	Number from—				
		Europe. ^b			Other specified countries.	Countries not specified.
		Northern and western. ^c	Southern and eastern. ^d	Total.		
1820.....	8,385	7,467	224	7,691	393	301
1821.....	9,127	5,656	280	5,936	305	2,886
1822.....	6,911	4,186	232	4,418	379	2,114
1823.....	6,354	3,726	290	4,016	382	1,956
1824.....	7,912	4,530	435	4,965	560	2,387
1825.....	10,199	8,170	373	8,543	848	808
1826.....	10,837	9,232	519	9,751	832	254
1827.....	18,875	16,241	478	16,719	585	1,571
1828.....	27,382	24,451	278	24,729	2,099	554
1829.....	22,520	12,286	237	12,523	3,302	6,695
1830.....	23,322	7,174	43	7,217	2,298	13,807
1831.....	22,633	12,973	66	13,039	2,197	7,397
1832 ^e	60,482	33,990	203	34,193	2,877	23,412
1833.....	58,640	26,096	3,015	29,111	3,286	26,243
1834.....	65,365	57,184	326	57,510	2,786	5,069
1835.....	45,374	41,645	342	41,987	3,343	44
1836.....	76,242	70,053	412	70,465	4,946	831
1837.....	79,340	70,634	405	71,039	3,641	4,660
1838.....	38,914	33,699	371	34,070	3,001	1,843
1839.....	68,069	63,533	615	64,148	3,627	294
1840.....	84,066	79,932	194	80,126	3,822	118
1841.....	80,289	75,554	662	76,216	3,446	627
1842.....	104,565	99,666	279	99,945	4,004	616
1843 ^f	52,496	48,682	331	49,013	2,871	612
1844.....	78,615	74,253	492	74,745	3,760	110
1845.....	114,371	108,834	467	109,301	5,045	25

TABLE 3.—Immigration to the United States from northern and western Europe, southern and eastern Europe, and other countries, 1820 to 1910, by decade.

Compiled from official sources. For 1820 to 1867 the figures are for alien passengers arriving; for 1868 to 1903, for immigrants arriving; for 1904 to 1906, for aliens admitted; and for 1907 to 1910, for immigrant aliens admitted.]

Period.	Total number of immigrants.	Number from—					Per cent ^a from—			
		Europe. ^b			Other specified countries.	Countries not specified.	Europe. ^b			Other specified countries.
		Northern and western. ^c	Southern and eastern. ^d	Total.			Northern and western. ^c	Southern and eastern. ^d	Total.	
1820-1830.....	151,824	103,119	3,389	106,508	11,983	33,333	87.0	2.9	89.9	10.1
1831-1840.....	599,125	489,739	5,949	495,688	33,520	69,911	92.5	1.1	93.7	6.3
1841-1850.....	1,713,251	1,592,062	5,439	1,597,501	62,606	53,144	95.9	.3	96.2	3.8
1851-1860.....	2,598,214	2,431,336	21,324	2,452,660	116,385	29,169	94.6	.8	95.5	4.5
1861-1870.....	2,314,824	2,031,642	33,630	2,065,272	231,583	17,969	88.5	1.5	89.9	10.1
1871-1880.....	2,812,191	2,071,374	200,955	2,272,329	539,072	790	73.7	7.1	80.8	19.2
1881-1890.....	5,246,613	3,779,315	959,951	4,739,266	506,558	789	72.0	18.3	90.3	9.7
1891-1900.....	3,687,564	1,643,613	1,942,164	3,585,777	87,724	14,063	44.8	52.8	97.5	2.5
1901-1910.....	8,795,386	1,910,700	6,302,709	8,213,409	548,454	33,523	21.8	71.9	93.7	6.3
Total.....	27,918,992	16,052,900	9,475,510	25,528,410	2,137,891	252,691	58.0	34.2	92.3	7.7

^a Based on number reporting country of origin.

^b Including Turkey in Asia.

^c Northern and western Europe comprises Belgium, Denmark, France (including Corsica), German Empire, Netherlands, Norway, Sweden, Switzerland, United Kingdom (England, Ireland, Scotland, and Wales), and United Kingdom not specified. In this group are included also the 2,545 persons tabulated in Table 9 as from "other Europe."

^d Southern and eastern Europe comprise Austria-Hungary, Bulgaria, Servia, Montenegro, Greece, Italy (including Sicily and Sardinia), Poland, Portugal (including Cape Verde and Azores Islands), Roumania, Russian Empire (including Finland), Spain (including Canary and Balearic Islands), Turkey in Europe, and Turkey in Asia.



Dunbrody





Jeanie Johnson



https://i1.trekearth.com/photos/28222/05_2007_asgard_ii_190_te.jpg



TABLE 4.—Passengers landed at Castle Garden, New York, from sailing vessels and steamships, 1856 to 1873 inclusive.

Year.	Total passengers.	Number carried on—		Per cent carried on—	
		Sailing vessels.	Steamships.	Sailing vessels.	Steamships.
1856.....	141,570	136,459	5,111	96.4	3.6
1857.....	184,886	164,650	20,236	89.1	10.9
1858.....	84,226	67,837	13,389	80.5	19.5
1859.....	85,602	61,384	24,218	80.5	23.3
1860.....	108,682	74,435	34,247	68.5	31.5
1861.....	68,311	47,201	21,110	69.1	30.9
1862.....	81,458	55,615	25,843	68.3	31.7
1863.....	161,648	97,717	63,931	60.5	39.5
1864.....	184,700	102,906	81,794	55.7	44.3
1865.....	200,031	83,452	116,579	41.7	58.3
1866.....	236,651	75,998	160,653	32.1	67.9
1867.....	245,491	48,479	197,012	19.7	80.3
1868.....	216,623	31,682	184,941	14.6	85.4
1869.....	257,188	28,268	228,920	11.0	89.0
1870.....	213,554	18,413	195,141	8.6	91.4
1871.....	228,962	14,564	214,398	6.4	93.6
1872.....	293,256	18,367	274,889	6.3	93.7
1873.....	268,288	8,715	259,573	3.2	96.8
Total.....	3,261,127	1,136,142	2,124,985	34.8	65.2

<u>year</u>	<u>law</u>	<u>adults/ton</u>		on 180 ton
1788	British Slave Trade Act	1.67 / 1	Before this law, the Brooks had carried 2.3/ton	300
1809	British	1 / 2 2 / 5	On British Flagged On Foreign Flagged	90 72
1819	US	2 / 5	(plus crew)	72 100 ?
1823	British	1 / 5 1 / 2	From Britain, out of Europe Special, British flag, 2 decks 5 ½ feet between them	36 90
1828	British	3 / 4	(but only voyages to America)	135
1847	US	1 / 2	Plus a deck space requirement	90
1848	US	-dropped-	6 feet or more high - 14 square feet 5 to 6 feet high - 16 “ Less than 5 feet - 22 “	(Mayflower had about 1200sqft) 86 75 55

Some ships of 1200 tons were carrying 800 passengers

TABLE 3.—*Passengers carried and relative mortality on sailing vessels and on steamships arriving at the port of New York during the six months ending December 31, 1867, and the six months ending December 31, 1872.*

[Compiled from table, p. 46, Ex. Doc. No. 23, 43d Cong., 1st sess.]

Character of vessel.	Number of voyages.	Average length of voyage, days.	Total passengers.	Total deaths on voyage.	Number of passengers to 1 death.	Number of deaths on sailing vessels to 1 on steamships, same number of passengers, same number of days at sea.
1867.						
Steam.....	222	13.84	97,703	100	977	1
Sail.....	128	44.24	22,090	259	93	3.46
1872.						
Steam.....	295	13.19	138,337	63	2,195	1
Sail.....	41	44.18	6,456	35	184	3.52

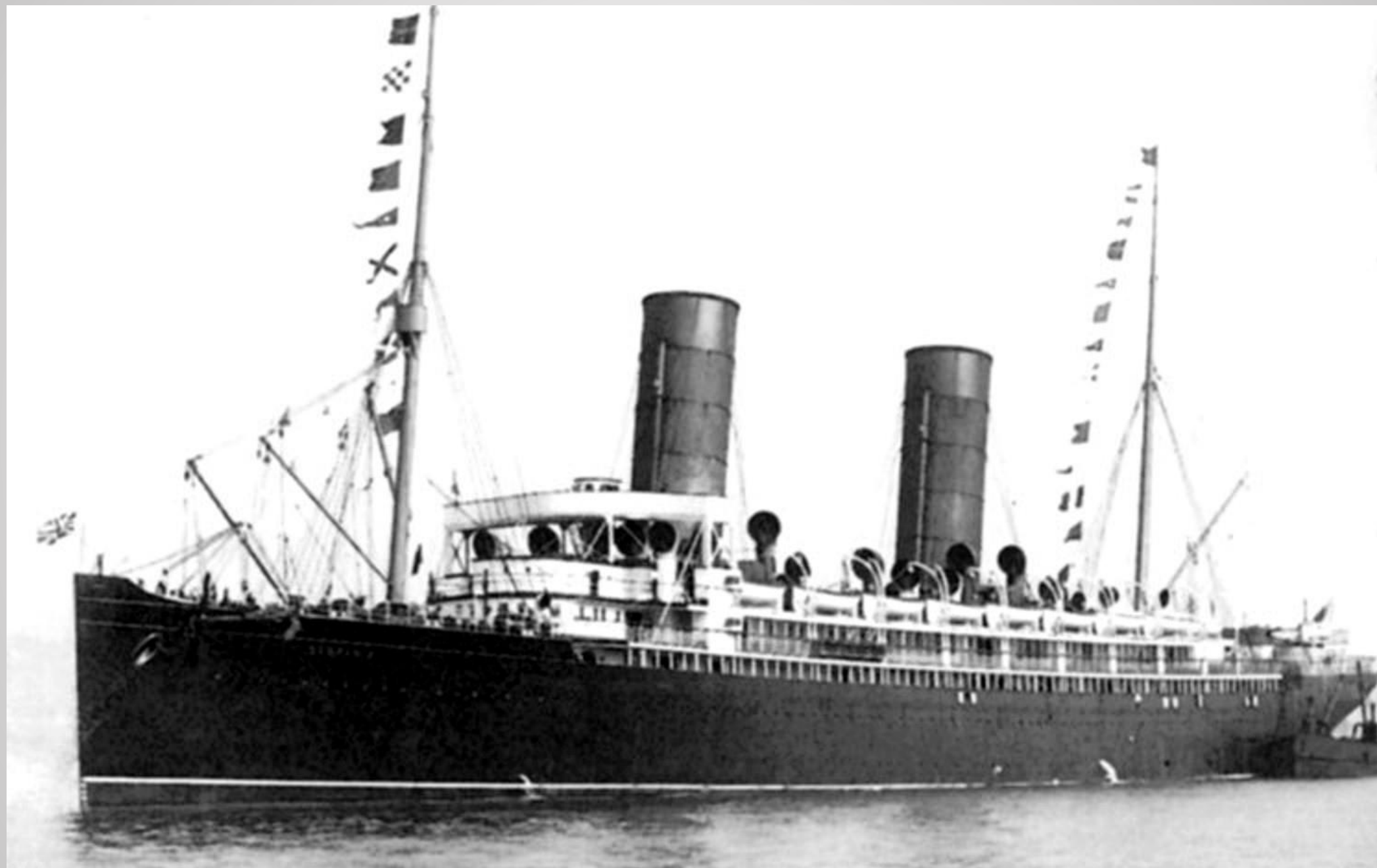
Not all Norwegians are sailors, popular ideas to the contrary notwithstanding. In this company were peasants who had never seen the sea before; they soon overcame their fear, however. During the first part of the voyage they amused themselves with peasant dances on the deck to the music of a fiddle; but the captain had to put a stop to this as it was too hard on the deck floor. A festival held on board ship is of interest because a poem composed by Rynning was sung on the occasion. His book and this verse are the only known writings from Rynning's hand. It is the oldest piece of poetry written by a Norwegian immigrant in the nineteenth century. In somewhat free translation it may be rendered as follows:

TABLE 1.—*Food supply per passenger required on ships bound to United States ports from the ports indicated, 1854.*

[From "Sickness and Mortality on Board Emigrant Ships." (Rep. Com. No. 386, 33d Cong., 1st sess., p. 91.)]

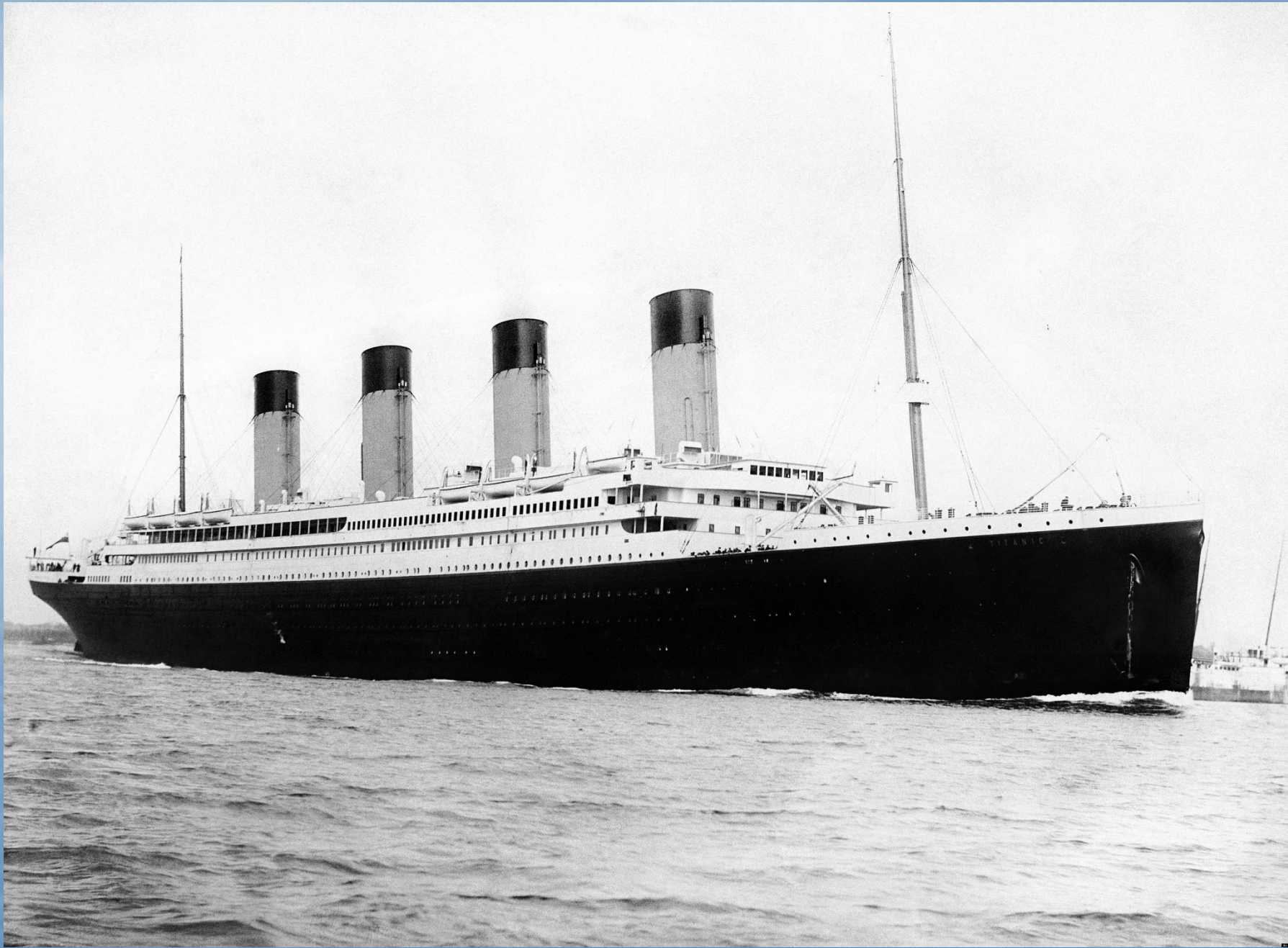
[Weights reduced to pounds, Bremen weight.]

Articles.	United States.	Bremen.	Hamburg.	Havre.	Antwerp.	Rotterdam.	London.
Meat..... pounds.....		32½	31¾	b 14	b 7½		
Salt pork..... do.....	9	13	12½			10	
Bread..... do.....	13½	65	62	40	45	15	22½
Butter..... do.....		4½	4¾	4	6	4	
Flour, peas and beans, rice, vegetables..... pounds..	36	35	44	5	40	40	72
A further supply of the same articles, in case a corresponding quantity of potatoes may not be had at reasonable prices..... pounds..	6½	10	11	40	20	26	
Molasses..... do.....		1½	1½				4½
Coffee and tea..... do.....		3	2				1½
Sago, wine, sugar, salt, medicines..... pounds.....		(c)	(c)	d 2	d 2	d 2	e 4½
Water..... gallons.....	60	67	(f)				60
Vinegar..... do.....	f 1	g 2	g 2	g 1¾	g 1¾	g 2	
Solid food..... pounds..	64¾	155½	161 7/8	131½	105½	90½	122¾



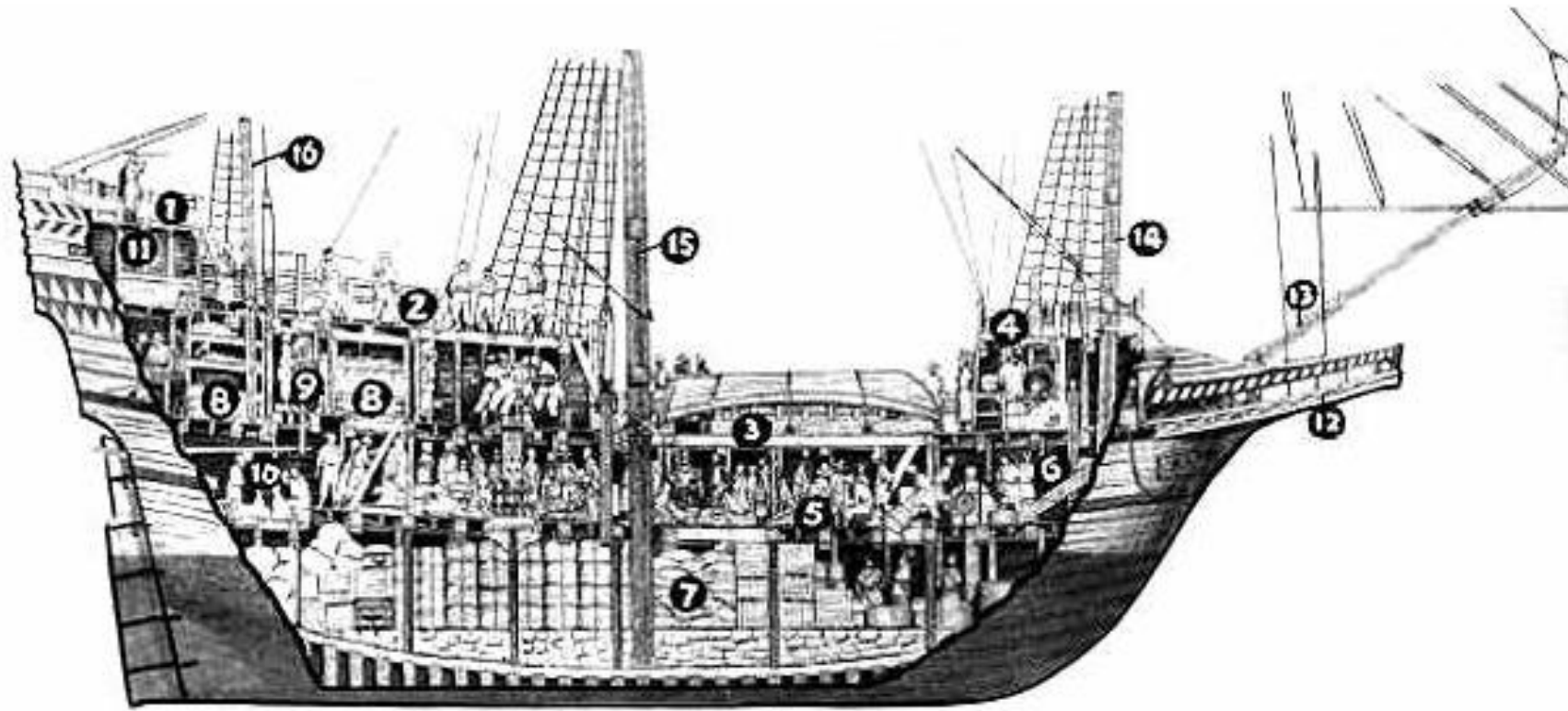






https://upload.wikimedia.org/wikipedia/commons/f/fd/RMS_Titanic_3.jpg





1. Poop deck

2. Half deck

3. Upper deck

4. Forecastle

5. Main deck where most Pilgrims were housed

6. Crew's quarters

7. Large hold

8. Special cabins

9. Helmsman

10. Tiller room

11. Captain's cabin

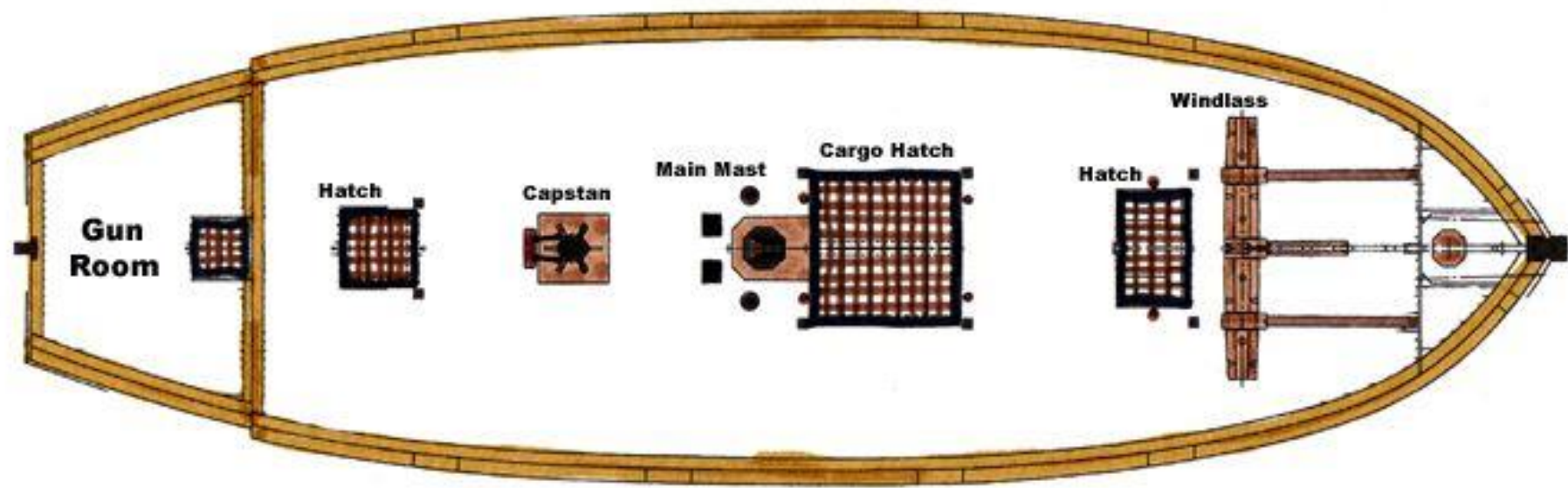
12. Beak

13. Bowsprit

14. Foremast

15. Mainmast

16. Mizzen mast



During the voyage, the 102 Mayflower passengers lived primarily on the gun deck. The length of the deck from stem to stern was about 80 feet, of which about 12 feet at the back belonged to the gun room and was off-limits to the passengers. The width at the widest part was about 24 feet. This means the living space for all 102 people was only about 58 feet by 24 feet! Various hatches provided access to the cargo hold below. The windlass and capstan, used to haul heavy items between the decks, also took up floorspace, as did the main mast in the middle, and the sprit sail mast in the front. On top of that, the Pilgrims stored on this deck a 30-foot shallop (a small single-sail boat) that they would reassemble upon arrival and use for exploration and future trade. Families would have built themselves small little "cabins", simple wood dividers nailed together, to provide a very small amount of privacy. They lived in this small space for the 66-day voyage, and then many of them lived there another four to six months as they explored for a place to live, and later worked to build houses on shore, in the middle of a snowy and wet New England winter.





Was it a typical voyage?

