

The American connection

Unit 2

The Journey



PUPIL WORKBOOK

In this unit you will have the opportunity to:

- Identify the ports from which the emigrants left Ireland
- Read some of the advertisements which attracted them to a new life across the ocean
- Design a newspaper advertisement
- Learn about life aboard ship for the emigrants
- Compile a food diary
- Take part in a group discussion
- Use your imagination to write a diary entry
- Write a letter from the New World
- Create a TV documentary
- Compose a song
- Plan a Trip to America
- Reflect on your own work



Setting out on the Journey

In the 18th century about a quarter of a million people left Ulster to find a new and better life in the colonies of North America. Most of these people were Ulster-Scots, that is people whose ancestors had moved to Ireland from Scotland during the years of the Plantation.

Their journey to America was not an easy one. Of course everyone had to travel by ship. Your task is to find out some more about their journey. Let's set out.....

Task 1

You have a blank map of the Province of Ulster which is made up of 9 counties.

Find out the names of the 9 counties and write them onto the map in the correct positions.



Task 2

Below are the names of the 8 main ports used to travel from the North of Ireland to a new life in America during the 17th and 18th centuries.

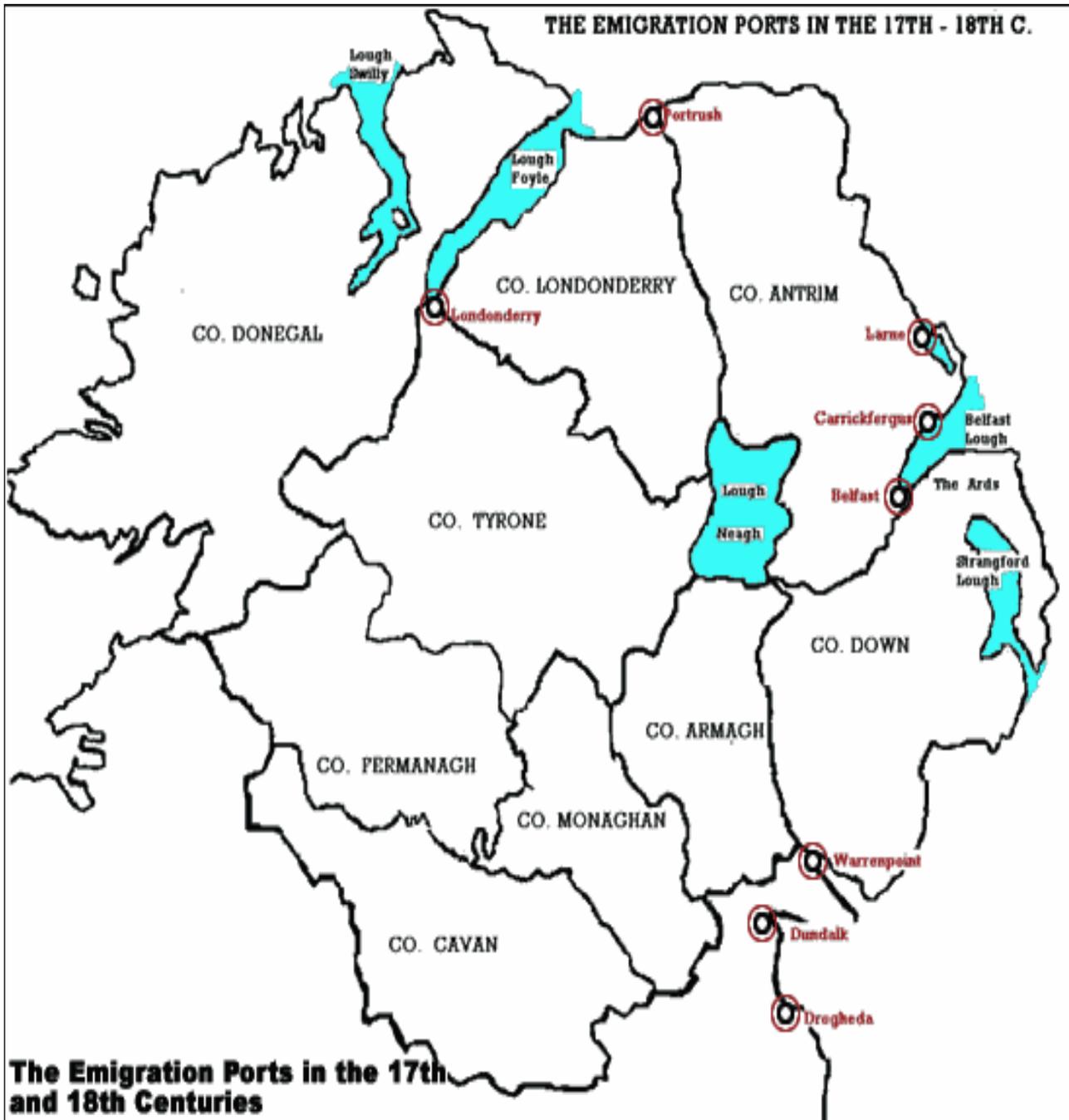
There are 8 red circles on your map. Each one marks one of these ports.

Mark on the names in the correct positions.

PORTRUSH
LARNE
CARRICKFERGUS
BELFAST

WARRENPOINT
LONDONDERRY
DROGHEDA
DUNDALK

Emigration Ports from Ulster in the 17th and 18th centuries



Drop an' Drag Activity



PORTRUSH

LARNE

CARRICKFERGUS

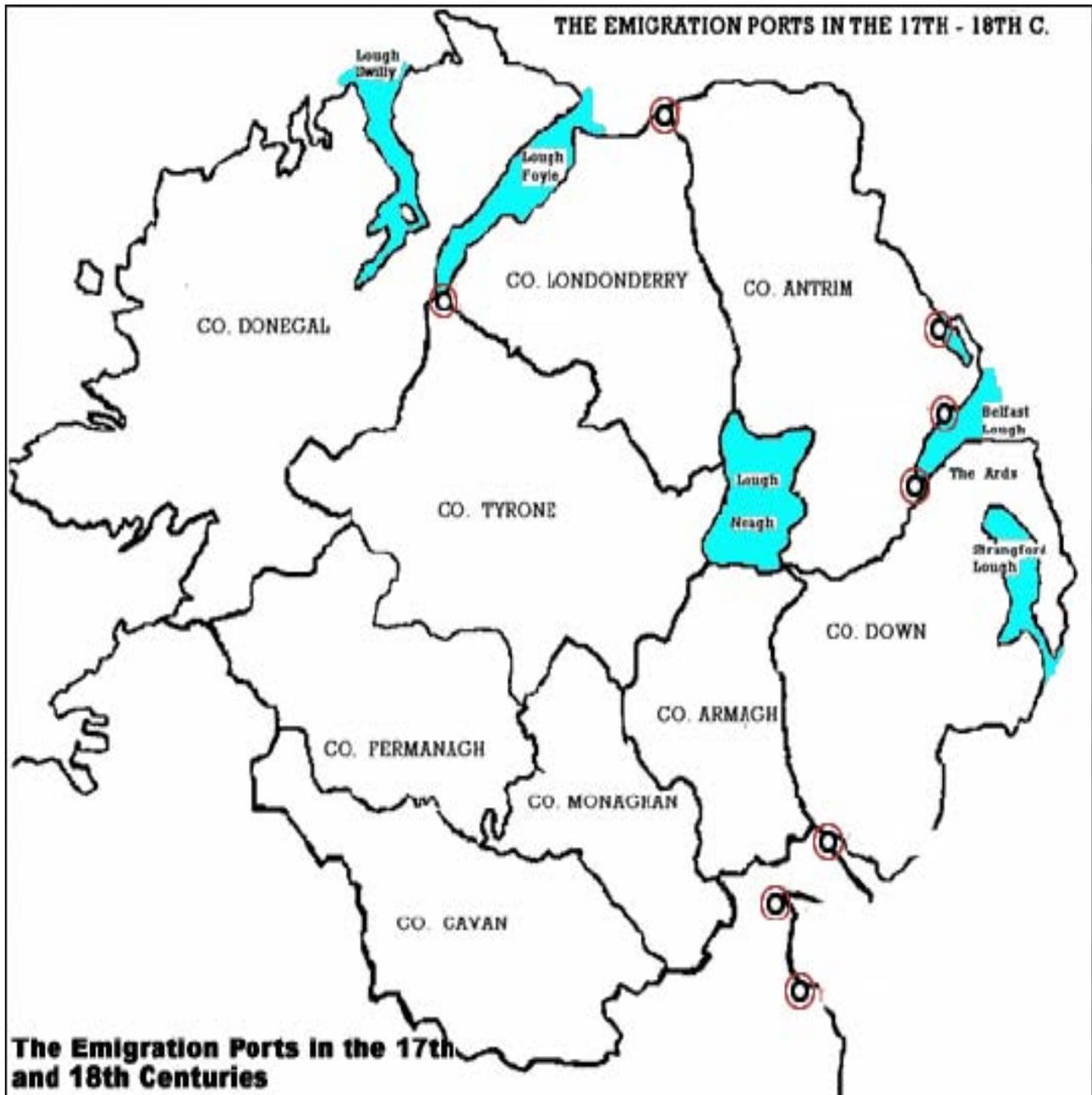
BELFAST

DROGHEDA

DUNDALK

LONDONDERRY

WARRENPOINT



The Journey



The Mellon homestead can be seen at the Ulster-American Folk Park near Omagh. The Mellons were just one family out of many which made the sometimes hazardous journey across the Atlantic Ocean in search of a better life for themselves.

In 1819 the British government passed the first act of parliament to regulate passenger traffic. Under the terms of this act minimum standards were set for sea travel. The amount of space, ventilation and sanitary arrangements for passengers were all set down. In the 1850s passengers were also required to undertake a medical examination before being allowed on ship and they also had to prove they had the minimum amount of clothing as set out in the regulations.

In 1827 the British government repealed the Passenger Acts which had greatly inflated the cost of fares across the Atlantic. By 1831 the standard fare from Ireland to Canada (depending on time of year, route taken and the shipping line used) had fallen from an average of between four and ten pounds to just one pound ten shillings. The route to Canada was less expensive but was also considered more hazardous. Many however choose this route as a way into the United States.

Between 1717 and the early 1780s around a quarter of a million Scots-Irish Presbyterian emigrants left Ulster to cross the Atlantic to make a new life for themselves. Their journey could be difficult and hazardous although it must be said that only a very small percentage did not survive the journey.

They travelled in simple wooden sailing ships for anything up to six weeks. They could take little with them— even if they had had many possessions which they most probably did not. When they did eventually arrive in America they could be kept on board quarantined until infections had passed.

The first regular Scots-Irish emigrant ships were chartered in 1717. The year was significant. It was when drought completely ruined the crops. 5000 men, women and children headed to Pennsylvania as a result. Another contributory factor was the severe restrictions which were placed on their Presbyterian faith.

The first recorded successful passenger ship from Ulster was the Friends Goodwill which left Larne bound for Boston in April 1712.



A quayside scene as the ship was loading and getting ready to set out for America.

Newspaper Advertisements



On the following three pages you will find some of the advertisements which the people of Ulster would have read in their newspapers.

You can either read them or listen to them on CD.

Think

How are these advertisements trying to appeal to would-be emigrants?

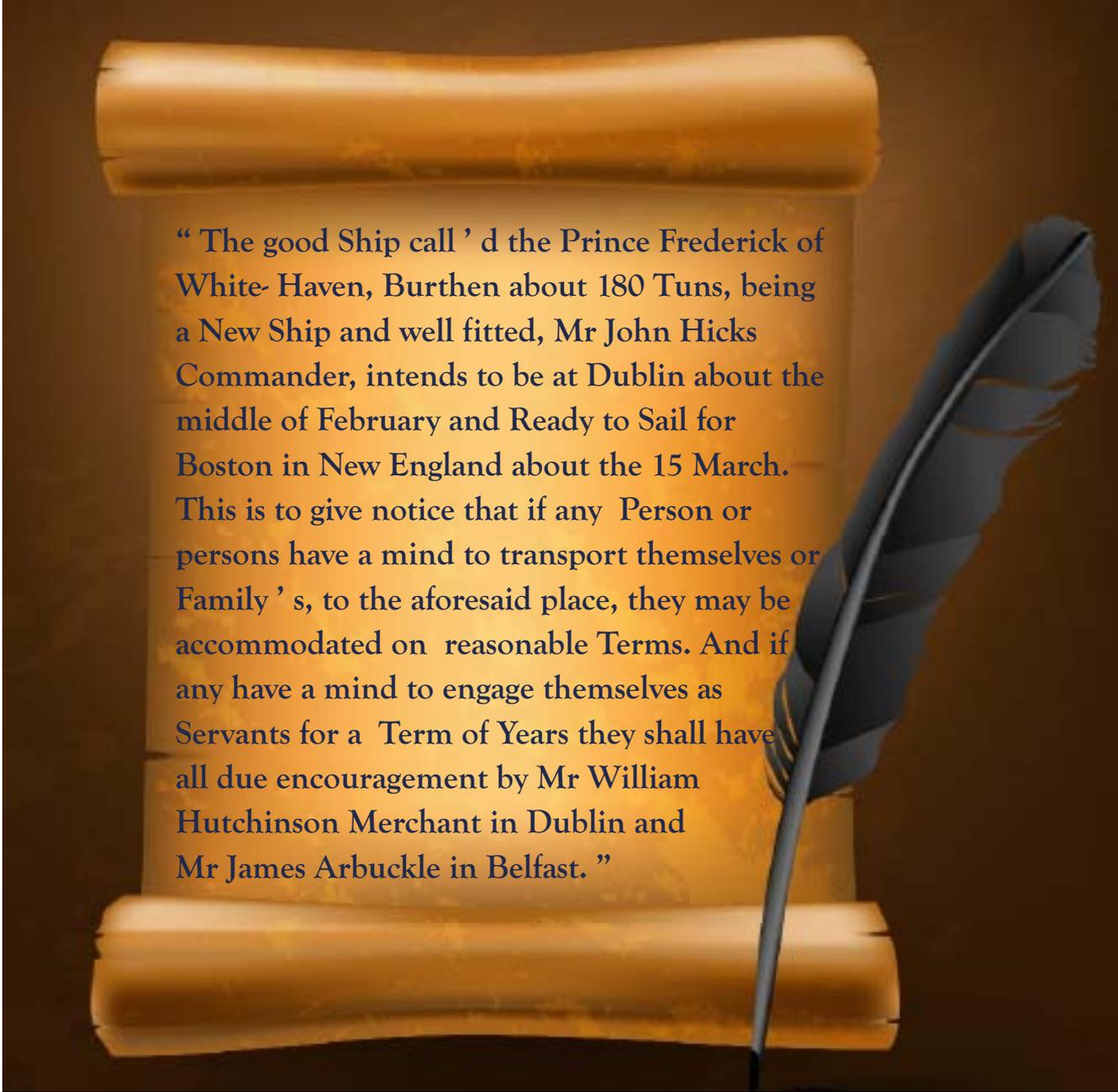
Is this the same as nowadays or are their tactics different?

Task

- ✿ You are going to create your own advertisement to attract people to emigrate to America either in the 17th century or today.
- ✿ It may be either an advertisement for a newspaper or you can pretend that radio was invented and create your advertisement for radio.
- ✿ If you wish you may try to suit the vocabulary and style to match the 18th century advertisements you have read or you may use modern English.

Resource Sheet A

Advertisement from The Dublin Courant 10 Feb. 1718-19



“ The good Ship call ’ d the Prince Frederick of White- Haven, Burthen about 180 Tuns, being a New Ship and well fitted, Mr John Hicks Commander, intends to be at Dublin about the middle of February and Ready to Sail for Boston in New England about the 15 March. This is to give notice that if any Person or persons have a mind to transport themselves or Family ’ s, to the aforesaid place, they may be accommodated on reasonable Terms. And if any have a mind to engage themselves as Servants for a Term of Years they shall have all due encouragement by Mr William Hutchinson Merchant in Dublin and Mr James Arbuckle in Belfast. ”



Words To Think About:

BURTHEN

TUNS

Advertisement from The Dublin Courant 10 Feb. 1718-19

- What information are the readers given about this ship?
- Some words may be unfamiliar to you as they are not much used today or perhaps we use a different spelling. Find out what these words mean:



**BURTHEN
TUNS
AFORESAID**

- The advertisement invites those who “ have a mind to engage themselves as servants” to journey on this ship.

Use the Internet to research the practice of
'INDENTURED SERVANTS'.

Here is one website to get you started:

http://en.wikipedia.org/wiki/Indentured_servant

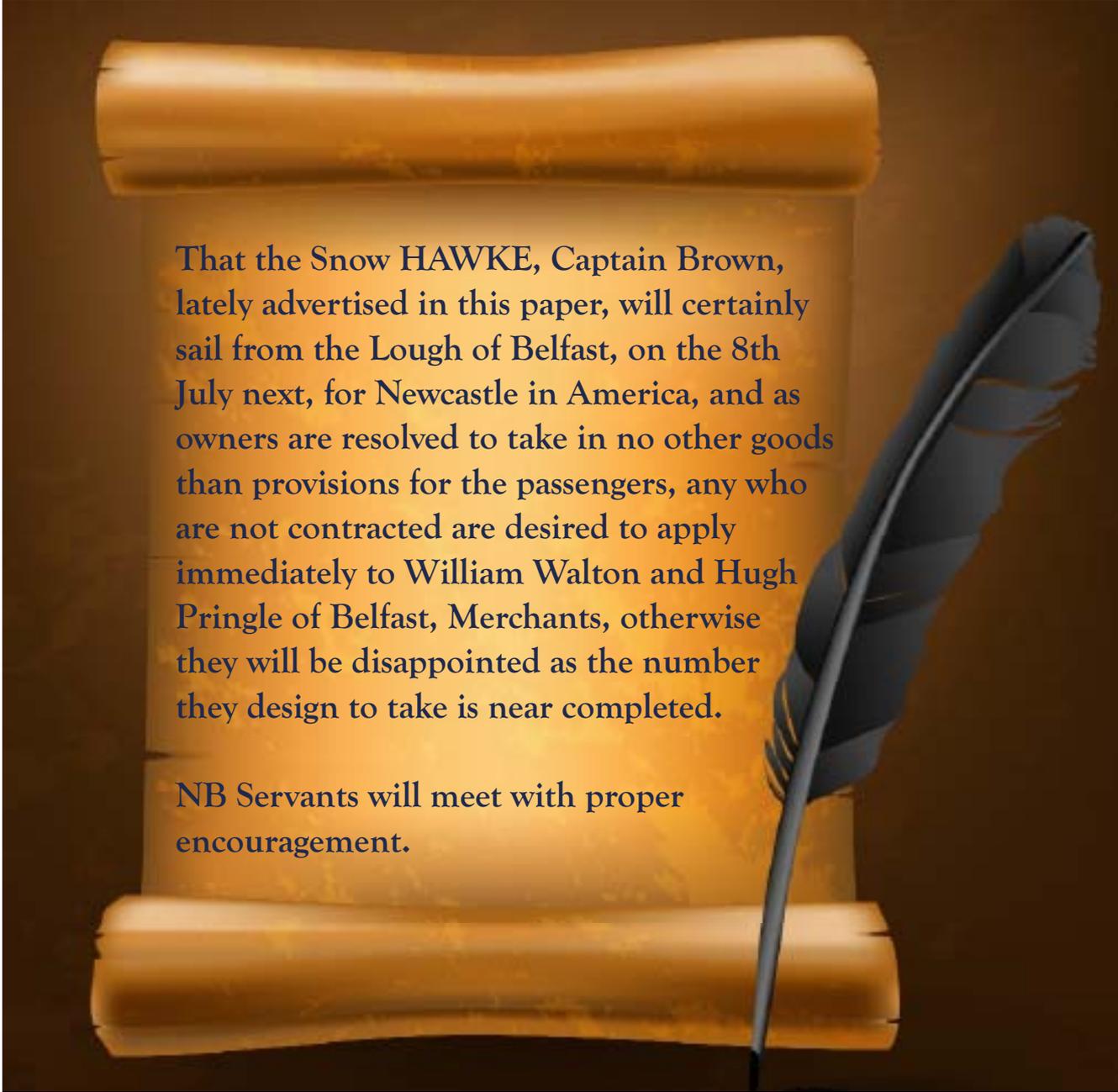


Consider

Why would someone choose to go to America
as an indentured servant?

Resource Sheet B

Advertisement from the Belfast News Letter 29th June 1750



That the Snow HAWKE, Captain Brown, lately advertised in this paper, will certainly sail from the Lough of Belfast, on the 8th July next, for Newcastle in America, and as owners are resolved to take in no other goods than provisions for the passengers, any who are not contracted are desired to apply immediately to William Walton and Hugh Pringle of Belfast, Merchants, otherwise they will be disappointed as the number they design to take is near completed.

NB Servants will meet with proper encouragement.

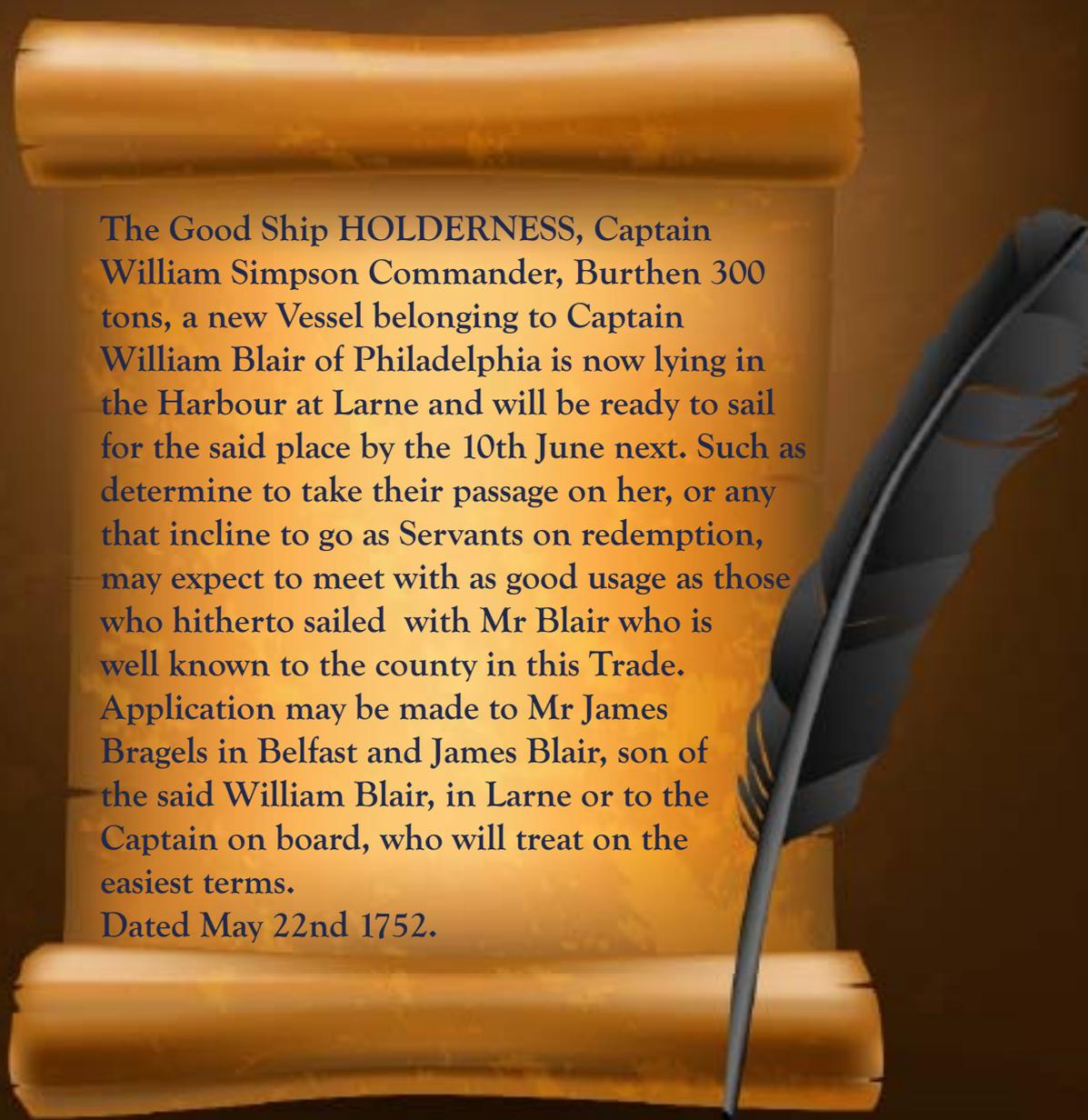


Think About:

What does 'NB' mean? Where does it come from?

Resource Sheet c

Advertisement from the Belfast News Letter 6th June 1752



The Good Ship **HOLDERNESS**, Captain William Simpson Commander, Burthen 300 tons, a new Vessel belonging to Captain William Blair of Philadelphia is now lying in the Harbour at Larne and will be ready to sail for the said place by the 10th June next. Such as determine to take their passage on her, or any that incline to go as Servants on redemption, may expect to meet with as good usage as those who hitherto sailed with Mr Blair who is well known to the county in this Trade. Application may be made to Mr James Bragels in Belfast and James Blair, son of the said William Blair, in Larne or to the Captain on board, who will treat on the easiest terms.
Dated May 22nd 1752.



Words To Think About:

INCLINE

REDEMPTION

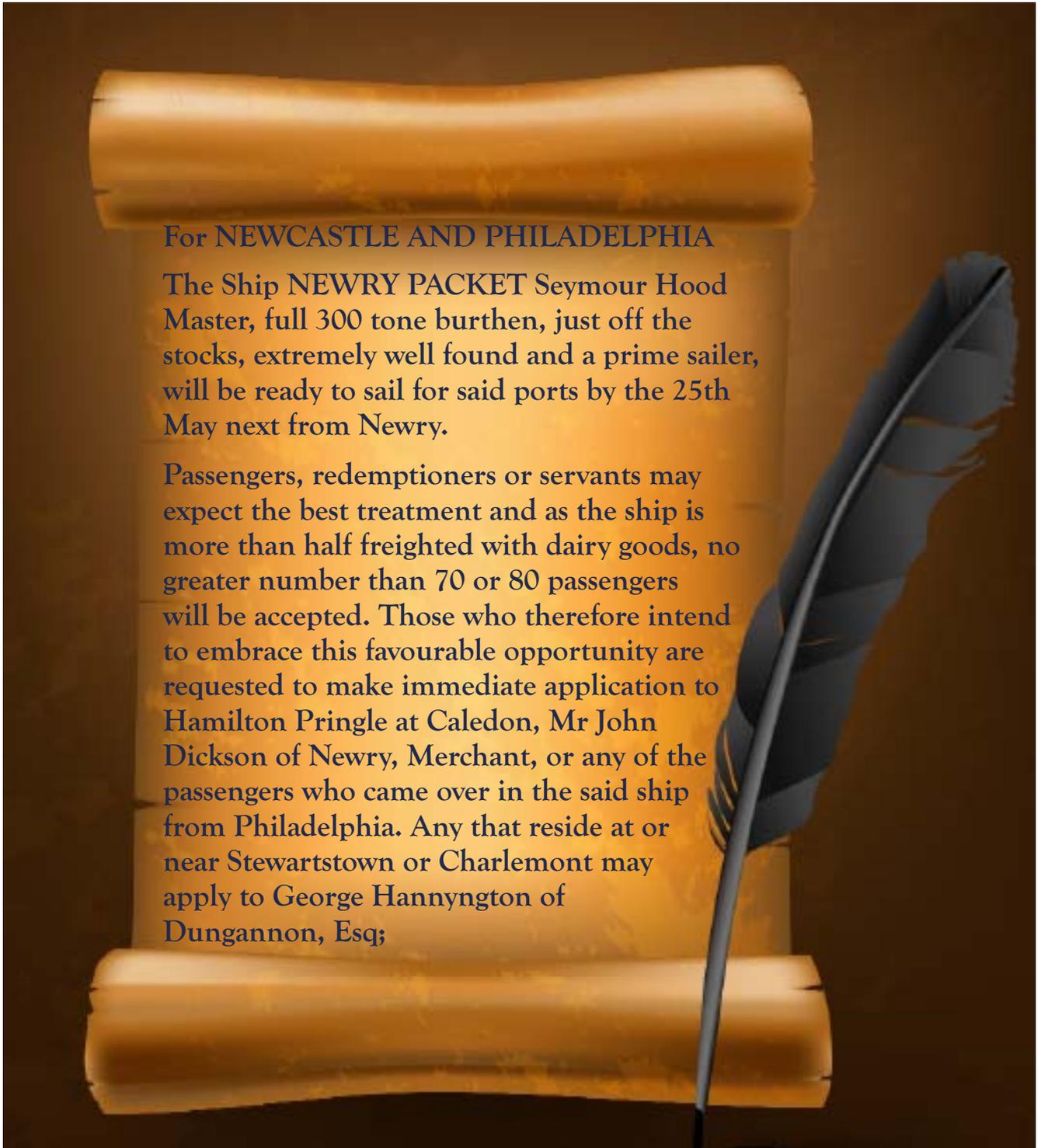
HITHERTO

Advertisement from the Belfast News Letter 21st April 1767

For NEWCASTLE AND PHILADELPHIA

The Ship NEWRY PACKET Seymour Hood
Master, full 300 tone burthen, just off the
stocks, extremely well found and a prime sailer,
will be ready to sail for said ports by the 25th
May next from Newry.

Passengers, redemptioners or servants may
expect the best treatment and as the ship is
more than half freighted with dairy goods, no
greater number than 70 or 80 passengers
will be accepted. Those who therefore intend
to embrace this favourable opportunity are
requested to make immediate application to
Hamilton Pringle at Caledon, Mr John
Dickson of Newry, Merchant, or any of the
passengers who came over in the said ship
from Philadelphia. Any that reside at or
near Stewartstown or Charlemont may
apply to George Hannyngton of
Dungannon, Esq;



Shipping List

Can YOU find YOUR name?

Acheson	Adair	Adamson	Addis	Addison	Agar	Agnew	Aidy
Aiken	Aitchinson	Aitken	Alexander	Allen	Allison	Anderson	Armstrong
Auchinleck	Bailey	Bailie	Baird	Barr	Barron	Baxter	Beattie
Beatty	Beggs	Bell	Bennet	Bingham	Bishop	Black	Blair
Boal	Bogue	Bonar	Bonner	Boyd	Boyle	Bradley	Broderick
Brodie	Brown	Buchanan	Burns	Cahoon	Cairns	Caldwell	Cameron
Campbell	Cannan	Cannon	Carleton	Carley	Carlisle	Carr	Carson
Chambers	Choun	Christie	Christy	Clarke	Cleary	Clements	Cochrane
Colhoun	Coll	Connell	Cooke	Corry	Coulter	Cowan	Craig
Crandle	Crangle	Crawford	Crindle	Cringle	Crombie	Cromie	Crozier
Cully	Cullen	Cunningham	Curran	Curry	Davidson	Davis	Davison
Dawson	Dempsey	Dempster	Dickson	Dill	Dixon	Doherty	Dougherty
Donaghy	Donaldson	Donnelly	Dougan	Douglas	Downey	Doyle	Duff
Duffy	Dugan	Duncan	Dunlop	Dunn	Dunne	Eadie	Eager
Eakin	Eakins	Edgar	Egan	Ekin	Elliott	Ellis	Emmerson
Ennis	Ervine	Erwin	Ewing	Fairley	Fairleigh	Fee	Ferguson
Ferris	Finlay	Fisher	Fleming	Ford	Forde	Forsythe	Foursides
Foster	Fraser	Frazer	Frizell	Fullerton	Fulton	Galbraith	Gamble
Gibb	Gibson	Gillespie	Gilliland	Gilmore	Gilroy	Gordon	Gourley
Graham	Grant	Gray	Greer	Gregg	Hall	Hammond	Hamill
Hamilton	Hanna	Harbison	Harper	Harperson	Harris	Harrison	Hart
Harte	Harvey	Hawthorne	Hayes	Henderson	Hendrie	Hendron	Henry
Heron	Herron	Hewitt	Hill	Holmes	Home	Houston	Hoy
Hume	Hunter	Huston	Hutcheson	Hutchinson	Irvine	Irwin	Jamieson
Jeffers	Jefferson	Jenkins	Johnson	Johnston	Keenan	Kelly	Kennedy
Kerr	Kidd	Kilpatrick	King	Kirk	Kirkpatrick	Kitchen	Kitson
Knox	Kyle	Laird	Lamont	Laurie	Lavery	Lee	Levinston
Lindsay	Little	Livingstone	Logan	Long	Longley	Loughlin	Love
Lowry	Lynn	Lyons	Lyttle	MacAdam	MacAlean	MacAllen	MacAllister
MacArthur	MacAteer	MacAuley	Macbeth	MacBratney	MacBride	MacCabe	MacCaffrey

Shipping List

MacCaig	MacCall	MavCallon	MacCallion	MacCartnay	MacCartney	MacCaul	MacCauley
MacClaine	MacClane	MacCleary	MacCleery	MacClelland	MacClenaghan	MacClintock	MacCloy
MacClure	MacCluskey	MacComb	MacComish	MacConaghy	MacConkey	MacConnell	MacCormack
MacCormick	MacCorry	MacCourt	MacCoy	MacCracken	MacCrea	MacCready	MacCroy
MacCullagh	MacCullough	MacCully	MacCune	MacCurdy	MacCutcheon	MacDaid	MacDermott
MacDonagh	MacDonald	MacDonnell	MacDowell	MacEldowney	MacElroy	MacElwain	MacElrain
MacEvoy	MacEwen	MacFadden	MacFall	MacFarland	MacFerrin	MacFetridge	MacGarvey
MacGee	MacGeown	MacGibb	MacGill	MacGoldrick	MacGorlick	MacGoughan	MacGowan
MacGrath	MacGuckan	MacGugan	MacGuigan	MacGuire	MacHenry	MacIlroy	MacIlveen
MacIlwaine	MacInally	MacInnes	MacIntyre	MacIvor	MacKane	MacKain	MacKay
MacKeag	MacKeague	MacKean	MacKee	MacKeeper	MacKellar	MacKelvey	Makemie
MacKendry	MacKenna	MacKenzie	MacKeown	MacKibbon	MacKilley	MacKillop	MacKinley
MacKinney	MacKinnon	Macintosh	MacKinstry	MacKnight	MacLaughlin	MacLean	MacLenaghan
MacLoughlin	MacManus	MacMaster	Macmenamin	MacMichael	MacMillan	MacMillen	MacMullan
MacMullen	MacMurray	MacCurty	MacNaughton	MacNeill	MacNeilly	MacNeish	MacNickle
MacNish	MacParlan	MacParland	MacQuestion	MacQuilken	MacQuillan	MacQuiston	MacReynolds
MacRobert	MacSorley	MacStay	MacSweeney	MacVeagh	MacVeigh	MacVey	MacVitie
MacWhiston	MacWilliams	Maffett	Magee	Magill	Mann	Marshall	Martin
Mateer	Mathews	Matthews	Maxwell	Mefatt	Mellon	Mercer	Millar
Miller	Milligan	Millikin	Mitchell	Mitchum	Moffat	Moffatt	Moffet
Moffett	Moffit	Moffitt	Montgomery	Moore	Moorhead	Morgan	Morris
Morrison	Morton	Mullan	Mullen	Mullin	Murdoch	Murdock	Murray
Murtagh	Napier	Neill	Nelson	Neilson	Nesbitt	Newell	Nicholl
Nicholson	Nisbet	Nixon	Noble	Orr	Park	Parks	Paterson
Patterson	Pattison	Patton	Petrie	Phillips	Poland	Pollan	Polland
Porter	Rae	Revie	Rainey	Ramsay	Ramsey	Rankin	Rea
Reid	Reynolds	Richardson	Ritchie	Robb	Roberts	Robertson	Robinson
Rodgers	Rogers	Ross	Roulston	Rowe	Russell	Rutherford	Rutledge
Sands	Scott	Shanks	Shannon	Shaw	Sheilds	Sheils	Shields
Sheils	Simms	Simpson	Sinclair	Sloan	Sloane	Slowan	Small
Smith	Smyth	Somerville	Speers	Speirs	Spiers	Spence	Steele
Steel	Stevenson	Stewart	Stuart	Sweeney	Taggart	Tait	Tate
Taylor	Teague	Templar	Thompson	Thomson	Todd	Turner	Urquhart
Walker	Wallace	Waters	Waterson	Waterston	Watson	Watt	Watters
Weir	WWhite	Wiley	Wilkinson	Williams	Williamson	Willis	Wilson
Wright	Wylie	Young					

A List of Passengers on the ship EAGLE for New York 29 March 1803.

Thomas Bain	18	Farmer	Downpatrick
John Browne	24	Farmer	Saintfield
James Bryson	27	Farmer	Kilrock
William Calvert	33	Labourer	Killeagh
Ann Calvert	24	Spinster	Killeagh
Samuel Campbell	18	Labourer	Banbridge
David Clement	22	Farmer	Keady
Andrew Clement	20	Farmer	Keady
John Cully	24	Farmer	Keady
James Diennen	19	Labourer	Dovehill
Robert Eakin	38	Farmer	Coleraine
John English	40	Labourer	Tynan
Isabella English	32	Labourer	Tynan
John Graham	24	Labourer	Tynan
Robert Halridge	16	Clerk	Ballymoney
William Hancock	19	Labourer	Derrylea
William Kerr	18	Labourer	Tynan
William Kineard	52	Farmer	Derrylea
Robert Kineard	18	Labourer	Derrylea
Peter Leonard	28	Farmer	Hillsborough
William Logan	36	Labourer	Dromore
William McAlister	20	Farmer	Ballycastle
Thomas Wilson	23	Labourer	Armagh
William Wilson	22	Labourer	Derrylea
Margaret Wilson	20	Spinster	Derrylea
William Woods	27	Labourer	Seapatrick
John Menter	28	Labourer	Belfast

Extracts From The Journal Of John Robinson

John Robinson left County Down bound for America in 1871. Here are some extracts taken from his journal. It begins after he had arrived in Boston and recalls some of the details of his journey.

Boston

1st March 1871

....After bidding farewell to my loving mother and father, affectionate brothers and sisters and a number of friends and well-wishers, I drove up to Crossgar, took the train to Belfast, spent the day there and after taking leave of my many friends and acquaintances....I embarked on the crosschannel steamer for Liverpool.....the Parthia, the vessel which was to carry me to my destination... lifted anchor at 2pm.....

1st September 1871

....I cast my eyes around in all directions but no land to be seen anywhere as we are now in the midst of the Irish Sea. [At Cork] we have admitted a great many passengers. Here two small boats came alongside with funny looking men and women in them, bearing baskets of oranges and apples to sell to the passengers.

16th September 1871

...A great many are sick as the sea is quite rough. I am among the sick myself, but keep on deck as much as possible to prevent it...No amusements tonight as most of us are sick which takes away the taste for such things.

17th September 1871

Today is dark and cloudy and the sea is very rough, the vessel is heaving at a brisk rate and increases our seasickness a great deal. The water is lashing over the bows in great style, one of the sailors is thrown off his feet and is severely hurt, but some of the passengers lose their perpendicularity and go down but not injured. One's head reels fearfully and is unable to stand unless holding on to something.



18th September 1871

It blew a very strong gale last night, and couldn't sleep much. This morning looks better, sun shines a little. There are a great many on deck as it is very sickening below, some have got a good drenching with the spray dashing awash deck. Towards evening a fresh gale springs up which puts the waves in great commotion so the vessel heaves tremendously. The gangway is thrown down and the window of the great saloon is broken in by a huge wave, washing part of the dinner off the table, so you can guess the passengers would be frightened, many of whom are beginning to apprehend some danger as it is still getting rougher. Some are singing, some praying and others less apprehensive of danger are getting up sport as best they can. Towards night it is so rough we can neither stand nor yet sit with any comfort but have to lie down in our berths and hold on for fear of being dashed against the sides of the vessel.

19th September 1871

Up once more after a terrible night as we thought but the sailors only laughed at us saying "this is the way we go to America", but now the storm is all over and we are very thankful for having been spared to see the light of another Sabbath morning.

20th September 1871

About 9.30 Saturday night there was an Irish girl kicked up a great row. It seemed she was a little deranged in mind before she came on board but fear of being drowned during the storm on Saturday night made her much worse.....

Extracts From The Journal of John Robinson

21st September 1871

....towards evening we experience a wonderful change in the atmosphere, getting cold as we approach the banks of Newfoundland. By this time most of the passengers are recovered from their 'mal de mere' and we are all enjoying ourselves to perfection and the young ladies are beginning to look rosy again.

23rd September 1871

The weather continues quite cold had been much snow last night as it is lying in heaps on deck this morning....

24th September 1871

This mornings performance commenced with a good hand fight between two of the sailors and each fought very well indeed if I am any judge and had several good knock downs on both sides. This too helps to break the monotony and perhaps breaks something else too as the blood was running freely from one of the combatant's nose.

25th September 1871

....we are nearing land. Some even whispering of us reaching Boston tonight.

26th September 1871

I got up pretty early this morning and stumbled on deck with a light heart as I heard

we had arrived in sight of land and to my surprise it was even so, for I found our vessel lying at anchor outside Boston harbour, where we had arrived this morning at three o'clock, but were obliged to remain here till daylight....No one but those who have been tossing about on the bad ocean for a number of days can realize what a source of comfort and joy comes over me at the first sight of land, it is a joy unspeakable. Our pilot came on board about ten o'clock but we did not proceed on our journey until twelve....gliding past innumerable little islands with here and there a wood built cottage at the doors of which might be seen a blithe Yankee lassie waving her pocket hanky in the morning breeze to welcome us to Yankee land, and I assure you it was responded to with right good will and many a hearty cheer rang out from our decks and resounded along the shores..... By and by we arrive in port where we are welcomed by an enormous crowd which have assembled to await our arrival, perhaps many expecting friends..... before going on shore we have all to pass before a doctor and examining committee to ascertain that there is no disease on board, after this we embark and have our baggage examined and once more find ourselves on terra firma after a sail of eleven days and what was considered a good passage.....



Living conditions Aboard Ship

FOOD AND WATER

Adults received the following amounts of food (children less):

DAILY:

Loaf of bread (2-3 lbs)
3 quarts of water

WEEKLY:

1lb preserved meat
7 ozs sugar
1lb preserved pork
1 oz tea
1 lb salt beef
1 1/2 ozs coffee
1/2 lb pickled fish
a little mustard
3 lbs flour
1 pint oatmeal
2/3 pint of pease
6 ozs suet
1/2 pint preserved cabbage or vinegar

Nowadays if you were travelling to America by ship it would be a luxury liner complete with swimming pools, cinemas and shops. It was very different in the 18th and 19th centuries.

In the 18th century the most commonly used type of ship was the BARQUE. It usually had three masts and had not been built to carry passengers originally but was converted to carry passengers.

The ship had what was called a POOP DECK where the full fare paying passengers were housed while passengers paying only a part fare or no fare travelled in the area under the main deck which was usually used as the cargo hold. This was usually not even high enough for an average person to stand up straight.

This letter came from Samuel McCullough to his father in Carrickfergus. It appeared in the Belfast News Letter.

24 September 1774

Dear Father

This comes with our duty to you and our stepmother, and our love to your brothers and sisters, and to let you know that it has pleased God to spare all the principals of out two families, but it was sore on our children; for on the 19th June, Tommy Jackson died, and the day after the two girls, to our great grief, both died in one hour. This was the greatest trouble I ever felt, to see out two fine girls thrown into the ocean after they had been seven weeks on board and were on the coast. Our mate died, and several more men and women and about 12 children. We had great fever on board; men lay raving through all the berths. I never lay down that night, but I was afraid that some of us would have it before the morning. Our children died of a short illness and not of the fever.

Task

Keep a food diary for a week. In it you should record all the food (including snacks!) which you eat. Include the amounts (ounces or grams) and compare at the end of the week what you have eaten with what the emigrants had on board ship.



When so many people were living in an enclosed space for weeks on end as the ships made their way to America, it was necessary to have rules to make sure everyone arrived safely.

Working either with a partner or in a group try to think what rules would be necessary to keep everyone on board safe. You have been given headings to help you.

SLEEPING ARRANGEMENTS

FOOD AND MEALS

SMOKING AND DRINKING

Ship's Rules

- *No smoking between decks (any tobacco found was confiscated until the ship reached port)*
- *No alcohol or gunpowder to be carried*
- *Church services every Sunday which ALL must attend*
- *All passengers to be up by 7am*
- *Breakfast at 8-9 am; dinner 1pm and supper 6pm*
- *Beds must be rolled up during the day*
- *Decks to be swept (including under bunks!) before breakfast*
- *All fires out by 7pm*
- *ALL passengers in their berths by 10pm*
- *A safety lamp to be left lit all night at the main hatchway*
- *No naked lights at any time*
- *Beds to be aired on deck at least twice a week*
- *Cooking utensils must be cleaned daily*

[These are only part of the rules. Only some of the passengers could read anyway. Anyone breaking rules could be punished by the captain including being flogged.]

Dangers at Sea



Even during 'normal' years the sea crossing to America was often a difficult journey. In 1720, for example, the Essex was captured near the coast of Newfoundland by pirates who abused some of the female passengers.

In 1729, because the demand for passage to a new life to escape all the problems of famine and land tenure in Ireland was so great, some unsuitable ships were used to make the voyage. Even those ships which were normally used to making the crossing were now overcrowded.

Sometimes provisions ran out. On one ship, the George and Ann, the journey took almost five months and during that time around 100 passengers - men, women and children - lost their lives. One ship foundered and sank off Cape Cod.

Of course, when demand was high, there was money to be made. Unscrupulous businessmen and ships captains sometimes thought little of the passengers and much more about the fortunes they could make. The Jenny was bound for New Castle from Derry when the captain decided instead to head for Virginia because he could make more money there. Other captains maximised their profits by scrimping on food and fresh water. Another complaint was that passengers were often indentured illegally so that when they arrived in America they had to serve a master for a number of years before they were free to move on.

By 1729, the desire to emigrate among Ulster Presbyterians was such that an Irish newspaper of the time said they were willing to undergo "all the Tries, Hardships and Dangers of the Seas, by Storms, Shipwrecks, Turks and Pyrates, to be Starved, or cast away by the Villany of Ship Masters."

(The People with No Name, Patrick Griffin p96)



Vocabulary Work

Can you find what the following words in the passage mean?

provisions
foundered
unscrupulous
maximise
scrimping
indentured

Letter from Fishing Creek



Susquehanna River looking towards the south

The Belfast Newsletter published a letter which Robert Smillie had received from his son, John, in Pennsylvania. It was written from Fishing Creek on the Susquehanna river. John Smillie left Greyabbey in County Down to travel across the Atlantic. He began work as a carpenter but ended as a United States Senator.

In his letter John describes his voyage to America. Here are some extracts:*

“We had a South-West Wind which drove us so far North that our Weather became extremely cold On July 6th we had a Storm which continued nine hours; on the 12th we espied a Mountain of Ice of prodigious Size ... on the 16th we espied a sail ... we gave chase and fired six guns at her In this manner did the Captain behave, giving chase to all ships he saw whither they bore off east or west. [Captain Taylor of the Sally was playing at being a privateer] ... August the first our weather became extremely warm and the crew very weak [Smillie uses ‘crew’ to mean passengers] ... the next 12 days we lived on two biscuits and a half for that time. .. we had but half a pint of water per day Our ship was truly a Spectacle of Horror. Never a day passed without one or two of our crew put over Board. Many killed themselves by drinking Salt Water and their own urine was a common drink; yet in the midst of all our Miseries, our Captain showed not the least remorse or pity August 29th we had only one Pint of Water for each person [left] and our Bread was done. But on that Day the Lord was pleased to send the greatest Shower of Rain I ever saw which was the Means of preserving our lives. After this we had fair winds On the first of September we sounded and the next morning we saw land.”

** The spelling and punctuation used in the extracts are as in the original letter. The extracts were taken from “God’s Frontiersmen” by Rory Fitzpatrick*

Play The Atlantic crossing Game



You have now learnt something about life on board ship as the emigrants made their journey to America.

Now you can try the Atlantic Crossing Experience on the Ulster-American Folk Park website.

Go to <http://atlanticcrossing.folkpark.com/>

See if you survive the journey and how long your crossing takes.

Good luck!

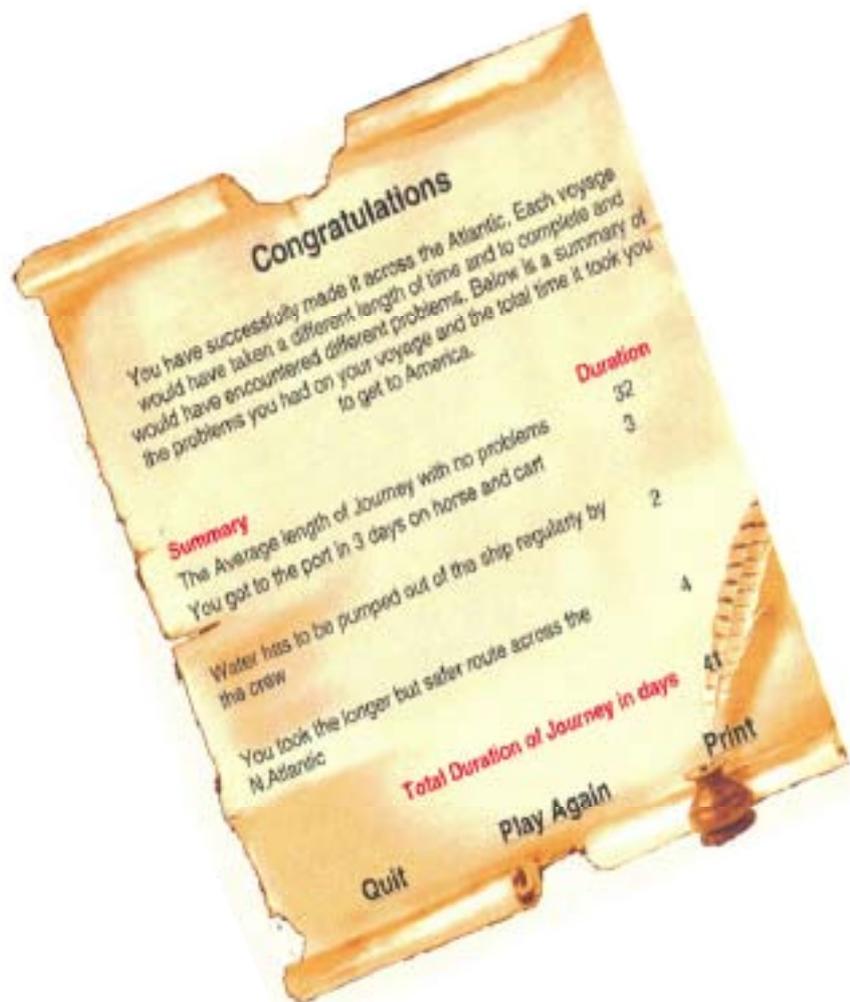
The Atlantic crossing Game

Below is the summary page of one pupil's journey across the Atlantic. You could print out your summary to help you with this task.

Imagine you had actually undertaken your trip. You are going to write at least 3 diary extracts from your time on the seas. One of the entries should be from the beginning of the journey, one from the middle and one from the end of the voyage.

Don't just write about what happened but also about how you were feeling during the voyage. Here are some buzz words to help you:

- FAMILY
- DANGER
- FEAR
- ANTICIPATION
- EXCITEMENT
- LONELINESS
- SICKNESS
- FRIENDSHIP
- WEATHER
- CREW
- FOOD
- ANXIETY
- CONDITIONS
- ESCAPE
- HOPE
- DREAMS



If you are not sure of the meaning of any of these words find them in a dictionary either on your computer or in the library.

End of Unit Tasks

As you come towards the end of this unit of work about the journey to the New World, you have the choice of tasks to finish.

- TASK 1 LETTER FROM THE NEW WORLD
- TASK 2 TO THE NEW WORLD
- TASK 3 TRIP TO AMERICA

Read each Task Sheet carefully and then decide which one you will undertake.

Task 1

LETTER FROM THE NEW WORLD



Now that you have read the letters written by some of those who chose to make the journey to the New World in North America and by those who remained here in Ulster it is your turn to write.

Imagine that you have just arrived in Philadelphia after your sea journey. Write to a friend or member of your family.

You should include:

- Details of the journey
- How you are feeling
- What plans you have now
- Your hopes for the future

YOU SHOULD THINK ABOUT:

- The style of your letter
- Your audience
- Use of language



Task 2

TO THE NEW WORLD

Now you have read the accounts of the emigrants on their journey to the New World and listened to the tape of one of their songs as they left Ulster behind to face an uncertain future which they hoped would bring a better life for themselves and their families, complete one of the following tasks :

TASK 2A



Imagine TV and video were available in the days of the emigrants. Create a 3 minute segment of a documentary about life on board a ship taking emigrants from Ulster to America. Include interviews with passengers and crew.

OR

TASK 2B

Compose your own ballad either to be read as a poem or sung.

Your ballad can be about:

- Your thoughts before you leave
- The journey
- Your feelings when you arrive
- All of these



Task 3

TRIP TO AMERICA



You have been reading all about people who left their homeland and family in Ulster and set out to make a new and better life for themselves in America. Some were very successful; others did not prosper. For all of them it was a big step to take and most would never return home again or see the family they had left behind.

Nowadays people holiday in America. Cheap and fast air travel has made this possible.

Find out how many people in your class have visited America. Perhaps you could get an outline map of the United States and mark on all the places you and your classmates have visited.

Now you are going to plan a holiday in America. You will need to get some travel brochures or look up airline and hotel websites on the Internet.

- Plan the two-week trip for you and your family to any part of America you would like to visit.
- Cost out how much you will have to pay (including car hire).
- Find out what the exchange rate is for pounds into dollars.



SOME WEBSITES TO GET YOU STARTED

<http://www.continental.com/>

<http://www.delta.com/home/index.jsp>

<http://www.abta.com/>

Self Evaluation Sheet

Now is your opportunity to reflect on the work you have done during this unit; to see your own strengths and weaknesses in your work so that you can improve next time.

Rate yourself with a mark out of 5 (1 being the weakest performance and 5 being the best)

SCORE

- persevered until I had identified all the emigrant ports and marked them on my map
- I created an appropriate advertisement for the emigrant ship
- I contributed to the group discussion on Ship's Rules both listening to others and sharing my own ideas
- I thought carefully when choosing my End of Unit Task not just selecting what I thought I could complete most quickly
- I worked hard to complete my End of Unit Task to the best of my ability