

MAYFLOWER OF LONDON

Master Christopher Jones of Harwich, co. Essex, England, acquired the 180-ton *Mayflower* about 1608, apparently in a trade with Robert Bonner for Jones's 240-ton ship the *Josian*, named after his wife. While Christopher Jones became the *Mayflower's* master, he was only a quarter owner of the ship: the other owners were Robert Childe, Christopher Nichols, and Thomas Short.² Christopher Nicholls, incidentally, was one of the signatories of the Second Virginia Charter of 23 May 1609. Somewhat later, John Moore would purchase an interest in the *Mayflower*, buying out either Christopher Nicholls's or Thomas Short's share.³

Christopher Jones's first voyage of record in the *Mayflower* would prove unforgettable. Andrew Pawling, a 46-year-old London merchant, hired the *Mayflower* to freight a cargo of hemp, hats, salt, vinegar, hops, and wine to Trondheim, Norway. Pawling and Jones signed a fairly standard shipping contract, known as a charter party, which stipulated that Jones would depart on 22 August 1609 with the cargo that Pawling would load, "being no more than the said ship could reasonably stow and carry over and besides her victual, tackle, and apparel, and over and above such goods as she could carry in the gunroom and forecastle."⁴ Jones was to sail to Trondheim, Norway, and remain there twenty-one days for the cargo to be unladed and for a return cargo to be purchased and loaded. He was then to return to the port of London, where he would remain for ten days to allow the return cargo to be unladed. The freight charge would come to £125, plus thirty shillings for each day the *Mayflower* had to remain in port over and above the stipulated time periods in the agreement.

What Christopher Jones did not know when he signed the charter-party was that merchant Andrew Pawling was on the verge of

PETER BROWNE

Mayflower passenger Peter Browne was baptized on 26 January 1594/5 in Dorking, Surrey, England—the same hometown as another *Mayflower* family, the Mullinses. My discoveries relating to his English origins were published in July 2004 in *The American Genealogist*¹⁰², and are only summarized here.

Peter Browne was the son of William Browne of Dorking, and had two older siblings, Jane and Thomas, and three younger brothers, Samuel, John, and James. When Peter was just ten years old, his father William died, so the children were likely apprenticed out to relatives, neighbors, or family friends. The three youngest children, Samuel, John, and James, all became weavers, so probably they were apprenticed out to a local weaver.

Mayflower passenger William Mullins was a fairly successful shoe and boot maker in Dorking, and he was one of the Londoners who was involved in supporting and investing in the Pilgrims' joint-stock company. Peter Browne likely learned of the voyage through a connection with the Mullins family. Peter Browne's sister Jane was married to John Hammon in Dorking in 1610. John Hammon's mother Jane appointed William Mullins as the administrator of her estate. And John's sister Susan married Ephraim Bothell, to whom William Mullins sold his house and lands prior to his voyage on the *Mayflower*. So, there indeed are social and family connections between Peter Browne and the Mullins family in Dorking.

The twenty-five-year-old single man Peter Browne, perhaps just emerging from an apprenticeship, boarded the *Mayflower* with the Mullins family, and headed off to the New World. After sighting land and anchoring off the tip of Cape Cod, Peter Browne was one of the men who signed the *Mayflower* Compact on 11 November 1620.



An English spaniel “water dog,” as depicted in a woodcut from Gervase Markham’s *Whole Art of Fowling* (London, 1621).

But Goodman’s adventures were not yet over. A week later, on January 19, John Goodman decided he needed to exercise his lame feet, so he took the little spaniel with him for a walk in the evening. What happened this time was again recorded by a *Mayflower* passenger:

This day in the evening, John Goodman went abroad to use his lame feet, that were pitifully ill with the cold he had got, having a little spaniel with him. A little way from the plantation, two great wolves ran after the dog, and the dog ran to him and betwixt his legs for succor. He had nothing in his hand but took up a stick, and threw at one of them and hit him, and they presently both ran away, but came again. He got a pale board in his hand, and they sat both on their tails, grinning at him a good while, and went their way and left him.

William Bradford, writing in 1651, states that John Goodman “died soon after arrival . . . in the general sickness that befell.” However, he appears to have been mistaken on this count. John Goodman was alive (but perhaps not well) on 19 January 1620/1 when he met the wolves

STEPHEN HOPKINS,

HIS WIFE ELIZABETH, AND CHILDREN CONSTANCE,
GILES, DAMARIS, AND OCEANUS

Although several of the *Mayflower* crewmembers had been to North America on previous voyages, Stephen Hopkins was the only passenger who had been there before. He was baptized on 30 April 1581, at Upper Clatford, Hampshire, the son of John and Elizabeth (Williams) Hopkins.¹⁸⁴ Not much is known about his early life in Hampshire, but his family appears to have removed to Winchester, Hampshire, by 1586. His father died there about 1593, and by 1604 he had moved to Hursley, Hampshire, and was married to a woman named Mary. She gave birth to their first child, Elizabeth, baptized in Hursley on 13 March 1603/4. Daughter Constance was baptized there on 11 May 1606, and son Giles was baptized on 30 January 1607/8.¹⁸⁵

Stephen Hopkins was fined on 19 May 1608 at the Merdon manorial court, but for what reason is not recorded. Perhaps it was a fine for not attending the court session, a commonly assessed fine. In any case, Stephen Hopkins was preparing for something very new and unusual. He was hired by a minister, Rev. Richard Buck, to be his clerk, and to read the Psalms and Chapters at Sunday services for the Virginia Company. He took the job as minister's clerk, and left behind his wife and three young children, departing Plymouth, England on 2 June 1609, headed for Jamestown, Virginia.

The Jamestown Colony had only been established for a couple of years, and it was struggling with famine, Indian attacks, laziness, and mismanagement. So, the Virginia Company sent out seven ships and two small pinnaces, with a new governor, Sir Thomas Gates, knight, to restore the colony's supplies, provide a new labor pool, and establish

new leadership. The seven ships remained together for more than a month until they encountered a storm on 24 July 1609 and got separated.

Stephen Hopkins was on the three-hundred-ton *Sea Venture*, which was carrying about 140 men, plus about ten women. Also onboard the *Sea Venture* were Sir Thomas Gates, the governor; Sir George Summers, admiral of the fleet; and Christopher Newport, captain of the *Sea Venture*, who had also been the captain of the ship that had brought the very first English settlers to Virginia several years prior.¹⁸⁶

Toward the evening of Monday, July 24, the skies darkened, and the winds began whistling through the rigging. On July 25, the situation for the passengers and crew got worse: they discovered the cargo hold had sprung a leak, and was already under five feet of water. The 140 men began a desperate effort to continuously run the bilge pumps, and bail water with buckets. The men ran shifts: one hour pumping or hauling water, followed by one hour of sleep. Despite their tireless efforts, they made no progress—in fact, the waters kept getting higher and higher. The storm raged on, worse than any storm anyone had ever seen. When they tried to raise a small sail to help steer their course, the men holding the whipstaff were thrown around and nearly killed. The waves were so huge that some broke completely over the ship, filling it up with still more water. Twenty-four hours passed, then thirty-six hours, then forty-eight hours, yet there was still no relief. With the cargo hold flooded, there was no access to food or water. With the constant drenching from the ocean, most of the men decided to strip off all their clothes and work naked because it was just too cumbersome to drag around waterlogged clothing. The women and few children huddled below deck, screaming and crying, while the sailors were yelling and running; and the passengers (including the governor and all the gentlemen) were frantically keeping up their laborious one-hour on, one-hour off shifts.

By Friday, everyone was ready to give up. Their bodies were ready to collapse. Cold, wet, hungry, thirsty—many wished to die rather than to continue trying to save themselves. Most everyone onboard agreed that if the storm did not end by that evening, they would just give themselves up to the sea. But just as all hope seemed lost, the storm calmed slightly, and then Sir George Summers called out “Land!”—something that nobody had expected.