



# NUTMEG GRATINGS

The Society of Mayflower Descendants in the State of Connecticut

Founded in 1896

September 2021

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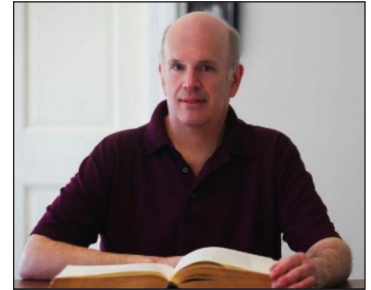
## GOVERNOR'S MESSAGE

I am pleased to say, that as of the publishing of this newsletter, we plan to hold a live, in-person luncheon meeting on October 23, 2021 at the Chowder Pot Restaurant on Brainard Road in Hartford. If you still need to make your meeting reservation, the form is on page 15 of this newsletter, or go to our web site at [www.CTMayflower.org](http://www.CTMayflower.org). The form is at the top of the page.

The October meeting is also our Annual Meeting when we elect the Board of Assistants recommended by the Nominations Committee. I have enjoyed serving as your Governor for my first term and I hope that you give me the opportunity to serve as your Governor for a second term. The Mayflower Society means a great deal to me. While Covid 19 has held us back, the Board of Assistants and I are eager to engage with the membership and to continue to move our Society forward.

Overall, the talent, enthusiasm, and commitment on our Board of Assistants is strong. We have several new board members this year, well-versed in the internet and computer technology who bring new ideas and insights. That said, we welcome others with different talents and experience. Our committees are listed on page 2 of this newsletter and on our website. For example, we are looking for someone to help with publicity, and we have many other committees where you can contribute. Please email me if you want to chat about how to get more involved.

I am very excited about our October meeting, and especially pleased to welcome our special guest, Governor General Jane Hurt. She will report on the exciting things going on at the General Society at Plymouth.



Another year has gone by and it is time to renew your membership that will expire on September 30, 2021. By now, you should have received your renewal notice from Membership Chair Joan Prentice. If not, or if you have misplaced it, you can pay your dues online at [www.CTMayflower.org](http://www.CTMayflower.org) using PayPal or your credit card. Or, mail a check for your \$65 dues payment to Joan at 32 Nichols Lane, Waterford CT, 06385. Your membership is important to us and is a worthwhile investment in our shared heritage.

I look forward to seeing you at the October meeting and catching up with old and new members alike. If for some reason, we must cancel the meeting due to Covid 19, your luncheon check will be returned to you as soon as possible.

The Board of Assistants and I thank you for your membership and hope that you remain a member for years to come.

Gregory Evan Thompson, Governor  
The Society of Mayflower Descendants in Connecticut

*Nutmeg Gratings* is published three times per year to inform the membership of items of interest and to educate members and the general public about the Mayflower Society. Historical and genealogical material with supporting bibliographies is also presented. The fact that an article appears in *Nutmeg Gratings* does not in any way reflect that newsletter contributors, volunteers, or the Connecticut Society of Mayflower Descendants guarantees the historical accuracy of any information contained herein.

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## Proposed Amendments to Society of Mayflower Descendants in CT Bylaws

The Society of Mayflower Descendants in Connecticut Bylaws Committee proposed Amendments to Article II, Section 2 and Article V, Section 2 of our Bylaws. The Amendments will be voted upon at our October 2021 meeting. *Amended language is in bold italic.*

**Rationale for changes:** In the event of a local, State, or National emergency, including, but not limited to, a weather event, a public health crisis, such as the Covid-19 pandemic, or circumstances that would impede our ability to conduct an in person Board of Assistants, General membership, or Committee meeting, the Electronic meeting would allow the Connecticut Society to conduct its business. The Electronic meeting is not intended to replace the in person meeting, but rather a viable alternative that would allow the business of the Society to move forward. The proposed amendments, to be presented at the October, 2021 General Membership meeting, would amend the following Articles of the Bylaws:

### ARTICLE II

Section 2. The Board of Assistants shall meet at least once a year to carry on the business of the Society at any date and location. Other meetings of the Board of Assistants may be decided by the Board or by call of the Governor. ***All meetings may be conducted electronically in accordance with Article V, Section 2.*** The meetings shall follow the order of business as stated in Article VI.

### ARTICLE V - Meetings

#### ***Section 1. Annual Meeting.***

The annual meeting of the membership of the Society shall be held in October, or at such time, as near that date, as the Governor and Board of Assistants may determine; and all other meetings of the Association shall be held at such times and places as may be decided upon by the Board of Assistants, except that special meetings may be held at the call of the Governor, or upon the written request of five members of the Association, in which case the Corresponding Secretary shall call a special meeting.

#### ***Section 2. Electronic Meetings***

***The Governor may authorize any meeting of the Society or of the Board of Assistants by synchronous electronic means (such as internet communication systems, telephone conferences, video conferences, etc.) In order for an official meeting to be conducted electronically, a majority of the members must have access to the appropriate electronic meeting media, as verified by their response to a call for any particular meeting. The technology used for the electronic meetings shall allow the members full access to and full participation in all meeting transactions continuously throughout the specified time of the meeting. Notice of each electronic meeting shall include a description of electronic means to be used to connect and directions for how to connect.***

**NEWSLETTER DISTRIBUTION REMINDER:** We announced previously that *Nutmeg Gratings* is moving to an electronic format for ease and timeliness of distribution, significant cost savings and, most importantly, for the good of our environment.

Members of the Society of Mayflower Descendants in the State of Connecticut who have provided their email addresses will no longer receive a paper copy of *Nutmeg Gratings* via U.S. mail.

If you have not yet provided an e-mail address, please send your email address to Joan Prentice, [jowp32@hotmail.com](mailto:jowp32@hotmail.com) by December 1, 2021.

If you are not online, and want to receive a paper copy of the newsletter going forward, request a reprint by December 1, 2021. Send your request to CT Mayflower Society, 32 Nichols Lane, Waterford CT, 06385.

**NOTE:** Past newsletters, including this newsletter, are available on our website: [www.CTMayflower.org](http://www.CTMayflower.org).

**CALL FOR NEWSLETTER ARTICLES:** Kerry Comisky and Randy Russell are tough acts to follow but I'll do my best as your newsletter editor. I encourage each of you to share your knowledge with fellow members through a newsletter article of your own. You may, if you wish, submit an article anonymously but please site sources. If you don't feel comfortable writing a piece yourself, send your ideas for articles to me at [kmsartwrk@cox.net](mailto:kmsartwrk@cox.net).

Kathy Simmons, *Nutmeg Gratings* Editor.

## LEADERS OF THE MAYFLOWER CREW

– Kathy Simmons

While only a handful of the *Mayflower* crew have been identified with historical records, most of the ship's leadership is known. The Ship Master Christopher Jones is probably the most well-known. Lesser known are the Ship Master's Mate John Clark and Pilot and the Ship's Surgeon Giles Heale. These are the stories of these three men.



**CHRISTOPHER JONES, Ship Master of the *Mayflower*,** is believed to have been born in 1570 in the seaside town of Harwich, Essex County, England, the son of a mariner and ship owner.

Jones married Sara Twytt in 1593 at St. Nicholas Church in Harwich. Sarah was seventeen, daughter of Thomas Twytt a wealthy ship owner. Christopher and Sarah were neighbors on Kings Head Street. Both homes still exist and are now visitor attractions in Harwich. Within a year of their marriage, the couple had a son named Thomas who died young in 1596.

When Sara's father died in 1602, he left Sarah a 1/12 share in his ship *Apollo* and considerable money.<sup>1</sup> Christopher and Sara's families combined their shipping interests. Sara had no more children and died at the age of 27 in 1603.

A few months after Sarah's death, Jones married his second wife, widow Josian Gray, when she was 19. Josian also came from a seafaring family and her late husband Richard Gray was a noted mariner with friends among the Captains of the 1588 fleet that defended England against the Spanish Armada.

Josian and Christopher's marriage produced eight children. Four of them were born in Harwich: Christopher, Thomas, Josian and John. Christopher relocated his family to Rotherhithe, a borough of London, in 1611 where four more children were born: Roger, Christopher, Joane, and Grace.

In his mid-30s Jones was considered to be a prominent citizen of Harwich. In 1601 he was one of 77 men who took the oath as freeman of the Borough of Harwich, and in 1604 was

named as a burgess of Harwich in a new town charter granted by King James I. With help from a bounty, he built a 240-ton ship, naming it *Josian* and used it for trading voyages.

In August 1609, records show Jones as master and part owner of the *Mayflower*, chartered for a voyage from London to Norway and back. Jones worked the wine trade, using the *Mayflower* to bring wine back from France, Spain, Portugal, and the Canaries. In the summer of 1620, he and his ship were chartered to take the Pilgrims on their two-month voyage across the Atlantic.

After two months at sea, the *Mayflower* made landfall at the tip of Cape Cod in late November. This was well north of their intended destination at the mouth of the Hudson. Trying for the Hudson, they were pounded back by breakers at Pollock Rip and returned to their initial landfall at Cape Cod.

Jones and his ship remained in Plymouth Harbor through the winter of 1620–1621 when half of the Pilgrims were swept to their graves. The general sickness also claimed the lives of the ship's Master Gunner, Boatswain, three of the four Quartermasters, and the ship's Cook.

At the start of April 1621, Jones and what was left of his crew sailed back to England, arriving in their home port of Rotherhithe on May 5, 1621. Jones returned to his trading voyages, but his health was failing and he died in March 1622, age 52, and was buried at St Mary's Church in Rotherhithe.

A statue in the grounds of the Rotherhithe church commemorates his role in the *Mayflower* story. St. Christopher, patron saint of travellers, holds a child, the adult is looking back towards the Old World and the child is looking towards the New World. The statue by Jamie Sargeant was unveiled in 1995 to mark the 375<sup>th</sup> anniversary of the *Mayflower* voyage.



<sup>1</sup> *England & Wales, Prerogative Court of Canterbury Wills, 1384-1858* (Online database from digitized records at The National Archives, Kew England]. Provo, UT, USA: Ancestry.com. 2013.

The plinth of the statue, in the form of a stylized boat, is inscribed: “To the memory of Christopher Jones 1570–1622, Master of the *Mayflower*. He landed 102 planters and adventurers at Plymouth Massachusetts 21 Dec 1620. They formed the *Mayflower Compact* and the first permanent colony in New England.”

**JOHN CLARK, Ship’s Pilot and Master Mate**, was an experienced seaman who had sailed to America well before the *Mayflower* set out in 1620 and it had not all been easy going.

Born about 1575 in England, Clark came to America in 1609, transporting goods and colonists to the Virginia colony at Jamestown. In 1611, he served as Ship Pilot on the voyage to Jamestown that brought Sir Thomas Dale to govern the colony. During his time in the colony, Clark would have shuttled livestock and other goods around the coast.

It was his bad luck that a Spanish vessel arrived off the Virginia shore, seized Clark, and took him first to Cuba, then to Spain where he spent five years in captivity, facing questioning about England’s activities in the Americas. Spain was suspicious of the intentions of England and protective of their own settlements and trade in the Americas.

Clark was released from captivity in 1616, possibly in a ransom/prisoner swap arranged by James I. John Clark was once again a free man. Unfazed by his experience, Clarke started looking for work as a Master’s Mate and Pilot.

He signed on with the pirate Thomas Jones, no apparent relation to Christopher Jones, to carry livestock to Virginia in 1618/1619. And in 1620, Clark signed on as Master’s Mate and Ship Pilot to Christopher Jones, Ship’s Master of the *Mayflower*.

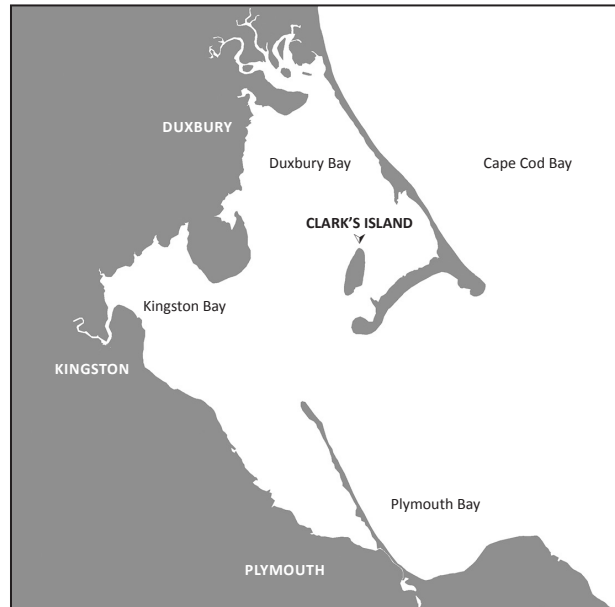
December of 1620 found the Pilgrims shuttling in and around the shoreline from Duxbury to Plymouth, using a shallow with John Clark serving as captain, accompanied by Master Mate Robert Coppin, the Master Gunner, some crew, and some of the *Mayflower* passengers: William Bradford, John Carver, Miles Standish, Edward Winslow, John Tilly and his brother Edward, John Howland, Richard Warren, Stephen Hopkins, and Hopkins’s servant, Edward Doty.

During their exploration for a suitable settlement location, a storm came up quickly and threatened the small boat. The crew spotted a small island off the coast of Duxbury and rowed for it to escape the storm. From that time forward, the island was called Clark’s Island.

Ultimately, John Clark decided to settle in America but not at Plymouth. In hindsight, he did not choose wisely, heading south to Virginia where he hoped to make a home in Jamestown, a different society from the one the Pilgrims were trying to create in New England. The primary focus of the Jamestown

settlement was commerce and trade rather than religious freedom. Unfortunately, relations with the local Native American tribes around Jamestown had deteriorated.

Matters came to a head when Chief Opchanacanough and his Powhatan confederacy attacked outlying plantations and communities up and down the James River in what became known as the Indian Massacre of 1622. Of the 6,000 people in the Jamestown settlement between 1608 and 1624, 3,400 survived. Clark was among the dead at the age of 47.



In contrast to John Clark, 25 year-old **GILES HEALE, the Ship Surgeon**, was new to a life at sea. Heale was born about 1595, exactly where he was born is unknown. He was admitted to the Company of Barber Surgeons on 3 August 1619, having been an apprentice of Edward Blanie.

Like Heale, Blanie had worked his way through the ranks, serving as an apprentice to Nicholas Whitemore prior to his own admission to Barber Surgeons on 12 January 1690. Preceding his apprenticeship and admission, Blanie had served as a Beadle<sup>2</sup> (see inset), a varied and at times nasty job that Heale may or may not have performed just to make a living.

In 1620, a year after being admitted to the Company of Barber Surgeons, Giles Heale was hired as the *Mayflower* Ship Surgeon. The Company of Barber Surgeons required a Ship-Surgeon for vessels carrying passengers overseas, someone to

<sup>2</sup> Quoted from *The Annals of the Barber Surgeons of London*, compiled by Sidney Young, London 1890 : “Among the duties of the beadle may be enumerated, sweeping the garden, collecting quarterage, cleaning the Hall, whipping naughty apprentices, summoning freemen, etc. bringing home dead bodies from Tyburn, keeping lists of journeymen, pressing Surgeons and Barbers for sea service, assisting the masters on search days, hunting up and laying information against non-freemen practicing Barbbery and Surgery, marshalling and leading processions, both at the Hall and in the City pageants, guarding the Parlour door, and other offices too numerous to particularise, though there were few of them which did not yield a fee, and indeed our Beadle could hardly have lived with fees, for his official salary in Edward VI’s time was £4 per annum, which notwithstanding the greater value of money then, could scarcely be considered a fat living.”

tend to the medical needs of the passengers and crew.

Heale was certainly qualified for the position and he no doubt needed a job. On 2 May 1620, Heale “barber Chirurgeon Bachelor aged 25 yeres” filed his marriage intention to Mary Jarrett, “maiden of the p[ar]ish of St. Giles in the Fei[l]ds] 23 yeres or thereabouts.”

We have no way of knowing whether Heale saw his position on the *Mayflower* as one of adventure, new professional challenges, or just as an opportunity to make some money. Little did he know the challenges that lay ahead of him.

The evidence strongly suggests that Heale provided medical and/or palliative care to the passengers. On 10 February 1620/1, Isaac Allerton gifted a book to Giles Heale, Henry Ainsworth’s *Annotations Upon the Book of Psalmes*, a psalter favored by the Pilgrims.

*This Booke Was given unto  
me Giles Heale Chirurgeon  
by Isacke Allerton Tailor  
in Verginia [sic] the X of  
February in the Year of Our Lord 1620 [/1]*

Allerton’s gift to Heale was made, perhaps, in recognition of the care and comfort Heale had provided to Allerton’s wife Mary. She gave birth to a stillborn son in late December 1620 aboard the *Mayflower* and died on 25 February 1620/1.

In January, February, and March of 1620/1, when the general sickness was ravaging Pilgrims and crew alike, William Bradford later wrote: “*But that which was most sad and lamentable was that in two or three months’ time half of their company died, especially in January and February, being the depth of winter, and wanting houses and other comforts; being infected with the*

*scurvy and other diseases, which this long voyage and their inaccomodate condition had brought upon them, so as there died sometimes two or three of a day, in the aforesaid time, that of one hundred and odd persons, scarce fifty remained. And of these in the time of most distress, there was but six or seven sound persons who, to their great commendations be it spoken, spared no pains, night or day, but with abundance of toil and hazard of their own health, fetched them wood, made them fires, dressed them meat, made their beds, washed their loathsome clothes, clothed and unclothed them; in a word, did all the homely and necessary offices for them which dainty and queasy stomachs cannot endure to hear named ...”*

William Mullins was one of those who died in that first winter. On 21 February 1620/1, Mullins dictated his will to Governor John Carver, witnessed by Carver, Christopher Jones and Giles Heale.

Heale returned to England aboard the *Mayflower* in 1621. We know that Heale made at least one more trip to sea, probably more. In October 1644, Giles and his wife Mary were defendants in a Chancery lawsuit filed by William Chamberlain of London over a loan made by Mary to Chamberlain in October 1643 while her husband was at sea in the Straits of Gibraltar aboard the ship, *Paragon*.

Giles and Mary had at least two children. A daughter named Mary was baptized on 23 April 1623 and buried four days later. A son named William was baptized 11 March 1624/5 but is not mentioned in Giles’ will, dated 4 April 1653. In his will, Heale made a small bequest to his brother Henry, leaving the remainder of his estate to his wife, executrix of his will. Giles was buried on 8 April 1653 at St. Giles in the Field, dead at the age of 58.

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### In Remembrance of CT Mayflower Society Members Who Have Recently Passed

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Doris Rundell Champagne, 25 October 2020, age 96  
Soctt Erik Elliott, 14 August 2021, age 56  
Donald Lee Facey, 3 June 2021, age 87  
Mary Elizabeth French, 26 June 2021, age 96

Harriet Taylor Hoskinson, 16 August 2019, age 93  
Norma Hutchins Renaud, 21 April 2017, age 93  
Thomas Erwin Weiblen, 6 November 2020, age 78

*Blessed are they that mourn, for they shall be comforted.* Matthew 5:4

#### It’s Time to Renew Your Membership

Another year has gone by and it is time to renew your membership that will expire on September 30, 2021. If you joined this year before July 1, 2021, you must renew your membership.

You can pay your dues by check, payable to CT Mayflower Society or on line at [www.CTMayflower.org](http://www.CTMayflower.org).

## Vessels of Plymouth Colony

– Kathy Simmons



William Avery Baker, a naval architect by training and a ship historian by inclination, designed *Mayflower II*, a replica of the ship that carried our ancestors to the New World. In his 1986 book, *The Mayflower and other Colonial Vessels*, Baker describes the design process for *Mayflower II* and provides useful information on the other forms of water craft that the Pilgrims used to support themselves in the New World.

Naval architects, in the modern sense of that term, did not exist in the 17<sup>th</sup> century. Each master shipbuilder of the period used established rules for proportions, scantlings<sup>1</sup>, and rigging which produced vessels similar to those that had proven servicable.

Over time, vessel design was the result of cargo-carrying requirements, improvements in the rigging, the availability of timber of sufficient quality and quantity, or, sometimes, just the whim and inclinations of the shipbuilder. William Avery Baker's final design for the 180-ton *Mayflower II* was the result of design calculations and drafting, informed by six years of research on shipbuilding practices and documentation from the 16<sup>th</sup> and 17<sup>th</sup> centuries.

What were the characteristics of a merchant ship like the *Mayflower*? The rounded form of the ship's hull illustrates the design practice of using arcs, drawn with compasses, to define the hull, working forward and back from the widest point at mid-ship. Merchant ships of the period retained the appearance of fighting ships. The high stern castles and forecastles on a fighting ship provided high ground in hand-to-hand combat.

The stern castle and quarterdeck of the merchant ship was reserved for the captain of the ship and

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<sup>1</sup> In shipbuilding, scantling refers to the collective dimensions of framing (apart from the keel) to which planks are attached to form the hull. The word is most often used in the plural to describe the structural strength of beams, framing members, etc.

his 'executive' officers. The stern rail on *Mayflower II* stood nearly 50 feet above the surface of the water. The forecastle, pronounced FOHK-sul, provided space for the preparation of meals and living/sleeping quarters for the remainder of the crew.

The 'beak', at the bow of the ship was a carryover from the battering ram of old warships, but it served some practical functions for a merchant ship like the *Mayflower*. supporting the bowsprit, providing space for sanitary 'heads', and helping to break seas in rough weather.



*Mayflower II* undergoing sea trials in Fishers Island Sound in 2020.

The round hull shape and high center of gravity of both the original *Mayflower* and *Mayflower II*, required an exceptional amount of ballast to stabilize the ship. For example, when *Mayflower II* was launched in 1957, a stability test by the British Ministry of Transport showed that a total of 133 tons of ballast would be required for her Atlantic crossing to North America in 1957, 50 tons more than originally planned. Following the restoration of *Mayflower II* at Mystic Seaport in 2020, the ship carried 126 tons of corrosion resistant lead ballast.

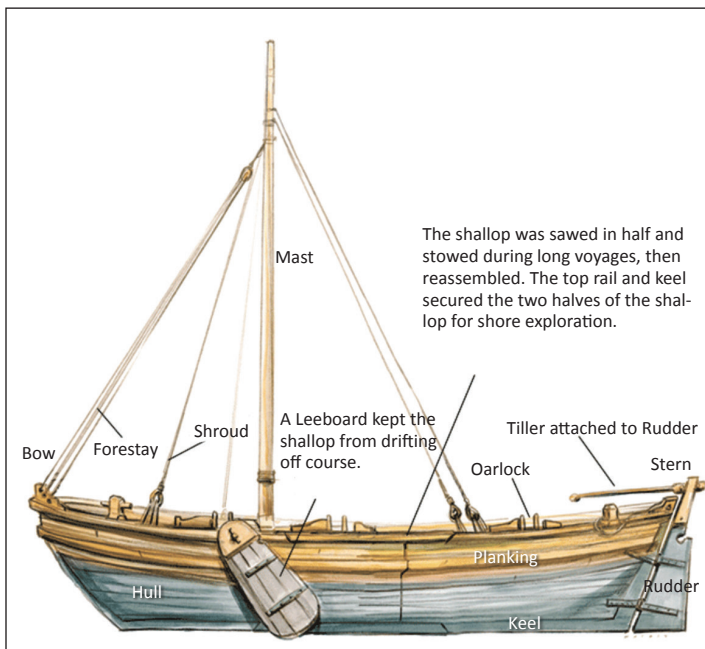
Designed to carry cargo, the ship's ride would not have been particularly comfortable for our Pilgrim ancestors who were consigned to the gun deck, called the 'tween deck.' The gun deck, as the name implies, was an area for battle stations. Although the *Mayflower* was a merchant ship, she needed to be able to defend herself from piracy. In times of war, merchant ships could also be conscripted for military service.

The headroom of the 'tween deck' on the original *Mayflower* was calculated to have been about five feet. While not historically accurate, the gun deck on *Mayflower II* was increased to seven feet. While a seaman of the 17<sup>th</sup> century was expected to scuttle around in a bent posture 'tween decks', the same could not be said for modern-day tourist traffic dockside at Plymouth, Massachusetts.

When the Pilgrims made landfall at the tip of Cape Cod in November 1620, they needed to find a suitable place of settlement. For this, they used *Mayflower's* shallop.<sup>2</sup>

While there is no one definition to cover all forms of the shallop, it was generally an open wooden workboat, propelled by oars and one or two sails. It was capable of carrying a crew of, say, 15 men, plus cargo for short trips. Shallops drew about 2 feet of water, very useful when working in close to shore. The illustration below by Hatley Mason of the *Richmond Times Dispatch*, shows how historians have pieced together what a shallop looked like.

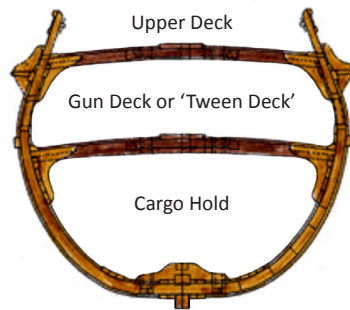
It was common for ships to carry shallops in knocked-down form during long voyages. When the ship arrived at an intended destination, the shallop could be pieced together.



<sup>2</sup> The reproduction of the *Mayflower II* shallop, restored by Lowell's Boat Shop in Amesbury MA, christened the Fuller Shallop after passenger Samuel Fuller, and relaunched on 28 April 2021. Watch her skip through the waves of Cape Cod Bay in a recently released Plimoth Patuxet Museum video. <https://www.youtube.com/watch?v=2WAvG5chTMU>

Referring to the shallop brought over in the *Mayflower* in 1620, *Mourt's Relations* notes:

*"Monday, 13 November, we unshipped our shallop and drew her on land to mend and repair her, having been forced to cut her down in bestowing her betwixt the decks, and she was much opened with the people lying in her, which kept us long there, for it was sixteen or seventeen days before the carpenter finished her."* When the Pilgrims' exploration party finally set out in the repaired shallop to explore for a settlement location, Mourt stated *"... we got up our sails."*



**MAYFLOWER  
HULL CROSS-SECTION**

Presumably, *Mayflower's* shallop returned to England in the ship's hold in the Spring of 1621, but it is clear that the colonists built shallops to serve their needs. William Bradford wrote

in *"Of Plymouth Plantation,"* *"And finding they rane a great hazard to goe so long viages in a smale open boat, espetically ye winter season, they begane to thinke how they might get a small pinass [pinnacle] ... tooke one ye biggest of ther shalops and sawed her in ye midle, and so lengthened her some 5 or 6 foote, and strengthened her with timbers, and so builte her up, and laid a deck on her; and so made her a conveniente, and wholesome vessel, very fit & comfortable for their use, which did them servise 7 years after ..."*

With these words, Governor Bradford described a dilemma for the Plymouth colonists in their early years at Plymouth and how they chose to remedy the situation. The shallop was entirely servicable for local fishing expeditions and exploration. But, they needed a ship that supported trade over open stretches of water. In 1625, the Pilgrims enjoyed a very good harvest of corn as as described by William Bradford: *"as they had corne sufficient, and some to spare for others ... After harvest this year, they send out a boats load of corne 40, or 50 leagues to ye eastward, up a river called Kenibeck; it being one of those 2 shalops which their carpenter had built them ye year before ... But God preserved them and gave them good success, for they brought back home 700 of beaver besides some other furs."*

The colonists had developed trade with the native Indians in present-day Maine. The fur pelts provided a means to pay off the Pilgrims' £1,800 debt in London and to purchase supplies that they could not manufacture themselves. During this period, John Howland was placed in charge of a trading post at Kennebec to handle the brisk trade of fur pelts. Between 1627 and 1633, there is speculation that Howland temporarily relocated his family to Kennebec due to the demands of the post.



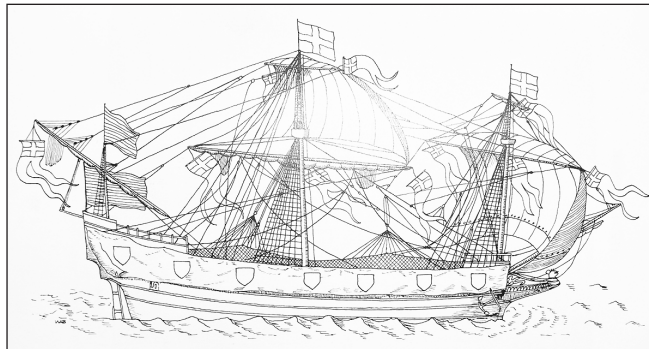
The pinnacle, mentioned by Bradford, was just the thing to enable the Pilgrims to trade with outposts like Kennebec. The pinnacle is, possibly, the most confusing of all the early 17<sup>th</sup> century vessel types. Pinnaces ranged from small open pulling boats, some of which were transported in knocked-down form like shallops, to relatively large sea-going vessels that carried the normal ship rig of the period. The principle difference between a shallop and a small pinnacle was that the pinnacle was generally longer and more sturdily built, more often sailed than rowed, and with a deck to provide shelter for the cargo and crew over long voyages. The Spanish favored pinnaces as lightweight smuggling vessels while the Dutch used them as raiders.



Drawing of a Small Pinnacle

At the 'large end' of the pinnacle spectrum, we find the *Speedwell*, a 60-ton, ship-rigged pinnacle that was scheduled to accompany *Mayflower* on the voyage to America. *Mayflower* was an 180-ton ship compared to the smaller *Speedwell*. Even so, ship-rigged pinnaces made transatlantic voyages in company with larger ships or alone.

The *Speedwell* was built in 1577 and originally named *Swiftsure*. In 1588, the *Swiftsure* helped to vanquish the Spanish Armada. During the Earl of Essex's expedition in 1596 to the Azores, she served as the ship of his second in command, Sir Gelli Meyrick.



The *Black Pynnes*, a sketch of a ship-rigged pinnacle carrying the body of Sir Philip Sidney from Holland to England in 1586.

*Swiftsure* was decommissioned in 1605 and renamed *Speedwell*. The *Speedwell* was refitted in Delftshaven with two masts. While some have speculated that this refit added stress to the ship's structure and opened up the hull, Governor William Bradford was suspicious of this theory when he wrote:

*"The leakiness of this ship [Speedwell] was partly by being over-masted and too much pressed with sails; for after she was sold... she made many voyages and performed her service very sufficiently, to the great profit of her owners. But more especially, by the cunning and deceit of the master and his company, who were hired to stay a whole year in the country, and now fancying dislike and fearing want of victuals, they plotted this stratagem to free themselves, as afterwards was known and by some of them confessed."*

Bradford's suspicions about the supposed structural weaknesses of the *Speedwell* were, perhaps, validated by the fact that *Speedwell* was seaworthy enough to sail from Southampton to Virginia in 1635 and was then refitted and sold again!

~  
**Editor's Note:** For those who love all things having to do with nautical history, William Avery Baker's book, *The Mayflower and Other Colonial Vessels*, is a good read with lots of illustrations. The book, slightly used, is still available at [www.Amazon.com](http://www.Amazon.com).



*Fuller Shallop*, a reproduction of *Mayflower's* original shallop, during her relaunch voyage.

Images courtesy of a video by Plimoth Patuxet Museum. <https://www.youtube.com/watch?v=2WAvG5chTMU>

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[www.Plimoth.org](http://www.Plimoth.org)

## FROM THE BOOKSHELF

Share your latest “good read” or “go to” reference books with your Mayflower cousins.

*Like many Mayflower descendants, my ancestry traces back to other early New England towns, Sudbury MA, Hartford CT, Westerly RI, communities that faced similar challenges to Plymouth. My book collection has grown with my research as I seek to better understand the lives of my ancestors. Do you have some favorite books to share? Novels or non-fiction, poetry or cooking tips, colonial gardening, life in colonial New England, whatever. These are three of my favorite research books.*

— Kathy Simmons, Newsletter Editor

### **PURITAN VILLAGE: The Formation of a New England Town**

by Sumner Chilton Powell

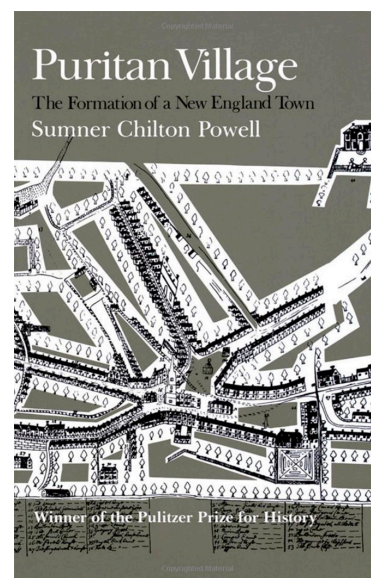
Published in 1963 by Wesleyan University Press, winner of the 1964 Pulitzer Prize for History. Available in hardcover and paperback at [www.Amazon.com](http://www.Amazon.com).

This amazing little book examines in great detail the records of Sudbury, Massachusetts from its founding in 1638 to 1660, showing how the town developed, mainly from emigrants from Watertown, Massachusetts, tracing every settler back to England. Sudbury, like so many of the earliest New England towns, faced a challenge exciting to idealists.

As Edward Winslow wrote from Plymouth Colony, “We came here to avoid the hierarchy, the holy days, the Book of Common Prayer, etc.” Clearly, Plymouth differed from Sudbury, a settlement peopled by families from the Massachusetts Bay Colony that formed at Boston. Nonetheless, these Sudbury settlers acted in accordance with the implications of Winslow’s words. What types of hierarchy did they wish to avoid and what would they substitute to give meaningful form to their growing social structures?

#### **About Sumner Chilton Powell**

Sumner Chilton Powell, author, historian, and educator, was born in Northampton, Massachusetts on Oct. 2, 1924. Powell earned his Bachelor of Arts degree from Amherst in 1946 and his Ph. D. from Harvard in 1956. Powell taught in boys’ schools in New England and was an instructor of history at Yale University (1960-1962) and Iona College (1964-1967). Powell was the author of several historical works including *From Mythical to Medieval Man*, published in 1957. His major work, *Puritan Village*, consumed nearly six years to collect material from local records, archives, and private collections in England and Massachusetts.



### **STRANGERS AND PILGRIMS, TRAVELLERS AND SOJOURNERS**

by Jeremy Dupertuis Bangs

Published in 2009, available in hardcover, new and used, at [www.Amazon.com](http://www.Amazon.com).

This amazing big book, 894 pages worth, is the result of years of research. If you want to understand the Pilgrims’ experience in Leiden, Holland, how this experience shaped their views on faith, family and civil governance, this is a must read. Hand on my heart, I read it all. That said, I readily admit that a second read would be helpful. There is a lot to take in and put into context.

Here is the assessment of William M. Fowler, Professor of History at Northeastern University, formerly Director of the Massachusetts Historical Society, and the author of several books including biographies of John Hancock, Samuel Adams, and Silas Talbot, and *Under the Two Flags, a Naval History of the Civil War*: “Jeremy Bangs rips away nearly four centuries of encrusted knowledge about the Pilgrims, Not content to rely on received knowledge about this separatist community, Bangs has

spent a lifetime to search them out in the archives – Dutch, English and American. The result is an extraordinary reassessment. Never mincing words (Bangs is refreshingly direct), his scholarship is the starting line for any historian interested in the Pilgrim story or early American history writ large. Forget what you think you know about the Pilgrims. Read Bangs!”

Fortunately for the faint of heart, Bangs has arranged this very large book into seven topical sections. So pace yourself. Think of it as reading seven small books:

1. Beginnings in England,
2. Exile in Holland;
3. Foreign Presence: Huguenot Refugees and English Soldiers in Leiden;
4. Justifying the Pilgrims: John Robinson’s Response to Critics;
5. Living in Leiden: Congregation, Housing, Family and Women’s Jobs, and Men’s Jobs;
6. Conflict in Holland: Politics, Theology, the End of Toleration, and the Plan to Depart;
7. The Influence of the Leiden Experience on Plymouth Plantation.

### About Jeremy Dupertuis Bangs

Jeremy Dupertuis Bangs attended the University of Chicago before graduating from the University of Leiden where he earned his Pd.D. in 1976. He is the Founder, Director and Honorary Board Member of the Leiden American Pilgrim Museum, founded in 1997. Previously he was Curator of the Leiden Pilgrim Documents Center of the Leiden Municipal Archives, Chief Curator of Plimoth Plantation, and Visiting Curator of Manuscripts at Pilgrim Hall Museum. In 1986, he was Visiting Distinguished Professor of Art History and History at the Arizona Center for Medieval and Renaissance Studies, Arizona State University at Tempe.

As a freshly minted Ph.D., Bangs had taken a position as historian in the Leiden Archives in 1980 and was intrigued by what he found in the Archives about the Pilgrims. For example, the concept of civil marriage which the Pilgrims brought to America, is taken from Dutch law. The concept of civil marriage was reinforced by the Pilgrim’s spiritual leader in Leiden, John Robinson, who found that the ceremony of marriage was not a service of the church according to scripture. Bangs wanted to delve deeper into the lives of the Pilgrims as recorded in the Leiden Archives. His bosses at the Archives, however, warned him not to bother: “*It’s all been done.*” Apparently not.

Bangs is the author of *Cornelis Engebrechtsz’s Leiden*, the official guidebook for the Pieterskerk, a book about Leiden’s artistic activity in the 16th century; *Indian Deeds, Land transactions in Plymouth Colony, 1620–1691* (NEHGS, 2002); and *Pilgrim Edward Winslow, New England’s First International Diplomat* (NEHGS, 2004); and dozens of articles. Bangs is, arguably, the foremost living scholar of the Pilgrims. “One of the best I’ve come across,” says the eminent genealogist Robert Charles Anderson.

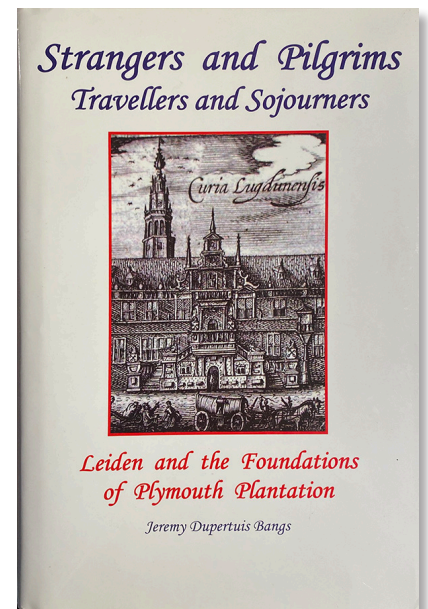
### NEW ENGLAND MARRIAGES PRIOR TO 1700

by Clarence Almon Torrey

Published in 2011 as a three (3) volume, soft-cover set. Available from [www.Amazon.com](http://www.Amazon.com) or online at the New England Historic Genealogical Society searchable database at [www.AmericanAncestors.org](http://www.AmericanAncestors.org).

“Torrey” is not a book, in this case three volumes, that you reach for when sitting down by the fire with your hot chocolate. It is an essential reference for early New England ancestry. As I traced my Mayflower lineage and other early family lines, I constantly turned to “Torrey”, so I finally broke down and bought it. I have never been disappointed that I did.

This three-volume work is a transcription of the complete text of Clarence Almon Torrey’s twelve-volume manuscript, held in the collection of the New England Historic Genealogical Society (NEHGS) in Boston. Although “Torrey” has been published in book form previously, NEHGS printed this work in a format that includes all sources and a comprehensive every-name index.



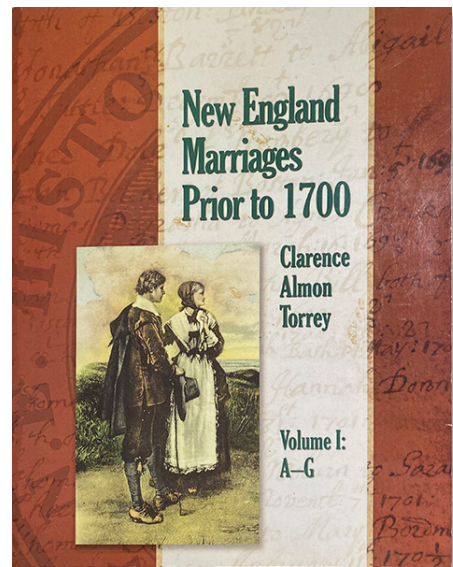
Torrey covers 99% of all married couples prior to 1700, including individuals married in Europe before migrating, as well as those couples for whom no marriage record exists but whose marriage can be inferred from other evidence.

Yes, this three-volume work is about marriages, but so much more. A source for marriages, it is also a guide to sources. The 90-page Source List at the back of Volume 3 is solid gold, particularly if you are stuck and trying to flesh out a more complete picture of a couple's family.

### About Clarence Almon Torrey

Clarence Almon Torrey, Fellow of the American Society of Genealogists, was born in Manchester, Iowa on 28 August 1869, the son of the prominent businessman and civic leader, Charles O. Torrey and his wife Susan Almira Roe. He was the only one of the four children born to Charles and Susan Torrey who survived his parents. Clarence Almon Torrey died in Newton, Massachusetts, unmarried, at the age of 92 on 5 February 1962.

It is not known when Torrey began to create his transcript of marriages, whether he intended to share it with the world or just compiled it for his own use. Whatever his motivations, he continued to add to his manuscript until his death in 1962. In view of the fact that his manuscript was created over decades, some inconsistencies and mistakes were discovered as the original was indexed into book form. The book contains the original text of Torrey's manuscript, including mistakes from the original. These errors are addressed in the published work using footnotes and bracketed interpolations. Torrey completed most of his research at the New England Historic Genealogical Society in Boston and many, if not most, of his sources can be found in the Society's vast library.



*Share your latest 'good reads' with your Mayflower cousins.*

*Email your book reviews or suggestions to Kathy Simmons, Nutmeg Gratings Editor at [kmsartwrk@cox.net](mailto:kmsartwrk@cox.net).*

### Welcome New Members!

#### JOHN ALDEN

Susan Leconey Koenig, Woodbury CT

#### WILLIAM BRADFORD

Eliza McGann Roeker, Meridian ID

#### FRANCIS COOKE

Abigail Grace Gayheart, Redlands CA

Aspen Elise Cherry, Vista, CA

#### JOHN HOWLAND

Judi Lynn Thompson Paige

East Haven, Connecticut

### Congratulations!

*Hat's off to these members who have been members for 50 years or more!*

Hannah Thomas Ferenbeck 65 years

Robert Leslie Fletcher 65 years

Bruce Eugene Sessa 65 years

Timothy Edward Sess 60 years

Peter William Selvin 55 years

David Dow Cote 50 years

George Huntington Hulbert 50 years

William Wentworth Lewis 50 years

Sylvia Holman Newton 50 years

Joy Holman Pond 50 years

Ruth Harrington Stuart 50 years

Jason Newton Howard 50 years

### General Society of Mayflower Descendants Insignia Guidelines

If you have served in multiple positions in the Mayflower Society, either at the state or national level or both, you may have insignia in the form of pins, badges, and neck medallions that you wear in recognition of your service and achievements. The General Society has issued helpful GSMD Insignia Guidelines on how to wear your insignia, See Resources on [www.CTMayflower.org](http://www.CTMayflower.org). Note that all insignia are purchased through the General Society of Mayflower Descendants. Questions, Email: [nancyamerwin284@gmail.com](mailto:nancyamerwin284@gmail.com).



## Order your CT Mayflower Descendants Name Tags

Please print your name as you wish it to appear on the name tag and specify pin or magnet back.

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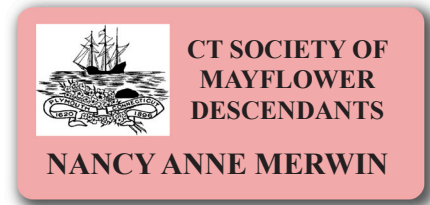
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Make your check, payable to Connecticut Mayflower Society. Mail your check and order form to:  
Nancy A Merwin, 284 Chesterfield Road, Oakdale CT 06370-1651

## Pennies for Planks is back by popular demand!

*Don't let those pennies gather dust in a jar. Put them to work to keep Mayflower II afloat.*

Our first Pennies for Planks initiative helped to fund a multi-year, 11 million dollar repair, restoration, and refit of *Mayflower II* at Mystic Seaport here in Connecticut. She won awards for her restoration but Plimoth Patuxet Museum (formerly Plimoth Plantation) continues to owe nearly 2 million dollars for this amazing restoration. **Help retire the outstanding debt incurred for the restoration of Mayflower II.**

Our Pennies for Planks effort raised over \$2,000 statewide for the restoration. We challenged the other Mayflower Society states and their combined contributions exceeded \$25,000. We can do it again and help retire the debt incurred for the restoration.

**Bring your loose change (and maybe even some checks or paper money) to any and all CT Mayflower Society events to fund Pennies for Planks to preserve our beloved ship.** *Mayflower II* has been placed on the National Register of Historic Sites. She is a symbol of our heritage as Mayflower Descendants. Enjoy a video of the *Mayflower II* sailing home which is beautiful and very moving at <https://www.youtube.com/watch?v=l6NfrZmgRBo>.

The Virtual Spring Gala, an hour-long video presented by Plimoth Patuxet, is another reminder of our shared heritage with Plimoth Patuxet and a fitting reminder that *Mayflower II* is a symbol of our heritage that we want to preserve for years to come. Enjoy the video at <https://vimeo.com/530365619> (When you click the link, you will need the password. It is Sea-worthy2021.)

**Checks in support of Pennies for Planks should be made payable to CSMD, note Pennies for Planks on the memo line.**

Bring your donations to our October meeting or mail your donation to:  
Mary Brown, 3 Mountain View Landing, Danielson, CT 06239.  
All donations are tax deductible to the extent the IRS allows.



# CONNECTICUT MAYFLOWER SCHOLARSHIP PROGRAM

## *Do you know a student who needs a scholarship?*

The Connecticut Society of Mayflower Descendants is offering three scholarships of \$2000. We offer two undergraduate student awards and one graduate student award. Any graduating high school senior or graduate student who is a member or junior affiliate member of the Connecticut Society of Mayflower Descendants or related to a Society member may apply. These applicants need not be Connecticut residents.

The scholarship application and complete program details are available on our website, [www.CTMayflower.org](http://www.CTMayflower.org).

The application must be completed and received by March 1, 2022.

If you have questions, please email Mary Brown at [mbrown06239@gmail.com](mailto:mbrown06239@gmail.com).

## *Support our Scholarship Program and Become a Patron!*

In honor of the of 1620 voyage and the continued celebration of our heritage, join in the commemoration with a special commitment to the Connecticut Mayflower Scholarship Program. We must maintain and increase our endowed funds so that we can continue to assist more students.

While our ancestors were passengers and not crew, we must be thankful to Master Jones and his men for the safe journey over hazardous seas and the support rendered by them to our ancestors during the first winter. The bars on our Connecticut Scholarship Patron pin indicate ranks of the crew of the Mayflower. Begin with the Boatswain bar, earn the Pilot bar, then the Master's Mate bar and finally the Master bar to complete your roster.

Become a Patron for an initial donation of \$500 and an annual donation of \$100 and receive our newly designed lapel pin and bars to show your dedication to assisting our youth in pursuing higher education. Patron options include the initial donation of \$500 which can be made in installments during the first year. You will receive your pin when you complete your initial donation. The \$100 annual donations can be made in one lump sum and receive all your bars at one time. If you care to donate more you may with our sincerest thank you.



## *Yes, I want to honor my pilgrim and the crew who brought them to Plymouth Colony!*

Please accept my donation of:  \$500    \$800    \$100    Other: \_\_\_\_\_

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STREET: \_\_\_\_\_ EMAIL: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE : \_\_\_\_\_ ZIP: \_\_\_\_\_

Mail your form and check, payable to CT Mayflower Society, to David L. Grant, 4 Holly Farm Ln, Simsbury, CT 06070, write CT Mayflower Scholarship Fund in the memo line of your check.

Upon receipt of the donation, you will be mailed your recognition pin and subsequent bars.

The Society of Mayflower Descendants in the State of Connecticut is a 501(c)(3) organization and donations are tax deductible to the extent the IRS will allow.



**The  
Pilgrim  
Press**

Stay current with events at the General Society of Mayflower Descendants in Plymouth.

Sign up for *The Pilgrim Press*, the online newsletter of the General Society.

Go to [www.TheMayflowerSociety.org](http://www.TheMayflowerSociety.org), scroll to the bottom of the home page and click on Join our Newsletter, Pilgrim Press.

## Saturday, October 23, 2021 Luncheon Meeting

*We are proud to welcome General Society Governor General Jane Groves Riddell Hurt as our guest for the October 23<sup>rd</sup> luncheon.*

Governor General Hurt leads the General Society's twelve-member Executive Committee and the General Board of Assistants who govern the Society's Plymouth, Massachusetts international headquarters that serves our 30,000 members. Before stepping into the Governor General's position, she completed a term as Secretary General. Governor General Hurt calls Kansas home and as a member of the Kansas Society, she has served as State Governor and Historian. Governor General Hurt is a descendant of William White, Susanna White, Peregrine White, Frances Cooke, John Cooke and Richard Warren. Governor General Hurt will give us an overview of where our Society is today and answer your questions on the GSMD.



**PLEASE CHOOSE ONE ENTREE FOR EACH ATTENDEE:**

Slow-Cooked Prime Rib of Beef, \$36 x \_\_\_\_\_ number of meals = \$ \_\_\_\_\_

Vegetarian Option, \$32 x \_\_\_\_\_ number of meals = \$ \_\_\_\_\_

Baked Stuffed Sole with Seafood Stuffing and Newburg Sauce \$32.00 x \_\_\_\_\_ number of meals = \$ \_\_\_\_\_

Boneless Breast of Chicken, Marsala Wine and Mushroom Sauce, \$32.00 x \_\_\_\_\_ number of meals = \$ \_\_\_\_\_

Child's Meal of Chicken Tenders and Fries, \$12 x \_\_\_\_\_ number of meals = \$ \_\_\_\_\_  
*12 years and under only please!*

Total Amount Submitted \$ \_\_\_\_\_

Dinner includes choice of vegetable, potato, house rolls with butter. Dessert, coffee, and tea served. Cash bar available.

**Please send this completed form and payment (checks payable to Mayflower Society of CT) by October 1, 2021 to:**

**Sandra Bullock, 6 Heritage Rd., East Lyme CT 06333.**

NAME: \_\_\_\_\_  NEW MEMBER?

STREET, CITY, STATE & ZIP: \_\_\_\_\_

PHONE: \_\_\_\_\_ EMAIL: \_\_\_\_\_

GUEST: \_\_\_\_\_ GUEST: \_\_\_\_\_

GUEST: \_\_\_\_\_ GUEST: \_\_\_\_\_

GUEST: \_\_\_\_\_ GUEST: \_\_\_\_\_

*PLEASE NOTE: No One Will Be Allowed Entry to the Chowder Pot Restaurant until 11:30 am.*

[www.ChowderPotHartford.com](http://www.ChowderPotHartford.com)



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"Thus out of small beginnings greater things have been produced by His hand that made all things of nothing, and gives being to all things that are; and, as one small candle may light a thousand, so the light here kindled hath shone unto many..."

— William Bradford, *Of Plymouth Plantation*