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# JUNIOR PA MAYFLOWER

Society of Mayflower Descendants in the Commonwealth of Pennsylvania

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## FARE THEE WELL O *MAYFLOWER*!

**EXTRA**

### **MAYFLOWER DEPARTS FOR ENGLAND**

*New Plimoth - 5 April 1621* Our conveyance to ye New World, temporary warehouse, and emergency shelter, &c has departed for our Old England. None but ye crew chose to return with her.

### **WHY DID THE *MAYFLOWER* “LAY STILL” FOR FOUR MONTHS?**

In his history, *Of Plimoth Plantation*, Governor William Bradford tells a story of necessity: “They now began to dispatch the ship away which brought them over, which lay still about this time, or beginning of April. The reason on their part why she stayed so long, was the necessity and danger that lay before them; for it was well towards the end of December before she could land anything here, or they able to receive anything ashore. Afterwards, the 14th of January, the house which they had made for a general rendezvous [the only completed building] by casualty fell afire [with the sick Bradford inside!], and some were fain to retire aboard for shelter; then the sickness began to fall sore amongst them, and the weather so bad as they could not make much sooner any dispatch. Again, the Governor [Carver] and chief of them, seeing so many die and fall down sick daily, thought it no wisdom to send away the ship, their condition considered and the danger they stood in from the Indians, till they could procure some shelter; and therefore thought it better to draw some more charge upon themselves and friends than hazard all. The master [captain] and seamen likewise, though before they hasted the passengers ashore to be gone, now many of their men being dead, and of the ablest (as is before noted), and of the rest many lay sick and weak; the master durst not put to sea till he saw his men begin to recover, and the heart of winter over.”

Half of the Pilgrim passengers and more than half the *Mayflower* crew had died during the winter.



### **Departure of the *Mayflower* for England**

From *Mayflower Boy* by Stanley Young. Illustration by Edward Shenton used with permission by his son Edward H. Shenton. Plimoth Plantation personnel have said how they have gone up on Burial (Fort) Hill and watched *Mayflower II* leave Plymouth Harbor and how they could imagine the feelings of loss of the Pilgrims that day.



### **MAYFLOWER II IS 50 YEARS OLD!**

*Image courtesy of Plimoth Plantation.*

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## THE STORY OF THE PILGRIMS' *MAYFLOWER*

Mayflower has been a well used name for ships over the centuries in the English-speaking world. In fact there was another ship *Mayflower* that arrived in Plymouth in August 1629 with settlers on their way to Puritan settlements in Salem and Charlestown. On our [www.SAIL1620.org](http://www.SAIL1620.org) Website there is a "Mayflower" namesake page that lists 8 water craft of that name. Besides the 1957 *Mayflower II* replica built as a gift to the American people by the English people, the first "modern" *Mayflower* was a screw tug built for the Navy in 1866 at Chelsea, Massachusetts.



*Mayflower* Leading the *Galatea* in 1896. By English-American marine artist James Buttersworth.

The yacht *Mayflower* successfully defended the America's Cup in 1886.

A luxurious steam yacht built in Scotland in 1896 was purchased by the US Navy in 1898 and fitted out for the impending war with Spain and named *Mayflower*. En route to take part in the

blockade of Havana, Cuba, it took as a prize a British blockade runner that was also named the *Mayflower*! In 1902 it served twice as Admiral Dewey's flagship. In 1904 it carried Secretary of War William Howard Taft on a tour of the West Indies. In November 1904, it was decommissioned for conversion to a presidential yacht. President Theodore Roosevelt used it in

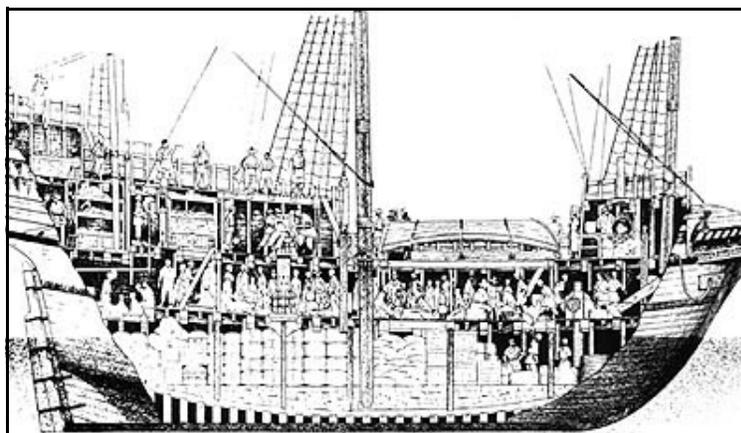


Presidential yacht *Mayflower* in 1905

1905 as the site of the bringing together of the Russian and Japanese delegations in preparation for the Russo-Japanese peace conference. In 1921 it brought President Warren Harding and his Vice President Calvin Coolidge to the Plymouth Tercentenary (300th) Cele-

bration. It transferred to the Coast Guard in October 1943 and patrolled the Atlantic coast against German U-boats. It was decommissioned in 1946 and sold in 1947, refitted in 1948, and renamed the *Malla* to sail under the Panamanian flag. In September, 1948, it secretly sailed from Marseilles, arriving in Haifa, Palestine, with Jewish refugees of the ill-fated ship *Exodus*.

Another *Mayflower* was one of the Flower Class of Corvettes built during 1939-1940 for the Canadian Navy. There have been two blimps so named.



Cut-away view of the original *Mayflower* as assumed by Plimoth Plantation. Image courtesy of Plimoth Plantation.

Plymouth Colony historical and genealogical researcher Caleb H. Johnson in his 2006 book, *The Mayflower and Her Passengers*, devoted a very informative chapter to the ship itself, telling how it was ship master Christopher Jones and three others who, around 1608, obtained the 180-ton (i.e. hold capacity of 180 barrels, each holding 252 gallons) merchant ship *Mayflower*. Its cargo was often wine. He names some of the crew: master mates and pilots John Clarke and Robert Coppin; Giles Heale, ship's surgeon; and John Alden, cooper (barrel maker). Among the unidentified were a master gunner, carpenter, boatswain, four quartermasters, a cook and swabber.

Upon her return to England, she went back to trade between London and France. The *Mayflower's* master, Christopher Jones, died in early 1622. On May 26, 1624, an application was received by the High Court of Admiralty from the ship's owners, Robert Child, John Moore and the widow of Christopher Jones declaring the ship to be "in ruinis" and requesting an appraisalment. She

was valued at £128 8s. 4d. No images of the ship survive.



“Mayflower’s End” by English marine artist Mike Haywood shows the ship being dismantled on the bank of the banks of the River Thames in London in 1624.

Caleb Johnson transcribed and lists the entire final inventory of the 1624 *Mayflower* on the “Primary Source” page of his

### MAYFLOWER SOCIETY ELIGIBILITY

Often descendants of the crew of the *Mayflower* ask why they can’t be members. The Constitution of the General Society states that to be eligible to become a member you must be “descended from a passenger on the *Mayflower*, on the voyage which terminated in Plymouth, New England, in December, 1620.” The word “passenger” excludes all others on board. Gov. Bradford names two crew members who were hired to stay in Plymouth: William Trevor and an Ely whose first name is unknown. They did not sign the Mayflower Compact and both returned to England on the 1621 *Fortune* at the end of their contracts. If you have read the preceding article, did you spot a crew member whose category changed and who did sign the Compact, stayed, and whose descendants are eligible for membership? His name is in the WordSearch “leftovers” when you are all done. Clue: Think “staves.” He has many descendants.

**SOURCE MATERIAL:** *Of Plymouth Plantation 1620-1647*, by William Bradford (New Edition by Samuel Eliot Morison, New York: Alfred A. Knopf, 1959); *The Mayflower and Her Passengers* by Caleb H. Johnson (Xlibris Corporation, 2006); *Plymouth Colony: Its History & People 1620-1691* by Eugene Aubrey Stratton (Salt Lake City, UT: Ancestry Publishing, 1986); *Mayflower Namesakes*, [www.SAIL1620.org](http://www.SAIL1620.org).

### MAYFLOWER 16 X 20 WORDSEARCH

**1620 WORDSEARCH** The following words are all found in this issue and some are further defined below. Double words (e.g. William Bradford) are each found separately but words are not repeated. Left over letters answer the question “What plant is also called the Mayflower?” and the last 9 letters are the name of the crew member who changed to passenger status.

1. ADMIRAL DEWEY = (George) U.S. Navy Spanish-American War hero;
2. AMERICAS CUP = Oldest active sailing contest;
3. BLOCKADE = Block by force;
4. BOATSWAIN = Sailor who takes care of a ship;
5. CALVIN COOLIDGE = 30th U.S. President;
6. CASUALTY = Serious accident;
7. CHILD = (Robert) *Mayflower* co-owner;
8. CHRISTOPHER JONES;
9. CORVETTES = Small warships;
10. DECOMMISSIONED = Removed from Navy service;
11. DISPATCH = Send;
12. DURST = Dare;
13. EDWARD SHENTON;
14. ENGLAND;
15. EXODUS;
16. FAIN = Glad;
17. FORTUNE;
18. FRANCE;
19. HASTED = Hurried;
20. JAMES BUTTERTSWORTH;
21. LONDON;
22. MAYFLOWER;
23. MOORE = (John) *Mayflower* co-owner;
24. NAMESAKE = Named for another;
25. PILOTS = Those who steer ships in & out of harbors;
26. PLYMOUTH;
27. Sore = Severe;
28. SURGEON HEALE;
29. SWABBER = Sailor who cleans & mops;
30. TERCENTENARY;
31. THEODORE ROOSEVELT = 26th U.S. President;
32. WARREN HARDING; = 29th U.S. President;
33. WILLIAM BRADFORD = 2nd Plymouth Colony Governor;
34. WILLIAM CARVER = 1st Plymouth Colony Governor;
35. WILLIAM TREVOR;
36. YACHT = Boat used for cruising or racing.

### 2007 is the year to visit Plymouth, MA!

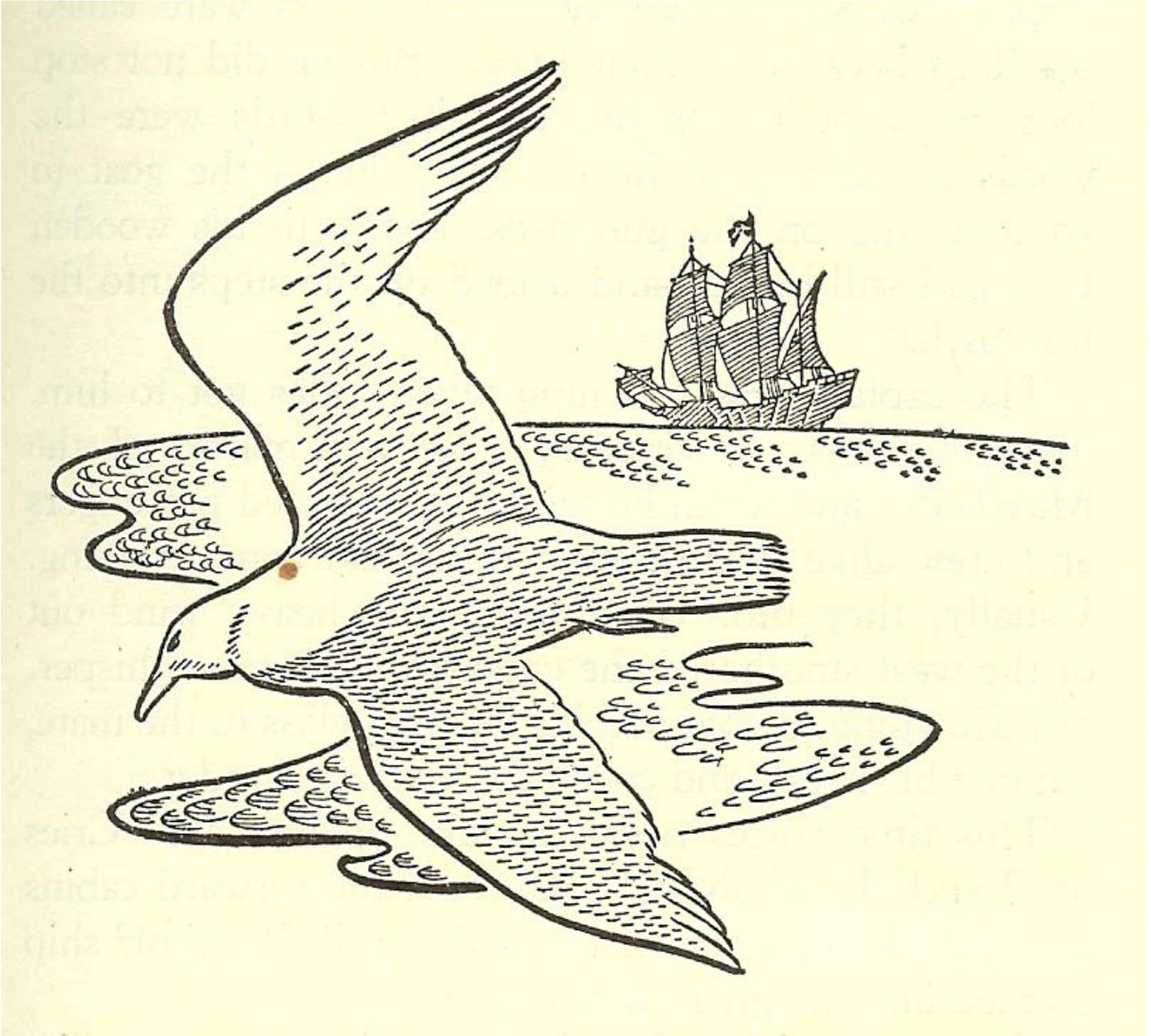
Plimoth Plantation and the Town of Plymouth are working together to provide a year-long calendar of activities to celebrate *Mayflower II's* 50th Anniversary! Special exhibits at Pilgrim Hall Museum, Plimoth Plantation & Dockside at *Mayflower II*. For information about all events see [www.SeePlymouth.com/events.htm](http://www.SeePlymouth.com/events.htm).

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### A PAGE TO COLOR

This illustration is called a “pen and ink” drawing. It is by Edward Shenton and from the 1944 Stanley Young children’s book *Mayflower Boy*. The story is a fictional story of a real Pilgrim child, Giles Hopkins, the son of Pilgrim Stephen Hopkins. Giles was baptized in Hursley, Hampshire, England on 30 January 1608. Giles (sometime spelled Gyles) came in the *Mayflower* with his father and step-mother Elizabeth and his sister Constanta. His half-brother Oceanus was born aboard the *Mayflower*.



Edward Shenton (1895-1977), the illustrator who drew the above, illustrated first editions of books written by such famous authors as Ernest Hemingway’s *Green Hills of Africa*, F. Scott Fitzgerald’s *Tender is the Night*, Marjorie Rawling’s *The Yearling*, and books by Thomas Wolfe, William Faulkner, and the Australian master mariner and author Alan Villiers who was to become the captain of the 1957 ship *Mayflower II* on its voyage from England to Plymouth, MA. Edward Shenton illustrated more than 50 children’s and juvenile books. He taught illustration at the Academy of Fine Arts and the Moore College of Art, both in Philadelphia, PA. He was also a prolific author and poet. One of his longer poems, *Builders of America*, became a patriotic cantata that was performed and recorded by the Philadelphia Orchestra, with the actor Claude Rains as narrator. *Illustration used with permission of Edward H. Shenton, son of the late Edward Shenton.*

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