



Society News

THE PILGRIM WILLIAM WHITE SOCIETY

AN ENDORSED FAMILY SOCIETY
OF THE GENERAL SOCIETY OF MAYFLOWER DESCENDANTS

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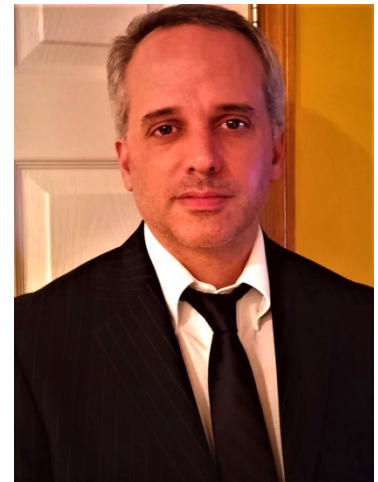
NUMBER 2

Message from the Governor

Dear Cousins,

Hope everyone is enjoying their Spring. It is the day after Easter and it's snowing here in Ohio! An intriguing aspect of Pilgrim history is their story of survival during the hardship of the first Winter season. Despite these trying and uncertain times all the Mayflower passengers declined a return trip back to England and remained committed to start again in their new home. As descendants I would like to think we have carried in our ancestral DNA that trait of determination. The Pilgrims, often thought of as simple people, were destined to be regarded as pioneers building the foundations of Plymouth colony. William's occupation in England was a shoe maker. It's interesting to wonder what his long-term aspirations were for his family and livelihood in the new settlement.

Our Society has much to look forward to later this year. The Marshfield Historical Society and author Stephen O'Neill are currently working on a biography for Resolved! The working title is *Resolved White: The Atlantic Life of a Mayflower Pilgrim*. This is great news that we will have an in-depth work about Resolved, just like the Peregrine book. Marshfield will give an update when the book becomes available for sale. In 2023 The Pilgrim William White Society will commemorate the 10th anniversary of its founding. To mark this occasion every member will be receiving a free commemorative magnet in the mail this coming November. A little



Governor Patrick White

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further down the road in September 2023, our Society will hold its Triennial Meeting in Plymouth which coincides with the GSMD Congress.

An important part of our mission is to provide any possible assistance for potential members trying to prove their lines, even though our organization is not the only source of help. Many people are just at a dead end with proving their lines any further. We must never forget how very fortunate we are to have been able to document our lineage back to our Mayflower family and have that special connection to Pilgrim heritage.

Patrick

Looking Back

By Cousin Alan Smith

Before I get to my article for the newsletter, I want share a product with you. If your hair or lack thereof resembles mine, then this product may be a good present for your family to consider for Christmas or Major Birthday. We all at this point have so much stuff and do not really need any more. My son Andrew and his family gave my wife and me a subscription to *Storyworth*. Each Monday we each receive a question which is selected by Andrew and Liz to answer about our lives. Some are intriguing; some, challenging; some, sad; some, just fun. At the end of the year, they will be published for us and Andrew and family. What a great way to share our story with children, grandchildren, etc.

To recap my last article, I have been thinking a lot about mortality. So, I have been digging through the mortality records of our ancestors. Apart from the death of William on February 21, 1621 at thirty-three, our people had great lives and longevity. Peregrine, who probably should have died in infancy aboard the *Mayflower*, lived to be eighty-four. Resolved lived to be

around seventy-two. Susanna survived multiple child births, which was a leading cause of early deaths of young women. While most of the adult women died before the First Thanksgiving, she lived to be at least fifty-four (date of Edward's will) and could have been as old as seventy-five (date of her son Josiah's will). We don't know where they are buried, but likely they are buried in the Marshfield Cemetery. For Resolved and Judith's children, please refer to my last article. In this article we will examine Peregrine's children.

Based on *William White Silver Book*, Peregrine and Sara Bassett had six children. The eldest was Daniel, born. c. 1649 and died at either 70 or 75. The younger age is based on the vital records and the older age on his tombstone. His younger son Thomas was grievously wounded in Queen Ann's War (1711), received compensation from the Colony in 1726 and was cared for by his nephew, Benjamin, for many years. The second son is not definitely identified. But according the *Silver Book*, p.18, he could have been the Joseph White of Marshfield who was killed in the King Philip's War and would have been 25 years old. The third son was Jonathan, born on 4 June 1658 and died between 14 July and 22 February 1737. He was married twice. The *Silver Book* p. 16 lists his seven children as "probably" being by his first wife Hester Nickerson. He would have been 76 years old. Peregrine the Second lived to be only 62. GSMD now only recognizes his son Benoni although earlier it accepted another son Mark, p.18. Peregrine and Sarah's first daughter lived to be 92 years old with only four sons living. Three of her sons (age 7, age 4, and age 10), all died in August of 1699. Two of her sons died in their mid 30's. Sylvanus, Peregrine's youngest son, lived a very short time and died around 21 years old. He had only one son, William, who lived to be about 97 years old with ten children. Peregrine and Sarah's last child,

Mercy lived to be 69 dying in 1739. She had four daughters. The younger two were twins who lived to be over 71. Many twins died after birth. The oldest daughter, Thankful died at 40 while her younger sister Sarah lived to be 67. In spite of having nine children, Sarah had only grandchildren by two sons. Five of her children are listed as “n.f.r” (no further record). The conclusion is early death. Her oldest son William was a mariner and died about 37 years old probably unmarried. Her third son Adam, lived into his 77th year with eight children. Her youngest son Levi died in his 46th year but with nine children. Levi has claim to be the last entry in the current *Silver Book*.

New Resolved Book!

From the Marshfield Historical Society

The Marshfield Historical Society plans to release a new book on Resolved White. The planned title is: ***Resolved White: The Atlantic Life of a Mayflower Pilgrim***. A biography of 17th Century Marshfield resident Resolved White (ca.1615-ca.1690) by Stephen C. O'Neill.

Description:

Resolved White was the older brother of Peregrine White and was a passenger aboard the *Mayflower* voyage in 1620. He was the son of William and Susannah White, step-son of Gov. Edward Winslow, and half-brother to Gov. Josiah Winslow and Elizabeth Winslow. Resolved's biography is more complex than his younger brother Peregrine's. Over the course of his life, Resolved was a resident of Amsterdam in the Netherlands; Plymouth, Marshfield, and Scituate in Plymouth Colony; Salem in Massachusetts Bay Colony; and for a short time Barbados in the Caribbean.

Resolved married Judith Vassall with whom he had eight children. His father-in-

law was William Vassall, a leading figure in Scituate. Vassall was responsible for the religious disputes that split the Scituate Church in two, and engaged in a literary war of words with Resolved's step-father Edward Winslow in authoring and publishing the books *Hypocrasie Unmasked* (1646), *New England's Jonas* (1647), and *New England's Salamander* (1647). Resolved traveled with Judith to Barbados to help settle William Vassall's estate there in 1657. This trip ties Resolved's life to the wider trade in sugar and slaves in the Caribbean among his Vassall in-laws.

Resolved married his second wife, the widow Abigail Lord and lived in Salem in the 1670s. During King Philip's War in 1675-76, Resolved served in Captain Manning's company of soldiers from Ipswich, when he was sixty years old. After Abigail's death, Resolved returned to Marshfield and died sometime after 1687, where he was presumably buried.

Throughout his life, Resolved maintained a close connection to Marshfield. His name appears in town and colony records, he was listed as a Freeman in the town, and his family connections played an important role, evidenced by his eldest son living in the home of Josiah and Penelope Winslow for most of his life. Resolved's life was marked by his multiple crossings of the Atlantic Ocean, yet stayed firmly connected to Marshfield.

My Detour to Sweden

By Cousin Ann Wilkerson

Is this a Pilgrim woman in Stockholm, Sweden? While touring the Vasa Museum I was surprised to see this life-sized mannequin depicting a Swedish citizen in the year 1628. It was her attire that caught my eye, and I immediately thought about the women of the *Mayflower*. Similarly



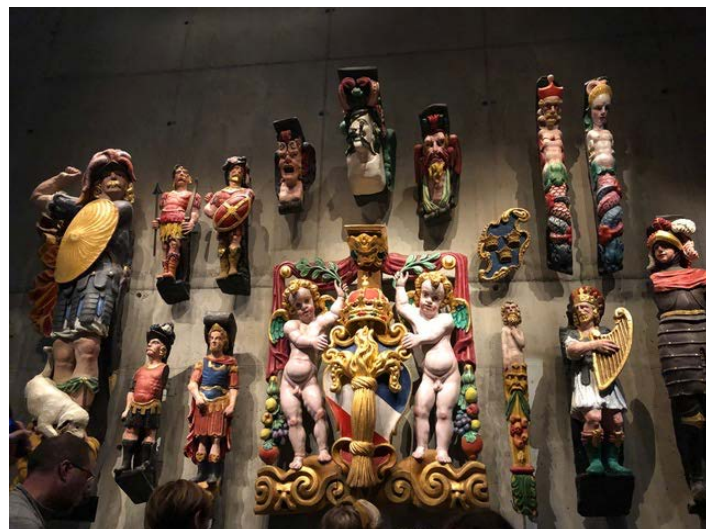
dressed, our grandmother Susanna White Winslow would be living in a world far from Europe at the time the warship *Vasa* sank, but as a *Mayflower* descendant, I tend to mark all history as pre- and post-*Mayflower*.

This narrative will focus not on the Pilgrim story, but instead on events in the Baltic in the same era. The story of the *Vasa*, the Swedish warship that sank on its maiden float ("voyage" implies that it went somewhere; it didn't) offers a perspective on European politics in the 1620's. The wonderful Vasa Museum in Stockholm contains the *Vasa* in all her glory, as well as 6 floors of artifacts and a film about her recovery. Here is an overview.

Background. 17th century Sweden looked different than it does today. The southwest was part of Denmark and on the east, half of present-day Finland belonged to Sweden. Sweden also controlled ports in Russia, Estonia, and Latvia. Baltic ports were the sources of timber, tar, and hemp for Europe's navies, and Sweden was nearly constantly at war in order to dominate the Baltic region. King Gustav II Adolph ordered the construction of the *Vasa* as

Sweden's flagship. At the time, naval strategy involved capturing an enemy ship and boarding it for hand-to-hand combat with axes and spears. This Swedish king saw the future of naval warfare as artillery duels between floating batteries of cannons. The king's new ship would have two full gun decks with 64 guns plus solid iron cannonballs, crossbar shots (like a cannonball but with a spike which effectively destroyed sails and rigging), and chain shot (two half balls connected with a chain that would also cut sails). This firepower would disable the enemy ship so that it could not maneuver and sail away.

But *Vasa* was not just a warship. She was a sailing display of the power of the crown, rich ornamented with sculpture and paint. There were figures of Roman emperors, mythological demigods, biblical heroes, and rosy-cheeked cherubs, in all more than 700 carvings. The *Vasa* in all her glory was a source of pride to the crew and made it clear to the rest of the world that Sweden was a major power. Skilled craftsmen specializing in shipbuilding and decoration had been encouraged to emigrate to Stockholm from other parts of Europe.



Vasa's Departure. On Sunday, 10 August, 1648, *Vasa* was finally ready for duty. Carrying mariners and their families

(who were allowed on board while in home waters), the ship cast off and was towed along Stockholm's waterfront into a light breeze. Her destination was Alvsnabben fleet base where the soldiers who made up 2/3 of the crew would board. The gunports were open and guns were fired in salute. Four sails were set and the breeze was barely sufficient to fill them. A sudden gust caused the ship to heel to port, alarming spectators who worried that the ship should not roll so dramatically in a light breeze. *Vasa* was righted and sailed 1,300 yards before a stronger gust caused the ship to heel again. This time her open gunports were submerged in the water. The sea streamed in and *Vasa* was doomed. She sank 120 yards from land. With her hull in the seabed, the tops of her masts were still visible above the water. Survivors, those who could not swim, clung to the masts waiting to be rescued by boats. The death toll was small; 30 of the more than 150 on board had been trapped below deck as she sank.

Why did *Vasa* sink? The shape of a ship's hull underwater plus the distribution of weight needs to enable a ship to right itself. If the hull shape does not provide enough buoyancy and there is too much weight high up, the ship will not right itself.

1956-1961. *Vasa* lay on the seabed in the cold Stockholm waters for 333 years but was never forgotten.



Anders Franzen had a day job as a fuel and lubricant expert but was long fascinated by shipwrecks of the 16th and 17th centuries. In 1956, cruising the harbor and towing an anchor, he snagged a large object which proved to be waterlogged oak. *Vasa* was found. Franzen's vision was to raise *Vasa* and to display it as an archeological

wonder for modern museum visitors. Raising *Vasa* was a technical, complicated, and expensive project. But the wreck was well-preserved in cold water, and the Swedish Navy's diving school was literally a few hundred meters away! Divers, working in zero visibility began digging tunnels beneath the ship for lifting cables. On 20 August, 1959, pumps began their work and *Vasa* began to rise. She was then moved in short stages to shallower waters where she would rest for two years. Divers removed debris and mud and installed covers on the



gunports. Finally on 24 April, 1961, *Vasa* was returned to the world.

Vasa Today. Between 1961 and 1988, *Vasa* was displayed under an aluminum structure over a dry dock. The building was cramped and humid as *Vasa* was sprayed with polyethylene glycol as a preservative at intervals throughout the day. Visitors could view the work of carpenters restoring the ship.

In 1988 a new museum was built. It was open on one end to allow *Vasa* to be towed into it. Water was pumped out and the final wall of the building was erected. Visitors now are greeted by a fully restored *Vasa*, set as on a stage. One can walk fully

around Vasa's exterior on each deck level. Exhibits are compelling; here are some of my favorites:

- Analysis of the paint colors: *Vasa* rose from the water in a dark shade of dull brown, but chemical and microscopic study revealed vibrant colors and gilding.
- The sails. The real sails. The cloth was preserved and is on display.
- The skeletal remains of those who perished. Remains of seventeen or eighteen men and women were found in and around the ship. One woman, who was called Beata by her modern researchers, was of average height (5'3") and in her mid-twenties. She was wearing a fine jacket and embroidered shoes. She carried a small knife. She had not been in good health. Dental analysis showed that she was malnourished or ill in childhood. In 1628 she was suffering from anemia and chronic diarrhea. One of her teeth had a notch in it, a characteristic of people who sew and bite off threads. Her likeness has been recreated in a way that makes her live again.
- "Ordinary" items of everyday use, including a comb, spoons, jugs, and a



backgammon set. Tobacco had recently been introduced in Sweden, and several pipes were found.

- The fishmonger mannequin whose clothing evoked that of the Mayflower women.

I was reluctant to write this piece for the Pilgrim William White Society, as it is far removed geographically from normal subject

matter about our beloved William and Susanna. I hope you enjoyed this detour to Stockholm in 1628. I give thanks that Mayflower was more seaworthy than *Vasa*. The source for this article is the English guidebook at the museum: *Story of Vasa*.

Financial Review Letter

March 24, 2022

Board of Directors
Pilgrim William White Society

A financial review of the PWWS books from 1/1/2021 to 12/31/2021 was completed. Deposits and withdrawals, with supporting documents, were matched to bank statements. All transactions were in order.

Sincerely,

J Benese Scherrer

Member Passes

Cousins,

We note the passing of **Mary Wiseley Barre**. She died in Baton Rouge on November 29, 2019. She was member #82 in our Society and was 89 years old. Born in Findlay, Ohio,



Mary was a graduate of Findlay Senior High School and attended Mt. Holyoke College in South Hadley, Massachusetts and the University of Michigan in Ann Arbor, Michigan. She raised her children in Findlay and retired to

Louisville, Kentucky, Boca Raton, Florida,

and Baton Rouge, Louisiana. Mary was a member of the DAR and the Mayflower Society. She spent nearly every summer of her life at her cottage overlooking Lake Michigan in Ludington. She was a talented piano player and enjoyed music, reading, needlepoint and spending time with family and friends.

What happened to the *Mayflower*?

The last recorded reference to the *Mayflower* was in May of 1624, when an application was made from the widow of Christopher Jones and two other owners. This declaration was made to sell the ship for scrap since it was said to be “in ruins”



If you have ever wondered what happened to the *Mayflower*, Caleb Johnson explains: “The claim, first originating from J. Rendel Harris' book *The Finding of the Mayflower* (1920), that the *Mayflower* ended up as a barn in Jordans, England, is now widely discredited as being a figment of an overzealous imagination on the tercentenary anniversary of the *Mayflower*'s voyage, combined with a tainted oral history. None of the evidence has withstood subsequent investigation.” However, many still believe that the barn is made from timbers of the

beloved ship which transported the English Pilgrims to the New World in 1620.

Jordans is a village located in Buckinghamshire, England and is a center for Quakerism. The village is also the burial place of William Penn, founder of the Province of Pennsylvania. Tourists from all over the world believe the folklore, flocking to see the *Mayflower* barn in this quaint town.

The following are only a few of the coincidences of the *Mayflower* Barn:

- The *Mayflower* was taken apart at the Rotherhithe, which is on the south bank of the Thames River. The village of Jordans is approximately 8 miles away.
- The elm door in the barn is supported by four cross bars of oak, each with carved floral decorations, possibly indicating symbols of the ship's name, *Mayflower*. There is a cracked support beam, just as the *Mayflower* suffered during an Atlantic storm.
- The barn was built from the timbers of salt-infused wood from a ship which was researched to be the size of the *Mayflower*.
- One of the owners of the *Mayflower*, Robert Child, lived only a few miles away from Jordans and Richard Gardiner, a *Mayflower* passenger lived in the neighborhood.

Mayflower Returns to England

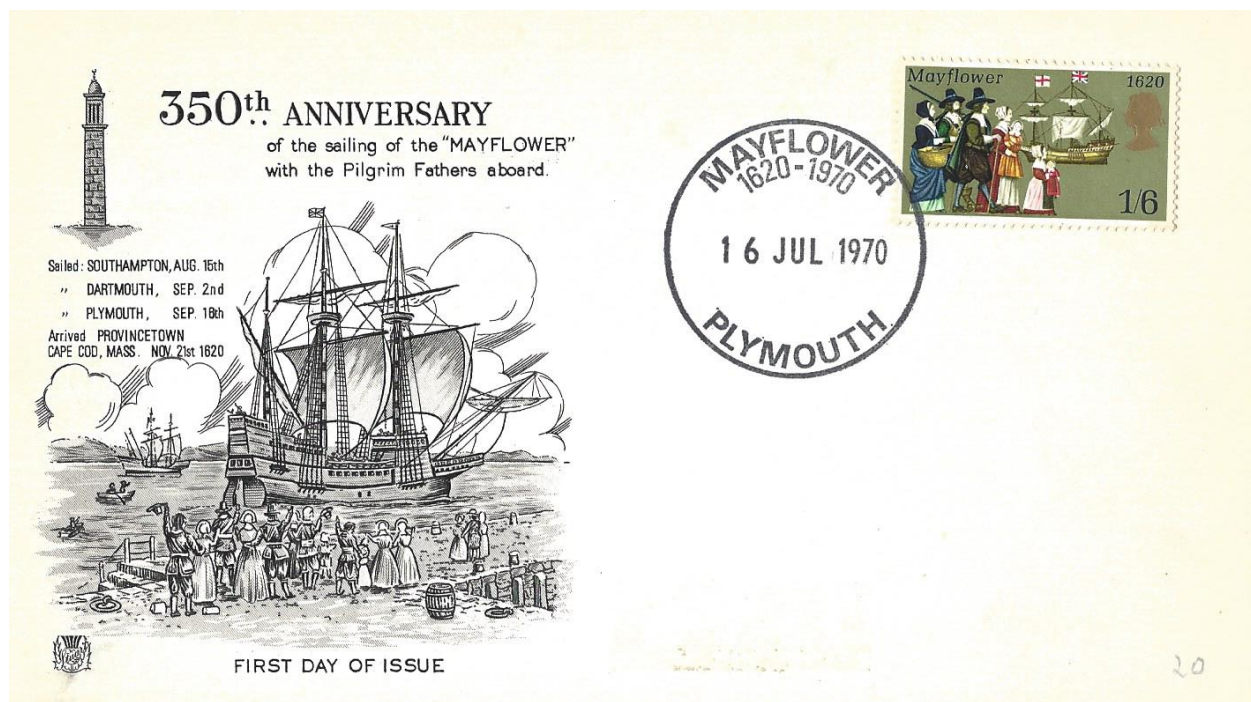
By Peggy Marsh



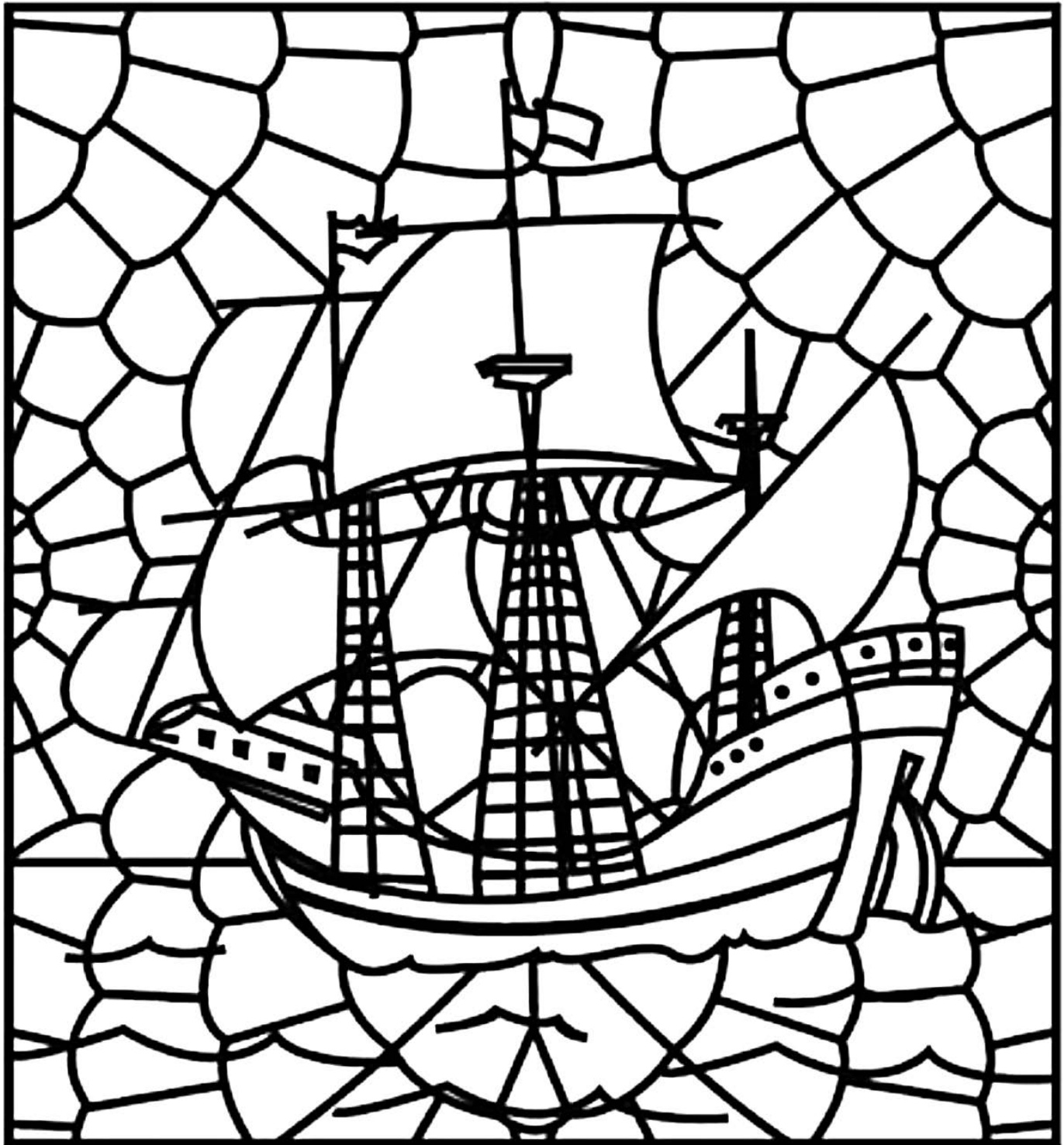
April 5, 1621~the cargo ship *Mayflower*, was pulling up anchor, leaving the Pilgrims in this New World. On the ship was

Captain Christopher Jones and the few remaining crew members who had survived winter's illnesses. One young crew member was hired as a cooper (a barrel maker) but chose to stay in Plymouth. That young man, John Alden, remained in Plymouth, later married, had ten children and was a prominent member of Plymouth. Today, visitors visit his second home in Duxbury which was built in 1651.

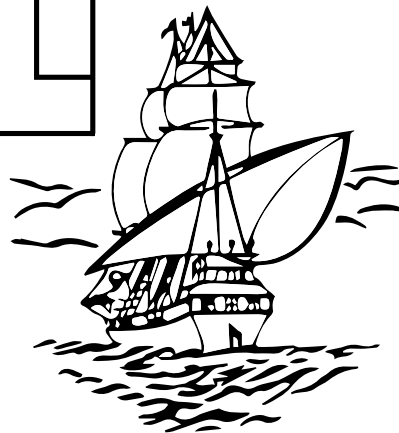
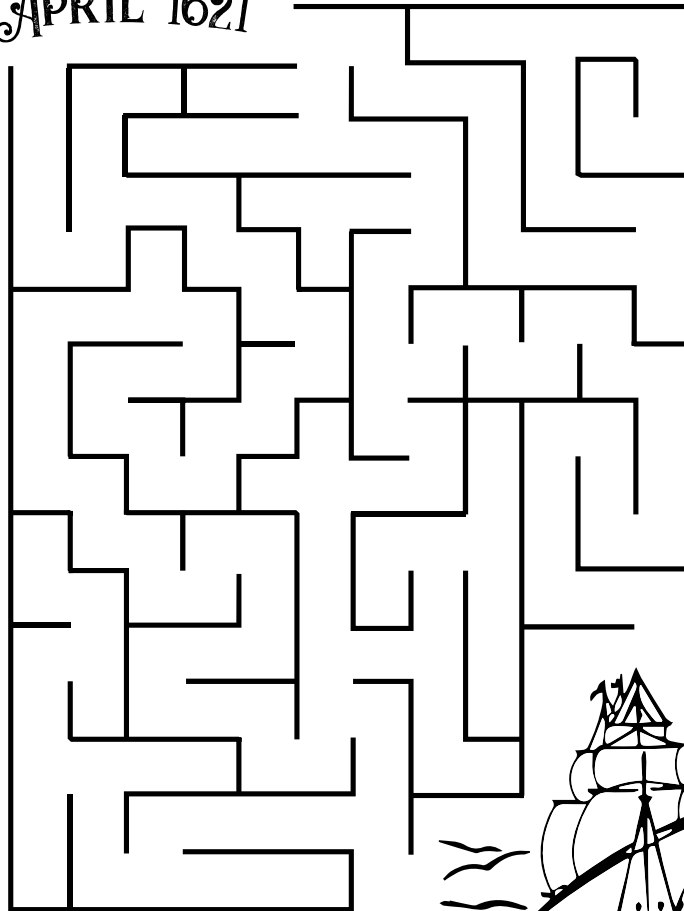
Two children's activities follow – a coloring challenge, and a maze.



Mayflower Returns to England



RETURN TO
ENGLAND
APRIL 1621



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Welcome New Members



Letters to the Editor

Hello Cousin Michael,

Thanks for what you do for us pilgrim people

Cousin Virginia Ress

Hello Cousin Mike,

Thanks for another great newsletter.

Cousin Dorothy Greene

Hello Cousin Michael,

Congratulations on another great newsletter. I was so excited to learn about the excommunication of William White and others. It is always great to find something new. And I enjoyed reading about Susanna and look forward to reading more about Peregrine in the next issue. Keep up the good work!

Cousin Marylen Jackson

Hello Cousin Mike,

Awesome newsletter. Thank you!

Cousin Betsie Goad

Hello Cousin Michael,

As usual, a fascinating newsletter, Michael! Thank you!

Cousin Carol Young

Hello Cousin Mike,

Very interesting about Susanna
Enjoyed the read

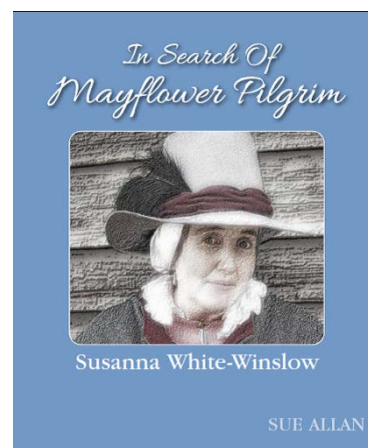
Cousin Trudy Sheehan

Hello Cousin Michael,

Thank you!

Cousin Lynda Picardi

Your letter here – in the July newsletter!

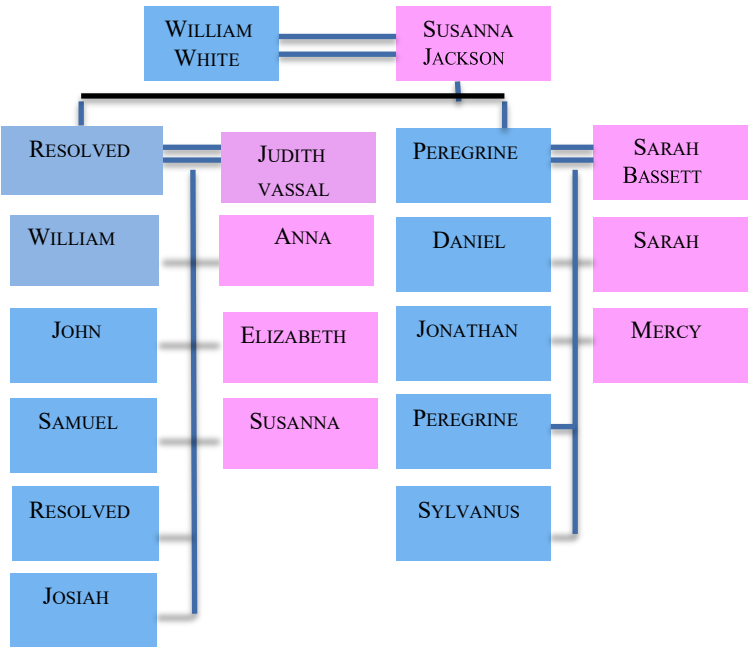


www.mayflowermaid.com



THE PILGRIM WILLIAM WHITE SOCIETY

Our Mission: Provide a forum for members to gain information about our common ancestor, William White; to keep our Pilgrim heritage alive; and to promote education in our schools, communities and other societies.



THE PILGRIM WILLIAM WHITE SOCIETY
MICHAEL BEARD, SOCIETY NEWS EDITOR
8510 FLIP FLOP COURT
PANAMA CITY BEACH, FLORIDA 32413