

RESOURCES

UNITS III & IV

FROM "THE THIRD VOYAGE OF MASTER HENRY HUDSON," BY ROBERT JUET, 1610

The Third Voyage of Master Henry Hudson, toward Nova Zembla, and at his Returne, his Passing from Farre Islands to New-found Land, and along to Fortie-foure Degrees and Ten Minutes, and thence to Cape Cod, and so to Thirtie-three Degrees; and along the Coast to the Northward, to Fortie-two Degrees and an Halfe, and up the River Neere to Fortie-three Degrees.

Written by Robert Juet of Lime-house.

. . . THE first of September, faire weather, the wind variable betweene East and South; we steered away North North-west. At noone we found our height¹ to bee 39 degrees 3 minutes. Wee had soundings thirtie, twentie seven, twentie foure, and twentie two fathomes, as wee went to the Northward. At sixe of the clocke wee had one and twentie fathomes. And all the third watch² till twelve of the clocke at mid-night, we had soundings one and twentie, two and twentie, eightene, two and twentie, one and twentie, eightene, and two and twentie fathoms, and went sixe leagues neere hand North North-west.

The second, in the morning, close weather, the winde at South in the morning; from twelve untill two of the clocke we steered North North-west, and had sounding one and twentie fathoms; and in running one Glasse³ we had but sixteene fathoms, then seventene, and so shoalder and shoalder untill it came to twelve fathoms. We saw a great Fire, but could not see the Land; then we came to ten fathoms, whereupon we brought our tackes aboard,⁴ and stood to the Eastward East

¹ Latitude.

² From 8.00 to 12.00 p. m.

³ Half an hour, measured by the sand-glass.

⁴ I. e., hauled in the weather clews of the (square) sails, so as to sail on the starboard tack.

South-east, foure Glasses. Then the Sunne arose, and wee steered away North againe, and saw the Land from the West by North to the North-west by North, all like broken Ilands,¹ and our soundings were eleven and ten fathoms. Then wee looft² in for the shoare, and saire by the shoare we had seven fathoms. The course along the Land we found to be North-east and by North. From the Land which we had first sight of, untill we came to a great Lake of water, as wee could judge it to bee, being drowned Land, which made it to rise like Ilands, which was in length ten leagues. The mouth of that Lake hath many shoalds, and the Sea breaketh on them as it is cast out of the mouth of it. And from that Lake or Bay the Land lyeth North by East, and wee had a great streame out of the Bay; and from thence our sounding was ten fathoms two leagues from the Land. At five of the clocke we Anchored, being little winde, and rode in eight fathoms water; the night was faire. This night I found the Land to hall the Compasse 8 degrees.³ For to the Northward off us we saw high Hills. For the day before we found not above 2 degrees of Variation. This is a very good Land to fall with, and a pleasant Land to see.

The third, the morning mystie, untill ten of the clocke; then it cleered, and the wind came to the South South-east, so wee weighed and stood to the Northward. The Land is very pleasant and high, and bold to fall withall. At three of the clock in the after-noone, wee came to three great Rivers. So we stood along to the Northermost, thinking to have gone into it, but we found it to have a very shoald barre before it, for we had but ten foot water. Then wee cast about to the Southward, and found two fathoms, three fathoms, and three and a quarter, till we came to the Souther side of them, then we had five and sixe fathoms, and Anchored. So wee sent in our Boate to sound, and they found no lesse water then foure, five, sixe, and seven fathoms, and returned in an houre and a halfe. So wee weighed and went in, and rode in five fathoms Ozie ground, and saw many Salmones, and Mulletts, and Rayes, very great. The height is 40 degrees, 30 minutes.

¹ Sandy Hook.

² Luffed, sailed nearer to the wind.

³ I. e., found that the variation of the needle from the true north was eight degrees to the westward.

The fourth, in the morning, as soone as the day was light, wee saw that it was good riding farther up. So we sent our Boate to sound, and found that it was a very good Harbour, and foure and five fathomes, two Cables length from the shoare.¹ Then we weighed and went in with our ship. Then our Boate went on Land with our Net to Fish, and caught ten great Mullets, of a foot and a halfe long a peece, and a Ray as great as foure men could hale into the ship. So wee trimmed our Boate and rode still all day. At night the wind blew hard at the North-west, and our Anchor came home, and wee drove on shoare, but tooke no hurt, thanked bee God, for the ground is soft sand and Oze. This day the people of the Countrey came aboard of us, seeming very glad of our coming, and brought greene Tabacco, and gave us of it for Knives and Beads. They goe in Deere skins loose, well dressed. They have yellow Copper. They desire Cloathes, and are very civill. They have great store of Maiz, or Indian Wheate, whereof they make good Bread. The Countrey is full of great and tall Oakes.

The fifth, in the morning, as soone as the day was light, the wind ceased and the Flood came. So we heaved off our ship againe into five fathoms water, and sent our Boate to sound the Bay, and we found that there was three fathoms hard by the Souther shoare. Our men went on Land there, and saw great store of Men, Women and Children, who gave them Tabacco at their coming on Land. So they went up into the Woods, and saw great store of very goodly Oakes and some Currants. For one of them came aboard and brought some dryed, and gave me some, which were sweet and good. This day many of the people came aboard, some in Mantles of Feathers, and some in Skinnes of divers sorts of good Fures. Some women also came to us with Hempe. They had red Copper Tabacco pipes, and other things of Copper they did weare about their neckes. At night they went on Land againe, so wee rode very quiet, but durst not trust them.

The sixth, in the morning, was faire weather, and our Master sent John Colman, with foure other men in our Boate, over to the North-side to sound the other River,² being foure leagues from us. They found by the way shoald water, two

¹ Sandy Hook Harbor.

² The Narrows, probably.

fathoms; but at the North of the River eighteen, and twentie fathoms, and very good riding for Ships; and a narrow River¹ to the Westward, betweene two Ilands. The Lands they told us were as pleasant with Grasse and Flowers, and goodly Trees, as ever they had seene, and very sweet smells came from them. So they went in two leagues and saw an open Sea,² and returned; and as they came backe, they were set upon by two Canoes, the one having twelve, the other fourteene men. The night came on, and it began to rayne, so that their Match went out; and they had one man slaine in the fight, which was an English-man, named John Colman, with an Arrow shot into his throat, and two more hurt. It grew so darke that they could not find the ship that night, but labored to and fro on their Oares. They had so great a streame, that their grappell would not hold them.

The seventh, was faire, and by ten of the clocke they returned aboard the ship, and brought our dead man with them, whom we carryed on Land and buryed, and named the point after his name, Colmans Point.³ Then we hoysed in our Boate, and raised her side with waste boords for defence of our men. So we rode still all night, having good regard to our Watch.

The eight, was very faire weather, wee rode still very quietly. The people came aboard us, and brought Tabacco and Indian Wheat, to exchange for Knives and Beades, and offered us no violence. So we sitting up our Boate did marke them, to see if they would make any shew of the Death of our man; which they did not.

The ninth, faire weather. In the morning, two great Canoes came aboard full of men; the one with their Bowes and Arrowes, and the other in shew of buying of Knives to betray us; but we perceived their intent. Wee tooke two of them to have kept them, and put red Coates on them, and would not suffer the other to come neere us. So they went on Land, and two other came aboard in a Canoe: we tooke the one and let the other goe; but hee which wee had taken, got up and leapt over-board. Then we weighed and went off into the channell of the River, and Anchored there all night.

¹ The Kill van Kull.

² Upper New York Bay.

³ Apparently Sandy Hook.

The tenth, faire weather, we rode still till twelve of the clocke. Then we weighed and went over, and found it shoald all the middle of the River, for wee could finde but two fathoms and a halfe, and three fathomes for the space of a league; then wee came to three fathomes, and foure fathomes, and so to seven fathomes, and Anchored, and rode all night in soft Ozie ground. The banke is Sand.

The eleventh, was faire and very hot weather. At one of the clocke in the after-noone, wee weighed and went into the River, the wind at South South-west, little winde. Our soundings were seven, sixe, five, sixe, seven, eight, nine, ten, twelve, thirteene, and fourteene fathomes. Then it shoalded againe, and came to five fathomes. Then wee Anchored, and saw that it was a very good Harbour for all windes, and rode all night. The people of the Countrey came aboard of us, making shew of love, and gave us Tabacco and Indian Wheat, and departed for that night; but we durst not trust them.

The twelfth, very faire and hot. In the after-noone at two of the clocke wee weighed, the winde being variable, betweene the North and the North-west. So we turned into the River¹ two leagues and Anchored. This morning at our first rode in the River, there came eight and twentie Canoes full of men, women and children to betray us: but we saw their intent, and suffered none of them to come aboard of us. At twelve of the clocke they departed. They brought with them Oysters and Beanes, whereof wee bought some. They have great Tabacco pipes of yellow Copper, and Pots of Earth to dresse their meate in. It floweth South-east by South within.

The thirteenth, faire weather, the wind Northerly. At seven of the clocke in the morning, as the flood came we weighed, and turned foure miles into the River. The tide being done wee anchored. Then there came foure Canoes aboard: but we suffered none of them to come into our ship. They brought great store of very good Oysters aboard, which we bought for trifles. In the night I set the variation of the Compasse, and found it to be 13 degrees. In the after-noone we weighed, and turned in with the flood, two leagues and a halfe further, and anchored all night, and had five fathoms

¹ The North or Hudson River.

soft Ozie ground; and had an high point of Land, which shewed out to us, bearing North by East five leagues off us.

The fourteenth, in the morning being very faire weather, the wind South-east, we sayled up the River twelve leagues, and had five fathoms, and five fathoms and a quarter lesse; and came to a Streight betweene two Points,¹ and had eight, nine, and ten fathoms: and it trended North-east by North, one league: and wee had twelve, thirteene, and fourteene fathomes. The River is a mile broad: there is very high Land on both sides. Then wee went up North-west, a league and an halfe deepe water. Then North-east by North five miles; then North-west by North two leagues, and anchored. The Land grew very high and Mountainous. The River is full of fish.

The fifteenth, in the morning was misty, untill the Sunne arose: then it cleered. So wee weighed with the wind at South, and ran up into the River twentie leagues, passing by high Mountaines.² Wee had a very good depth, as sixe, seven, eight, nine, ten, twelve, and thirteene fathoms, and great store of Salmons in the River. This morning our two Savages got out of a Port and swain away. After we were under sayle, they called to us in scorne. At night we came to other Mountaines, which lie from the Rivers side.³ There wee found very loving peeple, and very old men: where wee were well used. Our Boat went to fish, and caught great store of very good fish.

The sixteenth, faire and very hot weather. In the morning our Boat went againe to fishing, but could catch but few, by reason their Canoes had beene there all night. This morning the people came aboard, and brought us eares of Indian Corne, and Pompions, and Tabacco: which wee bought for trifles. Wee rode still all day, and filled fresh water; at night wee weighed and went two leagues higher, and had shoald water: so wee anchored till day.

The seventeenth, faire Sun-shining weather, and very hot. In the morning, as soone as the Sun was up, we set sayle, and ran up sixe leagues higher, and found shoalds in the middle of the channell, and small llands, but seven fathoms water on

¹ Stony Point and Verplanck's Point. Apparently Hudson anchored this night near West Point.

² The upper Highlands.

³ The Catskills.

⁴ Probably near Hudson and Athens.

both sides. Toward night we borrowed so neere the shoare, that we grounded: so we layed out our small anchor, and heaved off againe. Then we borrowed on the banke in the channell, and came aground againe; while the floud ran we heaved off againe, and anchored all night.

The eighteenth, in the morning was faire weather, and we rode still. In the after-noone our Masters Mate went on land with an old Savage, a Governour of the Countrey; who carried him to his house, and made him good cheere. The nineteenth, was faire and hot weather: at the floud, being neere eleven of the clocke, wee weighed, and ran higher up two leagues above the shoalds, and had no lesse water then five fathoms; wee anchored, and rode in eight fathomes. The people of the Countrey came flocking aboard, and brought us Grapes and Pompions, which wee bought for trifles. And many brought us Bevers skinnies, and Otters skinnies, which wee bought for Beades, Knives, and Hatchets. So we rode there all night.¹

The twentieth, in the morning was faire weather. Our Masters Mate with foure men more went up with our Boat to sound the River, and found two leagues above us but two fathomes water, and the channell very narrow; and above that place, seven or eight fathomes. Toward night they returned: and we rode still all night. The one and twentieth, was faire weather, and the wind all Southerly: we determined yet once more to goe farther up into the River, to trie what depth and breadth it did beare; but much people resorted aboard, so wee went not this day. Our Carpenter went on land, and made a fore-yard. And our Master and his Mate determined to trie some of the chiefe men of the Countrey, whether they had any treacherie in them. So they tooke them downe into the Cabin, and gave them so much Wine and *Aqua vita*, that they were all merrie: and one of them had his wife with him, which sate so modestly, as any of our countrey women would doe in a strange place. In the end one of them was drunke, which had beene aboard of our ship all the time that we had beene there: and that was strange to them; for they could not tell how to take it. The Canoes and folke went all on shoare: but some of them came againe, and brought stropes of Beades:

¹ Near the present site of Albany. Meteren, it will have been observed, mentions 42° 40' north, which is almost exactly the latitude of Albany.

some had sixe, seven, eight, nine, ten; and gave him. So he slept all night quietly.

The two and twentieth, was faire weather: in the morning our Masters Mate and foure more of the companie went up with our Boat to sound the River higher up. The people of the Countrey came not aboard till noone: but when they came, and saw the Savages well, they were glad. So at three of the clocke in the after-noone they came aboard, and brought Tabacco, and more Beades, and gave them to our Master, and made an Oration, and shewed him all the Countrey round about. Then they sent one of their companie on land, who presently returned, and brought a great Platter full of Venison dressed by themselves; and they caused him to cate with them: then they made him reverence, and departed all save the old man that lay aboard. This night at ten of the clocke, our Boat returned in a showre of raine from sounding of the River; and found it to bee at an end for shipping to goe in. For they had beene up eight or nine leagues,¹ and found but seven foot water, and unconstant soundings.

The three and twentieth, faire weather. At twelve of the clocke wee weighed, and went downe two leagues to a shoald that had two channels, one on the one side, and another on the other, and had little wind, whereby the tide layed us upon it. So, there wee sate on ground the space of an houre till the floud came. Then we had a little gale of wind at the West. So wee got our ship into deepe water, and rode all night very well.

The foure and twentieth was faire weather: the winde at the North-west, wee weighed, and went downe the River seven or eight leagues; and at halfe ebbe wee came on ground on a banke of Oze in the middle of the river, and sate there till the floud. Then wee went on Land, and gathered good store of Chest-nuts. At ten of the clocke wee came off into deepe water, and anchored.

The five and twentieth was faire weather, and the wind at South a stiffe gale. We rode still, and went on Land² to walke on the West side of the River, and found good ground for Corne and other Garden herbes, with great store of goodly

¹ Perhaps above the mouth of the Mohawk.

² Near Athens, apparently.

Oakes, and Wal-nut trees, and Chest-nut trees, Ewe trees, and trees of sweet wood in great abundance, and great store of Slate for houses, and other good stones.

The sixe and twentieth was faire weather, and the wind at South a stiffe gale, wee rode still. In the morning our Carpenter went on Land, with our Masters Mate, and foure more of our companie, to cut wood. This morning, two Canoes came up the River from the place where we first found loving people, and in one of them was the old man that had lyen aboard of us at the other place. He brought another old man with him, which brought more stropes of Beades, and gave them to our Master, and shewed him all the Countrey there about, as though it were at his command. So he made the two old men dine with him, and the old mans wife: for they brought two old women, and two young maidens of the age of sixteene or seventeene yeeres with them, who behaved themselves very modestly. Our Master gave one of the old men a Knife, and they gave him and us Tabacco. And at one of the clocke they departed downe the River, making signes that wee should come downe to them; for wee were within two leagues of the place where they dwelt.

The seven and twentieth, in the morning was faire weather, but much wind at the north, we weighed and set our fore top-sayle, and our ship would not flat, but ran on the Ozie banke at halfe ebbe. Wee layed out anchor to heave her off, but could not. So wee sate from halfe ebbe to halfe floud: then wee set our fore-sayle and mayne top-sayl, and got downe sixe leagues. The old man came aboard, and would have had us anchor, and goe on Land to eate with him: but the wind being faire, we would not yeeld to his request; So hee left us, being very sorrowfull for our departure. At five of the clocke in the after-noone, the wind came to the South South-west. So wee made a boord or two, and anchored in fourteene fathomes water. Then our Boat went on shoare to fish right against the ship. Our Masters Mate and Boat-swaine, and three more of the companie went on land to fish, but could not finde a good place. They tooke foure or five and twentie Mulletts, Breames, Bases, and Barbils; and returned in an houre. We rode still all night.

The eight and twentieth, being faire weather, as soone as the

day was light, wee weighed at halfe ebbe, and turned downe two leagues belowe water; for, the streame doth runne the last quarter ebbe: then we anchored till high water. At three of the clocke in the after-noone we weighed, and turned downe three leagues, untill it was darke: then wee anchored.

The nine and twentieth was drie close weather: the wind at South, and South and by West, we weighed early in the morning, and turned downe three leagues by a lowe water, and anchored at the lower end of the long Reach;¹ for it is sixe leagues long. Then there came certaine Indians in a Canoe to us, but would not come aboard. After dinner there came the Canoe with other men, whereof three came aboard us. They brought Indian Wheat, which wee bought for trifles. At three of the clocke in the after-noone wee weighed, as soone as the ebbe came, and turned downe to the edge of the Mountaines, or the Northermost of the Mountaines, and anchored: because the high Land hath many Points, and a narrow channell, and hath many eddie winds. So we rode quietly all night in seven fathoms water.

The thirtieth was faire weather, and the wind at South-east a stiffe gale betwene the Mountaynes. We rode still the after-noone.² The people of the Countrey came aboard us, and brought some small skinnies with them, which we bought for Knives and Trifles. This a very pleasant place to build a towne on. The Roud is very neere, and very good for all winds, save an East North-east wind. The Mountaynes looke as if some Metall or Minerall were in them. For the Trees that grow on them were all blasted, and some of them barren with few or no Trees on them. The people brought a stone aboard like to Emery (a stone used by Glasiers to cut Glasse) it would cut Iron or Steele: yet being bruised small, and water put to it, it made a colour like blacke Lead glistening; It is also good for Painters Colours. At three of the clocke they departed, and we rode still all night.

The first of October, faire weather, the wind variable betwene the West and the North. In the morning we weighed at seven of the clocke with the ebbe, and got downe below the Mountaynes, which was seven leagues. Then it fell calme and

¹ Below Poughkeepsie.

² Near Newburgh.

the floud was come, and wee anchored at twelve of the clocke.¹ The people of the Mountaynes came aboard us, wondering at our ship and weapons. We bought some small skinnnes of them for Trifles. This after-noone, one Canoe kept hanging under our sterne with one man in it, which we could not keepe from thence, who got up by our Rudder to the Cabin window, and stole out my Pillow, and two Shirts, and two Bandeleeres. Our Masters Mate shot at him, and strooke him on the brest, and killed him. Whereupon all the rest fled away, some in their Canoes, and so leapt out of them into the water. We ~~passed our Boat, and got our things againe.~~ Then one of them that swamme got hold of our Boat, thinking to overthrow it. But our Cooke tooke a Sword, and cut off one of his hands, and he was drowned. By this time the ebbe was come, and we weighed and got downe two leagues, by that time it was darke. So we anchored in foure fathomes water, and rode well.

The second, faire weather. At breake of day wee weighed, the wind being at North-west, and got downe seven leagues; then the floud was come strong, so we anchored. Then came one of the Savages that swamme away from us at our going up the River with many other, thinking to betray us. But wee perceived their intent, and suffered none of them to enter our ship. Whereupon two Canoes full of men, with their Bowes and Arrowes shot at us after our sterne: in recompence whereof we discharged sixe Muskets, and killed two or three of them. Then above an hundred of them came to a point of Land to shoot at us. There I shot a Falcon² at them, and killed two of them: whereupon the rest fled into the Woods. Yet they manned off another Canoe with nine or ten men, which came to meet us. So I shot at it also a Falcon, and shot it through, and killed one of them. Then our men with their Muskets killed three or foure more of them. So they went their way, within a while after, wee got downe two leagues beyond that place, and anchored in a Bay, cleere from all danger of them on the other side of the River; where we saw a very good piece of ground: and hard by it there was a Cliffe, that looked of the colour of a white greene, as though it were either

¹ Near Stony Point.

² A small piece of ordnance.

Copper, or Silver myne: and I thinke it to be one of them, by the Trees that grow upon it. For they be all burned, and the other places are greene as grasse, it is on that side of the River that is called *Manna-hata*. There we saw no people to trouble us: and rode quietly all night; but had much wind and raine.¹

The third, was very stormie; the wind at East North-east. In the morning, in a gust of wind and raine, our Anchor came home, and we drove on ground, but it was Ozio. Then as we were about to have out an Anchor, the wind came to the North North-west, and drove us off againe. Then we shot an Anchor, and let it fall in foure fathomes water, and weighed the other. Wee had much wind and raine, with thicke weather: so we roade still all night.

The fourth, was faire weather, and the wind at North North-west, wee weighed and came out of the River, into which we had runne so farre. Within a while after, wee came out also of the great mouth of the great River, that runneth up to the North-west, borrowing upon the Norther side of the same, thinking to have deepe water: for wee had sounded a great way with our Boat at our first going in, and found seven, six, and five fathomes. So we came out that way, but we were deceived, for we had but eight foot and an halfe water: and so to three, five, three, and two fathomes and an halfe. And then three, foure, five, sixe, seven, eight, nine and ten fathomes. And by twelve of the clocke we were cleere of all the Inlet. Then we tooke in our Boat, and set our mayne-sayle and sprit-sayle, and our top-sayles, and steered away East South-east, and South-east by East off into the mayne sea: and the Land on the Souther side of the Bay or Inlet, did beare at noone West and by South foure leagues from us.

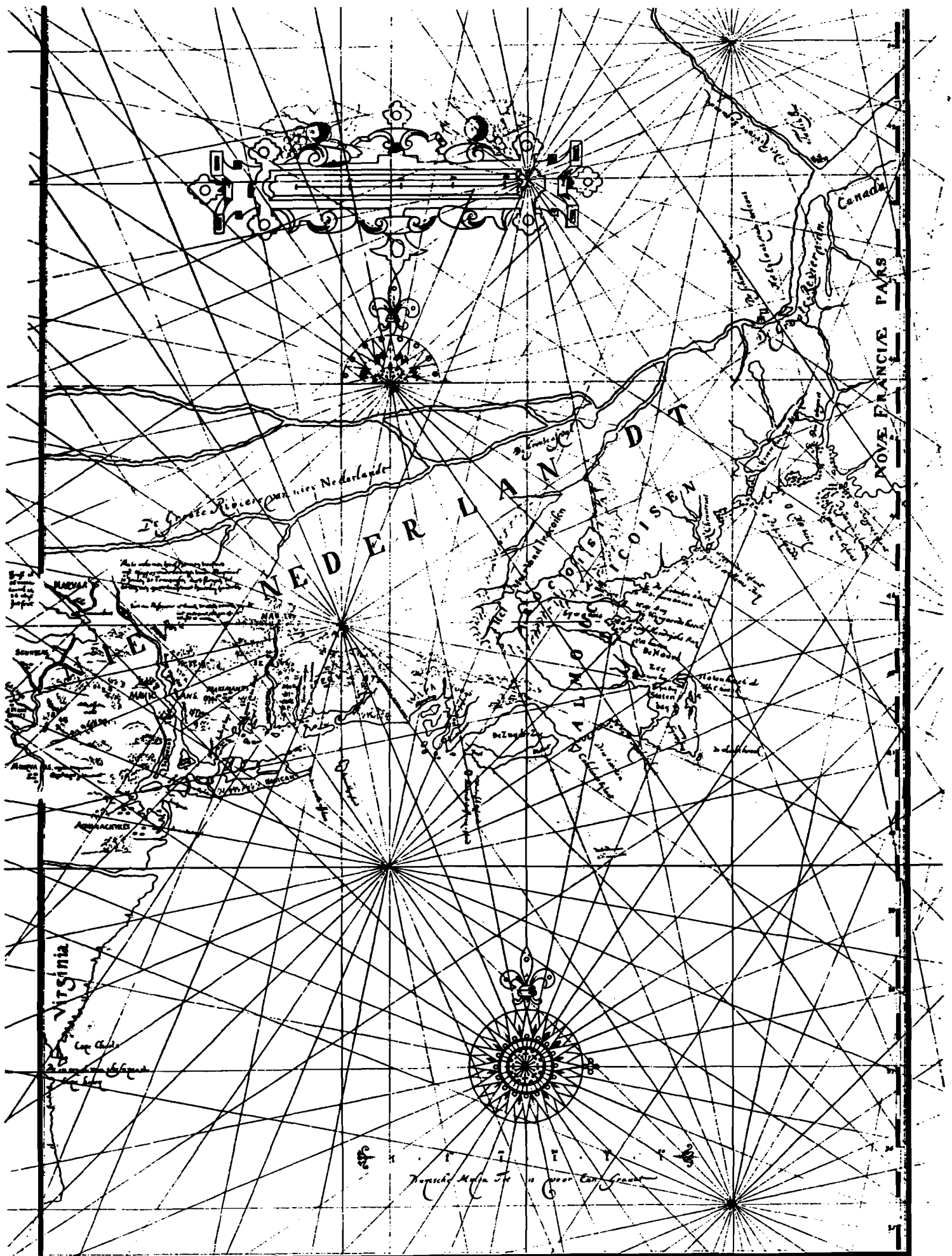
The fift, was faire weather, and the wind variable betweene the North and the East. Wee held on our course South-east by

¹ It is plain that these events of October 2 took place near the upper part of Manhattan Island, but to distribute them between east and west shore is not easy. It would appear from what precedes that the attack was by the west-shore savages, and that the anchorage which was chosen for safety from them was on the east side; and the application of the name *Manna-hata* in the early writers seems nowise to vary. But if so, how should an E.N.E. wind blow the *Half Moon* ashore, and a N.N.W. wind drive her off, as related in the next paragraph? And the cliff answering the description seems to be in Hoboken.

East. At noone I observed and found our height to bee 39 degrees, 30 minutes. Our Compasse varied sixe degrees to the West.

We continued our course toward England, without seeing any Land by the way, all the rest of this moneth of October.¹ And on the seventh day of November, *stilo novo*, being Saturday: by the Grace of God we safely arrived in the Range of Dartmouth in Dovenshire, in the yeere 1609.

¹ Just says nothing of those mutinous dissensions which Meteren mentions and which brought the expedition to a close. Just himself may have had a discreditable part in them. His part in the mutiny of 1610 has been mentioned in the introduction. The *Half Moon* returned to Amsterdam in July, 1610, and the next spring sailed with other vessels of the company to the East Indies. In 1616 she was at the island of Sumatra, but her subsequent history is unknown.



Adriaen Block Map 1614

of] the persons who now go thither in the ships of the Company, namely four persons in the Company's ship *de Harinck* and four persons in the ship chartered by the Company, also the account of what I have advanced to them in money in addition to the expenses of the passage, also the contracts they have entered into with me, all of them enclosed. I would have sent more people but at first the Company would not give me any certainty; when they had chartered the other ship they were willing to transport them but it was then too late.

I send herewith no goods to you, not knowing what I should send, as I have no advice at all though I expect it every hour; but it will come too late for this time. I recommend to you to help administer everything to my best interest and to send me all the information you can gather, especially as to what has been sold, what remains still unsold and what it is most necessary to send. I have become well acquainted with the new director⁴⁰ who goes over now; he will doubtless help you wherever he can promote your interest consistent with his oath and commission. Keep on good terms with him and offer him out of the common goods a few pretty things or necessities; he can repay us for them in such services as he may be able to render without detriment to the Company. You will assist the farmers in every way provided they on their side do not fail to deliver the just half of the grain which I am entitled to. Herewith go also two smiths who are able workers and also locksmiths.⁴¹ You must see that they find room somewhere. As long as they have a shop they can easily make shift as to the rest. When they have nothing else to do they could make a quantity of nails, in stock, to sell at the *Manhatans* or to the English; also, if *Pr. Cornelissen* could build for the savages small houses and huts with closed doors and windows, let them then make the necessary nails, hinges, hooks, bolts and other hardware, wherewith, etc.

⁴⁰ Willem Kieft.

⁴¹ Cf. statement in letter of same date to Pieter Cornelisz van Munnickendam, on p. 351. The account books among the *Rensselaerswyck* MSS do not show that any smiths came over in 1637.

Log of the ship Rensselaerswyck on its voyage from Amsterdam to New Netherland and return⁴²

September 25, 1636—November 7, 1637

Journal for *ijan tiepks Schellinger*⁴³

1636, the 21 of October

1636

Journal

In the year of Our Lord 1636, the 25th of September, the boat called *Rinselaers Wijck* sailed in God's name from *amsterdam* to *tessel*,⁴⁴ at about two o'clock in the afternoon. God preserve *Rinselaers Wick*!

Thursday⁴⁵

Th. 25

Sailed from *Amsterdam* and anchored before *duickerdam*⁴⁶ with a south wind and heavy weather.

Sun. 28

Afternoon again set sail with a southwest wind and sailed to opposite *pampus*⁴⁷ and anchored there.

Tu. 30

Again set sail with a south wind and came near the south buoy of the *vlaeck*⁴⁸ and anchored there.

October

Weel. 1

The boat arrived at *tessel* and anchored in nine fathoms near the east end; the wind S.W.

Weel. 8

The wind easterly followed by calm. Here lay some French traders, one Straits trader⁴⁹ and two *jaernebocks*⁵⁰ traders, poor fleets, and the Straits trader intended to go to Ireland; we arranged to sail together as far as *pleijmuisen*⁵¹ and so put to sea in God's name, about four o'clock in the afternoon, about 22 vessels strong, without convoy.

⁴² *V. R. B. MSS.* 11, entitled: *Jaerboek voor ijan tiepks Schellinger*. In same handwriting as letter of Jan Tiepkes to his wife, Jan. 9, 1637 (see p. 346-47), the signature to which is the same as that of Jan Tiepkes under letter of Jan. 8, 1637, to Kiliaen van Rensselaer (see p. 345).

⁴³ In *N. Y. Col. MSS.* 41357, under date of Jan. 23, 1648, the name of this skipper is given as *Jan Teejes van Schellingen*; in *Court Minutes*, 1652-56, p. 123, in the Albany County clerk's office, under date of Apr. 1654, as *Jan Tjebkew Schellinger*. De Vries, *Korte Historiël*, p. 136, under date of Jan. 17, 1635, mentions the arrival in the West Indies of a skipper Schellinger, from *Medenblich*.

⁴⁴ The Texel.

⁴⁵ Should be: September

⁴⁶ Durgerdam, a small village a short distance from Amsterdam and on the north side of the IJ.

⁴⁷ Pampus, the bay of the Zuiderzee into which the IJ flows.

⁴⁸ Het Vlaak, a shoal in the Zuiderzee, southwest of the island of Wieringen.

⁴⁹ *Straits trader*; refers to a ship trading along the shores of the Mediterranean.

⁵⁰ *Pernambuco*.

⁵¹ Plymouth.

Th. 9

In the morning the wind was still S.E.; the course as before S.W. with a stiff breeze. At noon we saw the Flemish coast and at the same time we saw two sails, one off the Flemish coast sailing northward, the other off the English coast sailing southward, but they did not approach us and remained unknown. In the evening toward sunset *duinkercken*⁶⁰ lay about five leagues⁶¹ S.E. from us and a W.S.W. course was followed. The wind was then about east; it became calmer in the evening though we kept a steady breeze. As far as we could see there lay some 12 to 15 ships in the *scheertje*.⁶² That day we distributed rations, one to each man. During the night there was a strong wind from the east. Done once more.

Fr. 10

In the morning the wind as before with a steady breeze. *beuesier*⁶³ lay then N. N. W. four leagues away from us. The course W. by S. and in the evening *beuesier* lay eight leagues from us E. N. E. The course W. S. W. $1/2$ west and encountered a stiff, steady wind as before and in the second quarter of the night we saw a fleet coming in our direction, but did not speak them. Done.

Sat. 11

In the morning the wind as before with rough weather. We saw the island of *oeranaij*,⁶⁴ it lay S. by E. about six leagues from us. There the Ireland trader left the fleet. She had 20 guns and as she was going toward the *sorlings*⁶⁵ and had promised us if convenient to convoy us around the *sorlings* or past them, we followed her and proceeded westward, as that was the most convenient course for continuing our voyage. We left the fleet and about noon we saw a sail come from the coast and as we were but two we prepared as well as we could for action. When we were ready we waited for her with furled sails and when she was nearly within

⁶⁰ Dunkirk.⁶¹ In this log, the term "league" stands for the Dutch sea mile, which is equal to $1/20$ of a degree and corresponds to 3 nautical miles, or 3.453 statute miles.⁶² Scheurtje; the channel between the Flemish coast and the sand bank called the Vuilthoert, near Dunkirk.⁶³ Beachy Head, in Sussex, England; on Scutter's map of the English Channel in *Atlas Novus*, vol. 1, plate 48, the name of this promontory is given as *Cap Beachy* or *Bevesier*.⁶⁴ Alderney (French, *Aurigny*).⁶⁵ Solli Islands.

range of our guns she turned away before the wind. It was a large flute with a poop. There was another ship behind us which we could barely see. She waited for it but when it came near she let it pass. What kind of ships they were we do not know. *goutstaert*⁶⁶ lay about west from us and we continued our course. Done.

Sun. 12

In the morning we did not see land; the wind as before and at noon the Ireland trader left us and sailed N. W. and we W. by S., our latitude was then 49-43 min. We estimated that we were then 18 leagues E. N. E. $1/3$ E. from *leesert*.⁶⁷ Done.

Mon. 13

Course	Leagues	Latitude	Wind	Weather
W. by S.	32	49-19	E. by S.	Stiff topsail

During the night a ship passed us going in the opposite direction. Done the past day till noon.

Tu. 14

W. by S.	32	49-0	E. S. E.	Stiff topsail
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In the morning we were near a Frenchman, whom we chased while following our course. It was a ship that came from the bank of *terueef*.⁶⁸ In the afternoon another one passed us to windward without speaking. We then set our course toward the W. S. W. with a stiff topsail breeze. Done.

Wed. 15

S. W. by W.	30	47-40	S. E.	Stiff topsail
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In the evening it began to drizzle. Done.

Th. 16

By dead reckoning; we took no latitude. Dark weather.

W. S. W.	16	47-15	S. E.	with rough weather.
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Done.

Fr. 17

By dead reckoning; we took no latitude. Dark weather.

W. S. W.	18	47-4	E.	gentle breeze
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Done.

Sat. 18

As above. Upon taking the latitude we found the latitude, the distance and the course during the last three days, that is from the 16th to the 18th, changed as follows

S. W. by W.	58	45-21	S. E.	Various breezes
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Done.

⁶⁶ Start Point, Devonshire.⁶⁷ The Lizard.⁶⁸ Terre Neuve; that is Newfoundland.

- Sun. 19. S. W. by W. 20 44-40 E. Topsail Done.
- Mon. 20 S. W. by W. 45 42-56 Fitful rough weather and toward evening we had sailed eight leagues W. S. W. with very rough weather from the N. N. W.; during the evening it became quite calm, which lasted till daylight; then the wind changed to the south. Done.
- Tu. 21 In the morning the wind changed to the W. and it blew so hard that the topsails had to be taken in. The wind veered to the N. W. We had then sailed about three leagues to the N. W. and about nine o'clock it blew so hard that we had to take in all our sails and could not carry a single sail. An hour later there blew a violent gale from the N. W. and we then drifted east with a very rough sea. The waves rose to such an awful height that the waves and the sky seemed one. The wind turned again to the W. and so it lasted the entire night. Done as far as the night is concerned.
- Wed. 22 In the morning it still blew so hard that we could not carry any sails, but the sea was calmer. The wind came from the S. W. and during the night in the second watch it grew less; we set our mainsail but toward dawn it had to be taken in again on account of the strong wind, thunder and lightning. It blew hard, the wind as above, we drifted east. Done till morning.
- Th. 23 The wind about W. and we drifted east with rough weather. We drifted from about nine o'clock on the 21st to noon of the 23d, by reckoning 23 leagues N. E. by E. No latitude had been taken for the past three days up to noon.
- Fr. 24 Drifted east by north 10 leagues. The wind about W. N. W. with severe storm and during the past day drifted without sail.
- Sat. 25 Drifted E. N. E. 12 leagues, with very rough weather; our mizzen blew away. The wind about west during the past day.
- Sun. 26 Drifted east by south 15 leagues. The wind about west with rough weather and in the evening we bent on our new mizzen. The day gone.

- Mon. 27 Drifted E. by S. eight leagues; the wind from the N.W. with a stiff mainsail breeze till morning. We then ran south with our two courses but could not sail closer than S.E. by S. The wind veered toward the W. and we sailed till evening with the courses, keeping our course S.S.E. seven leagues. The wind then rose again from the S.W. so that both the courses had to be taken in. It blew a terrible gale and we drifted then S.E. by E. The day gone.
- Tu. 28 A gale still blew from the west and we still drifted S.E. by E. Drifted by reckoning 12 leagues. That night the beak of our ship was knocked to pieces. The day gone.
- Wed. 29 The wind as before but the weather fully as good. We set our mainsail but it was not long before it had to be taken in again. The wind veered to the S.W. by W. with rough weather so that we were obliged to let ourselves drift. This day we made the first good observation of latitude since the 20th and found that we were at 41 degrees, 51 minutes. The day gone.
- Th. 30 In the morning the weather was fairly good, the wind about W.S.W. and toward daybreak we set both our courses and steered S. by E. but the sea became rough so that we could only hold to a S.E. course. That noon we again took a fairly good observation of latitude and found it 41 degrees, 41 minutes, and ran that day by drifting and sailing, keeping an E.S.E. course, 14 leagues. We took our sails in again on account of the strong wind, also because we could make no headway by sailing on account of the rough sea. Awaited the right wind. The day gone.
- Fr. 31 Drifted by reckoning 10 leagues E.S.E. The wind about S.W. with rough weather and high seas and an overcast sky so that we could not take the latitude, but by dead reckoning it was 41 degrees, 26 min.; and from that noon till the morning of the first of November we drifted eight leagues S.E. by E. The wind about west, very high seas. The latitude by dead reckoning 41 deg. 10 min. The day gone.

Sat. 1

Sun. 2

26 Mon. 3

Tu. 4

Wel. 5

Th. 6

^a Storm Albertus (van der Zee), son of Albert Andriess Bradt and Annetie Berents van Ralmers. See footnote, p. 676.

¹⁰ het getal op het schip om drooch te houden.

Question

ix. I ditto des hochberühmten seij her schepf seant wonen
end droming moedens sey der slint z W met hart
seer sind o gel. singen ~~her~~^{der} sang endo vechel
der vergaende harte dach ende helo nacht.

So... 2 ditto goddenny 6 mille 110 to 0 day saint outrent bet-
sett by giffing it do be after way to grow and grow
must have had beater day do be and out -
conceit be away out roer in perfect joy must be
long by reason day do be first of the year but
god. only day do way in goddenny out in cupant
it god do be to any de morder amastis beant
gibed it to any de morder

passed *Cape Finnestaer*,⁶⁴ to wit, to the north of it, in great peril and were drifting into the bay, I knew nothing better to do than to hold a council with the supercargo, the mate and other advisers, to decide what had best be done in the matter. We concluded in the said council to put the helm hard up and to steer in God's name toward the Channel and try to get into *faelmuiden*⁶⁵ or *pleijmuiden*,⁶⁶ which was done and at noon we found the latitude to be 43 deg., 9 min., wind and weather as above. With two courses we proceeded toward the N.N.E. The day gone.

	Course	Leagues	Latitude
Fr. 7	N.E. by N.	sailed 23	44 deg., 23 min.
	The wind about west. Last night we drifted for six hours without sail on account of the terrible wind and the high seas. During the day watch it was a little better and we set our courses. The day gone.		
Sat. 8	N.N.E.	31 leagues	the latitude 46 deg., 19 min.
	The wind about west with a stiff topsail breeze, though most of the time we sailed with two courses. This afternoon we sailed with two topsails and during the night again with two courses and in the forenoon with one topsail over the ocean. The day gone.		
Sun. 9	N.N.E.	31 leagues	the latitude 48 deg., 17 min.
	The wind about west. The past night we sailed with one course and the day before with a topsail and this above mentioned day with two topsails and the spritsail. ⁶⁷ We sailed then N.E. Toward evening the wind changed to south and southeast and we set our course E.N.E. and during the day watch the wind changed to the E.N.E. varying in strength with calm and gentle breezes. The day gone.		
Mon. 10	N. E.	18 40 11	with varying winds but toward evening the wind became west changing to a stiff breeze and during the night it blew so hard that we ran before the wind with a foresail. Toward evening it was somewhat better. The day gone.

⁶⁴ Cape Finisterre, Spain.

⁶⁵ Falmouth, England.

⁶⁶ Plymouth, England.

⁶⁷ *blind*; same as *blinde*, a sail set under the bowsprit, not now used.

Tu. 11

E. 20 49-10 by dead reckoning, the sky was overcast and weather uncertain. The wind was about S. W. and during the night we took the latitude by the stars; were at 49-35 min. The day gone.

Wed. 12
bottom
85 f

E. 16 49-0 The wind about west and the weather rough, in the evening we sounded and found bottom at 85 fathoms. We then sailed N.E. till the first watch was over. We judged that we were near *heij sant*,⁶⁸ we sounded again and found the same depth, good Channel ground. We thought that we were in but it began to blow very hard and in the morning there was such a gale that our sails had to be taken in. Till morning.

Th. 13
near the
sorlings

In the morning the wind was south with very rough weather, we did not yet see land. We set our mainsail with great difficulty but took in our foresail and then sailed E.S.E. During the night in the second watch we saw land south of us. It was very bad weather; we could not see for the rain, thunder and lightning. We ran before the wind and according to our reckoning it must be the *sorlings*,⁶⁹ as we later found it to be; we then sailed N. W. with one lower sail. Toward daybreak the weather became a little better and in the day watch we turned toward the land to reconnoiter. The wind changed to the S.S.E. Till morning.

Fr. 14
near the
7 *steen*

In the morning the wind was as above so that we could not make the land we had seen during the night. We noticed however the *seven steen*⁷⁰ which indicated sufficiently where we were. They were to starboard about a league off. The wind began to get stronger again. We looked for a good roadstead and thought it advisable to run behind *Caep Coernuaal* so as to get into the small bay or haven which is there. When we got around the cape the wind changed to the east and N.E. and north and finally to the N.W. with terribly rough weather so that we

⁶⁸ Ile d'Ouessant, or Ushant Island, department of Finistère, France.

⁶⁹ Scilly Islands.

⁷⁰ Seven Stones; a group of rocks 18 miles W. by S. from Land's End.

could hardly carry half a mainsail. We got aground near the cape and at twilight our foresail blew away, for we were obliged to carry all the sail we could, and our main sheet broke and we let ourselves be driven to the north with one sail, but in the second watch the mainsail had to be taken in too, for it was no longer possible to carry any sail, as one thing or another would break and we were driven E.N.E. Till morning.

Sat. 15

by *londeij*⁷¹

In the morning the land lay close under our lee and we drifted toward it. We concluded to set our foresail and, as we could not keep away from the shore, to run in near the land during the day, thinking that we might make a port there called *bedes-haenen*⁷² or else *straton*.⁷³ When we came near the shore we were too far down. We were driven by the strong current so that with our foresail only we were carried along the shore trying to find some place where the ship and people would be safe. As it became late in the day, we decided that we could do no better than to run to an anchorage or land which we saw and which according to the description of the book must be a harbor, and concluded, if possible, to run in, or else to beach the ship, on account of the strong current and the severe W.N.W. storm and the fact that we were in a bay. Commending ourselves to God, we ran toward it with reefed foresail and when we came close to the shore, as the weather seemed to calm down and clear up a little, for it had been very dark before, we saw *Londeij* and hastily turned so as to sail on the wind, tacked and carried all the sail we could. We again raised our main topmast, which had not been up in eight or ten days, and set both the topsails. It seemed as if we would capsize or all our sails blow away.⁷⁴ We headed for a point above the cape called *haertlan-punt*⁷⁵ and during the night we came with God's

⁷¹ Lundy Island; 10 1/2 miles N.W. by N. from Hartland Point.

⁷² Padstow Haven; this and most of the places that follow are points in Cornwall and Devonshire on or near the Bristol Channel.

⁷³ Stratton.

⁷⁴ Het scheep of het onderste boeven soude ofte al van boeven neer dat doer op stont.

⁷⁵ Hartland Point.

- help to anchor under the lee of *londeij*, in 20 fathoms, with a W.N.W. wind. Till morning.
- Sun. 16 In the morning the wind was as above. We weighed anchor and set sail for a harbor called *ijlle vacom*,¹⁶ about four leagues from the island. On our way we saw a ship without mast drift by, and coming near the harbor a pilot came on board and brought us in. We found two Dutch ships lying there. One came from Spain with salt, and the other came from the West Indies; they also were driven from their course by the storm. The ship which came from Spain was in Ireland, or near *Cape Claere*,¹⁷ among the cliffs and thought from its course and reckoning that it was among the *sorlings* and happened to get here; neither did the other which was among the *sorlings*, know where it was and it came here also toward evening. Till morning.
- Mon. 17 The wind as above with rain and strong wind storm so that we could not do anything to repair the ship but only supply the people with some fresh provisions. Some families went on land.
- Tu. 18 As above. *dirck hoersen*¹⁸ went to *pleijmuits*.¹⁹
- Wed. 19 As above.
- Th. 20 As above.
- Fr. 21 Wind was east with rough weather.
- Sat. 22 The wind west with bad weather.
- Sun. 23 As above.
- Mon. 24 I went to *batstaepel*,²⁰ where two English vessels lay, to arrange to sail in company with them.
- Tu. 25 Wind and weather as above.
- Wed. 26 As above.
- Th. 27 As above.
- Fr. 28 As above.
- Sat. 29 *dirck kuirsen* came back from *pleimuiden*.
- Sun. 30 As above.

¹⁶ Ilfracombe; the distance from Lundy Island is about 23 miles.¹⁷ Cape Clear.¹⁸ Dirck Corssen Stam, supercargo of the vessel.¹⁹ Plymouth.²⁰ Barnstable.

- December
- Mon. 1 Abatement of weather and wind.
- Tu. 2 The wind was S.E. with a stiff gale and dark weather.
- Wed. 3 The two ships from Holland set sail from here with two Newfoundland traders. Wind east.
- Th. 4 The storm blew from the east.
- Fr. 5 As above.
- Sat. 6 As above.
- Sun. 7 As above.²¹
- Mon. 8 The wind as above; in the evening when some of our passengers had gone on land to sit and drink in the tavern, where we were sitting with an English merchant to sell our goods, there were two there, of whom one struck to the ground the other, named *Cornelis toemess smit*,²² the offender was his helper *hans*²³ and * * *²⁴
- Tu. 9 It was a day of prayer here for the whole neighborhood on account of the severe sickness which God is sending them. The wounded man died this morning and was buried in the afternoon.
- Wed. 10 As above, and we began to get our hold ready.
- Th. 11 As above.
- Fr. 12 As above.
- Sat. 13 As above.
- Sun. 14 As above.
- Mon. 15 As above.
- Tu. 16 As above.
- Wed. 17 As above; and as matters relating to the accident had not yet been cleared up, they took the rudder from our ship and brought it on land, on account of the crime.
- Th. 18 The weather was changeable but not of the best.
- Fr. 19 As above.
- Sat. 20 As above.
- Sun. 21 As above.

²¹ The entries for Dec. 1-7 are here repeated, the only variations, spelling excepted, being that between the words "and" and "wind" of the first entry are inserted the words "change of" and that in the entry for Dec. 3 the words "from Holland" are omitted.²² Cornelis Thomas, the smith.²³ Hans van Sevenhuysen; see p. 345.²⁴ Sentence not finished in the original.

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- Mon. 22 The body was dug up again and the wound viewed by the criminal and the coroner or schout.
- Tu. 23 They carried the offender away in the name of the king and let us fetch our rudder from land again and go free.
- Wed. 24 A severe storm blew from the W.S.W.
- Th. 25 The weather was fair and the wind as above.
- Fr. 26 As above.
- Sat. 27 *dirck Coersen* came from *batstaepel* and said that a Dutch ship had come to *appel doer*^m and that another lying under the lee of *londeij* had been anchored there for five days. They came from *rosen*^m and had set sail with us. Some other ships had been with them in this bay but he did not know what had become of them on account of the bad weather. Wind as above.
- Sun. 28 As above.
- Mon. 29 As above.
- Tu. 30 As above.
- Wed. 31 As above.
- End of the year 1636. By God's mercy in *ijlle fakom*.

Beginning of the year of our Lord 1637

January

- Th. 1 As above. In God's name in the New Year.
- Fr. 2 Change of wind and weather.
- Sat. 3 Wind about north.
- Sun. 4 As above.
- Mon. 5 As above.
- Tu. 6 As above.
- Wed. 7 As above.
- Th. 8 As above.
- Fr. 9 At three o'clock before daybreak we set sail in God's name and in the morning we were at the N.W. point of *Londeij*. The wind S.E. with steady weather. We sailed then W.S.W. by W.
- Sat. 10 At noon *Caep Coernwal* lay south of us; we were about 10 leagues from land. Calms and fitful

^m Appledore, in Devonshire.
^m La Rochelle.

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breezes. We went over to the Irish coast. That day and night and toward daybreak, the wind turned to the S.S.E. with a stiff mainsail breeze. We sailed then S.W. and about an hour later the wind changed to the west and at once blew so hard that we could carry only one lower sail. We sailed south.

- Sun. 11 About noon we could not carry any sail on account of the wind. We still sailed south and drifted E. by S. toward the coast. During the night we had a severe storm.

- Mon. 12 In the morning we did not see land, which surprised us, for the whole day we had not realized that the current was carrying us farther from shore than we reckoned. Toward evening with great difficulty we lowered our main topmast on account of the severe storm and steered toward the north, sailing N.N.E. because the night was at hand. It was dark weather toward evening and this lasted all night.

- Tu. 13 In the morning we cast the lead and struck good ground in the Channel at about 65 fathoms. We assumed then that we were south of the *soerlings*^m and set our course S.W. by W. At noon our latitude was 49 degrees, 0 min., by dead reckoning S. by W. of the *soerlings*. Till noon.

- | | Course | leagues | deg. min. | |
|---------|------------|---------|-----------|---|
| Wed. 14 | S.W. by W. | 12 | 48-37 | The wind fitful with beautiful weather. In the first watch the wind changed to the N.W. blowing a topsail breeze and we sailed S.W. The day gone. |
| Th. 15 | SW. | 12 | 47-35 | The wind N.W. with steady weather. The day gone. |
| Fr. 16 | S.W. by S. | 26 | 46-0 | with varying winds but mostly from the west with beautiful weather. This day we bent our new mainsail with both the top-sails and sailed S.S.E. with lower sails set. The day gone. |

- Sat. 17 W. by N. $\frac{1}{2}$ N. $6\frac{1}{2}$ 46-8 by dead reckoning; the wind about south with a stiff gale and during the night the wind changed to the S.E. We sailed then S.W. with steady weather. The day gone.

^m Solity Islands.

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- Sun. 18 W.S.W. $11\frac{1}{2}$ 45-51 by dead reckoning; the wind fitful with calms but mostly S.E. with drizzling rain till midnight. The wind then changed to the N.E. The day gone.
- Mon. 19 S.S.W. 26 44-16 by observation; the wind about east, steady breeze with gray sky. The day gone.
- Tu. 20 S. by W. 40 41-14 by observation; the wind as before, stiff topsail gale, continuous clear weather. The day gone.
- Wed. 21 S. by W. 33 39-0 by observation; the wind as above, steady breeze. The day gone.
- Th. 22 S. by W. 20 37-15 by observation; the wind about north with steady breeze and clear weather. This day we made two more gun carriages and mounted a gun, so that we now had four on deck. We could for the present not put any more on deck. The day gone.
- Fr. 23 S. by W. 28 35-49 by observation; the wind about north, steady topsail gale. The day gone.
- Sat. 24 In the morning we saw a sail to starboard under our lee. The wind was N.E. and we sailed south. He made sail toward us. We kept our course and cleared away the chests and crows so that we obtained a clear deck, which took us till shortly after noon. When we were ready we waited for him with furled sails and when he came near us we hailed him. He answered that he came from *roose*¹ and was looking for good booty. We said that we were also looking for a good prize. He remained near us for about an hour and then headed for the west when each of us fired a salute. He had four iron and two metal cannon on board. This morning we saw *poerte sante*² which lay S.W. from us. We had fine weather and at noon our latitude was 33-16 and in the evening we got near the west side of *poerte sante* and ran then S.W. by S. till the second watch, with a gentle breeze. We then took in the foresail³ and waited for the day. The day gone.
- near the Frenchman
- near *poerte sante*

¹ La Rochelle.² Porto Santo, an island of the Madeira group.³ Doen haelden wij onze roef op de mast.

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- Sun. 25 In the morning about an hour after sunrise we were between *poerte sante* and *madeira*¹. About two o'clock in the afternoon we got a steady breeze from the W.S.W. and ran south and in the evening the S.W. point of *madeira* lay 12 leagues N.N.W. from us. Our latitude by dead reckoning was then 31 deg. 40 min. From there we sailed W.S.W. with rough weather and lower sails. The wind about north with high seas. This night about three o'clock a child² was born; the father is *montanij*³ and the mother *raegel*⁴. The day gone.
- near *madeira*
- a child born
- Mon. 26

Course	leagues	lat.	condition of the weather
W.S.W.	30	30-55	by observation. The wind about north with rough weather and high seas. The day gone.
- Tu. 27 W.S.W. 45 29-38 by observation. The wind about N.E. with rough weather and high seas. Carried two lower sails and had clear weather. The day gone.
- Wed. 28 W.S.W. 45 28-35 by observation. The wind about N. E. with continuous rough weather and high seas. Carried the foresail and one topsail. The day gone.
- Th. 29 W.S.W. 43 27-29 by observation; the wind about north, steady breeze most of the time. The day gone.
- Fr. 30 S.W. by W. 36 26-12 by observation; the wind about north, mostly stiff topsail gale. About two o'clock in the night a boy⁵ was born; the name of the mother is *Caetelin*. The day gone.
- a child born
- Sat. 31 W.S.W. 47 24-57 by observation; the wind about northeast, mostly stiff topsail breeze with clear weather. Took the azimuth of the sun; variation of the compass 0 deg. 14 min. N.W. The day gone.
- variation of the compass
- February
- Sun. 1 W.S.W. 46 23-44 N.E. stiff topsail breeze, generally with fine weather. The day gone.

¹ Madeira.² Marie. See Riker, *Harlem; its origin and early annals*, p. 149.³ Johannes La Montagne.⁴ Rachel.⁵ Hendrick Cornelius Maeren, son of Cornelis Maeren, and Catelijntje Martens. See footnote p. 181.

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- Mon. 2 W.S.W. 43 22-38 N.E. stiff topsail breeze, clear weather. We were five minutes south of the tropic. The day gone.
- Tu. 3 W.S.W. 38 21-40 N. steady gale, mostly clear weather. From here on the course was changed and we sailed west. We were south of the tropic 26 leagues or 1 deg. 46 min. during the past day.
- Wed. 4 W. by S. 36 21-13 5-0 N.W. variation. The wind north, steady breeze, with clear weather. The day gone.
- Th. 5 W. $\frac{1}{2}$ S. 28 21-4 gentle topsail breeze, wind north. This night a flying fish flew on board our ship. The day gone.
- Fr. 6 W. 18 21-1 6-0 N.W. variation. The wind north with gentle breezes. The day gone.
- Sat. 7 W. 30 20-58 N. stiff topsail gale and high weeds seas for the past day.
- Sun. 8 W. $\frac{1}{2}$ N. 40 21-10 N. with rough weather, weeds with lower sails the past day.
- Mon. 9 W. $\frac{1}{2}$ N. 35 21-17 N. rough weather with weeds lower sails the past day.
- Tu. 10 W. 42 21-15 N. hard topsail gale the past weeds day.
- Wed. 11 W. $\frac{1}{2}$ N. 38 21-30 by dead reckoning; N. with stiff topsail gale. This noon we changed our course and then sailed N.W. by W. The wind as before with lower sails and in the afternoon there was a severe storm with thunder, lightning and rain so that we took in all our sails, but toward the end of the second watch it became somewhat better. We set both our lower sails, the foretopsail and mizzen-sail and then sailed about N.W. The wind N.N.E. The day gone.
- Th. 12 N.W. 16 22-6 N.N.E. Fair weather the past day.
- Fr. 13 N.W. 20 23-1 N.E. Changeable weather the past day.

VAN RENSSELAER HOWIER MANUSCRIPTS

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- Sat. 14 N.W. $\frac{1}{2}$ N. 37 0-0 34-18⁰⁰ 24-57 0-54
variation of the compass. The wind about N.N.E., topsail breeze. During the day we sailed 37 leagues; the latitude 24-57; a steady topsail breeze. We took the sun's azimuth at its setting and found the variation of the needle to be 0 deg. 54 min. N.W. The weather was fine and we then sailed fully N.W. by N.
- Sun. 15 N.N.W. 26 26-31 35-2 26-33 0-0 N.N.E.
Steady breeze. We had then sailed 26 leagues N.N.W. and our latitude was 26-33; longitude 35-2; the wind N.N.E. with fine weather and in the evening it became calm. The day gone.
- Mon. 16 N.W. by N. 20 27-40 35-50 27-41 6-40
We had sailed N.W. by N. 20 leagues and our latitude was 27-41; the longitude was 35-50; and on taking the sun's azimuth at its setting we found the variation to be 6 deg. 40 min. N.E.; the wind about N.N.E. The day gone.
- Tu. 17 N.W. by N. 26 29-7 36-55 0-0 0-0
The wind southerly, high swells from the N.W. with fine weather at noon, the wind fitful and changed soon to the west, weather unsettled. We had much rain, thunder and lightning and in the afternoon we took off our bonnets,⁷⁷ veered about and went about S.W.
- Wed. 18 W. by S. 5 29-0 37-15 0-0 0-0
Variable weather but fair. We sailed N. W. with [occasional] calms. The day gone.
- Th. 19 S.W. by S. 3 29-50 37-6 28-48 0-0
The wind fitful but we drifted quietly, mostly S.W.; latitude and longitude as above. The day gone.
- Fr. 20 W.N.W. 16 29-12 38-13 29-12 0-0
N.N.E. Stiff topsail breeze. Course, leagues, latitude and longitude as above. Toward daybreak there was a very strong wind. The day gone.

⁷⁷ Early navigators used various prime meridians. From the entries for Sept. 7 and 8, 1637, it appears that this shipper employed the meridian first adopted by Mercator, that of the Island Corvo of the western Azores, 31° 7' W. of Greenwich.

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- Sat. 21 N.N.W. $\frac{1}{2}$ W. 25 30-40 39-2 30-41 0-0
N.E. with rough weather. Course, leagues, latitude
and longitude as above. The day gone.
- Sun. 22 N.N.W. $\frac{1}{2}$ W. 36 32-48 40-22 32-48 0-0
S.S.E. Steady breeze. Course, leagues, latitude and
longitude as above, but in the afternoon and the
early part of the night we had a stiff breeze from
the east; we changed our course and went north.
The day gone.
- Mon. 23 N. 9 33-23 40-22 33-23 3-0 S. with calms.
Course, leagues, latitude and longitude as above.
Variation of the needle 3 deg. 0 min. N.W. With
clear weather, the day gone.
- Tu. 24 C. long. lat. reck. long. lat. obs. wind
left the N. by W. 35 35-43 41-13 0-0 W.S.W.
weeds Rough weather. Course, leagues, latitude and longi-
tude as above. We had dark weather with much rain.
About noon there was a waterspout behind our ship
which drew the water like smoke to such a terrible
height that we were afraid of it; we took in all our
sails but it was soon over and passed behind us at
close range without hurting us. The day gone.
- Wed. 25 C. long. lat. reck. long. lat. obs.
ground at N.W. by N. 22 36-55 42-13 36-56 E.N.E.
50 fathoms Stiff breeze, we had during the day much change of
wind and terrible thunder, lightning and rain.
Toward evening there was a gentle breeze and after
supper we cast the lead and found at 50 fathoms
small black stones and also small red ones, some as
large as shot, together with grayish sand, at this
latitude and longitude about 10 miles from land.
We went then N.N.W. the wind N.E. with a gentle
breeze and when the first watch was over we sounded
again and struck sand at 18 fathoms. Course and
wind as before. At four bells in the second watch
we found sand at 12 fathoms, the depth having be-
come steadily less up to this point. Course and
wind as above. We then took in our topsail and
turned to the S.E., the wind being E.N.E. We sailed
for four glasses [two hours] or till we had 17 fath-
oms; then we turned and sailed north and set our
topsails to a gentle breeze.

VAN RENSSELAER BOWIER MANUSCRIPTS

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- Th. 26 C. long. lat. reck. long. lat. obs. N. W. var.
N.W. by N. 10 37-29 42-39 37-29 13-20
The wind fitful with calms. In the forenoon we
found most of the time 20, 19 or 18, but also 17 and
15 fathoms, but not long after we saw land, the depth
ranging from 15 to 20 fathoms. We did not know
where we were for it was foggy weather. We sup-
posed that there might be a bank, as the southern
colonies of the English were quite near and as we
had had in the afternoon the above course, leagues,
latitude, longitude and variation. We were about
three miles from land and found 14 fathoms of
water, with foggy weather, so that we could not tell
much about the land. At about three o'clock in the
afternoon *Smiths Island*^m lay about three leagues W.
N.W. from us. Seen from there the island looks as
follows: the upper part is hard to recognize, the
north point is indented, and it seems as if a small
flat island lay at the south point.
- Sat. 28 C. long. lat. reck. long. lat. obs. var.
N. by E. 20 39-43 43-35 39-43 0-0
the wind S.W., a gentle breeze and the course sailed,
leagues, latitude and longitude as above. During
the past night we had a steady breeze from the S.W.
with rain, thunder and lightning. We were about
N.N.E. of *Cape Hinloep*^m.
- Sat. 17 C. long. lat. reck. long. lat. obs. W. var.
N. by E. 20 39-43 43-35 39-43 0-0
The wind W.N.W., gentle breeze, course, leagues,
latitude and longitude as above. During the night
we had showers, as if we were near land. By reck-
oning we were six leagues from land. We found 22
fathoms of water and ran close to northward. We
sounded often and found sometimes 22, but also 20,
18, 17, 15, and then again 22 fathoms and we saw
many whales. We then sailed mostly N.W. The
whole night long with calms and that night we saw
many fires burning.

^m Smith Island; east of Cape Charles, the northeastern end of the island is about
75° 49' W. and 37° 11' N.

^m Cape Hinloep.

March

Sun. 1

In the morning we were about two leagues from land and in 16 fathoms, S.W. from the north point of the *bacnde gat*,^{99a} *bloemerts punt*¹ being north of us. We saw many whales, some 10 or 20 swimming for at least two hours about our ship; we supposed that they were taking their course from the south to the north. At about six o'clock in the evening at sunset we came to anchor behind *godins punt*² in five fathoms, good anchorage. God be praised for his mercy.

behind
godins punt

Mon. 2

In the morning the wind was N.W. with rough weather so that we could not make the *hoefden*.³ Our boat landed at *godins punt* for the purpose of shooting geese and stayed over night there. It was bitterly cold.

Tu. 3

At noon the weather was somewhat better as far as the wind was concerned though it was N.W. and very cold. Our boat returned and we could not do anything else.

Wed. 4

manatans

The wind as above with a gentle breeze. We weighed our anchor and arrived at four o'clock in the afternoon at the *manatans*, where we found an English vessel. God be praised for our safe voyage thus far. As we learned here that the river was still closed up above we remained here.

Th. 5

As above, the wind west.

Fr. 6

The wind east.

Sat. 7

We began to clear our hold and brought our empty water casks on land.

Sun. 8

Two of the children born on our ship were baptized here. The wind N.W.

Mon. 9

As above.

Tu. 10

As above.

Wed. 11

As above. South.

^{99a} Barnegat Inlet.

¹ Blommaert's Point; Norton's Point, at the west end of Coney Island was called Blommaert's Point and is referred to as such in the present log, under date of Aug. 8th, p. 383. At the time of the present entry the ship was so far south of Norton's Point that it could not have been visible and it is possible that some point on the New Jersey coast had the same name.

² Godyn's Point; now Sandy Hook.³ The headlands at either side of the Narrows; called also *Hamelshoefden*.

Th. 12

As above.

Fr. 13

The wind north with storm.

Sat. 14

The wind south with snow.

Sun. 15
a ship
came

In the evening *Clacs racmaecker* came out into the bay and also near *noten Island*⁴ and during the night *dirck Cuirsen*⁵ sailed up the river. The wind south.

Mon. 16

Clacs came on board. This day we fetched some goods from land. The wind south with fair weather.

Tu. 17

In the afternoon the wind was about west with rough weather.

Wed. 18

As above.

Th. 19

As above, with rain.

Fr. 20

As above.

Sat. 21

I brought most of the merchandise on land into a house and left the mate⁶ in charge, with orders to sell it. With the consent of the director, we got ready to sail up the river with the ship.

Sun. 22

The widow of *Cornelis smits*⁷ was married here at the *manatans* to *aerent steffeniers*.

Mon. 23

The wind about north.

Tu. 24

The weather calm, *Peter cornelis*⁸ went up the river in a yacht.

Wed. 25

The wind N.E., rain and rough weather.

Th. 26

We sailed up the river in the ship with calm weather and in the evening came to anchor near *sapachenikan*.⁹

Fr. 27

In the morning we set sail again with calm weather and very light northerly breeze and at about nine o'clock at night we anchored on account of the darkness. We had sailed about eight leagues.

Sat. 28

In the morning we set sail and came to the *hoege lant*.¹⁰ The tide went out and the wind was contrary so that we anchored there about four o'clock in the afternoon.

⁴ Nut Island, now Governor's Island.⁵ Dirck Corraen Stam, supercargo of the vessel.⁶ Hendrick de Forest.⁷ Cornelis Thomaar, the smith; cf. entry of Dec. 8, 1636.⁸ Pieter Cornelisz van Monnickendam.⁹ Sapochikan, or Sappochikan, later Greenwich village and now that part of New York City between 14th and Houston sts. on the Hudson River.¹⁰ The Highlands.

- Sun. 29 In the morning *dirck Coersen* came down in the yacht and boarded our ship again; the yacht sailed on with a north wind.
- Mon. 30 The wind as above with rough weather.
- Tu. 31 In the morning the wind was about S.W. with fair weather. We got under sail and came to the *esoepe*.¹¹ In the evening the wind changed to the north and blew hard.
- April
- Wed. 1 As above.
- Th. 2 In the morning the wind turned to the south and we set sail and came to anchor about a mile above *Catskil*. The wind was then about east.
- Fr. 3 In the morning the wind was about south with a drizzling rain. We set sail and in the evening came to anchor about half a mile below *beren* Island,¹² on account of calms and contrary wind.
- Sat. 4 As above.
- Sun. 5 As above.
- Mon. 6 In the evening the wind changed to the south. We set sail but were becalmed. Getting a fair breeze during the night we sailed on.
- Tu. 7 About three o'clock in the morning we came to anchor before *foert ocranien*,¹³ the end of our voyage upward.
- Wed. 8 The wind north.
- Th. 9 We delivered some goods to *ijackop planck*. The wind as above.
- Fr. 10 Cleaned our deck.
- Sat. 11 The wind as above.
- Sun. 12 As above. Easter.
- Mon. 13 As above.
- Tu. 14 As above.
- Wed. 15 As above.
- Th. 16 As above. Delivered some goods.
- Fr. 17 As above.
- Sat. 18 As above.
- Sun. 19 As above.
- Mon. 20 We delivered the smith's coal.

¹¹ New Kingston.
¹² Berren Island.
¹³ Fort Orange.

- Tu. 21 As above.
- Wed. 22 As above.
- Th. 23 As above.
- Fr. 24 As above.
- Sat. 25 As above.
- Sun. 26 A yacht came here from the *manatans*.
- Mon. 27 As above.
- Tu. 28 As above.
- Wed. 29 The yacht went from here to the *manatans* with seed.
- Th. 30 As above.
- May
- Fr. 1 The wind about south.
- Sat. 2 As above.
- Sun. 3 As above.
- Mon. 4 As above.
- Tu. 5 Easterly wind with rain.
- Wed. 6 As above.
- Th. 7 As above.
- Fr. 8 As above.
- Sat. 9 As above.
- Sun. 10 Very cold weather with rain.
- Mon. 11 Northerly wind with much sun.
- Tu. 12 As above.
- Wed. 13 In the night the wind became south.
- Th. 14 As above.
- Fr. 15 We went with our goods to the great falls, four leagues above *fort ocranien*.
- Sat. 16 Fine weather. The wind about south.
- Sun. 17 As above.
- Mon. 18 As above.
- Tu. 19 *maerten gerrits* went to the *manatans*. This day we unloaded our millstones and got ready to set sail. The wind south.
- Wed. 20 The wind as above. We lay ready to sail and waited for the wind. This day a yacht came from the *manatans* and the yacht *sinte maertin* with cattle.
- Th. 21 The wind as above.
- Fr. 22 The wind as above.
- Sat. 23 The wind as above.
- Sun. 24 The wind as above.

- Mon. 25 The wind as above.
 Tu. 26 The wind as above.
 Wed. 27 The wind as above.
 Th. 28 The wind as above.
 Fr. 29 The wind as above.
 Sat. 30 The wind as above.
 Sun. 31 In the morning the wind N.W. We set sail and ran past *smacks* Island and anchored there.
- June
 Mon. 1 In the morning the wind was about north. We set sail and came near *noeten hoeck*.¹⁴
 Tu. 2 The wind was S.W. and south; a light breeze. We then drifted down with the tide and by flood time came to anchor about a league below *noeten hoeck*. *maerten gerrits*, who was going up the river, came on board there.
 Wed. 3 In the morning it was still calm and we drifted along with the ebb tide but later there was a light breeze so that we came to anchor two leagues north of *madeleens* Island.¹⁵ We got some ballast there and turned over some smith's coal to the yacht *sinte maertin*.
 Th. 4 It was calm and we drifted along with the ebb tide and came before the *grooete eesoepes*.¹⁶ There we got a steady breeze and sailed down into the *lange rack*¹⁷ where it became calm and the flood returned.
 Fr. 5 In the morning it was still calm and we drifted with the ebb tide but at noon we got a fine breeze and came to anchor near *pollepeels* Island,¹⁸ for the wind was south.
 Sat. 6 Stiff breeze. The wind as before.
 Sun. 7 As above.
 Mon. 8 As above.

¹⁴ Nutton Hook; opposite Conaschie.¹⁵ Magdalen Island; about two miles south of Saugerties.¹⁶ Great Esopus; now Rondout Creek, which empties into the Hudson River at Kingston.¹⁷ The long reach, which extends from Crum Elbow Point, about four miles north of Poughkeepsie but on the west side of the river, to Polopet's Island.¹⁸ Literally, Pot-ladle Island; now called Polopet's Island, opposite Cornwall-on-the-Hudson.

- Tu. 9 As above with fair weather and in the afternoon we set sail and by tacking went down as far as the *hooge lant*, where we came to anchor during a calm and the flood.
- Wed. 10 The wind as above. We tacked past the *hooge lant* and in the evening came to anchor between *haeuer stroo*¹⁹ and the *verdrietigen hoeck*.²⁰
- Th. 11 In the morning the wind as above with a steady breeze and we kept on tacking till off the kill at the north end of the *manatans*.
 It was calm and we drifted with the ebb tide before the *manatans* about eight o'clock in the morning.
 Sat. 13 A southerly wind and we thought it advisable to go at the first opportunity to the southern English settlement.
 Sun. 14 The wind as above.
 Mon. 15 As above.
 Tu. 16 As above.
 Wed. 17 As above.
 Th. 18 As above.
 Fr. 19 The wind about north.
 Sat. 20 The wind as above and we set sail to go south and when we came into the bay the wind changed to the S.E., with dark weather and a gale. We could not see; we then turned about and ran again between the *hoefden*²¹ and anchored there.
 Sun. 21 At noon the wind was about N.E. We set sail and in the evening came to anchor below *godins puint*²² in seven fathoms.
 Mon. 22 In the morning the wind as above. We set sail and ran out into the open and in the evening at sunset we were N.W. from *baernde gat*,²³ about two leagues from land. The wind as above, a light breeze. During the night there was a steady breeze from the same direction. We then sailed S.S.W. till midnight when we changed to S.W. by W.

¹⁹ Haverstraw.²⁰ Verdrietige Hook; between Haverstraw and Nyack. The name means Dismal or Tedious Point.²¹ The headlands at either side of the Narrows.²² New Sandy Hook.²³ Barnegat Inlet.

Mon. 25 The wind as above.
 Tu. 26 The wind as above.
 Wed. 27 The wind as above.
 Th. 28 The wind as above.
 Fr. 29 The wind as above.
 Sat. 30 The wind as above.
 Sun. 31 In the morning the wind N.W. We set sail and ran past *smacks* Island and anchored there.

June

Mon. 1 In the morning the wind was about north. We set sail and came near *noeten hoeck*.¹⁴
 Tu. 2 The wind was S.W. and south; a light breeze. We then drifted down with the tide and by flood time came to anchor about a league below *noeten hoeck*. *maerten gerrits*, who was going up the river, came on board there.
 Wed. 3 In the morning it was still calm and we drifted along with the ebb tide but later there was a light breeze so that we came to anchor two leagues north of *madeleens* Island.¹⁵ We got some ballast there and turned over some smith's coal to the yacht *sinte maertin*.
 Th. 4 It was calm and we drifted along with the ebb tide and came before the *grooete eesoepe*s.¹⁶ There we got a steady breeze and sailed down into the *lange rack*¹⁷ where it became calm and the flood returned.
 Fr. 5 In the morning it was still calm and we drifted with the ebb tide but at noon we got a fine breeze and came to anchor near *pollepeels* Island,¹⁸ for the wind was south.

Sat. 6 Stiff breeze. The wind as before.
 Sun. 7 As above.
 Mon. 8 As above.

¹⁴ Nutten Hook; opposite Conaschie.¹⁵ Magdalen Island; about two miles south of Saugerties.¹⁶ Great Easopus; now Rondout Creek, which empties into the Hudson River at Kingston.¹⁷ The long reach, which extends from Crum Elbow Point, about four miles north of Poughkeepsie but on the west side of the river, to Polopet's Island.¹⁸ Literally, Pot-ladle Island; now called Polopet's Island, opposite Cornwall-on-the-Hudson.

Tu. 9 As above with fair weather and in the afternoon we set sail and by tacking went down as far as the *hooge lant*, where we came to anchor during a calm and the flood.
 Wed. 10 The wind as above. We tacked past the *hooge lant* and in the evening came to anchor between *haeuer stroo*¹⁹ and the *verdrietigen hoeck*.²⁰
 Th. 11 In the morning the wind as above with a steady breeze and we kept on tacking till off the kill at the north end of the *manatans*.
 Fr. 12 It was calm and we drifted with the ebb tide before the *manatans* about eight o'clock in the morning.
 Sat. 13 A southerly wind and we thought it advisable to go at the first opportunity to the southern English settlement.
 Sun. 14 The wind as above.
 Mon. 15 As above.
 Tu. 16 As above.
 Wed. 17 As above.
 Th. 18 As above.
 Fr. 19 The wind about north.
 Sat. 20 The wind as above and we set sail to go south and when we came into the bay the wind changed to the S.E., with dark weather and a gale. We could not see; we then turned about and ran again between the *hoefden*²¹ and anchored there.
 Sun. 21 At noon the wind was about N.E. We set sail and in the evening came to anchor below *godins puin*²² in seven fathoms.
 Mon. 22 In the morning the wind as above. We set sail and ran out into the open and in the evening at sunset we were N.W. from *baernde gat*,²³ about two leagues from land. The wind as above, a light breeze. During the night there was a steady breeze from the same direction. We then sailed S.S.W. till midnight when we changed to S.W. by W.

¹⁹ Haverstraw.²⁰ Verdrietige Hook; between Haverstraw and Nyack. The name means Dismal or Tedious Point.²¹ The headlands at either side of the Narrows.²² New Sandy Hook.²³ Barnegat Inlet.

Tu. 23

In the morning we did not see land and kept the same course. The wind as above and light breeze. We reckoned that we were about S.W. by W. of *Cape May*.²⁴ We found various depths during the night, probably due to banks which lie there as the charts show. At noon we saw land and in the evening on account of the light breeze we approached the coast and landed about four leagues south of *Cape hinlooeep*.²⁵ We turned about and sailed mostly S.E. The whole night the wind was S.W. but toward day-break south.

Cape hinlooeep

Wed. 24

We turned toward shore and sailed west, the wind about S.S.W., and in the afternoon we arrived at about eight leagues south of *Cape hinlooeep*. At a distance of about four leagues the land seemed broken, but this is caused by the lowness of the land and the high trees which are found there, by which it can be easily recognized. We turned away from shore and came to anchor in 10 fathoms as we could not make any headway.

Th. 25

In the morning the wind was northerly and there was a light breeze. We set sail and in the afternoon the wind became S.S.W. We then sailed west till we came near the shore, where we again found flat land and high trees but especially dense woods. We again turned from shore and the wind suddenly changed to the W.N.W. There was a steady breeze and we sailed then S.W. by S. and at sunset the wind changed again to the south with [occasional] calm. We anchored in 10 fathoms, fully a league from shore.

Fr. 26

In the morning the wind was as above and there was a light breeze. About noon the wind turned to the S.E. and there was a steady breeze. We sailed S.W. and came near the island called *verses* Island,²⁶ where there is a channel between the island and the mainland. We turned from shore and came to anchor in six fathoms, for the wind was S.W. with [occasional] calms and the current was against us.

²⁴ Cape May.²⁵ Cape Henlopen.²⁶ Should probably be Verken, or Verken, Island, of which the present name, Hog Island, is a literal translation. The island is about 20 miles north of Cape Charles.

Sat. 27

In the morning the wind was as above with calms. We set sail and arrived before the inlet of *matse ponge*²⁷ which lies at the west end of the aforesaid island, near a large sand bank to port and the island to starboard. The inlet²⁸ north of the island is probably the nearest to *matse ponge*. We tacked along past the sand bank.

Sun. 28

In the morning on account of contrary winds we came again to the point whence we sailed the previous evening. We then headed again for the sea the wind being about S.W. and toward evening we anchored in seven fathoms.

Mon. 29

below

smits

Island

In the morning at sunrise the wind changed to the north. We set sail and about noon we came to anchor below *smits* Island,²⁹ on the west side. God be praised for his mercy thus far. The same day our mate went on land to further the work.

Tu. 30

We moved the ship to the shore by a cable, in 4½ fathoms.

July

Wed. 1

As above.

Th. 2

As above.

Fr. 3

As above.

Sat. 4

Strong north wind.

Sun. 5

As above. Good weather.

Mon. 6

As above.

Tu. 7

As above.

Wed. 8

As above.

Th. 9

As above.

Fr. 10

As above.

Sat. 11

We were ready to sail. North wind.

Sun. 12

In the afternoon we sailed in company with an English yacht. The wind N.W. and during the night we drifted in a calm.

from *funis*
Island²⁷ Great Machipongo Inlet.²⁸ Little Machipongo Inlet.²⁹ Smith Island; east of Cape Charles. *funis* Island, mentioned below, is doubtless a mistake for *smits* Island.

- Mon. 13 At noon there was a steady breeze from the N.W. and toward evening the wind was about east. In the evening we came to anchor in five fathoms. *smits* Island lay W.S.W. from us and *matseponge* somewhat north of N.N.E. During the night the wind became south with [occasional] calms. We set sail and ran east.
- Tu. 14 In the morning *matseponge* lay north from us. We then sailed N.E. with a light breeze from the south and in the afternoon there was a stiff breeze. Wind and course as above and at sunset the wind changed to the west and there was thunder, lightning and rain. We took in our sails and the whole night sailed N.E. with a foresail.
- Wed. 15 In the morning the wind was as above and there was a stiff breeze. We set sail and went north and at about nine o'clock in the forenoon we arrived before the *grooeten eierhaenen*²⁰ and in the evening between *baernde gat* and the *sadel*.²¹ That night we let ourselves drift till daybreak and then set sail. Wind and weather as above.
- Th. 16 In the morning *rinselaers hoeck*²² lay about two leagues north of us. The wind about west, we tacked into the bay and at about four o'clock in the afternoon arrived before the *manatans*.
- Fr. 17 As above.
- Sat. 18 As above.
- Sun. 19 As above.
- Mon. 20 As above. The carpenters came on board.
- Tu. 21 As above.
- Wed. 22 As above.
- Th. 23 As above.
- Fr. 24 As above.
- Sat. 25 The carpenters finished their work.
- Sun. 26 About two o'clock in the morning my mate *hein-drick de freest* died.²³
- Mon. 27 In the afternoon he and a child were buried.
- Tu. 28 We were ready to go to the watering place.

²⁰ Great Egg Harbor, a short distance below Atlantic City.²¹ The Saddle.²² Rensselaers Hook; now Navesink Highlands.²³ Hendrick de Forest; cf. *River, Harlem; its origin and early annals*, p. 143.

- Wed. 29 We sailed to the watering place.
- Th. 30 Our casks were filled with water.
- Fr. 31 We cut firewood.
- August
- Sat. 1 Cut firewood as above.
- Sun. 2 Hard wind and rain.
- Mon. 3 As above.
- Tu. 4 We got our water and wood on board and in the evening set sail toward the *manatans*.
- Wed. 5 We arrived at the *manatans* in the afternoon.
- Th. 6 As above.
- Fr. 7 We sailed from the *manatans* to the *rooe hoeck*.²⁴
- Sat. 8 The wind S.W. and a light breeze. We sailed to a place below *bloemerts punt*.²⁵
- Sun. 9 The wind about south and we stayed there.
- Mon. 10 We arrived below *godins punt*.²⁶ The wind as above.
- Tu. 11 As above.
- Wed. 12 As above.
- Th. 13 As above. A gale.
- Fr. 14 We sailed in the morning with a N.W. wind and from *godins punt* put out to sea and sailed S.E. by E. in the name of God. May He preserve *rinselaers wick*.
- | | C. | long. | lat. reck. | long. | lat. obs. |
|-----------------------|---|-------|------------|--------|-----------|
| Sat. 15 | S.E. by E. $\frac{1}{2}$ E. | 29 | 39-16 | 323-17 | 39-16 0-0 |
| | The wind N.W., light breeze. N.W. | | | | |
| Sun. 16 ²⁷ | S by W. | 12 | 38-29 | 323-7 | 0-0 7-33 |
| | variation of the compass. The wind S.E., wind for courses and topsails till morning when the wind changed to the south. | | | | |
| Mon. 17 | S. by E. $\frac{1}{2}$ E. | 15 | 37-32 | 323-27 | 0-0 |
| | rough weather, wind for lower sails only. | | | | |
| Tu. 18 | E. by S. $\frac{1}{2}$ S. | 15 | 37-15 | 324-35 | |
| | The wind S.W., rough weather, thunder and lightning. | | | | |

²⁴ Red Hook; a point on the Brooklyn shore about half a mile south of Governor's Island.²⁵ Blommaert's Point; see p. 374.²⁶ Godijn's Point; now Sandy Hook.²⁷ The abbreviations of course, leagues, etc., occur above nearly all the entries up to and including Sept. 25th, but it is not thought worth while to repeat them in this translation.

law to render proper accounts, proof and returns. Thus done and passed in New York, the 15th of May 1671, in the presence of Messrs *Hendrick Van Dijck*, *Hans Kierstede* and *Willem van Vredenburgh* as witnesses hereunto invited, who have also signed the original minute, with the principal and myself, the notary.

Which I certify,

[signed] *W. Bogardus*, Not. Pub.

[Endorsed] From *van gunst*,

out of New Netherland.

Sent by Captain *Black*, skipper, 4 Dec. 1671,
to take to New York.

Note of hand of Aeltje Marchal to Jan Hendricksz van Gunst^m

(Annexed to the above)

In the *menadus*,^m the 28th of June 1662

I, the underwritten, acknowledge that I am truly indebted to *Jan henderixse van guynst* or the bearer of this, for the sum of one hundred Carolus guilders, which I owe him for board received during two winters, to wit, in the year 1661 and in the year 1662, which I will honestly pay him as I received it while my husband was to *vergingy*. I say 100 guilders.

aeltie Mareschael

This I have written with my own hand.

[Endorsed]

On *harte* street, under the - - - [?]



Account and invoice of the ship de Witte Kloofd^m



July 6, 1671

1671, in Amsterdam

Account and invoice of the ship, *de witte kloofd*,^m skipper *dirck myssen Hooninch*, and of its lading and equipment, which said ship sailed on the 6th of July for the account of Messrs *Jacob van alderwerelt*, *Matthys ten broeck*, *Jan baptist van Rensselaer*, [*pi*]-*ter van werckhooen* and *Abel de wolff*, each one fifth part, to which may the Lord God please to grant his blessing. Amen.

^m I. R. B. Mss 59.

^m Manhattan.

^m I. R. B. Mss 56.

^m The White Globe.

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7 boxes marked with the letter A in
which are

32 pieces of say at 31½ guilders	f1008
36 pieces ditto at 34½ guilders	1242
9 pieces ditto at 35½ guilders	319 10
61 pieces ditto at 35 guilders	2135
2 pieces ditto at 34 guilders	68

for hauling, lightering and un-
loading

17 10

f4790 f4790

30 boxes marked with the letter B in
which are

700 guns at 31½ guilders	f2450
700 muskets at 63 stivers	2205
600 carbines at 53 stivers	1590
to the skipper	3 3

f6248 3
62 10

1 ½ off

received from *daniel le febure* f6185 13 f6185 1316 small boxes marked with the letter C
in which are

1032 bed sheets at 27 st f1393 4

received from *s^r matthys ten
broeck*

f1393 4 f1393 4

1 box marked with the letter D

50 small anabasse ⁷⁰ blankets at 24 st	f 60
50 large anabasse blankets at 48 st	120
50 small worsted rugs at 18 st	45

7 small packages of yellow amber
which are specified belowreceived from *s^r matthys ten
broecke*

f225 f225

⁷⁰ Anabasse is a coarse blanketing made in the Netherlands and Normandy and still
used in the African trade.

VAN RENSSELAER BOWIER MANUSCRIPTS

797

1 cask marked with the letter E

141 lb yellow amber from

chivas at 36 st f253 16

1 ½ off 2 10

f251 6

300 bunches⁷¹ of small coral

at 19 st f285

1 ½ off 2 17

f282 3

62 bunches of small coral

from *dyonys bacilly*

at 16 st 49 12

f583 1 f583 1

1 keg, letter F, containing

50 lb white tassels⁷² at 10½ st

f26 5

off 0 10

f25 15

for the cask

0 16

from *gerret bessels*

f26 11

f26 11

total

f13203 9

brought forward from preced-
ing page f13203 9

4 small boxes, letter G, with

50 *mengel*⁷³ pitchers } 164½ lb pewter

20 pint pitchers } at 51 guilders

f83 18

for making the pitchers

20

⁷¹ *Mas*; from Italian *mazzo*, a bunch of assorted corals consisting of a definite
number of strings.⁷² *quispell*; the ordinary meaning of this word is as given above but its sense here
is obscure.⁷³ *mengel*; a liquid measure, approximately 1.25 quarts.

123 bowls weighing 169 lb at 56 guilders	94 13	
	f198 11	
1½ off	2	
from the widow of <i>pieter borsedt</i>	f196 11	f196 11
12 small boxes, letter H		
688 dozen knives and as many sheathes at 14½ st	f498 16	
1½ off	5	
from <i>Jan mom</i>	f493 16	f493 16
1 cask, letter J		
48 pivots at 66 guilders, 200 lb	f132	
1 cask, letter K		
55 pails weighing 202 lb at 74 guilders	f149 9	
18 small casks, letter L		
22910 bracelets weighing 7046 lb at 49 guilders	f3452 10	
	f3733 19	
2½ off	74 14	
	f3659 5	
for the casks, etc.	29 17	
from <i>Jan gerretsz de Jonge</i>	f3689 2	f3689 2
1000 bars of ballast ⁷⁴ iron weighing 20938 lb at 7¼ guilders	f2170 10	
1½ off	21 14	
from <i>s^r Jacob van alderwerelt</i>	f2148 16	f2148 16

⁷⁴ voyagie.

25 <i>ankers</i> ⁷⁵ of brandy at 18 guilders	f450	
for the casks and expenses	27 11 8	
from <i>s^r Jacob van alderwerelt</i>	f477 11 8	f477 11 8
40 kegs containing 1000 lb powder at 29 guilders	f290	
for the kegs and expenses	26 6	
from <i>s^r Jacob van alderwerelt</i>	f316 6	f316 6
3 boxes, letter A		
60 pieces of say at 35 guilders.	f2100	
from <i>abraham Rooleeuw</i>	f2100	f2100
for convoy fees and charges ⁷⁶ paid by <i>s^r alderwerelt</i>	f102	
for convoy fees and charges paid by <i>s^r Rensselaer</i>	645 9	
for boxes, chests and bringing on board	f236	
	f983 9	f983 9
total		f23609 0 8
To Mr <i>wilhelm ysbrandtsen</i> for the hull of the pin-		
nace, 85 feet long, 21 feet wide, 20 feet deep, the		
deck about 5 feet, according to the specifications		
and orders to the carpenter and paid therefor	f 5000	
to <i>cornelis schaagen</i> and <i>jan keyser</i> , sail makers, for		
two sets of new sails according to bill	1349 18	
to <i>jan witteboll</i> for 12179 lb rope with some lines		
according to bill	2058 15	
to the widow of <i>nikolaes visch</i> for 10 pieces of can-		
non with the testing of the same according to bill	722 6	
to <i>harmen steenbergen</i> , coppersmith, for kettles, pots,		
pans and other copper ware for the ship according		
to bill	195	

⁷⁵ anker; a liquid measure of about ten gallons.⁷⁶ convey en veygelt.

to <i>arent hendricxzen</i> , woodcarver, for carving	70	10
to <i>jan anthonissen</i> for painting the ship inside and outside	78	11
to <i>lysbet cornelis</i> for beer consumed during the carpentering and sheathing	76	
to <i>mattheus coenraetsen</i> , plumber, for some lead and balls according to bill	69	18 8
to furnishing various kinds of materials used in sheathing the ship according to bill	413	5
to <i>willlem ysbrantsen</i> for wages of the men in sheathing the ship	279	17
to <i>cornelis bruyneel</i> for flags, compasses and lanterns according to bill	255	6
to <i>jan Jillesen</i> for 6 anchors costing according to bill	377	2
to the smith for bolts, bands, hoops and other iron ware according to bill	203	5
to <i>lucas claassen</i> , mast maker, for the round timber	154	10
to <i>dirck fransen</i> for a new boat	85	
to <i>dirck symonsen gordt</i> for 10 gun carriages with accessories	66	8
to <i>hendrick abelsen</i> for wainscoting the cabin and accessories	103	
to <i>jan claessen muyshondt</i> for 183 boards for the sheathing	129	14
to <i>cornelis cornelisz</i> , block maker, for blocks, etc.	140	12
to <i>s^r jacob van alderwerelt</i> for 400 lb powder	116	
to <i>dirck muyssen hooninch</i> for food consumed in going to <i>sardam</i> and for freight	174	11
paid for caulking of the ship	40	
for measuring the ship and tax bill	17	12
to <i>dirck muyssen hooninch</i> for provisions bought by him, porters' wages, freight on the cordage, towing of the ship and other sundries	174	17
for three figures carved on the stern of the ship	17	11
to <i>daniel le febure</i> for 8 muskets, 6 pistols, 10 broadswords, 6 pikes, 2 muskets and a pair of pocket pistols	81	19
to <i>pieter wilsen</i> for pewter in the cabin	29	10
total	12480	17 8

to the widow of <i>cornelis de vries</i> for 40,000 ballast bricks	f 172	6
to <i>dirck muyssen hooninch</i> for one month's wages in hand paid and for his journey to the Texel	409	11
to <i>s alderwerelt</i> for 7 barrels of pork at 27 guilders	189	
to <i>s alderwerelt</i> for 20 bags of barley at 3¼ guilders f75; for the barrels for the barley f11	86	
for 56 lb caraway cheese	5	12
for 4 earthen pitchers, 1 wooden funnel, 1 clock, some earthen pots and soap	16	16
to <i>marya vander vinct</i> for 3 ankers train oil	22	13
to <i>saertien huys</i> for 3 barrels of salt	10	10
to <i>ellard de weer</i> for 2000 lb stockfish	150	10
for 12 iron and 18 bundles of wooden hoops	17	4
to <i>hendrick gerretsen</i> for 9 casks for dry wares	12	
to <i>arent bulsinck</i> for 44 lb cheese, 3 lb wicks, 121 lb tallow and 64 lb lard	53	19
to <i>cornelis Radt</i> for 3 barrels of olive oil and spices	112	11
to <i>frederick broech</i> for 1 case of distilled liquors	27	12
to <i>Reyer Jacobsen</i> for 3728 lb hardtack	287	
to <i>klaes hooninch</i> for 12 bags of gray and 12 bags of white peas	88	4
to <i>claes gerrettsen blauwopodt</i> for 4 firkins of butter	76	15
to <i>Jan van crayepool</i> for 5 barrels of tar, 1 barrel pitch for 53 loaves of soft bread	64	
to <i>gerret tiercxsen</i> , cooper, for 18 brandy casks with iron hoops	9	18
to <i>cornelis</i> and <i>Jan bykerck</i> for 25 spars and 50 sawed boards	84	
to <i>gerret noppen</i> for 12 brandy casks, with 34 barrels of ship's beer and 4 kegs of good beer, with the casks and hoops	54	
to <i>jan pietersen</i> for 10 fathoms of firewood and 12 straps	204	
to <i>Arent vanden binck</i> for 4 half hogsheads of vinegar, two casks Spanish wine, 4 casks French wine, 8 ankers of cognac brandy with the casks	71	16
to <i>hendrick Roodt</i> for 100 sweet milk cheeses, various sorts of nails, gunner's and cook's supplies and rosin	329	
	339	15

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NEW YORK STATE LIBRARY

to <i>philip allerdinck</i> for 1040 lb bacon, 3 hams and 2 pieces of smoked beef with 6 tongues	193
to lighter charges for the stores, portorage and 6 cartridge pouches	28 18
to <i>dirck duyssen hooninch</i> for ship's money	126
to <i>1 oncnuar</i> , some cheese, bread and butter	21 18 8
to 15 small empty merchandise boxes	28 10
to various meetings at <i>sardam</i> as well as here, with sundry expenses	136
total	f3428 18 8

the merchandise loaded in the ship <i>d' witte klood</i> amounting to	23609 0 8
the ship with its equipment	12480 17 8
the stores for the intended voyage	3428 18 8
for cash kept in case anything should have been forgotten	76
for our commission at 1 %	395 3 8
for tavern expenses at the settling of this account	10
total	f40000

Specification of what I have paid on account of the ship *de witte klood*, which must be brought under the head of expenses.

1671	
19 January, for a meeting at the <i>N here logim</i> ⁷⁷	f 4 1
26 ditto, for a meeting at the <i>draeck</i> ⁷⁸	f 4 6
29 ditto, for a journey to <i>sardam</i> the 6 of us	f 16 16
12 February, for a meeting at the <i>bracke gront</i> ⁷⁹	f 6 6
7 March, for a journey to <i>sardam</i> , the 6 of us	f 16 11 8
26 May, for a meeting at the <i>N here logim</i> ⁸⁰	f 5 —
4 June, for a meeting at <i>Vander elst doelen</i>	f 7 13
8 ditto, for earnest money to <i>vande ringen</i>	f 1 4
18 ditto, for transportation of 30 boxes	f248 17 4
19 ditto, for transportation of 8 large and 16 small boxes and 2 small casks	f165 12 4

⁷⁷ *Nieuwe Here logiment*; New Gentlemen's Hotel.

⁷⁸ Dragon.

⁷⁹ Brackish Ground.

VAN RENSSELAER BOWIER MANUSCRIPTS

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23 ditto, for transportation of 10 small boxes	f 31 18 4
26 ditto, for a farewell dinner at the <i>kluijdenirs doelen</i> ⁸⁰ etc.	f 26 14 8
27 ditto, for transportation of 3 boxes	f 32 — 4
1 July, for 2 meetings at the <i>goudede leeuw</i> ⁸¹ etc.	f 7 10
2 ditto, for transportation and other expenses of 18 small and 2 larger casks, together	f167 2 4
total	f741 1⁸²

continued

to <i>Mr Willem ijsbrantse</i> , 4 entries	f1264 2
to <i>I G</i> , 2 entries	f3684 2
	f4953 4
also, to your brother at <i>sardam</i>	31 10
	f4984 14
to <i>daniel lefebure</i>	2134 13
	f7119 7
above amount	741 1
	f7860 8
commission	f 70 0 8
	f7930 8 8
balance still due	60 11 8
	f8000 — —

Brant Schuyler to Kiliaen van Rensselaer⁸³

December 30, 1696

In New York, 30 Dec. 1696

Dear sir and friend:

Yours of the 20th of November, I received with pleasure and in

⁸⁰ *Kloveniers doelen*: Archelousiers' Guild house.

⁸¹ Golden Lion.

⁸² So in the original but the addition is incorrect; the patroon reckons the *duit* at 1/16 of a stiver and at this rate the total should be f741 12 4.

⁸³ *V. R. B. Mas 60*.

LIFE ON BOARD A 17TH CENTURY SHIP

FOOD — Dried or salted beef, pork, or fish along with hard biscuits were the main foods eaten by sailors. These were supplemented by beans, peas, and onions. The meats were stored in large salt barrels in the ship's hold. Live animals such as pigs, chickens, and goats were penned near the main mast of the ship and were a source of fresh meat and dairy products for the first few weeks of a voyage. Scurvy (vitamin C deficiency) was common during long voyages because of the lack of vegetables in a sailor's diet.

When the sea was quiet, the ship's cook prepared a hot meal in the ship's galley. Vinegar was often used in cooking to mask the odors of spoiled food.

DRINK — Water soon became spoiled so beer was the main drink on shipboard. In addition, sailors collected rainwater in large barrels to use later for drinking.



SLEEP — Most of the crew slept on deck or between decks. They used small mattresses which could be easily rolled up and stowed away. Each crew member usually had his own sea chest in which to store his personal items between decks.

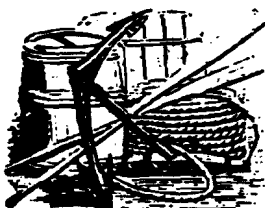
The captain and sometimes the first mate had small sleeping quarters of their own on the main deck.

BATHS — Baths were only taken 1 or 2 times a year.

BATHROOMS — The ship's crew went to the "head" of the ship located at the front of the ship. Crew members urinated over the sides of the ship or defecated into a small hole which drained into the sea under the ship's beak.

PUNISHMENT — The captain was in complete charge once the ship was at sea. Crew members were punished by reducing their food or drink rations, flogging, or confinement to the ship's dark hold. Serious infractions might invoke punishments such as keelhauling or being marooned on an island without food or clothing.

DAILY ROUTINE — Life was rough and often monotonous on sea voyages lasting months to years. The decks of the *Half Moon* were probably scrubbed down every morning with seawater or vinegar around 5 AM. This kept the decks clean, stopped the wood from rotting, and prevented the deck seams from leaking due to wood shrinkage.



A morning prayer service was probably conducted. The day's activities involved constant attention to the *Half Moon's* sails, rigging, and hull. A sailor knew every rope and its purpose. The sails and rigging required continual repair, tarring, and/or replacement. Tar was used to weatherproof the ship's rigging and to seal seams in the vessel's hull. All ships leaked and their bilges needed to be constantly pumped out.

ENTERTAINMENT — Sailors who could read might read to their comrades. Games and handicrafts were often a means of passing the time. Sailors created wood carvings, scrimshaw (engravings or carvings on ivory or bone), knot ties, and the like. Simple musical instruments were played by individual crew members. The crew sometimes accompanied the music with songs and dancing.



UNIT III/Lesson 4

From:
New Netherland Museum, Liberty State Park

NAUTICAL WORDS OF DUTCH ORIGIN

The Dutch dominance of the seas in the 16th and 17th centuries gave us many of our English nautical terms. Many English words such as "mast", "hull", "stem", "stern", "sail", "ship", "rudder", and "wreck" are of mixed Anglo-Saxon and Dutch origin. Both Dutch and English are Germanic languages and are closely related. There is often disagreement in dictionaries as to the exact country of word origin.

SHIP TYPES

Cruiser
Fluyt
Flyboat
Galliot
Keel Boat
Schooner
Scow
Shallop
Sloop
Yacht
Yawl

SHIP PARTS

Board
Boom
Buoy
Hand Spike
Marlin Spike
Orlop
Skeg (Skag)
Stock

CREW

Commodore
Skipper

FISH

Marlin
Scrod

FISHING

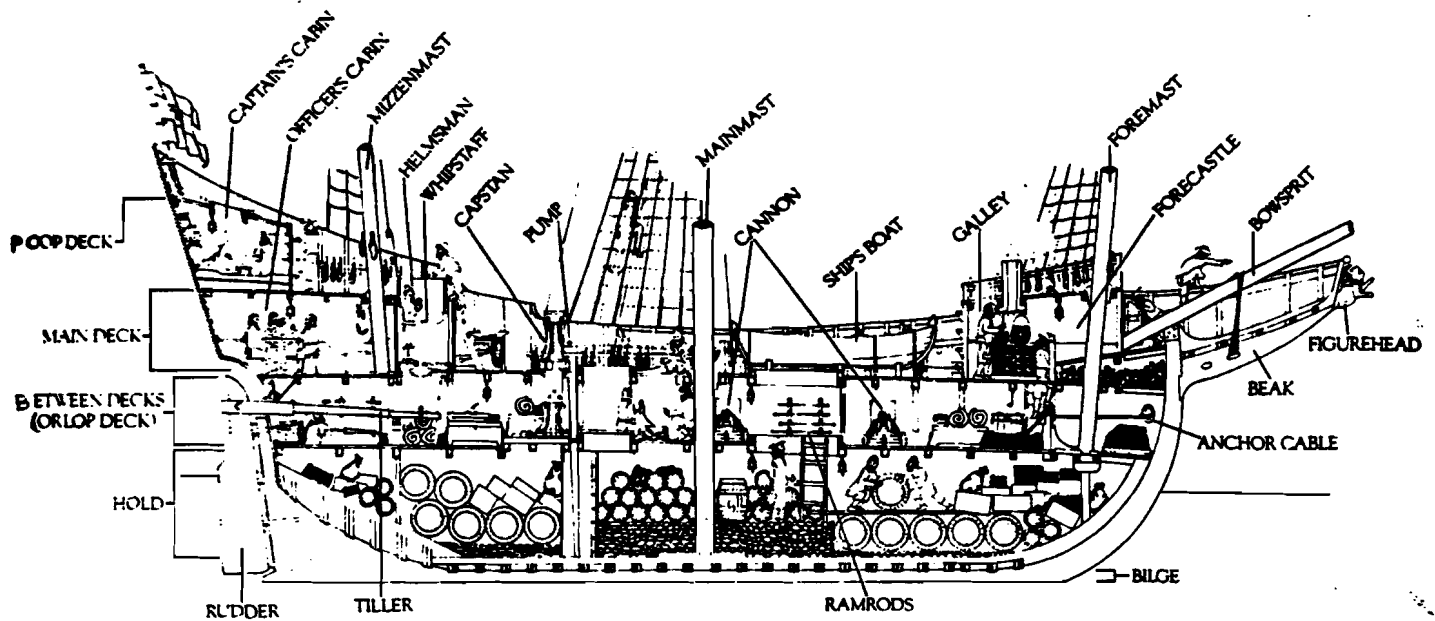
Dobber
Fyke
Hook

SEAFARING TERMS

Cruise
Dock
Duck Cloth
Dutchman's Log
Flying Dutchman
Furlough
Jibe
Keelhaul
Kink
Laveer
Luff
Maelstorm
Monsoon (from the Arabian word)
Moor
Pea Jacket
Reef (from the Scandinavian word)
Rover
Scum
Smuggle
Storm
Swab, Swabber, Swabbie
Veer



THE PARTS OF THE SHIP



ANCHOR CABLE — The anchors were raised or lowered using the capstan.

BEAK — This area was also known as the "head"; crew often went to the bathroom either over the sides or through a small hole in the beak.

BETWEEN DECKS (ORLOP DECK) — The deck between the main deck and the hold; crew often slept here as there was plenty of light and air from the gunports and overhead gratings and hatches.

BILGE — The very bottom of the ship's hull; this area was packed with stone ballast to prevent heeling over and to stabilize the vessel; the bilge was pumped out regularly with the ship's pump.

BOWSPRIT — An extra sail called the spritsail was attached here.

CANNON — Ships needed defense against many unknown dangers.

CAPSTAN — Heavy loads such as the anchors or food stores were raised or lowered by means of the capstan; the capstan was a vertically rotated drum to which hauling cables were wound or unwound by the crew.

CAPTAIN'S CABIN — This was usually a modest cabin situated in the stern (i.e. rear of the ship).

FIGUREHEAD — A symbol of the spirit of a ship; the lion represents the Dutch republic.

THE PARTS OF THE SHIP

FORECASTLE (FO'C'SLE) — Sick or injured crew were often kept in this area, as it was the warmest area on the ship and near the galley; the ship's cook usually filled in as the ship's doctor.

FOREMAST — Two square-rigged sails, known as foresails, were mounted here on wooden crossbeams (yards).

GALLEY — The food for the ship's crew was prepared by the cook at this site; a brick-lined fireplace was located here.

HELM — The helmsman steered the ship by using a whipstaff attached by means of the tiller to the ship's rudder.

HOLD — Barrels of water, beer, salted meat, and other provisions were stored here along with spare ropes and sails; younger crew members were sent here for a punishment known as "holding"; the offender was simply lowered into the hold for an hour or two of darkness, dampness, and stench.

MAIN DECK — The ship's boat was commonly placed here or stored in the hold; live animals were also penned here.

MAINMAST — Two square-rigged sails, known as mainsails, were mounted here between wooden crossbeams (yards).

MIZZENMAST — A triangular or lateen sail was mounted here to help make the ship more maneuverable.

OFFICER'S CABIN — The first mate and other officers slept here.

POOP DECK — The captain's cabin was often placed on this partial deck; the name derives from the way the waves break over the deck.

PUMP — The pump helped to keep sea water in the bilge from leaking into the ship's stores; it was operated manually by the crew.

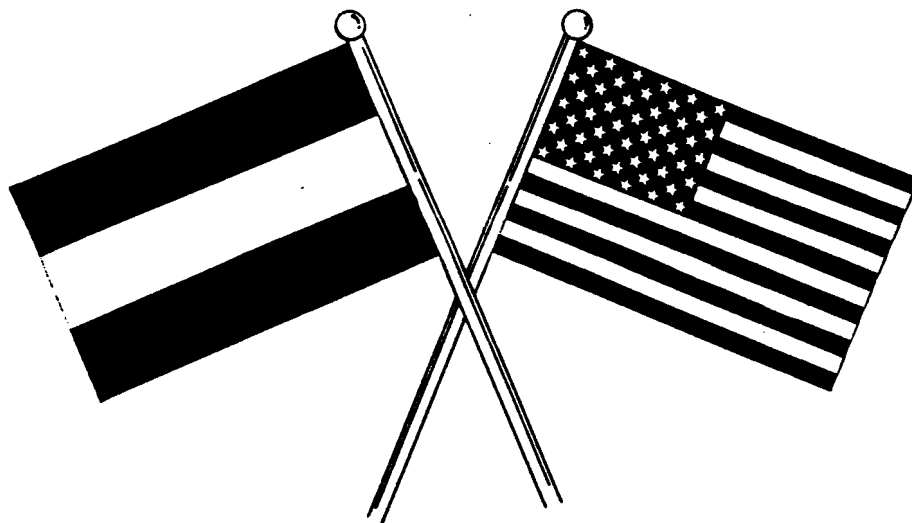
RAMRODS FOR CANNONS — A supply of ramrods and cannonballs were kept ready for action.

RUDDER — The helmsman directed the rudder by means of the whipstaff.

SHIP'S BOAT — The ship's boat helped the crew to reach shore and to explore in shallow waters.

TILLER — This attached to the ship's rudder and helped steer the vessel.

WHIPSTAFF — This was held by the ship's helmsman and helped steer the vessel by linkage to the tiller and rudder; a steering wheel was not developed until the early 1700s.



NAVIGATION

Ships used primitive compasses consisting of a magnetic mineral hung on a string known as a "lodestone" until the 1200s. These evolved into the magnetized needle mounted on a support gimbal called a "compass" by the time of Hudson's voyage in 1609.



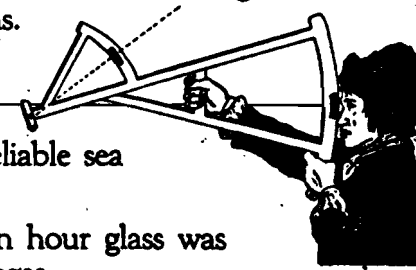
A Compass Card, 1345

Centuries of study of the stars by astronomers led to accurate charts of the Heavens. The North Star or Pole Star was used by mariners as this star usually points in a northerly direction except in the southern hemisphere where it disappears. In 1462, the height of the North Star above the horizon was used to determine a ship's latitude or North-South position above the Equator. This enabled ships to sail out of sight of land.



A Cross Staff

In 1484, the height of the sun above the horizon was also used to calculate a ship's latitude thereby enabling navigation in the southern hemisphere where the North or Pole Star is not visible. An instrument known as an astrolabe (a metal disk with direction finders) in the 1400s was replaced by the cross-staff and back-staff in the 1500s. Quadrants were used in the 1600s to make these calculations. It is likely that Hudson carried a variety of these instruments to make his calculations.



A Backstaff

A ship's longitude or East-West position could not be accurately calculated until the mid-1700s when a reliable sea clock was developed.

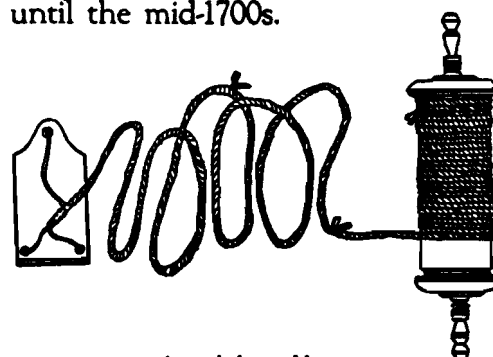
Clocks were not accurate at sea due to weather conditions. An hour glass was generally used to measure time intervals during 17th century voyages.

A ship's speed was measured by making knots at fixed intervals on a rope and counting the knots as the line was paid out. An hour glass was employed to measure the time intervals. A ship's speed is still reckoned today in "knots". A similar knotted rope was also used on the *Half Moon* to measure water depth to avoid going aground.

The *Half Moon* was steered with a whipstaff, which is a type of steering lever attached to the ship's rudder. The steering wheel was not introduced until the mid-1700s.



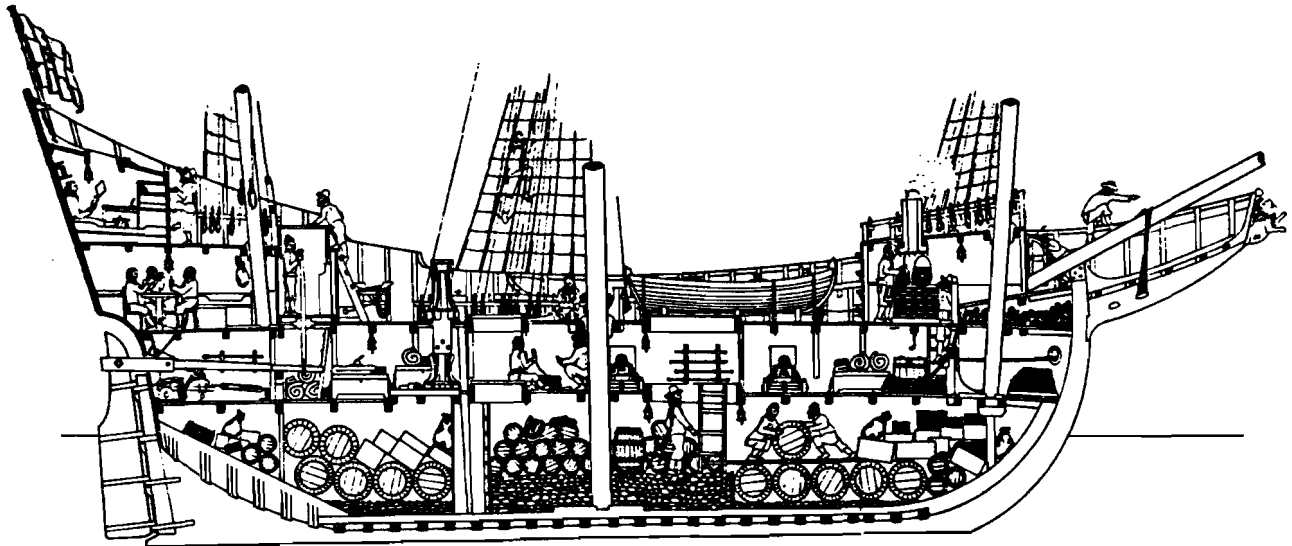
An Hour Glass



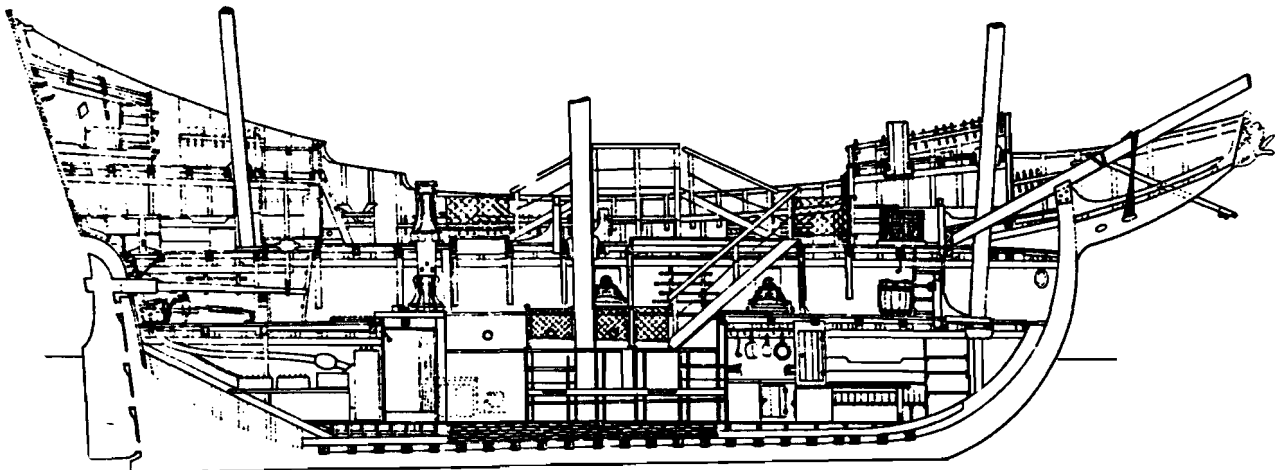
An early log and line.
The knots were counted as the line was paid out, and the ship's speed reckoned in knots - a term still used at sea.

PLANS FOR HALF MOON

HALVE MAEN
VISITORS SECTIONAL & INTERIOR ARRANGEMENT
PLAN NO 11
SCALE $\frac{1}{4}$ " = 1' ENGLISH
MARCH 5, 1900
W. DENTON
THE RIGGING GANG



HALVE MAEN
INTERIOR ARRANGEMENT SECTIONAL
PLAN NO 12
SCALE $\frac{1}{4}$ " = 1' ENGLISH
MARCH 10, 1900
W. DENTON
THE RIGGING GANG



From: New Netherland Museum, Liberty State Park
Jersey City, NJ

UNIT III/Lesson 5

SAILING SHIPS

Prints by the Dutch Masters from the Sixteenth to the Nineteenth Century

Edited by IRENE DE GROOT and ROBERT VORSTMAN

Published in cooperation with the printroom of the Rijksmuseum, Amsterdam

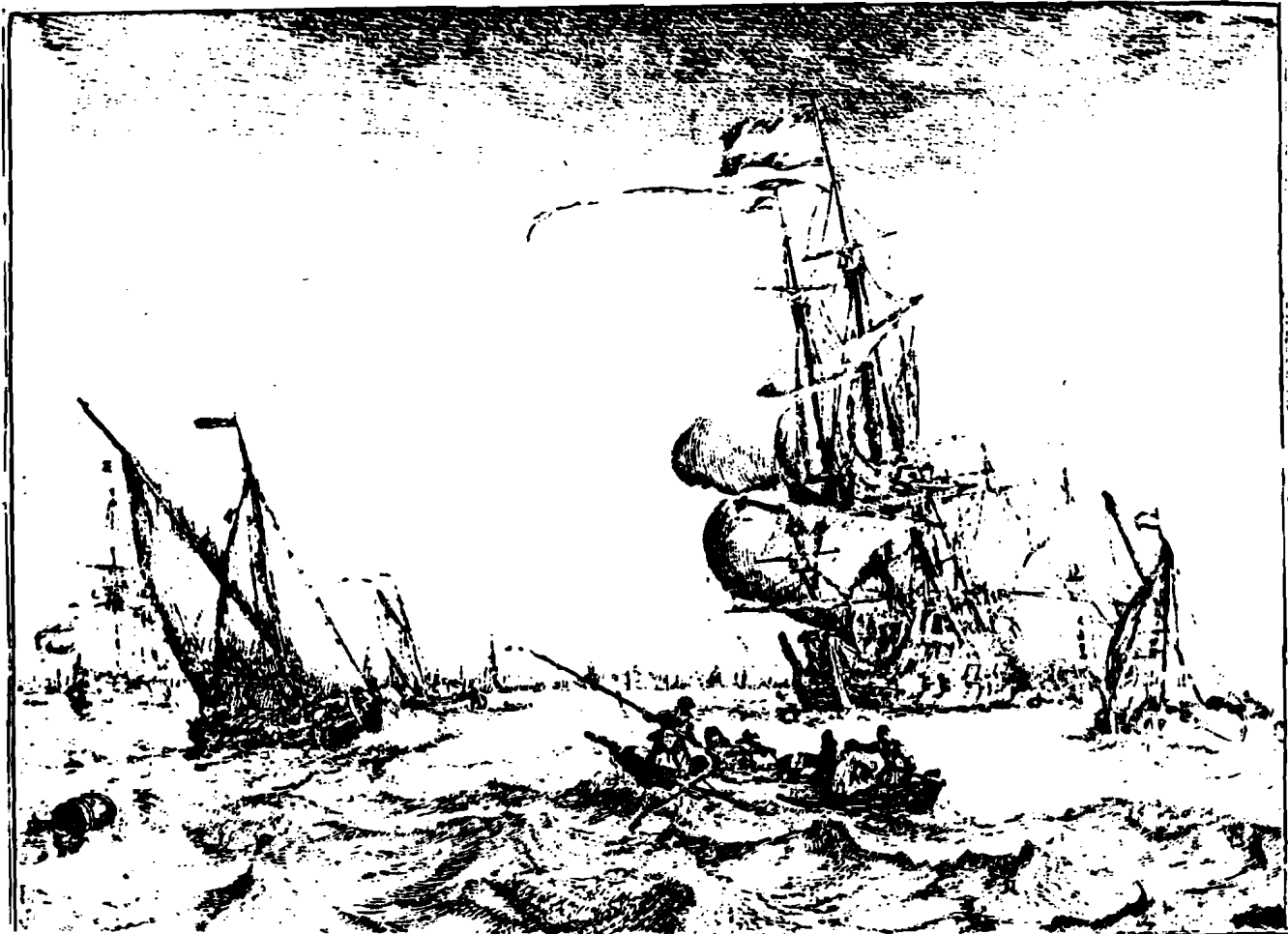
112
LUDOLF BAKHUIZEN

A STUDIO BOOK THE VIKING PRESS NEW YORK

Shipping on the IJ at Amsterdam

Etching. Bartsch, Dutuit, Hollstein 4. Third state of three. Below the border at bottom left are the signature, address and statement: *L. Bakhuizen fecit et exc: cum Privilegio ordinis Holland: et West Frisiae*. See also nr. 110.

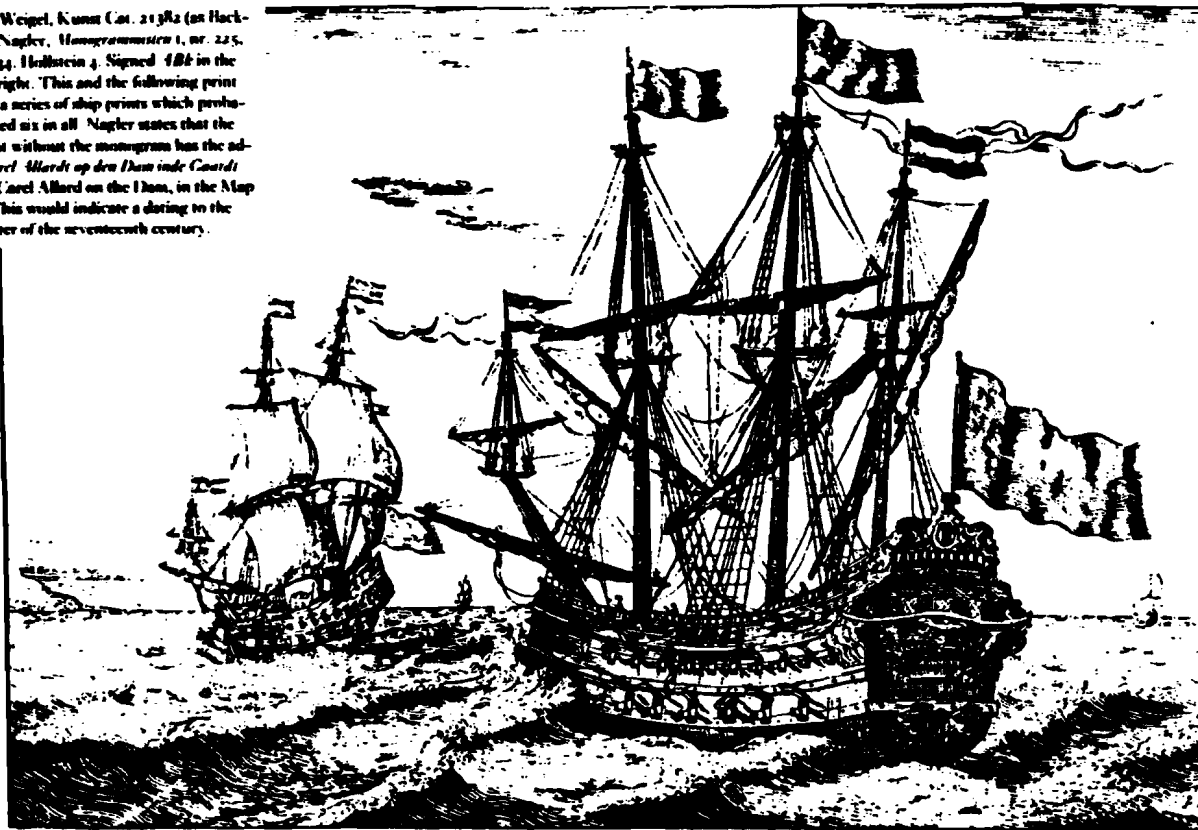
A preliminary study for this etching is in the British Museum, London. The ships, from left to right, are a flute, a *kaag*, an unknown type of vessel, a rowboat, a ship of the line, and a *wijd- or smalschip*.



L. Bakhuizen fecit et exc: cum Privilegio ordinis Holland: et West Frisiae

Two frigates, one at anchor and the other under
sail

Enching. Weigel, Kunst Cat. 21382 (on Hack-
buszen). Nagler, Monogrammen 1, nr. 225,
4 and 2534. Hollstein 4. Signed 186 in the
water at right. This and the following print
are from a series of ship prints which proba-
bly totalled six in all. Nagler states that the
only print without the monogram has the ad-
dress Carol Alard op den Dam inde Goudt
Huis (Carol Alard on the Dam, in the Map
Shop). This would indicate a dating to the
last quarter of the seventeenth century.



79
REINER NOOIN

'Bicker's Island'

Enching. Bartsch, Weigel, Dutuit 71. First
state of two. Numbered 9 below the border at
bottom right. See also nr. 75.

Bicker's Island, one of three small islands
in the west of Amsterdam, was brought
within the city boundaries as a result of the
1612 expansion program. It was later named

after the merchant, Dr. Jan Bicker (1591-
1653), who bought the island from the city in
1631 and established a shipyard there. He
also built a number of warehouses and houses
on the island, as well as a stately mansion for
himself.

On the left is Bicker's shipyard, and behind
it are the sails of the windmill on Blauw hoofd
bastion. On the right is the small watch-
house beside the opening in the palisade of
mooring posts near Nieuwe Waal.



Bickers Eylandt.

'Edamsout' and 'Smalschip'

Etching. Bartsch, Weigel, Dutuit 73. Second state of two. Numbered *a* 11 below the border at bottom right. See also nr. 75.

In this etching Reinder Nooms brought together two ship types which, according to Nicolaas Witzen, had a great deal in common: 'Edamsouts are not dissimilar to smalschips, only smaller.' The *Edamsout* depicted by Nooms is a small, broad-beamed vessel touching with the wind larve under a sprit-sail and fore stay-sail. It is not clear from the print whether it also had the peaked tail-rail, or *stoomer*, which can be seen on the *smalschip*. According to Witzen, the *smalschip* was used as a lighter for loading and discharging larger ships, and for carrying cargo out to ships in the roads. See also nr. 53.

'The *Vrijheyt*, a man-of-war' and 'The *Haarwint*, a *Spaarder*'

Etching. Bartsch, Weigel, Dutuit 77. Second state of two. Numbered *b* 3 below the border at bottom right.

This and the following three prints come from the 'Second part' of *Ierschepe Schepen en Geschieden van Amsterdam* (Diverse ships and views of Amsterdam). In the second state the twelve prints comprising the 'Second part' have the letter *b* before the number.

As explained in the commentary on nr. 70, the Dutch admiralties were forced to charter large merchantmen on the outbreak of the First Anglo-Dutch War in order to bring the fleet up to strength. The *Haarwint* (Greyhound), a flute, was probably one of those

vessels. The term '*Spaarder*' means that it traded on the Spanish run. The red, or 'bloody' flag flying from the pump, and the States flag at the head of the mainmast, indicate that the ship was equipped for war. This is borne out by the trophy decoration of drum and flags on the ship's side.

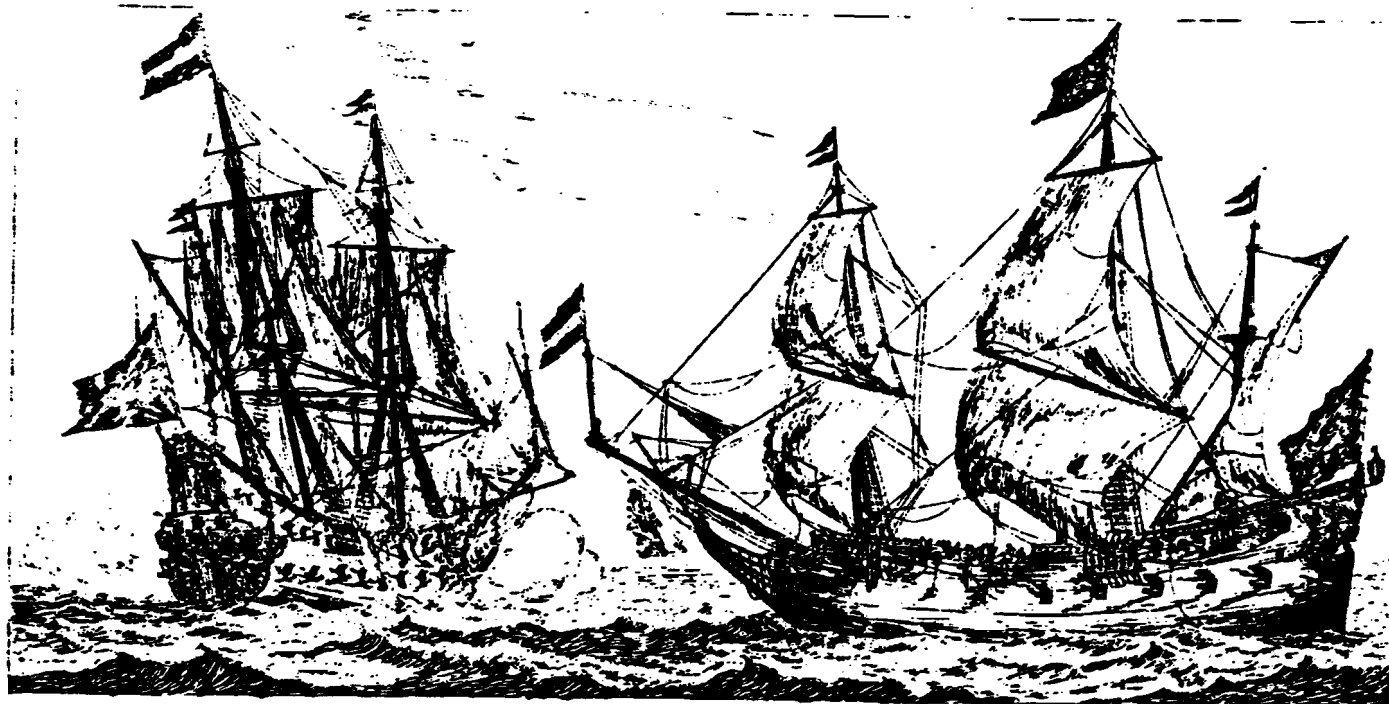
The *Vrijheyt* (Liberty) was a frigate built in 1651 for the Amsterdam Admiralty. In later years it served as a model for other capital ships. It saw action in the First and Second Anglo-Dutch Wars in fleets commanded by Maarten Harpertsz. Tromp and Michiel Adriaensz. de Ruyter. In 1675 it was destroyed by fire in a battle with the French off Palermo.



Een Damfout.

Een Smalschip.

20



De Vrijheyt een Oorlogsschip.

De Haarwint een Spaens Vaerder.

27
 CLAES JANZ. VISSCHER[?] after JAN
 PORCELLIS

'A dogger of some 18 tons'

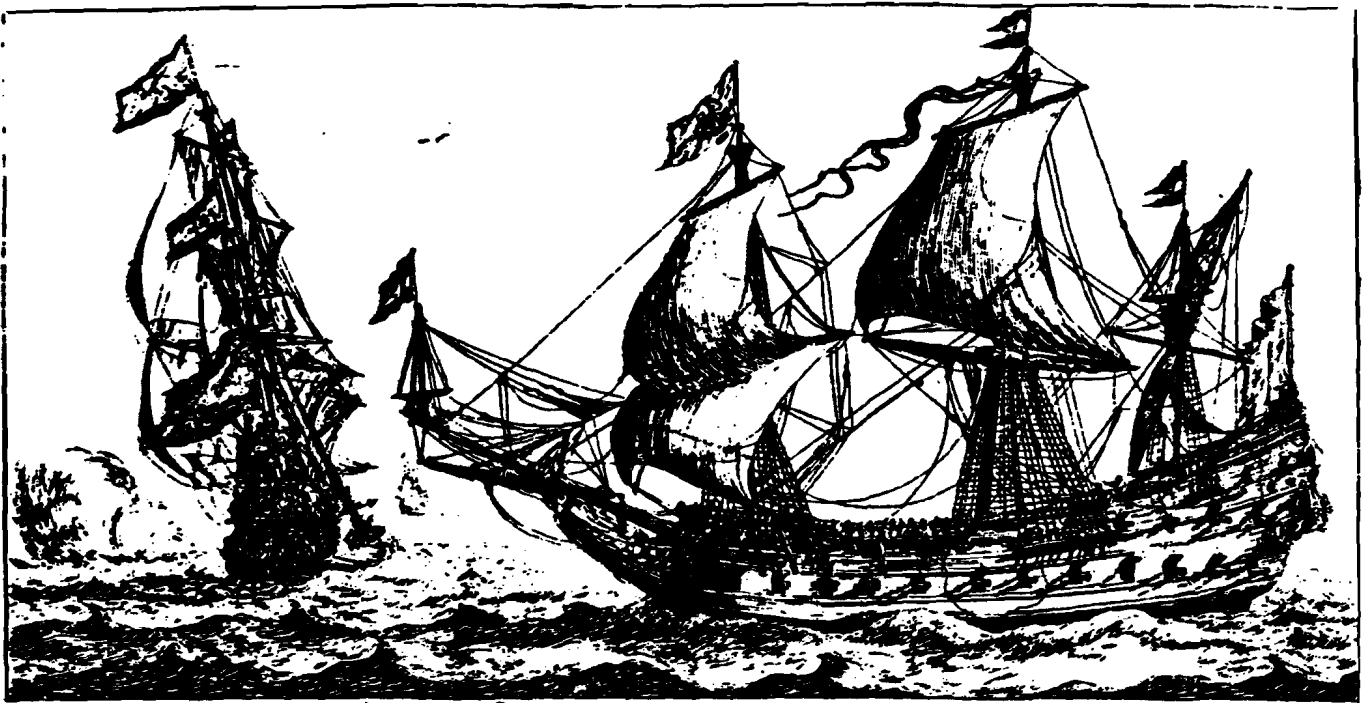
Engraving. Muller 1985 (Vischer?). Hull-
 num. 30 (after Porcellis). First state of two. At
 bottom left are the artist's initials, *J.P.in.*, and
 at bottom right the address *C.J.I. ex.* Num-
 bered 6 below the border at bottom right. See
 also nr. 24.

Doggers were fishing boats specially de-
 signed for cod fishing on the Dogger Bank in
 the North Sea. The rig was almost identical
 to that of the pink, i.e. square-rigged on the
 two masts, with the foremast stepped just
 abaft the stem. Other features include the
 high stern and the low upper planking above
 the gunwale, which is interrupted at the
 stern, leaving an open space at the point
 where the tiller comes inboard.

This print provides a good illustration of
 the care Porcellis took in choosing the right
 setting for his ships. In the prints of inland
 craft there are always towns or villages in the
 background. In this print of the *dogger*, which
 mainly worked the North Sea, there is the
 more suitable backdrop of a hilly and rocky
 coastline which could not possibly be mis-
 taken for that of Holland.



Een Dogh-boat groot ontrent 3 Last



Twes Nieuwe Fregatten. gerust ten Oorloogh. tegen t' Parlement van Engelandt. 45

70
REINER NOOMS

Two new frigates, equipped for war against the Parliament of England

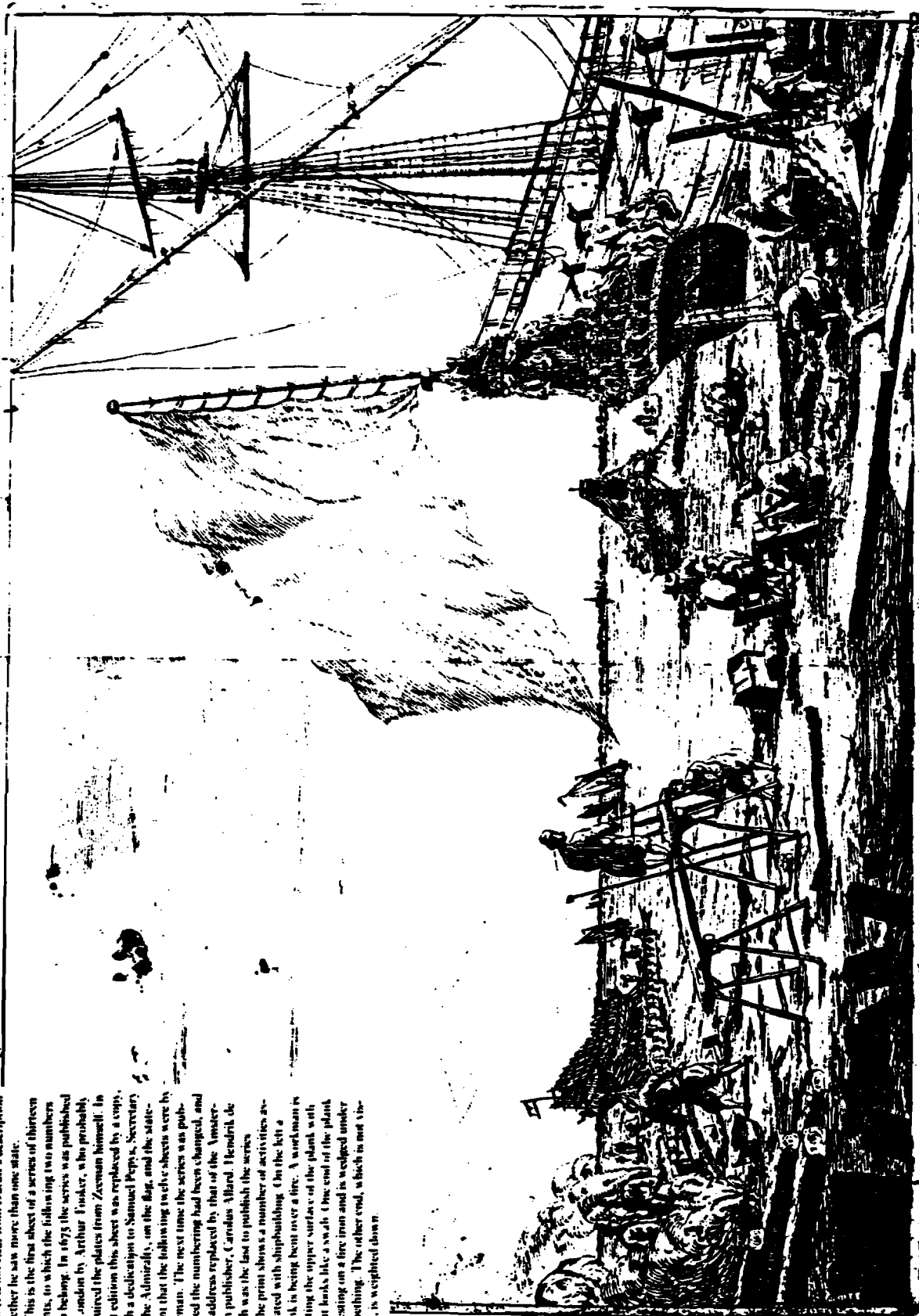
Etching. Bartsch, Wengel. Duit 63. Second state of two. Numbered 45 in the margin at bottom right. In the first state the prints comprising the 'First part' of *Diverse ships and vessels of Amsterdam* lacked the *u* before the numbers 1-12. See also nr. 75.

Many warships were decommissioned after the elimination of the Spanish menace at sea with the fall of Dunkirk (1646) and the end of the Eighty Years' War in 1648. This put the Dutch at a dangerous disadvantage to the English, who had larger and heavier ships. On the outbreak of the First Anglo-Dutch War (1652-54) the various admiralties of the United Provinces were forced to augment their fleets with large merchantmen, despite the fact that their construction and speed made them unsuitable for their new task. After a great deal of bickering it was decided, while the war was still going on, to lay down larger warships. The ships depicted in this print appear to be these new frigates, which were probably built at Amsterdam.

Erching, Hartach, Weigel, Dauton 107 and 140. It is not clear from Dauton's description whether he saw more than one state.

This is the first sheet of a series of thirteen prints, to which the following two numbers also belong. In 1675 the series was published in London by Arthur Foulger, who probably acquired the plates from Zeeman himself. In that edition this sheet was replaced by a copy with a dedication to Samuel Pepys, Secretary to the Admiralty, on the flag, and the statement that the following twelve sheets were by Zeeman. The next time the series was published the numbering had been changed, and the address replaced by that of the Amsterdam publisher, Carolus Allard. Hendrik de Leeth was the last to publish the series.

The print shows a number of activities associated with shipbuilding. On the left a plank is being bent over a fire. A workman is wetting the upper surface of the plank with what looks like a swab. The end of the plank is resting on a fire iron and is wedged under something. The other end, which is not visible, is weighted down.



Background of Dutch West India Company

The settling of the Americas was one small part of a world drama in which rival nations were contending for the wealth of the Orient.

Beginning in the late middle ages with the enterprising Italian city-states, exotic minerals, spices, textiles, and ceramic wares were being traded. The emerging nations of Portugal, Spain, England, and France began to resent their dependence on Italian merchants for these goods and the enormous cost of goods which no longer considered merely luxuries sparked the desire to find a direct route to the Orient.

Navigational techniques, shipbuilding technology, and map reading skills flourished. The rising merchant classes not only provided funding for the ventures but for crushing feudal lords and unifying principalities into nations. The centralization of power was great stimulus to economic activity. Even after the great period of exploration which confirmed the existence of North America, no efforts were made to colonize or populate a land which offered no exotic goods.

Spanish domination in the New World ended with the defeat of the Spanish Armada in 1588 by the English. The new powers on the seas were Dutch, French, and English fleets. The Dutch revolted against Spanish domination in 1566 and declared themselves independent by 1581. By 1609 the Netherlands were virtually free of Spanish influence. The Dutch also supplanted the Portuguese as the dominant power in the East Indies.

During the seventeenth century, the Netherlands became the commercial center of Europe and the financial and cultural center of the world.

In the new world the Dutch were content to set up trading stations and forts because their focus was on trade.

The English sailor Henry Hudson, hired by the Dutch East India Company in 1609 sailed up the Hudson River as far as present day Albany. Although he did not find a route to the Indies he befriended the native Iroquois. By 1614 the West

India Company built a fort on Manhattan. And in 1626 the land was purchased from the Indians for 60 guilders worth of goods.

In the next two decades Dutch merchants established a flourishing fur trade & posts in Albany.

The Dutch West India Company, a shareholding 'corporation,' controlled the area and set up strict regulations regarding independent trade. There was little incentive to colonize and the small settlements were established only to benefit company needs. By 1629 the company was offering large tracts of land, or patroonships to any member who would transport 50 people to the new settlement. Killian van Rensselaer, an Amsterdam pearl merchant, acquired vast tracts of land-consisting basically of what is now Rensselaer and Albany counties. For the next century the Dutch played a major role in the trade of slaves, sugar, furs, and grain.

(United) Dutch East India Company (Vereenigde oostindische Compagnie-VOC): founded in 1602 by the government of Netherlands. Its purpose was to strengthen and protect Dutch trade in the East, and to prevent competition between Dutch companies. Much of the trading was done in pepper and spices. It disbanded in 1798.

(Chartered) Dutch West India company (Geoctroyeerde Westindische Compagnie -GWC): formed by Dutch merchants in 1621. The company was given trading and colonizing privileges for a periods of twenty-four years in North America, the West Indies, and Africa.

48b

In the Galiot *Nieuwer Amstel*, 1659.

Manifest of the goods loaded aboard the galiot *N. Amstel*, upon which Jacob Jansen Huys is skipper, destined to go to Amsterdam in Nieu Nederland.

At the island of St. Cristoffel

Augustinis Hermans to N. Varlet and Company

10 barrels containing 3668 lb. sugar
 1 chest containing 550 lb. sugar
 1 barrel containing 68 lb. cotton

Item to himself
 1 barrel containing 166 lb. sugar
 2 barrels of molasses

Pieter van Loo to Tieleman van Vleck

1 cask of sugar }
 1 cask of lemon juice } provisions

At the island of Curacao

Lord Vice Director Beck to the Lord D.-General Stuyvesant

7 barrels containing 3789 lb. sugar
 24000 lb. dyewood
 7¼ last salt

Item to the aforesaid Lord General

1 small chest of sugar }
 1 chest of salt } provisions

Item to the lords N. de Sille and P. Tonneman
 1 small chest of sugar

Item to Do. Driesius
 1 chest of sugar

The Lord Director Beck to Johannes Verbrugge

1 small chest of sugar }
 1 small barrel of salt } provisions

Item to A. Hermans and N. Varlet
 1 barrel of sugar, provisions

Item to Cornelis van Ruyven
 1 small barrel of sugar, provisions

Lourens van Ruyven to C. van Ruyven
 1 barrel of conch

NXM

Do. Siperius to H. Jansen van der Vin
 1 small barrel of sugar, provisions

H.B.

Mr. Vaendr.† to Daniel Litsco
 1 barrel of conch

MH

Franck Bruyn to Dr. Hans Kiersteede
 1 barrel of conch

VB

Item to Johannes Verbrugge
 1 barrel of conch

Augustinis Hermans to N. Varlet and company
 23¼ last salt

The following is what was loaded at the South River of Nieu Nederland before
 Fort Nieuwer Amstel, namely:

Augustinis Hermans

14 bear skins 2 half beavers
 10 tanned deer hides 12 untanned deer skins
 2 fox, 1 lion skin 4 elk skins

Salemon Hansen

3 bundles of deer skins, 66 pieces 1 pack of bear skins, 14 pieces
 18 elk skins, 6 pieces 1 chest, 1 sack of bedding

Mr. van Gasel

3 bundles of deer skins, 76 pieces 1 small pack in mats†
 12 elk skins 1 small pack of beavers

Mr. Beckman¹

1 small pack of beavers, unmarked
 1 trunk 1 tun D 1 small pack of deer skins
 1 small pack of deer skins G 1 ditto deer skins

Jacob the Company's sergeant to Pieter Rudolphus

2 packs of deer skins
 1 small pack of beavers

In the galiot *Nieuwer*
Amstel, the 16th of June 1659.

B. Beyard, supercargo

† Probably the abbreviation for *vaandrager*, "ensign."
 ‡ i.e., one small pack of deer skins wrapped in reed mats.

15 fathoms of hawsers of 48 strands
 20 large and small blocks
 One casting anchor

Curacao in Fort
 Amsterdam on the
 10th of September 1658

Was signed:
 Skipper Jan Harmensz Prins

34/35

Memorandum of necessities which are required for the island of Curacao etc. for the service of the Company.¹

2 sturdy four-wheeled farm wagons.

Horse harness and equipment for the aforesaid wagons for eight draft horses.

1 plow with the appropriate equipment thereto; some new sturdy wheelbarrows for moving salt.

1 new grain or meal mill, or the wood and materials thereto in order to be able to make a new one here.

Beams, boards and braces for a warehouse.

Planks 2½ inches thick for batteries.

Planks 2 inches thick to put new bottoms† in the Company's trading boat‡ and bark; supports for cannon platforms.

Clapboards and a good quantity of wooden hoops for the cooper here.

Blacksmith's coal

Fresh provisions from the crops produced in N. Neederlandt, which on occasion can be spared there, so that when ships put in here with Negroes we do not find ourselves at a loss.

All sorts of fresh garden seeds.

Curacao in Fort Amsterdam,
 the 11th of September 1658.

† i.e., *vlak*, area between keel and kim.

‡ i.e., *steygerschout*, a small single-masted vessel, with a small spritsail and fore staysail, used for carrying passengers or freight.

36a

I [Jan Harmensz Prins] from [de Rijp], skipper, next to God, of my ship named [*Diemen*], now lying ready before [Curacao] in order to sail with the first good wind, which God may grant, to [N. Nederlant], where my cargo shall rightfully be unloaded, attest and acknowledge that I have received below the decks of my aforesaid ship from you [the honorable lord vice-director M. Beck], to wit, [twenty three and one half *last* of salt, each *last* being twenty eight heaped-up wheelbarrows' full], all dry and well-conditioned and stamped with the distinguishing mark. All of which I promise to deliver (if God grants me a good voyage) with my aforesaid ship to [N. Nederlant], as stated, to the honorable [noble lord director-general Petrus Stuyvesant] or to his factor or deputy, paying me for freight on the aforesaid cargo [] and the average according to the custom of the sea. And in order that what is stated above is done, I pledge myself and all my goods, and my aforesaid ship with all its appurtenances. In acknowledgement of the truth I have hereby signed three manifests with my name or my signature on my behalf, all with the same content, of which the others are invalid when one has been satisfied. Written in [Curacao] the [13th] day of [September] 1658.

[Skipper Jan Harmensz Prins]¹



These valid manifests were printed and sold by Francoys Lieshout, bookseller residing on the Dam in 't Groot-Boeck.

36b

List of the following which was also sent by the vice-director with the ship *Diemen* to the following [people]:

To the honorable lord director-general P. Stuyvesant:



Four barrels of scum salt marked:

Four casks, to wit: two with preserved lemons and two of the same with lemon juice with the same mark.

Four parrots in two cages.

Twenty-four parakeets.

To the honorable Jacob Alrichs on the South River:

One barrel or hogshead of scum salt marked: *I.A.*

Two casks, to wit: one with preserved lemons and one of the same with lemon juice with the same mark.

To the honorable Nicasius de Silla:

One cask of scum salt marked: *NSD*

To the honorable secretary Cornelius van Ruyven:

One cask of scum salt marked: *VR*

To the newly-wedded Mr. Johannes van Brugh with Miss Rodenborgh:

One cask of scum salt.
One cask of preserved lemons
One of the same with lemon juice marked
One parrot
Twelve parakeets

VB

37

Account left by Mr. Josua and Mordakay Emriques,¹ the first of the month of January 1656.²

100 Pairs of earrings that cost me a 20 lb. [sack of sugar] per pair.

3 Dozen small scissors that cost me an 8 lb. sack of sugar per pair of scissors.

2 Dozen large scissors that cost me an 11 lb. sack of sugar per pair.

17 Bundles of pearls from Venesia of 10 strands each bundle that cost me a 100 lb. sack of sugar for each bundle. That comes to 10 lbs. per strand.

100 Thimbles that cost me a 150 lb. sack of sugar a hundred. That comes to be a one and one-half lb. sack of sugar per thimble.

23 Dozen and a half of jackknives that cost me a 3 lb. sack of sugar per knife. The total is an 864 lb. sack of sugar.³

24 Dozen spinning tops that cost me 25 a dozen. That comes to a 2 lb. sack of sugar per spinning top.

4 Thousand and a half of needles at an 80 lb. sack of sugar per thousand. That comes to be a 8 lb. sack per hundred.

4 gross of rattles that are 48 dozen that cost me a 200 lb. sack of sugar per gross. That comes to a 17 lb. sack of sugar per dozen.

Pairs of earrings ⁴	2000
Small scissors	288
Large scissors	264
Pearls	1700
Thimbles	150
Knives	846
Spinning tops	600
Needles	360
Rattles	800
	<hr/> 7008

3 per pound	
	<hr/> 2102/4
	1051-4

38

The honorable Captain Augustijn Beaulieu is to receive that which follows below:

1656, 28 October. For the following peddler's wares received from Josua and Mardochay Henricus for the account of the same:

7 pairs of Venetian pendants
4 dozen small French scissors
1 dozen large ditto
110 men's and women's thimbles
28 bunches of Venetian pearls
19 dozen knives
20 dozen and 11 Jew's harps
3500 sewing needles
19-1/3 dozen copper bells

Remainder of the aforesaid peddler's wares received for the account of the aforesaid Beaulieu as of the 23rd of April 1659:

2 pair of Venetian pendants
.....
.....
29 copper thimbles
26 bunches of Venetian pearls

NEW NETHERLAND DOCUMENTS

The 13th ditto	2		1
The 14th ditto	1		
The 16th ditto	3	2	
The 17th ditto	2		
The 18th ditto	3	1	
The 19th ditto	1	3	
The 20th ditto	1		
The 21st ditto	1	1	
The 23rd ditto		2	
The 24th ditto	1	1	
The 25th ditto	2	1	
The 26th ditto	1		
The 28th ditto	3		
The 29th ditto		2	
August the 2nd ditto	2		
The 3rd ditto	1		
The 6th ditto	1		
The 8th ditto	2		1
The 9th ditto		1	
The 11th ditto		1	
The 16th ditto	1 man jumped overboard		
The 18th ditto	1		
The 20th ditto		1	
The 22nd ditto		1	
The 23rd ditto		1	
The 24th ditto	1		
The 29th ditto		1	
The 31st ditto	1	1	
	41 Men	31 women	3 children

	Men	Women	Children
September the 3rd ditto		1	
The 6th ditto	2		
The 7th ditto	1		
The 8th ditto	1	1	
The 13th ditto	1	1	
The 14th ditto	2	2	1
The 16th ditto	1		
The 19th ditto	1		
The 23rd ditto		2	
The 24th ditto	1	3	
The 26th ditto		1	
October the 1st ditto	2		
The 3rd ditto	1	1	
The 4th ditto		1	
The 10th ditto	1	2	
The 12th ditto	1		

CURACAO PAPERS

The 13th ditto	1		
The 19th ditto		1	
The 23rd ditto	1		
The 29th ditto	1		
	59 Men	47 women	4 children

On the first of November two hours before dawn we lost the ship *St. Jan* on the reef at Rocust and fled in the boat to the island of Curacao, leaving the ship *St. Jan* there with eighty-five slaves on board, men as well as women and boys and girls. We reached Curacao on the 4th of this month.

44

Copy

L.S. Schaef:1

In the name of the Lord, amen. In the year of the birth of our Lord and Savior Jesus Christ 1659 the 25th of January appeared in person before me, Henrick Schaeff, notary public, appointed by the court of Holland, residing in Amsterdam, the underwritten witnesses, Messrs. Eduard Man and Abraham Wilmerdoncx, directors of the Chartered West India Company at the chamber here in Amsterdam, hereto authorized by the board of their associates as charterers on the one part and on the other part skipper Jan Janssen Eyckenboom from Hoorn, master (under God) of his ship named *Den Eyckenboom*: length 122, width 25½, hold 11½, above 5½ and 6 feet with a forecastle and half deck on either side; and the aforesaid deponents declared, as they hereby do declare, to have made and concluded together a certain contract for a charter of the aforesaid ship, in the form and manner herein described to wit: that the aforesaid skipper shall be bound immediately to deliver his aforesaid ship here in the city fitted out, tight, well-caulked and provided with good and sufficient anchors, cordage, tackle, sails, running and standing rigging and all other necessities and appurtenances belonging thereto; and the same mounted with ten good pieces of cannon, with the powder and shot required thereto, and other ammunition in proportion, but that the necessary consumption of powder and shot aforesaid shall be made good by the Company, which shall also put on board the aforesaid ship, in addition to the aforesaid ten pieces, as many other guns as they please and can be properly mounted, and shall itself provide and pay the expense of the powder and shot therefor, on the condition that, in the necessary consumption thereof, the aforesaid skipper shall also assume the share of his

† i.e., Los Rocus.

aforesaid ship; furthermore, the aforesaid Company shall man the aforesaid ship with such and as many hands and provide them with such provisions as the aforesaid Company shall be pleased to decide upon. When this is done on both parts, the aforesaid ship shall, on behalf of the aforesaid Company, be loaded with a full and suitable cargo, or to such extent with such goods, commodities and merchandise as the aforesaid Company shall be pleased to decide upon. After the aforesaid ship is loaded, it shall, with the first favorable wind and weather that God many grant, be dispatched and sail from this country directly to the coast of Africa, running along the coast from above downwards, or from Cape Verde downwards, and to put in, trade, anchor and remain at all trading points and ports, according to the pleasure of the aforesaid Company and its commissary, until the castle St. George d'el Mina, where they shall receive or find orders from the Company's director-general† and council, or also be given to them from here; and to sail to the bay of Guinea, putting in and trading at all other places situated therein, according to the order which shall be given him by the director-general or here; from there to proceed further to the islands of Curacao, Buenaire and Aruba in the West Indies and also to Nieu Nederland or anywhere else the Company or its officials deem advisable or shall order, and also at all these quarters and places to trade and traffic goods, commodities and merchandise, take on personnel, load and unload at the pleasure of the aforesaid Company or its officials; and for which purpose to sail to and from, running back and forth, to anchor, lie, load and unload at the aforesaid coasts, quarters and places as often and as frequently and as long as the service of the Company shall decide to require the same; furthermore, to return and come here to this city of Amsterdam or the destined place of discharge, and upon its safe return and arrival, to discharge and deliver there to the aforesaid Company its return cargo and goods. When done, there shall be paid for the contracted freight to him, the skipper upon appearing, the sum of 800 guilders, at 20 stivers a piece, for each month, on the condition that the Company is obligated for the term of six successive months or longer, to be calculated according to the length of time all months run in the almanac; to run and commence when the ship shall, in the prosecution of the voyage, reach the sea beyond the last buoy of Texel, and to expire when it shall arrive and cast anchor before this city of Amsterdam or its destined place of discharge, payable 14 days to three weeks after the aforesaid is unloaded here, together with average and pilotage according to the custom of the sea, in addition to primage for the aforesaid skipper at the discretion of the Company. And the aforesaid skipper shall, together with the Company's crew, also make the voyage with the aforesaid ship in order to oversee the aforesaid ship, its appurtenances etc., making use of the Company's stores; however, the monthly wages or salaries are not under his charge; and in addition he shall be subject to the orders, instructions, articles and other regulations of the Company during the voyage,

† Johan van Valckenbergh.

neither more nor less than if he had been sworn to obey the same, which are to be considered as being inserted herein; and also especially in regard to the forbidden private or personal trade in shipping or transshipping of private or personal goods, merchandise or money, on pain according to the aforesaid articles, orders and instructions of the aforesaid Company. The aforesaid directors, deponents hereto, pledging for the payment of the aforesaid contracted monthly or freight charges, average and pilotage, their private persons and property; and the aforesaid skipper, in particular, also his person, ship, appurtenances and contracted freight charges, and in general all his other property, moveable and immoveable, present and in the future without any exception, subject to the court of Holland and all laws and justices in proper manner. Done at Amsterdam in the presence of Crijn van Seventer and Marten Hegervelt, freemen here as witnesses hereto requested.

Collation

Submitted as a copy this 5th of
April 1659, by me

H. Schaef

Notary Public

[Endorsed:] Charter party of the ship *Den Eyckenboom*

45

I, the undersigned, acknowledge to have received in the Company's magazine from Jacob Jansen Huys, skipper of the galiot *Nieuw Amstel*, these following goods, which were sent here by the honorable lord director-general Petrus Stuyvesant; done in the presence of Jan Jacobsen Bruyn, ensign, and Johannes A. Wassenae thereto commissioned.

Six barrels of bacon containing 1115 pounds net.
Six barrels of meat containing 1152 pounds net.
49 skipples of wheat.
49 skipples of white peas.
4¾ skipples of gray peas.
11 barrels of beer altogether.
Three anckers of brandy.
44 pine planks

We, the undersigned, have signed this with our own hands as testimony to the truth.

We have once again employed here the person of Jan Mortier at f 20 per month; he is coming over presently with his betrothed. Your honor can return him to his previous position there or employ him wherever he may be found most suitable.

Herewith,

Honorable, etc.

Done in Amsterdam this
22 March 1655.

17

Copy.

Account of the goods and necessities shipped for the West India Company, chamber of Amsterdam, on the ship named *De Lieffde*, upon which Anne Douwesen is skipper, having gone to sea bound for the island of Curacao on the 27th of March 1655.

No. 34

21	Small barrels of rye-meal, being one <i>last</i> weighing net 4019 lbs., expenses with charges together	f 106:—
1	hogshead brandy	f 89:14:—
1	ditto vinegar	f 18:—
2	barrels } bacon amounting with charges to	f 80:—
1	small barrel	
1	barrel of biscuits, containing 525 pieces at 22 stivers per hundred	f 5:15:8
1	small barrel with 6 gammons of bacon and 6 pieces of smoked meat, together	f 18:14:8
1	small container with 4 Edam and 2 Leiden cheeses, together	f 8:12:—
1	small container with mustard seed	f 2:18:—
1	case with strong drink	f 33:12:8
1	half pipe of Brunswick mum	f 24:—
		f 387: 6:8

Equipment

4	large hundred and eight Norwegian planks with charges	f 173:42:—
18	hogsheads with 3 <i>hoet</i> † smith's coal, with charg	f 73: 6:—
2	firkins containing 6 barrels of tar at f 9½ per barrel	f 57:—
2	barrels of pitch at f 15½	f 31:—
1	anker trane oil	f 12:—
1	hogshead with 472 lbs. of <i>harpuys</i> ‡	f 40
1	barrel containing 32 balls of twine, 25 sail needles	f 18:10:—
1	barrel containing:	
	8 balls of twine	f 2:14:—
	25 bunches of peatmoss	f 4:10:—
	9 assorted hawsers	f 170: 3:—
	4 lines of 12§ } 75 lbs.	f 18:15:—
	2 ditto of 9	
	2 ditto of 6	
	12 bunches of belaying ropes	f 8:12:—
	12 bunches of housing lines	f 5: 8:—
	12 bunches of marlines	f 2:14:—
	3 seathread lines	f 4:10:—
	5 white lines, 9 threads	f 10: 5:—
	1 seine, 46 fathoms long }	f 54: 2:—
	8 lbs. of <i>boet</i> thread	
	25 lbs. of sail thread	f 11: 5:—
	6 handles for draw saws	f 1:10:—
	Carry over	f 698:2
		f 387: 6:8

Carried over from the other side f 698:2 f 387: 6:8

1	keg containing:	
	2000 double medium nails	f 13:—
	2000 single medium nails	f 7:—
	2000 double nails	f 4:10:—
	2000 wainscot nails	f 3:—
	4000 <i>pomptassiens</i>	f 2: 8:—
	200 five inch spikes	f 3: 4:—
	100 six inch spikes	f 2: 2:—
	4 files with handles	f 1:10:—

† A dry measure for coal equal to 33.25 bushels.

‡ A mixture of tar, pitch resin used for caulking.

§ Indicating the number of strands in a line, respectively.

3	whip saws at 3½	f	10:10:-
3	pieces of steel weighing 45½ at 5 st.	f	11: 7:8
1 large keg containing:			
1	old large sail	f	35: 2:-
1	ditto large topsail	f	31: 4:-
1	ditto fore topsail	f	21: 9:-
1	ditto foresail bonnet	f	7:16:-
1	ditto boatsail and bonnet	f	7: 1:-
1	bale of French canvas	f	204: 8:-
			<u>f 1064:13:8</u>

Munitions of War

4	kegs, each with 50 lbs. of gunpowder	f	104:—
1	hogshead containing 200 lbs. of match together 300 lbs.	f	29:—
1	ditto containing 100 lbs. of match		
3	wooden milk measures	}	f 4:10
6	strainers to run milk through		
3	wooden bowls for cleaning butter		
			<u>f 137:10</u>

Writing Materials

16	books of paper at 6 st.	f	4:16:-
1	writing book of 3 s. small size	f	2:—
8	bunches of quills	f	2:16:-
3	lbs. of ink material	f	1:10:-
2	rulers	f	—: 3:-
3	penknives	f	1: 4:-
2	whetstones	f	—: 4:-
2	almanacs	f	:12:-
½	lb. of sealing wax	f	1: 7:-
			<u>f 14:12:</u>
Total			f 1604: 2:-

18

Curacao

Inventory taken the 27th of May
1655 on the island of Curacao in
Fort Amsterdam.

Munitions

13	broken pistols		
4	locks from flintlocks, without gun barrels		
27	unfit guns		
26	muskets, if they are repaired		
37	unfit ditto		
2	match guns, unfit		
29	pairs of long pikes		
5	spits		
2	blunder busses		
3	unfit broad swords		
No.61 28	and	}	unfit bandeliers
29			
3	halberts		
{	2	rolls of flat lead with	
	2	small pieces of lead	
17	musket rests, all unfit		
13	ball moulds, large and small		
19	unfit windlasses ¹		
9	ditto gun patches		
2	ditto gunpowder sacks		
5	belts, unfit		
2	ammunition pouches, ditto		
1	powder horn		
2	drum barrels, unfit		
15	small bunches of match		

We, who were appointed commissioners
hereto, acknowledge the truth-
fulness of the aforesaid by signing this
with our own hands, date as above.

A. Verellen

Borgert Stamme

N. Hack

On the Batteries

On the north battery

- | | | |
|---|-----------------|--------|
| 2 | six pounders | } iron |
| 2 | five pounders | |
| 1 | brass at 6 lbs. | |
| 1 | ditto at 3 lbs. | |

On the east battery

- 2 brass, one at 3 and one at 4 lbs.
6 iron, five at 8 lbs. and one at 6 lbs.

On the north battery

- 1 iron at 3 lbs.
1 ditto at 5 lbs.
2 eight pounders
2 six pounders
1 brass at 3 lbs.

On the west battery

- 3 twelve pounders
3 five pounders
1 four pounder
3 brass, each at 6 lbs. iron

In the small fort

- 6 twelve pounders, iron

In the *Dry Hoeck*

- 2 four pounders iron

In *De Peereboom*

- 3 iron pieces of Capt. Beaulieu, at 2 six pounders

In the Powder Magazine

- 300 pounds of good powder
200 ditto, unfit

We, who were appointed commissioners hereto, acknowledge the truthfulness of the aforesaid by signing this with our own hands. Done as above.

A Verellen

N. Hack
J. Jacobsen Bruyn

In the Magazine of Nicolaes Blanche

- 12 small barrels of unbolted flour
1 ditto, fine

- | | |
|-----|---|
| One | hogshead of oil, in addition to 150 <i>kans</i> |
| One | <i>anker</i> of vinegar |

In acknowledgment of the truth we have signed this with our own hands.
Done this 27th of May 1655 on Curacao.

N. Blanche

N. Hack

J. Jacobruyn

[Endorsed:]

Inventory of the remaining munitions and provisions etc. in Fort Amsterdam.

19

Copy of the instructions left on the island of Curacao.¹

Instructions given by the honorable lord Petrus Stuyvesandt, director-general over N. Nederlandt and the islands of Curacao, Bonnairo and Aruba, for the honorable lord Matthis Beck, vice-director over the aforesaid islands, by which his honor and the adjoined council are to regulate themselves.

The aforesaid lord vice-director shall have and hold the supreme authority and command over the aforesaid islands of Curacao, Bonnairo, Aruba as well as the present vessel and those ships or yachts which might be sent to him from time to time, over all military, naval and civilian personnel, of whatever capacity they might be, as well as over the freemen, natives and bonded blacks, and have the prominent seat and vote at all meetings.

2.

These meetings shall be convened and conducted only by order of the vice-director, where he shall make all proposals concerning civil matters, justice, trade, war, and the rights and privileges of the Company, to be decided by a majority of votes; and in case of a tie, he shall have a double vote.

3.

The council shall consist of the aforesaid lord vice-director, the lieutenant, commissary and ensign, if the matters are considered purely military or concern the Company and its officers; if they are considered civil or involve freemen or are between freemen, the honorable Company and its officers, then, in place of the commissary and ensign, he may adjoin to himself and the

lieutenant two of the most sincere and capable freemen. Furthermore, the aforesaid lord vice-director shall be allowed to adjoin thereto the most capable and qualified officers or persons as the circumstances of the cases and the service of the Company shall require, for better and more exact accountability.

4.

If any offences are committed, the lord vice-director shall then, whether it be considered strictly military or a mixed case, convene the council according to the circumstances of the case and form it to the number of five persons, who shall judge and adjudicate the matter, and move the indictment, made by the examiner, or whoever fills the office, against the offender.

5.

And so that the opportunity does not allow that the criminals might come to forfeit their life and limb by sending them the long distances from there to N. Nederlandt or elsewhere in our territory, and also because criminals are usually punished as an example to others where they committed the crime; therefore, the aforesaid vice-director and council is hereby authorized to mete out corporal punishment here according to the merits and exigencies of the case.

6.

In these meetings Aernouet Verellen, as secretary, shall make note of all cases, propositions, resolutions, complaints, defaults, arrests with the reasons thereof; also, precisely to note, record and register all judgments, sentences and decisions; and, in addition, to keep an accurate journal and daybook of everything which occurs on land and sea, what ships arrive here, what they bring, pick up and transact; just as he also shall record, confirm and register the last wills and testaments of the soldiers and all others, private as well as public documents, contracts and all other papers; and to send over to us by every ship, at every opportunity, copies of all resolutions, journals and other registers of the honorable lord vice-director and signed by himself.

7.

The aforesaid Verellen, as examiner, shall also obtain reliable and pertinent information and written declarations of all misdeeds, whether criminal, civil, military or maritime according to his best ability; and pursuant to the regulations and Company's orders request and demand justice according to his ability and knowledge therein without any respect of persons, favor or private friendship, and then to await thereof the further judgment and sentence of the honorable lord vice-director.

8.

If some diversity of votes should occur among the aforesaid councillors, the minority shall follow the majority in all ways without any disputation, and outside the meeting neither reveal nor make known that they there have been

different opinions; however, they shall be allowed to record or have recorded immediately in the book of resolutions their opinion or decision.

9.

The commissary of provisions, stores and goods shall also keep an accurate book and register of all the Company's materials, trade goods, importations and effects here; also clear the accounts of those land and sea personnel who die and record the inventory and sale of the personal effects left behind, as well as to record it in the book of copies of wills, which the secretary shall make accessible to him, and to send copies thereof over to us at least once a year which are signed by him and the director.

10.

In the fortification, where the vice-director resides, the keys to the fort and the magazine shall be entrusted to his care; he alone shall give out the watchword and have all general and special authority, power and command. And the lesser officers shall look to no one else but the vice-director for orders, and accordingly the captain-lieutenant, who commands the soldiers on campaigns and guard duty, drills and exercises them at arms, shall be commanded by the vice-director for the service of the Company.

11.

The proclamations and ordinances previously established that no one shall be allowed to destroy, despoil or rob any gardens, fruit trees and whatever pertains thereto; kill or take possession of any wild or domestic animals, whatever kind or quality they may be, without the honorable director's express order and permission; that no one shall be allowed to use or ride any horses except for the senior officers and those who are so allowed for the service of the Company or the protection of the island; and in addition, in no way shall any Negroes or Negresses be allowed any worn out horses except for necessary services and the hauling of provisions or other produce; that no one shall be insolent or fraudulent with the natives of the island or otherwise in their persons, wives or goods, or treat the women or female blacks dishonestly, much less have unchristianlike intercourse with them. These and similar ordinances and regulations previously published, the aforesaid director and council are to maintain in strict observance.²

12.

Also, he shall not allow that the senior or junior officers, whether free or in service who fall under his command and ordinarily reside in the fort, remain outside of it at night without his special consent and order; also, on the other hand not to allow those ordered to remain outside to stay overnight within the fort, or to let the forts be frequented too much by foreigners.

13.

He is particularly to observe the above-written upon the arrival of foreign ships in alliance with us such as the English, French and those of the

Hanseatic League; although they are to be viewed and treated cautiously as allies, they are upon first arrival to be instructed to let only a reasonable number come ashore, unarmed and no more than three, four or five persons in the fort at one time.

14.

Also, he may provide them with some excess refreshments and necessities in return for their money, provided that he keep a separate account thereof and in the meantime always beware that he does not deprive himself of too much, but that the soldiers and the Company's ships, which might put in there, be taken care of first.

15.

He is always to accommodate the Company's ships first and speedily, and not allow them to remain there any longer than necessary, but rather urge and exhort them to execute their instructions and perform their service.

16.

The vice-director is instructed in particular to keep all the persons and servants, already in his employ and to be employed hereafter, in good order and discipline, and to hold them to their duty; and to obey and follow the written regulations and our other orders, instructions and regulations. Therefore, no persons, regardless of their positions, shall be allowed to transfer, depart, come or go without the previous knowledge and special order of the aforesaid vice-director; but rather they shall remain obligated to let themselves be employed, dispatched and used wherever the service of the Company and the order of the director demands them.

17.

He shall not treat the natives of the island severely as slaves or in an unchristianlike manner, but through appropriate persuasion and promises encourage them to perform service, particularly in cutting dyewood, transporting bundles of branches for renovating the gabions whenever possible, in driving the horses, maintaining and cleaning the wells, and other ordinary services conformable to what they have been accustomed to do.

18.

By means of a vigilant and honest person already employed thereto or yet to be employed, he shall induce the bonded blacks, without severe or unchristianlike treatment, to perform such services from which the Company shall be able to draw the most benefit; in particular, by continually cutting dyewood or improving salt production whenever possible, whether here or on Bonnaire, wherever the most can be accomplished according to the condition of the magazines and seasonal circumstances; always keeping, if possible, a good supply of dyewood and 2 to 3 shiploads of salt on hand and ready for the arrival of provision ships, whether from the fatherland or Nieu Nederlandt.

19.

Any turtle catchers, also those who ship manatee or sea cow meat, ought to be charged no less than 5 to 6 pounds Flemish for a *last* of salt, as well as those who intend to ship it to N. Nederlandt or the Virginies; however, those who promise to bring it to the fatherland in large quantities can be treated according to the regulations and instructions as follow:

Any licensed ships from the fatherland or elsewhere, coming for a whole cargo, have to pay for it until further orders from the Company: two *rixdaelders* per *last*, only if the skippers take the salt from the pans with their own people and equipment and then transport it to the ship from their own pile; however, if they take just as much from the pile or piles produced by the Company's officers or negroes, then it is *f* 10 per *last*. However, it should be noted that no private traders are to be granted salt from the pile as long as there is suitable salt to be produced in the pans.

Private skippers and licensed traders may load salt with their own equipment and their own people and materials by just paying the aforesaid recognition duty on the condition that all the equipment and materials be left for the benefit of the Company and the promotion of the salt production; however, if the loading is done with the honorable Company's equipment and with the Company's materials and wheelbarrows, one must pay:

one ship of 50 to 100 <i>last</i>	<i>f</i> 150	} for equipment tax
one ditto of 100 to 150	<i>f</i> 200	
one ditto of 150 to 200	<i>f</i> 250	
one ditto of over 200 <i>last</i>	<i>f</i> 300	

For the use of each wheelbarrow, four guilders, and if the same are broken, six guilders; for the use of a Company black, one *rixdaelder* per day at the skipper's expense.

20.

So that our reformed religion and the knowledge of the trinity and the true God is more revered, esteemed and regarded by the blind Indians† and so that the edifying and necessary work of instructing and teaching the children our language as well as religion may be better promoted, he is strongly advised to urge the parents to maintain their children with the schoolmaster thereto ordained.

21.

Whereas everything is fruitless and useless without fear of the Lord and His divine blessing, the director is instructed to hold Him in the highest esteem and for all those under his command, and to promote the declaration of God's word on Sundays among Christians and heathens by the reading aloud of a public sermon and on other days by usual prayers, taking care that he and those under his command attend and participate in the same.

† Blind in the figurative sense to the Reformed religion.

22.

The honorable lord director with the advice of the council may reduce and increase the ration according to the state of the magazines and seasonal circumstances.

23.

For the increased promotion of agriculture, his honor may assign as much land to the old Company servants, as well as to the freemen already arrived or still to come, as these petitioners are capable of improving and cultivating whether it be to own or rent, according to their own capacity or the number of their servants; also he may increase and enlarge these assigned farms according to the industriousness of the people, as well as reduce the size of those showing neglect after the second or third warning, thereby benefitting those who show more industriousness. These assigned farms shall be granted and awarded in equitable and true ownership according to such exemptions and privileges enjoyed by the private colonists and inhabitants of N. Nederlandt; whereupon each shall be issued at the proper time a patent and title of ownership in proper form, conformable to the patents and titles of ownership used in N. Nederlandt, of which examples will be sent to the vice-director at the first opportunity.

24.

His honor may also, for the promotion of breeding and advancement of the country, furnish Company's livestock to the private colonists and freemen, who so request, or buy on the Company's account from the natives 4, 5, 6, goats, more or less, in order to lease them out to private persons for half the increase; also, upon request, for the third or fourth calf, such as his honor shall deem best for the Company and the continual advancement of the country.

25.

The remaining or excess cattle and goats of the Company, his honor can distribute into various corrals or enclosures among two, three or more herdsmen or overseers according to the amount of animals, and to move them according to the season, such as his honor shall find periodically necessary; taking care, as much as possible, that always the majority of the animals be brought into common corrals in order to prevent thereby that on the one hand they grow wild and on the other they be destroyed or stolen by malevolent persons.

26

Concerning the horses, the increase of which, until further orders, are to be reserved for the Company, which is to be promoted as much as possible, his honor is to take care most attentively therein that horses are neither used by private parties nor ridden unless specifically required for the service of the country or Company, then only with his honor's previous awareness and

definite knowledge. However, in case one of the free colonists should have need of one, two or more horses, then his honor shall be allowed to sell and convey the same to such people upon payment from the fruits and products of the country which the buyers produce. Such horses may also be sold and conveyed again by the buyers upon departure or other circumstances to other colonists, except that the horses may be neither transported nor exported to any of the other islands or other places outside the government of N. Nederlandt, unless by special order and consent of the honorable Company.

27.

Whereas the horses are more secure and useful for the Company here on this island than on Aruba, because, in addition to the danger of rattlesnake bites, there is a tendency for less water there than here, it would be of service to excuse the selling and exporting of horses from this island as much as the extreme necessity, which suspends all orders, can bear; therefore, his honor is advised, if the opportunity arises, to trade horses for Negroes who are urgently needed here and in N. Nederlandt for the promotion of agriculture, or for needed provisions for the maintenance of the garrison; and so that on such occasions the horses be delivered from Aruba, his honor is also to remember to transport with every opportunity as many horses, particularly mares, from Aruba to here† as he can obtain proper vessels for in order to carry out the same.

28.

Whereas it has been reported that the natives of Aruba have a good quantity of small animals and trade them for a civil price, namely, one goat or buck for one crown or *rixdaelder*; therefore, his honor is advised, whenever possible, to dispatch there a sloop or yacht with some linen in order to trade for some animals from the Indians, so that the young stock and cows can thus be preserved as much as possible.

Finally, all further matters, which may confront his honor and are not covered in these instructions, are commended to his honor's wisdom and discretion, trusting that he shall nevertheless be mindful of the service of the country and Company.

This done and concluded in Fort Amsterdam on the island of Curacao,
8 June 1655.¹

† i.e. New Netherland.

42

Duplicate

Noble [] Valiant, Wise
Prudent [] very
Discreet Lord.

My Lord. Whereas the ship *Speramundij* could not or dared not put in here at the Bay of St. Jan in order to take on salt there, and as a result decided to go over to Bonayra to take on salt; therefore, it was reported to the commissary, and orders were issued to dispatch the aforesaid ship as quickly as possible after its arrival there. Although it is doubtful whether the Company's sloop will be able to meet the aforesaid ship there, [] I am sending along with some necessities these few lines to be directed to your honor as a cover to the letter to the honorable lords-superiors, being duplicates of those which departed with *Den Coninck Salomen* and *St. Jan* directly from here to the fatherland on the 3rd of September. I have left them open with the humble request that after your honor has made use of them that they be sealed and sent over with your honor's letters to the lords-superiors as soon as possible; and whereas nothing else has happened, since the other [] here, than was considered in the same letter, I shall refer to it for the sake of brevity.¹

Hereby

Noble, Honorable, Valiant, Wise, Prudent and very Discreet Lord, I commend your honor, after our humble respects, together with Mrs. Stuyvesant and all those whom your honor holds dear, to the merciful protection of the Almighty and remain as long as I live,

Curacao, in Fort
Amsterdam, the 10th
of September 1659.

My Lord, your honor's
faithful and devoted friend
and servant.

43a

Copy

Journal kept aboard the ship *St. Jan*, begun the 4th of March in the year 1659.

The 4th of March.

We weighed anchor by order of the honorable lord director Johan Valkenborch and the honorable director Jasper van Heussen¹ in order to continue

our voyage to Rio Reael[†] to trade for slaves there on behalf of the honorable Company.

The 8th ditto.

We arrived with our ship on Saturday before Arda[‡] to take on board the surgeon's mate, and tamarinds as refreshment for the slaves. We set sail the next day to continue our voyage to Rio Reael.

The 17th ditto.

We arrived in Rio Reael before the village named Bany.[§] We found there the Company's yacht named *De Vrede*, which was sent out to assist us in the slave trade.

In April nothing happened except trading for slaves.

The 6th of May.

One of our sailors died whose name was Claes van Dienen from Durgerdam.

The 22nd ditto.

We weighed anchor again and sailed out of the Rio Reael with the yacht *De Vrede*. We acquired there in trade two hundred and nineteen slaves, men and women, boys as well as girls; and we set our course for the high land of Ambosius* in order to seek food for the slaves, because nothing was to be had in Rio Reael.

The 26th ditto.

On Monday we arrived below the high land of Ambosius in order to seek food for the slaves. We spent seven days there looking but barely obtained enough for the slaves' daily consumption; therefore, we decided to sail to Rio Cammerones^{††} in order to see whether any food could be found there for the slaves.

The 5th of June.

On Thursday we arrived in Rio Cammerones, and the yacht *De Vrede* went upriver to look for food for the slaves. On the same day our cooper died whose name was Pieter Claessen van Amsterdam.

The 29th ditto.

On Sunday we decided to continue our voyage because there was also little food there for the slaves because of the heavy rain which we had

[†] River in present-day Nigeria which flows by Port Harcourt.

[‡] In present-day Dahomey on the slave coast of Africa.

[§] Bonny on the coast of Nigeria, south of Port Harcourt.

* Islands in the Gulf of Biafra.

^{††} River emptying into Gulf of Biafra.

daily, and because many slaves were suffering from dysentery caused by the bad food supplied to us from Delmina,† among which there were many barrels of groats which were not fit for use. We delivered to the skipper Adriaen Blaes one hundred and ninety five slaves consisting of eighty one men and one hundred and five women, six boys and three girls, for which the manifests were signed and sent with the yacht *De Vrede* to Delmina, together with an account and the receipts for the remaining goods.

- The 25th of July. We arrived at Cabo de Loop du Consalvo‡ to take on water and firewood.
- The 27th ditto. Our surgeon, Martijn de Lonoij, has died of dysentery.
- The 10th of August. The Company's ship named *Den Swarten Arent* arrived. It was coming from Casteel St. George del Mina bound for the fatherland.
- The 11th ditto. We decided again to continue our voyage to the island of Annibo§ in order to buy some refreshments for the slaves there. We lay sixteen days at Caap de Loop* in order to take on water and firewood. Among the water barrels some forty were taken apart to be repaired because our cooper died in Rio Cammerones; otherwise we had no one who could repair them.
- The 15th ditto. We arrived at the island of Annibo, where we bought as refreshments for the slaves one hundred *halff Keer*†† of small beans, twelve hogs, five thousand cocoa nuts, five thousand sweet oranges together with other refreshments.
- The 17th ditto. We set sail again to continue our voyage to the island of Curacao.

† i.e., St. George del Mina, Dutch fortified slave post, today Elmina, Ghana.

‡ Cap de Lope Gonzalves, today Cape Lopez, Gabon just south of Libreville.

§ i.e., Annabon, island just west of Cape Lopez.

* i.e., Cape Lopez.

†† *keer* is translated as "tierce" in *Voyages of the Slavers St. John and Arms of Amsterdam* by E. B. O'Callaghan, Albany: J. Munsell, 1867; 1 *tierce* = 42 gallons or 1/3 pipe, a measure halfway between a barrel and a hogshead

- The 21st of September. The skipper convened the ship's council and it was decided to run to the island of Tobago and take on water there; otherwise we would have died for want of water because much of ours had leaked out of the water barrels.
- The 24th ditto. On Friday we arrived at the island of Tobago where we took on water and also bought some bread for our crew because for three weeks they had had no rations.
- The 27th ditto. We set sail once more to continue our voyage to the island of Curacao as before.
- The 1st of November. We lost our ship on the reef of Rocust† and our crew fled in the boat immediately. There was no chance to save the slaves because we had to abandon the ship on account of the heavy surf.
- The 4th ditto. We arrived with the boat at the island of Curacao. The honorable Governor Beck dispatched two sloops to retrieve the slaves from the shipwreck. One of the sloops was taken by a pirate together with eighty-four slaves.

43b

Copy

List of the slaves who died aboard the ship *St. Jan* from the 30th of June to the 29th of October in the year 1659.

	Men	Women	Children
June 30	3	2	
July 1 ditto	2	1	
The 3rd ditto		1	
The 5th ditto		2	1
The 6th ditto		1	
The 7th ditto	1		
The 8th ditto	2	1	
The 9th ditto	2		
The 10th ditto		2	
The 12th ditto		1	

† Island of Los Roques about 125 miles east of Curacao.

NEW NETHERLAND DOCUMENTS

The 13th ditto	2		1
The 14th ditto	1		
The 16th ditto	3	2	
The 17th ditto	2		
The 18th ditto	3	1	
The 19th ditto	1	3	
The 20th ditto	1		
The 21st ditto	1	1	
The 23rd ditto		2	
The 24th ditto	1	1	
The 25th ditto	2	1	
The 26th ditto	1		
The 28th ditto	3		
The 29th ditto		2	
August the 2nd ditto	2		
The 3rd ditto	1		
The 6th ditto	1		
The 8th ditto	2		1
The 9th ditto		1	
The 11th ditto		1	
The 16th ditto	1 man jumped overboard		
The 18th ditto	1		
The 20th ditto		1	
The 22nd ditto		1	
The 23rd ditto		1	
The 24th ditto	1		
The 29th ditto		1	
The 31st ditto	1	1	
	41 Men	31 women	3 children
	Men	Women	Children
September the 3rd ditto		1	
The 6th ditto	2		
The 7th ditto	1		
The 8th ditto	1	1	
The 13th ditto	1	1	
The 14th ditto	2	2	1
The 16th ditto	1		
The 19th ditto	1		
The 23rd ditto		2	
The 24th ditto	1	3	
The 26th ditto		1	
October the 1st ditto	2		
The 3rd ditto	1	1	
The 4th ditto		1	
The 10th ditto	1	2	
The 12th ditto	1		

CURACAO PAPERS

The 13th ditto	1		
The 19th ditto		1	
The 23rd ditto	1		
The 29th ditto	1		
	59 Men	47 women	4 children

On the first of November two hours before dawn we lost the ship *St. Jan* on the reef at Rocust† and fled in the boat to the island of Curacao, leaving the ship *St. Jan* there with eighty-five slaves on board, men as well as women and boys and girls. We reached Curacao on the 4th of this month.

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Copy

L.S. Schaef:†

In the name of the Lord, amen. In the year of the birth of our Lord and Savior Jesus Christ 1659 the 25th of January appeared in person before me, Henrick Schaeff, notary public, appointed by the court of Holland, residing in Amsterdam, the underwritten witnesses, Messrs. Eduard Man and Abraham Wilmerdoncx, directors of the Chartered West India Company at the chamber here in Amsterdam, hereto authorized by the board of their associates as charterers on the one part and on the other part skipper Jan Janssen Eyckenboom from Hoorn, master (under God) of his ship named *Den Eyckenboom*: length 122, width 25½, hold 11½, above 5½ and 6 feet with a forecastle and half deck on either side; and the aforesaid deponents declared, as they hereby do declare, to have made and concluded together a certain contract for a charter of the aforesaid ship, in the form and manner herein described to wit: that the aforesaid skipper shall be bound immediately to deliver his aforesaid ship here in the city fitted out, tight, well-caulked and provided with good and sufficient anchors, cordage, tackle, sails, running and standing rigging and all other necessities and appurtenances belonging thereto; and the same mounted with ten good pieces of cannon, with the powder and shot required thereto, and other ammunition in proportion, but that the necessary consumption of powder and shot aforesaid shall be made good by the Company, which shall also put on board the aforesaid ship, in addition to the aforesaid ten pieces, as many other guns as they please and can be properly mounted, and shall itself provide and pay the expense of the powder and shot therefor, on the condition that, in the necessary consumption thereof, the aforesaid skipper shall also assume the share of his

† i.e., Los Rocus.

As witnesses:

Ghijsberto de Rosa

Pieter de Leeuw

In my presence: Nicolaes Hack, secretary.

Appeared Roelff Roelffsen van Wessen and Cornelis Ierman[] van Meerdum, sailors of Skipper Jan Rijckertsen, who, after having seen the deposition of their aforesaid skipper, declared that it was indeed the way everything occurred, and they are willing to confirm the same by oath, if necessary. In the presence of Mr. Ghijsberto de Rosa and Pieter de Leeuw summoned as witnesses thereto. Curacao in Fort Amsterdam, the 25th of November 1659.

Was signed:

Roelff Roelffsen van Wessum

This is the mark  of Cornelis Ierman[] van Meerdum

As witnesses:

Ghijsberto de Rosa

Pieter de Leeuw

In my presence: Nicolaes Hack, secretary.

Appeared Jan Gertsen and Jan Pietersen, sailors of Skipper Hans Marcussen Stuyve, who, after having seen the deposition of their aforesaid skipper, declared that it was indeed the way everything occurred, and they are willing to confirm the same by oath, if necessary. In the presence of Messrs. Gisberto de Rosa and Pieter de Leeuw summoned thereto as witnesses. Curacao in Fort Amsterdam, the 25th of November 1659.

Was signed:

This is the mark  of Jan Gerritsen

This is the mark  of Jan Pietersen

As witnesses:

Ghijsberto de Rosa

Pieter de Leeuw

In my presence: Nicolaes Hack, secretary.

Appeared Skipper Adriaen Blaes van der Veer who says that he was commanded by the honorable general of El Mina† and the Gold Coast named Johan Valckenburch on this last 4th of March to sail as skipper of the ship *Sr. Jan* from the roadstead of the aforesaid castle El Mina with Commissary Johan Froon and the accompanying crew or sailors who are in the Company's service, to the Calabari‡ or Rio Real§ in order to trade there for slaves and to proceed with them, by order of the aforesaid general, to this place. "In obedience to these orders 219 slaves, large and small, were actually traded for and purchased, and with them we set sail in order to continue our aforesaid voyage and execute our instructions. Whereas we were unable to acquire sufficient provisions at the aforesaid Calabari, which this voyage required for the maintenance of the aforesaid slaves, we decided to go to the highlands of Ambosius†† where we were unable to acquire the desired provisions. Therefore we went to the river of Camerones‡‡ where we acquired some things, although not as much as needed. Nevertheless, we proceeded on our voyage to the Cabo de Lopo Gonsalves§§ where we took on wood and water. From there we struck out across to Anabo,††† experiencing great misery for want of provisions, where we acquired some food. Continuing on our voyage we made land in this past month of October at the island of Tabago, after the majority of the slaves had died from deprivation and disease,¹ as a result of the extremely long voyage, so that only 90 slaves had survived out of the entire cargo. After taking on water and some food, we set sail from there round about the islands; and after setting our course west by south on the first of this month, we ran aground two hours before daybreak on one of the reefs of Rocus at the northeast side of the island. After perceiving our danger, I saved myself in the boat, together with all the crew, leaving the Negroes in the ship, and continued our voyage to this place in order to inform the honorable lord director M. Beck of our misfortune. After leaving some men on Bonajra, because the boat was overloaded with the entire crew, we came here to this place on the fourth of this month. After giving our report to the aforesaid lord director, he sent me with the same boat to Aruba, to which place the Company's ships had gone the previous day on Company's business, with orders to cross over in the same Company's vessels with just five of my crew members and Jan van Gaelen, the Company's servant. When we arrived there the following day, I transferred to the Company's vessel commanded by Hans Marcussen Stuyve, together with Jan van Gaelen and two of my mates, and [put] the other three of my mates aboard the bark named *De Jonge Bontecoe* commanded by Jan Rijckertsen,

† St. George d'el Mina was a fortified Dutch slave post; today Elmina, Ghana.

‡ Today Calabar in southeast Nigeria.

§ River which now flows past Port Harcourt, Nigeria.

†† Islands in the Gulf of Biafra.

‡‡ River emptying into the Gulf of Biafra.

§§ Today Cape Lopez, Gabon.

††† Annobon, an island opposite Cape Lopez.

all Company's servants. We set out without delay, pursuant to the orders received from the aforesaid lord director here, and headed towards Rocus to rescue the aforesaid slaves and anything else from the ship. After having waited here for half an hour we departed on the evening of the seventh and in the afternoon of the following day we reached the coast of Bonajra; where we met an English privateer who, by virtue of having the wind of us, overtook and forced us to strike and set out a boat, aboard which was Jan van Gaelen." He told them that they were coming from Curacao destined for Bonajra. "Whereupon the aforesaid privateer detained Jan van Gaelen and sent the boat back, which he had used, with some of his men to our vessel, looking for pieces of eight which they said we had on board. When they found none, because we did not have any, they forced us to run with them to the roadstead of Bonajra where we arrived about two hours before the privateer. While riding in the roadstead, where we were seen by some of my men on shore who knew nothing of these proceedings, someone called out whether I was on board. The privateers seizing the word before me asked, 'Who?' Whereupon they replied, 'The skipper of the stranded ship at Rocus,' adding whether we had been for the slaves yet or were just going now to rescue them. To which the privateers replied that they were going to save them, and exhibited great joy over it. When the privateer came to anchor, they said, 'Captain, we have a good prize!' " Whereupon they forced the deponent to go aboard the privateer, which was a small frigate carrying four guns and about thirty men, commanded by Jan Pietersen born in Denmark. The aforesaid frigate was named 'Casteel Ferget. When [the deponent] came on board, the captain asked how many Negroes he had left aboard his ship. He answered, eighty. When he discovered this, he sent the Company's vessel to Cleen Curacao to fetch his lieutenant and some of his men who were waiting there watching the Company's vessels in a pirogue, which they had taken from the Spaniards. In the meantime the deponent remained aboard the privateer, and when they returned to the aforesaid roadstead of Bonajra, the privateer allowed the deponent to return to the bark, aboard which was still Skipper Hans Marcussen with one of his men, who had been forced to go with them to Cleen Curacao to fetch his lieutenant and men. "As stated, I came to this vessel with two of my men from the aforesaid privateer; there being in all five Company's servants aboard the aforesaid Company's vessel. When the captain also placed his lieutenant and pilot, together with some of his crew, aboard the bark, we set sail, under compulsion, leaving behind Jan van Gaelen and some of his men whom the privateer held aboard his ship by force, refusing to heed any protests or requests as freemen, which they themselves admitted we were, after being shown the sea certificate issued by the lord director to the aforesaid Hans Marcussen Stuyve as skipper of the aforesaid Company's vessel; and that they were consequently using force and violence towards us who could not in any manner serve them, but only the Company, to which we alone owed obedience, and that for the purpose of executing the orders of the honorable director, for which purpose and no other we were sent

out. In spite of all this we were forced to make sail with the aforesaid privateer who set his course for the mainland of Caracas, where they ran aground a Spanish ship carrying six guns, and with our bark they ran aground in our presence a Spanish pirogue. After this, they and the privateer forced us to cross over and come to anchor below little Ilhe Davits where they put still more men on board our bark until their strength was fourteen men altogether. While he† remained there at anchor, we set sail for Rocus. When we arrived there we found the other Company vessel named *De Jonge Bontecoe*, commanded by the aforesaid Jan Rijckertsen with three men from my boat on board who had gone over with him to Aruba. As stated, they had gone there by order of the aforesaid lord director; also, with orders [to be used] for no other purpose than to rescue the aforesaid slaves and other effects, and had waited there four days, and had done so much as to put a line aboard my ship. After two of the Negroes came on board by swimming, the line came loose again and when they saw they did not have enough strength because of the strong wind, they decided to wait for us, having been informed of our arrival, in order, with the added strength and calmer weather, to rescue the aforesaid slaves and other effects with our sloops or boats from my aforesaid ship which also belonged to the Company. Then they, the privateer's men who were aboard our bark, thinking that the aforesaid Jan Rijckertsen with his crew and my three men had saved all of them, approached and boarded them with our bark, pursuant to the orders they had thereto from their captain, who had been informed of the departure of the aforesaid Company's bark and the reason why we were sent out by a Friesian named Jacob Pietersen van Belcom, a sailor in the Company's service under the aforesaid skipper Hans Marcussen Stuyve, who had voluntarily deserted to them on the same day that we boarded the privateer. These orders were to board them and see if they had rescued the aforesaid slaves and other effects, and to seize and remove them. This they did in a hostile manner, in the presence of the deponent and four others of the Company's servants, who were unable to restrain themselves from objecting to the injustice being carried out against them; and when they saw that no more than two of the aforesaid slaves had been rescued, they took our boat away from us by force as well as Jan Rijckertsen's boat and all the property belonging to the Company's vessels, and with them, as the weather moderated, fetched the slaves out of my ship, making use of one of my sailors named Marten Michielsen van Hulst who was aboard the aforesaid Jan Rijckertsen's bark. By his assistance, because the Negroes knew him and called him by name, the aforesaid Jan Rijckertsen also got the line on board; and he also got over with one of the privateers at the time when all the slaves and everything else were still on board. Then the privateer's lieutenant and two of his men swam to the ship, making four of them, and brought another line aboard the Company's vessel by which they had the Negroes, who could swim, climb down to the reef, and those unable to swim they brought to the same reef with the boat from the vessel. In the meantime, after † i.e., the privateer.

the other boat was bailed out and brought within the reef, they used it to bring aboard the aforesaid Jan Rijckertsen's bark eighty-two slaves and two babies." This deponent requested of the lieutenant and the men of the privateer, before they had taken any slaves from the ship, that he be allowed to go on board with his sailors, but was disallowed until there were no more than thirty left on board. After all the Negroes had been removed from the ship, this deponent was put aboard Jan Rijckertsen's bark together with the instructions issued to him by the honorable lord general Johan Valckenburch as well as all the papers and accounts of his aforesaid commissary relating to his cargo and other business done according to the Company's orders. Then they took the deponent, together with the aforesaid bark and Negroes, from there to Ilhe Davits where the privateer lay at anchor waiting for us, leaving behind the vessel commanded by Hans Marcussen Stuyve to rescue two Negroes whom the deponent left there when he vacated his ship. "It then joined us the following day at the aforesaid Davit's Island†, bringing with it the aforesaid two slaves, rope and about 70 pounds of elephants' tusks, as well as some flags, compasses and other trifles." After the privateer transferred everything from the Company's vessel, the slaves as well as other articles, he also took from the deponent the aforesaid instructions issued by the lord general, together with all the papers of the commissary, in spite of every protest and request to the contrary, giving the deponent as an answer that everything belonged to him. In addition, he instructed them to stay there until he had taken on wood and water; and afterwards he took Hans Marcussen Stuyve's aforesaid vessel, stating that he needed it and made the deponent stay aboard the aforesaid Jan Rijckertsen's bark, forcing him to make room for the aforesaid Hans Marcussen Stuyve with all of his crew and some of the deponent's men. When this was done, he ordered them not to sail for this place until he had set sail, which was the 23rd of this month, setting his course for the mainland; and this deponent, with his crew and that of the Company's bark, set their course, with the aforesaid bark of Jan Rijckertsen, for this place, where they safely arrived on the 25th of this month. This he declares to be the truth and to have occurred in this manner, and will confirm the same by oath if necessary. In the presence of Messrs. Ghijsberto de Rosa and Pieter de Leeuw, summoned hereto as witnesses. Curacao in Fort Amsterdam, the 27th of November 1659. Was signed:

As witnesses: Adriaen Blaes

Ghijsberto de Rosa
Pieter de Leeuw

In my presence Nicolaes Hack, secretary.

† i.e., Ilhe Davits of Islas De Aves.

Appeared Claes Jacobsen van Rotterdam, Frans Willemsen van Terwoude, Jan Joorissen van Middelburgh, Marten Michielsens van Hulst, sailors of the ship *St. Jan* commanded by Adriaen Blaes van der Veer, who declare that everything to which the aforesaid has attested concerning the stranding of his ship at Rocus and the removal of its slaves by the frigate named *Casteel Ferget*, commanded by Jan Pietersen from Denmark, is the complete truth; and they declare themselves ready at any time to confirm the same, as if it were written here word for word, by oath if necessary. In the presence of Messrs. Ghijsberto de Rosa and Pieter de Leeuw hereto summoned. Curacao in Fort Amsterdam, the 27th of November 1659. Was signed:

This is the mark  of Claes Jacobsen

Frans Willemsen van Terwoude

This is the mark  of Jan Jorissen

This is the mark  of Marten Michielsens

As Witnesses: Ghijsberto de Rosa
Pieter de Leeuw

In my presence: Nicolaes Hack, secretary

After collation we find it to agree word for word with the original.
Curacao, the 27th of November in Fort Amsterdam, 1659.

Nicolaes Hack, secretary

53

Matthias Beck, in the service of their High Mightinesses the Lords States-General of the free United Netherlands and the honorable General Chartered West India Company, Governor over the Curacao islands. Greetings. Let it be known how a certain Jan Pietersen from Coldingen in Denmark, styling himself the commander of a ship called *Castel Ferget*, having with him some English, French and Germans who were cruising this coast with him on the aforesaid ship, has dared to attack the Company's vessels near Bonayra and Rocus† and to take them by force, and with the same and the Company's crew to force, among others, eighty-four healthy Negroes out of the Company's ship *St. Jan*, which was coming from the coast of Guinea and ran

† Los Roques, island east of Bonaire.

the next court day according to his promise.

Harmen Bastiaensen, plaintiff, against Wijnandt Gerritsen, defendant.

The plaintiff demands payment of the defendant for 178 planks.

The defendant denies the debt.

The court orders the plaintiff to produce his evidence on the next court day.

Gillis Pietersen, plaintiff, against Baerent Meyndersen, defendant.

The plaintiff demands payment of house rent and says that the defendant offered him ten beavers.

The defendant denies that he made any contract of lease.

The court refers the parties to referees.

The wife of Klaes Jansen*, plaintiff, against Hans Coenraets, defendant.

The plaintiff demands payment by the defendant of two beavers.

The defendant admits the debt.

The honorable court condemns the defendant to pay the plaintiff the said beavers in cash.

[152] The honorable court having read the proceedings at the request of the officer of Fort Orange and the village of Beverwijck against the person of Immetie, the wife of Evert *de Backer*, and by plurality of votes having adjudged the conclusion of the said officer well founded, that the said Immetie acted directly contrary to the ordinance contained in the statutes of the city of Amsterdam, folio 162, they have therefore condemned, as they do condemn the said Immetie hereby, in view of the opposition and contempt of court shown by her, to appear before the court and to ask God and the court forgiveness, not to do any business for six weeks and to pay a fine of two hundred, fifty guilders, with the costs of the trial, and she is to remain in the fort until the payment of the judgment. Done in Fort Orange, the 25th day of May Anno 1660.

Gerrit Swardt, *schout* of the colony of Rensselaerswijck, enters an attachment against La Montagne for the sum of twenty-five guilders belonging to Jan Anderiesen de Graef.

* The name of his wife is unknown.

[153] To the honorable Commissary and Magistrates of Fort Orange and the village of Beverwijck

Show with due reverence and respect, the undersigned persons, that they, the petitioners, are again awaiting the coming trading season and notice that the Christians are again about to run into the woods as brokers in order by surreptitious and improper ways to get the trade entirely into their hands, which can only tend to the general decline and utter ruin of Fort Orange and the village of Beverwijck; yes, what is more, the said running in the woods is accompanied by many excessive and shameful irregularities for which God the Lord would punish such a place, all of which has no other motive than greed. Therefore, they, the petitioners, by a majority of votes and signatures to this petition, request your honors, who sit there as good mediators, that these calamities may be timely prevented in the interest of the peace and welfare of this community and its inhabitants, but that everyone may do his business with Indian brokers. Whereupon they await a favorable and marginal apostil. Which doing, etc. Imploring, etc. In and upon everything, etc. Underneath was written: Your honors' subjects; and was signed: Volkert Jansz, Jacob Schermerhooren, Philip Pietersen, Leendert Philipsen, the mark of Jan van Aken, Jan Thoomassen, Aernout Cornelissen, Gerrit Slechtenhorst, Jan Mangelsen, Pieter van Alen, Mathias Jansen, Dirck Jansen Croon, Gijsbert Jansen, Abraham Staets, Lambert Albersen, Hans Hendricksen, Theunis Cornelissen, Willem Teller, Ariaen Gerritsen, Carsten Fredericksen, Baerent Meyndersen, Willem Brouwer, Baerent Jansen, Lourens van Alen, and Davit Schuyler.

[154] Extraordinary Session Held in Fort Orange
ultimo May, 1660

Andries Herpertsen is of opinion that neither Indians nor Christians ought to run in the woods as brokers.

Sander Leendersen agrees with the above.

Jan Verbeeck adheres to the former resolution, to wit, that the matter is to be regulated according to the vote of the majority of the community.

Frans Baerentsen is of opinion that inasmuch as the community has been legally summoned to express their opinion in the matter of the trade, it

is to be regulated with the vote of the majority and they shall have the preference.

Evert Jansen Wendel is of opinion that neither Indians nor Christians ought to run in the woods as brokers.

La Montagne is of opinion in this difficult matter, where there are two directly opposite parties, one asking to be allowed to employ Indian brokers and no Christians, and the other Christians and no Indians, that, according to the ordinance issued about the said matter in the year 1654 and since then published here every year,* no brokers of either nation shall be employed, but that the Indians unsolicited shall be allowed to trade their beavers where they please.

[155] The commissary and magistrates of Fort Orange and the village of Beverwijck, being assembled upon the repeated complaints of the community about the trade, have by majority vote decided, as they hereby decide, provisionally for this year that no brokers, whether Christians or Indians, shall be employed, but that the Indians without being called or solicited shall be allowed to trade their beavers where they please. Furthermore, permission is given to everyone to go to the hill, as far up as the houses stand, to inquire where the Indians wish to go, and likewise to the strand where the Indians arrive, under penalty of a fine of three hundred guilders and suspension of their business for the period of two months for those who are found to have acted contrary hereto, to be executed without any exception or regard of persons. And in the absence of the officer another shall be substituted in his place to maintain this ordinance. *Actum* in Fort Orange, *ultimo* May 1660.

[156] Ordinary Session Held in Fort Orange
June 1, 1660

Present:

La Montagne
Anderies Herpertsen
Sander Leend[ersen]
Evert Jansen Wendel

Anderies de Vosch, plaintiff, against Wijnandt Gerritsen, defendant.

The plaintiff demands payment for sixty-four planks and produces as

* See LO, 383, for this ordinance.

witness Cornelis Theunesen van Slijck, who says that the defendant agreed to pay the debt.

The honorable court, having heard the parties, condemns the defendant to pay for the planks in question in cash.

Abraham Carpeyn, plaintiff, against Immetie, the wife of Everdt *de Backer*, defendant.

The plaintiff complains that the defendant took linen and other goods from the house of Lambert van Valkenb[urg] that belonged to him.

The defendant says that she took it on account of debt.

The court condemns the plaintiff to pay the defendant and also orders the defendant to return the linen.

Harmen Bastiaensen, plaintiff, against Wijnandt Gerritsen, defendant.

The plaintiff demands of the defendant [payment for] one hundred seventy-eight planks, as on the preceding court day, being the 25th of May, producing a signature thereof.

The defendant says that the debt was incurred by Abraham Vosburchen and the defendant, being both partners, and claims that he is to pay but one-half.

The court condemns the defendant to pay the plaintiff [for] the said planks, according to his promissory note, within the time of six weeks, and to apply for reimbursement to his partner.

[157] Harmen Thoomassen, plaintiff, against Willem Brouwer, defendant.

The plaintiff demands payment of sixty guilders.

The defendant admits the debt.

The court refers the parties to referees to go over the accounts and settle the matter.

Gillen Pietersen, plaintiff, against Baerent Meyndersen, defendant.

The plaintiff asks as before on the 25th of May payment of the house rent and says that the defendant offered him ten beavers.

The defendant denies that he made the offer.

The court condemns the defendant to pay the plaintiff eight beavers.

Baerent Albersen, plaintiff, against the widow of Abraham Vosburchen, deceased,* defendant.

The plaintiff demands payment of eighty guilders, according to the contract made with her husband, deceased.

* Geertruyt Pietersen

to the magistrate or the collector, to be appointed by the magistrate for that purpose, for the use of the public, one stiver in the guilder of the true value of each animal, whether ox, cow, calf, hog, goat or sheep. In case of dispute, the value to be determined by the magistrates in their jurisdiction, or their deputies. Which monies shall in each city, village or hamlet be laid up and kept, to be, in time of need, employed and applied for the maintenance and protection of the public interests and the villages, either in the levying of soldiers or purchasing of necessary ammunition according as circumstances shall require. The fines for transgressing this law shall be applied and expended, one-third for the informer, one-third for the officer, one-third for the behoof of the public, as aforesaid.

Thus done at Fort Amsterdam in New Netherland,
18 January 1656.*

[16¹:65]

(ORDINANCE FOR IMPROVED COLLECTION OF
DUTIES ON EXPORTED FURS)

The director general and council of New Netherland, to all those who see or hear this read, greetings.

Let it be known that they having experienced the great frauds and smuggling which have for a long time past been committed with regard to the duties on peltries, and imposts heretofore placed on the consumption of wine and beer which are exported, are resolved to publicly let them to the highest bidder in the middle of March, except the duties of the customs and the 8 per cent on the peltries which are sent direct by the return ships to the fatherland. In order to act with more certainty and the better to prevent all fraud and smuggling, the director general and council hereby warn and order all skippers, boatmen, traders and merchants, both inhabitants and strangers, not to embark, transport, carry or remove from this time forth, with yachts, boats, carts, wagons or in any other manner any beavers, otters, bearskins or other peltries, unless such peltries be first regularly entered with the company's commissary, each in his district, and an invoice under his signature of the full quantity thereof, by whom shipped or sent and to whom consigned, be brought to the *fiscal*, on pain of forfeiting the concealed peltries and double the value thereof, whether the skipper or owner even brings them with him

* Also in LO, 208-9.

for his own use or as freight for others: hereby not only warning all and every one against loss but also, in addition commanding their *fiscal*, commissary, and other officers strictly to execute this law after the publication and posting thereof, duly to inspect all departing and arriving vessels, boats, carts, or wagons and to proceed against the smugglers as the case may require.

Thus done, enacted and resumed the 27th of January 1656.*

[16¹:66]

(ORDINANCE AGAINST PRACTISING ANY RELIGION
OTHER THAN THE REFORMED)

Whereas the director general and council of New Netherland have been reliably informed and apprised that not only are conventicles and meetings held here and there within this province, but also that some unqualified persons in such meetings assume the ministerial office, expounding and explaining the holy word of God without being called or appointed thereto by ecclesiastical or civil authority, which is in direct contravention and opposition to the general civil and ecclesiastical order of our fatherland; besides that, many dangerous heresies and schisms are to be expected from such manner of meetings.

Therefore, the director general and council aforesaid hereby expressly forbid all such conventicles and meetings, whether public or private, differing from the customary and not only lawful but scripturally founded and ordained meetings of the Reformed divine service, as observed and enforced according to the synod of Dortrecht in this country, in our fatherland, and other Reformed churches in Europe, under penalty of one hundred pounds Flemish to be forfeited by all those who, being unqualified, assume, either on Sundays or other days, any office whether of preacher, reader or singer, in such meetings whether public or private, differing from the customary and lawful; 25 like pounds to be forfeited by everyone, whether man or woman, married or unmarried, who is found in such meetings.

However, the director general and council do not hereby intend any constraint of conscience in violation of previously granted patents, nor to prohibit the reading of God's Holy Word, family prayers and worship, each in his household, but all public and private conventicles and

* Also in LO, 210-11.

the honorable court at the request of Cornelis Theunesen, say that they heard Willem Teller say, "If the principals of this place listened to this rabble, they would be crazy"; without, however, mentioning any names.

The court appoints the next court day for the parties to institute their proceedings.

Baerent Albersen, plaintiff, against
Default. Geertruy Vosburgen, defendant.

Jan Labatie, plaintiff, against Jacob Theunesen, defendant.

The plaintiff demands the return of a saddle and bridle loaned to the defendant.

The defendant says that the same are in the Esoopus and are kept by Thoomas Chambers, and he admits the debt.

The honorable court condemns the defendant to return the aforesaid saddle and bridle to the plaintiff in as good condition as he received them.

Theunes Spitsbergen, plaintiff, against Jaques Thijsen *de Oude*, defendant.

The plaintiff demands of the defendant payment of one hundred ninety-seven guilders for planks delivered.

The defendant admits the debt.

The honorable court condemns the defendant to pay the plaintiff the sum demanded, the latter to receive the first rent of the defendant's house. The defendant mortgages and pledges his house as security.

Jan van Eeckelen, plaintiff, against
1st default. Willem Brouwer, defendant.

Gerrit Swardt, plaintiff, against
Default. Claes Beever, defendant.

[161] Extraordinary Session Held in Fort Orange
June 12, 1660

Present:

Anderies Herpertsen
Sander Leendersen
Jan Verbeeck

La Montagne, in his capacity as officer, plaintiff, against Jan Harmsen, defendant.

The plaintiff complains that the defendant, against the ordinance of the court of Fort Orange and the village of Beverwijck, has ventured to go into the woods and has brought out Indians with beavers.

The defendant acknowledges that he has been in the woods to seek an Indian who had robbed him, but not for the purpose of attracting the Indians with beavers.

The plaintiff requests that the defendant be examined on the following interrogatories:

Interrogatory of Jan Harmsen conducted at the
request of the officer

- | | |
|--|--|
| 1. Whether on the tenth of this month he has not been in the woods, on the <i>Maquas</i> path? | Answers, Yes. |
| 2. Whether he was not found there by the soldiers with a gun on his shoulder? | Answers, Yes. |
| 3. Whether in the woods he did not speak to some Indians who had beavers with them? | Answers, Yes. |
| [162] 4. Whether he did not urge and request the said Indians to trade their beavers at his house? | Answers, No. |
| 5. Whether he did not acquire the beavers of some of the said Indians by barter? | Answers, Says he does not know. |
| 6. Whether, in coming out of the woods, he did not enter by one of the two gates from the hill? | Answers, No, but through the gate near <i>Lange Maria's</i> .* |

To which answers Jan Harmsen refuses to swear, he refusing likewise to sign the statements made by him.

The honorable court gives the defendant respite until the next court day and orders him to obtain at once a copy of his answers to the interrogatory to swear to it at that time.

* See note on page 176. This tavern called *De Vrouw Maria* was located on the west side of the road leading from the south gate of the stockade around Beverwijck to Fort Orange.

[163] Extraordinary Session Held in Fort Orange
June 15, 1660

Present:

Anderies Herpertsen
Jan Verbeeck
Frans Baerentsen
Evert Wendel

The officer, plaintiff, against Jan Harmsen, defendant.

The plaintiff complains that the defendant contrary to the ordinance of the court has ventured to go into the woods and to fetch Indians with beavers, as appeared on the preceding court day by examination of the defendant on interrogatories, to which answers the defendant refuses to swear. The honorable plaintiff therefore demands that the defendant shall be punished according to the ordinance, citing in order to expedite justice the statutes of Amsterdam, folio 121, article 11, in regard to the taking of an oath, which reads as follows, "In case the defendant refuses to take the oath, he shall be condemned as [in effect] confessing and acknowledging the charges against him." And in conformity with the ordinance of the said court, he [demands that the defendant] be fined three hundred guilders and, in addition, be suspended from his business for the period of two months.

The defendant refuses to take the oath.

The honorable court, having deliberated the case and seeing that the defendant refuses to take the oath, condemns the defendant to pay a fine of three hundred guilders in cash, according to the ordinance, and to be suspended from his business for a period of two months; with expenses.

[164] The honorable officer, plaintiff, against Volkert Jansen, defendant.

The plaintiff says that the defendant has presumed to send Indian brokers into the woods, contrary to the ordinance of the honorable court.

Jacob Schermerhooren, appearing before the court, declares that he saw an Indian go to the hill with a white blanket around his body, which said Indian brought back with him two Indians with beavers and entered the house of Volkert Jansen. Immediately after he saw the same Indian again go toward the hill and bring back another Indian with beavers.

Gerrit Slechtenhorst confirms the above.

Goosen Gerritsen and Gerrit Bancken, appearing before the court, declare that the Indian said that he was sent out by Volckert Jansen.

Philip Pietersen, declares that he saw an Indian go toward the hill and

return from the hill with another Indian and that he asked him for whom he went out to get Indians and that he answered for Volkert Jansen.

The defendant has purged himself by oath, to wit, that he neither kept nor sent out any brokers, whether directly or indirectly.

Idem plaintiff, against Willem Brouwer, defendant.

The plaintiff says and complains that the defendant has presumed to send brokers into the woods.

The defendant denies that he sent out any brokers.

[165] Lourens van Alen, Cornelus Bogardus, and Daniel Jansen declare that they saw the boy of Willem Brouwer coming down the hill with two Indians who had beavers with them and say that they went into Willem Brouwer's house about ten o'clock in the evening.

The defendant has purged himself by oath.

The officer, plaintiff, against Jan van Aken, defendant.

The plaintiff complains that the defendant contrary to the ordinance of the court has sent brokers into the woods.

The defendant denies that he sent any brokers into the woods.

Jan Thoomassen declares that he asked the Indian where he was going, whereupon he replied, "To *de Smidts*."*

Jacob Schermerhooren, Philip Pietersen, and Gerrit Bancken declare that the aforesaid Indian went into the house of Jan van Aken.

The defendant purges himself under oath.

Idem plaintiff, against Daniel Jansen, defendant.

The plaintiff says that the defendant sent brokers into the woods, which is contrary to the latest ordinance of the court.

Jacob Schermerhooren, Anderies Herpertsen, and Hendrick Rooseboom declare that Indians with beavers, coming down the hill, went to the house of Daniel Jansen. Immediately after an Indian with a blanket walked up the hill and did not come back. They claim that he was a broker.

[166] The defendant admits that he gave a blanket to the Indian, but not for purposes of brokerage.

The honorable court allows the defendant time until the next court day to purge himself under oath.

The officer, plaintiff, against Jurriaen Jansen, defendant.

The plaintiff says that the defendant sent brokers into the woods, which is contrary to the latest ordinance of the court.

* Jan (Coster) van Aecken was a blacksmith.

Extraordinary Session Held in Fort Orange
August 4, 1660

Present:

Sander Leendersen
Jan Verbeeck
Rutger Jacobsen
Frans Baerentsen
Evert Wendel

Isaack de Haen, plaintiff, against Jacob Tijssen, defendant.

The plaintiff says and complains that the defendant [alleged that the plaintiff] brought in a false account and kept book falsely. He produces affidavits of four witnesses and demands reparation of honor.

The defendant admits having said that the plaintiff had rendered a false account, but not that he had spoken of false bookkeeping, and refers to the witnesses mentioned below.

There appeared before the honorable court, Sijmon Jansen, Walraef Klaerhout, and Jan Hendricksen Bruyn, who declared at the request of Jacob Thijsen that they heard Jacob Thijsen say that the account, which the plaintiff had rendered to the defendant, was false, but that they did not hear him speak of false bookkeeping.

[202] The honorable court, having heard the parties and witnesses on both sides and also examined the account in question, and having found no mistake in the said account which the defendant could point out, find the defendant guilty of having rashly accused the plaintiff of fraudulent bookkeeping and therefore fine the defendant f28 and forbid him, on pain of greater penalty, to repeat such accusations.

Johannes La Montagne, in his capacity as officer, plaintiff, against Philip Hendricksen, defendant.

The plaintiff says that the defendant has committed great insolence in having during the night, in returning from guard duty, cut Gerrit Visbeeck with his cutlass in the arm, in such a way that the same was half off and lamed, as appears from the affidavits of three witnesses, which the plaintiff produces, as also from the report of Mr. Jacob, the surgeon, that the last three fingers are lame and that the patient is in danger from some symptoms, which might cause his death. He requests justice in the matter.

The defendant admits the deed, but says that he was forced to it because he [the plaintiff] attempted to take his gun from him and

undertakes to prove it.

The honorable court adjourns the case to the next court day.

[203] Extraordinary Session Held in Fort Orange
August 13, 1660

Present:

Johan Verbeeck
Frans Baerentsen
Evert Jansen Wendel

Johannes La Montagne, in his capacity as officer, plaintiff, against Adriaen Jansen van Leyden, defendant.

The plaintiff says that the defendant, contrary to the ordinance issued by the hon. director general and council of New Netherland, has ventured to send an Indian into the woods as a broker to fetch Indians with beavers. Having met an Indian woman with beavers who wished to go to the house of Volkert Jansen, the Indian broker enticed her by presenting her with a string of black sewant and brought her to the defendant's house. Being there, she refused to trade and insisted on going to Volckert Jansen's, whereupon her beavers were retained and she was pushed outdoors by the defendant's servant, the door being then locked. The Indian woman made a complaint to the plaintiff, who went to the defendant's house and ordered him to restore the Indian woman's beavers, which the defendant's wife refused to do. Finally, they forced the Indian woman to trade her beavers at their house. He requests therefore that the defendant be fined the amount mentioned in the ordinance.

The defendant denies that he sent brokers into the woods and also that he retained the Indian woman's beavers by force.

[204] The plaintiff requests that the defendant be subjected to the following interrogatory, to wit:

Whether it is not true that he himself, through his wife, or otherwise, has given an Indian a black string and a portion of black sewant and some *canotiens*,* for brokerage?

Answer, He requests to have a copy, to make reply on the next court day.

The officer protests and maintains that he must answer at once, yes or

* possibly an attempt at *cadeautjes*, meaning "little gifts"

no, according to the best of his knowledge.

The honorable court orders the honorable plaintiff to deliver to the defendant copies of the documents to make answer thereto on the next court day.

Gerrit Swardt, *schout* of the colony of Rensselaerswijck, enters an attachment against the person of Carel Jansen, and requests that he not be allowed to depart until he makes satisfaction of one beaver.

The honorable court orders *fiat*.

[205] Extraordinary Session Held in Fort Orange
August 25, 1660

Present:

Anderies Herpertsen
Sander Lendersen
Jan Verbeeck
Rutger Jacobsen
Frans Baerentsen
Evert Jansen Wendel

Johannes La Montagne, in his capacity as officer, plaintiff, against Default. Hendrick Anderiesen, defendant.

The plaintiff complains that Hendrick Anderiesen, defendant, on the 23d of this month, in violation of public law and the freedom of the public streets, without a word of altercation, beat and maltreated Lijsbet, the wife of Gerrit Bancken,* who was pregnant, with his fists and kicked her. And whereas such excesses in a place where justice prevails cannot be tolerated, the plaintiff, after investigation of the matter, has caused the defendant to be cited to appear before the honorable court and in case of default he requests that he may arrest and detain the delinquent in order to proceed against him for cost and injuries, according to law.

The honorable court, on the complaint of the officer and the presentation of the affidavits in regard to the person of Henrick Anderiesen, order the officer in accordance with his request to place the defendant in confinement.

The curators of the estate of Dirrick Bensich, deceased, plaintiffs, against

* Elisabeth Dirckse van Eps

Lambert van Neck, defendant.

The plaintiffs demand of the defendant payment of 32 or 33 beavers, according to the contract of sale.

The defendant admits the debt, but says that he can not pay at present.

The honorable court orders the defendant to pay the plaintiff the beavers demanded within the space of 14 days.

[206] Extraordinary Session Held in Fort Orange
September 1, 1660

Present:

La Montagne
Anderies Herpertsen
Sander Leendersen
Jan ver Beeck
Rutger Jacobsen
Frans Baerentsen Pastoor
Evert Jansen Wendel

Theunis Pietersen Tempel, plaintiff, against Jacob Thijsen, defendant.

The plaintiff asks of the defendant payment of the sum of one hundred two guilders, eight stivers, in beavers.

The defendant's wife,* appearing before the court, exhibits an account amounting to one hundred seventeen guilders, 14 stivers, which the defendant says the plaintiff received.

The plaintiff replies that 7 beavers in his custody are chargeable to the account of the defendant's boy, named Johannes, to pay for his board.

The defendant's wife rejoins, saying that she gave the 7 beavers in part payment of the plaintiff's account and not on account of the boy.

The honorable court adjourns the case to the next court day, until the arrival of the defendant.

Gerrit Bancken, plaintiff, against Default. Adriaen Appel, defendant.
Default. Jan van Eeckelen, defendant.

Eva Rinckhouts, plaintiff, against Default. Claes van den Bergh, defendant.

* Anna Hals

Inventory of appurtenances of the sloop Eendracht

[182] With the knowledge and consent of the Honorable *Commys* La Montagne and the Honorable Abraham Staets and Phillip Pietersz Schuyler, magistrates of Fort Orange and Beverwyck, at the request of Jacob Jansz Flodder, an inventory and list was made of what was found on the sloop named the *Eendracht* (Union), together with the cables and anchors by which said sloop lies in the roadstead here, as also the boat and oars belonging thereto, as follows:

First, a cable and horse line with two anchors by which the sloop now lies at anchor

A cable and a half cable in the hold

A piece of horse line

A cask of tar, full

A small cask of hammer scales

Two tackle blocks bound with iron

A mizzen and a foresail, a fore-topsail, a jib and a small sail for the boat

An hour-glass; a compass

The boat with two oars

Two oars for the sloop

An iron pot

A gridiron

Two wooden bowls

The sloop with her standing rigging

Bill of sale of a horse from Arent van Curler to Sixt van der Stichel

[183¹] On this day, the 8th of November 1661, Mr Arent van Curler sells and Mr Sucx van der Stichel buys a sorrel gelding seen by the buyer to his satisfaction; also a saddle and bridle: which said horse, saddle and bridle shall be delivered to the buyer at the first opportunity, and the buyer Sucx van der Stichel promises to pay to said Mr Curler or his order next spring A° 1662, for said horse one hundred and forty skipples of rye, and for the saddle and bridle eighty guilders in good strung seawan. For the faithful performance of which, the parties hereto mutually bind their

¹ The reverse of page 182, which was originally numbered 196, is blank.

respective persons and estates, nothing excepted, subject to the authority of all courts and judges. Done in Beverwyck, dated as above.

A. V. CURLER

SIXT VANDER STICHEL¹

Jan Nack

J. Delinssc

Bill of sale of the sloop Eendracht from Jacob Jansen Flodder to Lucas Andriessen and Jan Joosten

[184] On this day, the 9th of November 1661, the Messrs Jeremias van Rensselaer, director of the colony of Rensselaerswyck and Phillip Pietersz Schuyler, magistrate of Fort Orange, in the name and at the request of Jacob Jansz Flodder (he being present), have sold, and Luycas Andriessz and Jan Joosten of them have bought, the sloop of said Jacob Flodder, named the *Eendracht* (Union), at present lying at anchor here, with all that belongs to her, anchors, cables, and running and standing rigging, according to inventory thereof: for which said sloop the buyers promise to pay to Mr Rensselaer aforementioned the sum of twenty-eight hundred guilders in money hereafter named, in three instalments, to wit: a just third part within the time of six weeks from the date hereof in good strung seawan, amounting to nine hundred and thirty-three guilders, six stivers and five and one-third pence; the second payment in the same currency and amount in the month of April 1662; and the third payment in good whole beavers reckoned at twenty guilders seawan apiece in the month of July 1663; for the satisfaction and payment of which said sums on the respective days of payment Mr Daniel van Donck and Mr Folckert Jansz offer themselves as sureties, in order that if need be the amount may be recovered from them without expense or loss. Therefore, said sloop is hereby turned over to the buyers free and unincumbered, to be used from now on on all streams and rivers and to be disposed of by them [185] as they might dispose of their own property, said Flodder releasing the buyers from all future demands on his part with regard to said sloop. For the performance and fulfilment of all that is hereinbefore written parties on both sides, each as far as

¹ Sixt van der Stichel, or Stighelen, was a trader at New Amsterdam. He perished with others in February 1663. See "Executive Minutes of the Burgomasters," in *Minutes of the Orphanmasters Court of New Amsterdam*, 1655-63, 2:127, 149; and *Records of New Amsterdam*, 4:45.

he is concerned, bind their respective persons and estates, nothing excepted, subject to all courts and judges. Done in Beverwyck, on the date above written.

JACOB JANSEN FLODDER
JEREMIAS VAN RENSSELAER
PHILIP PIETERSE SCHUYLER
This mark X was made by
LUCAS ANDRIESSZ, aforementioned
JAN JOOSTEN
DANIEL VAN DONCK
VOLCKART JANSZ

Jan Cornelisz: vander Heyden } as witnesses
Jure Jaen Tunsen

In my presence,

D. V. SCHELLUYNE, *Not. Pub.*
1661

Bond of Juriaen Teunissen to Jan Harmensen

[186] On this day, the 7th of December 1661, Jurriaen Theunisz, master glazier, acknowledged that he was well and truly indebted to Jan Harmensz, baker, in the sum of ninety-two good, whole beavers reckoned at eight guilders apiece, growing out of the sale and delivery of two pipes of brandy, one containing sixty-one *viertels*¹ and the other fifty-five *viertels*, amounting together to twenty-three ankers, each anker being valued at four beavers; which said ninety-two beavers he, Jurriaen Theunisz, promises to pay the latter part of the month of June A°. 1662, punctually, binding therefor his person and estate, nothing excepted, subject to the jurisdiction of all courts and judges. Done in the village of Beverwyck, on the date above written.

JUREJEN TUNSEN

Witnesses { *Adriaen van Ilpendam, testis*
This mark X was made by *Jan Euertsz* schoenmaker

D. V. SCHELLUYNE, *Not. Pub.*
1661

¹ One *viertel* = 1.956 gallons.