

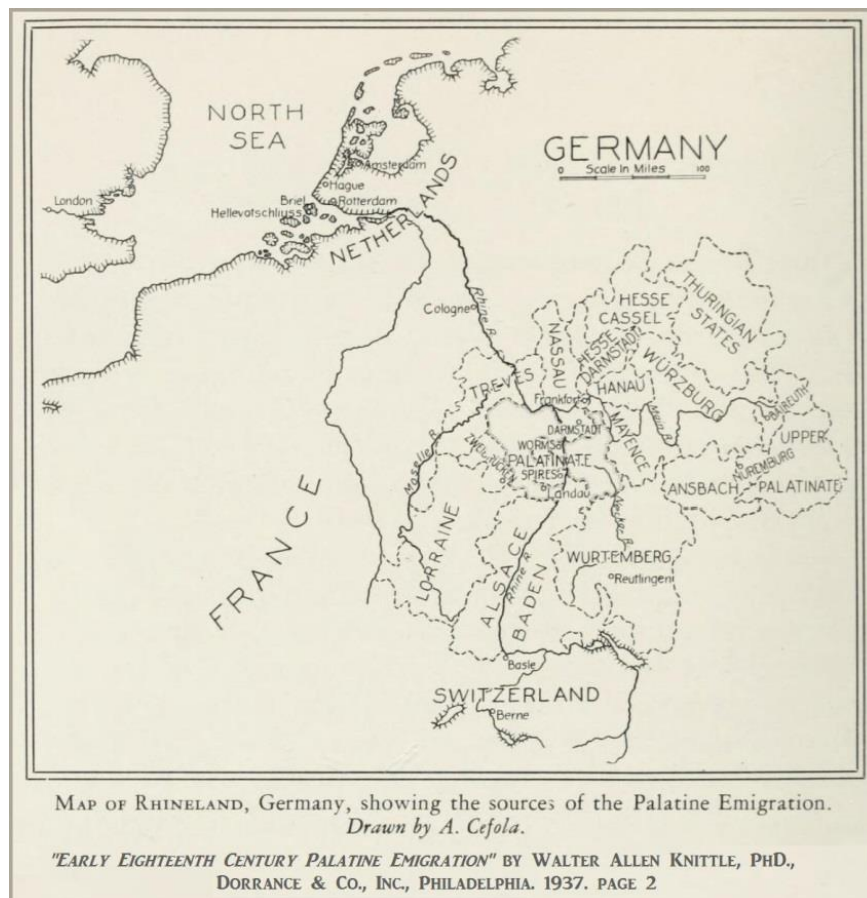
Palatine's Progress A Pilgrim's Faith Crossing the Sea

By Beth Bradford-Pytel

At different periods throughout history, various causes and motives have induced Germans to abandon their homeland to start a new life elsewhere. Post the 30 Years War of the mid 1600's, thousands of Palatine* Pilgrims left their homelands due to religious and political oppression driving them to the new world of Colonial America. [William Penn](#)'s Pennsylvania was a very attractive colony for these refugees. Being a Quaker, Penn knew first hand of the religious persecution. He was the son of Sir William Penn Sr., Royal Naval Admiral, member of the House of Commons, and entrepreneur. King George II owed Penn Sr. a large sum of money which was still outstanding when he died in 1670. William Penn leveraged his father's outstanding accounts with the Crown to secure a huge track of land in the new world on March 4, 1681 and subsequently worked out a deal with Queen Anne of England paving the way for the Palatine migration to Penn's Woods. William Penn and his fellow Quakers heavily imposed their religious values upon the early colonial government and in 1701, established the [Charter of Privileges](#) which extended religious freedom to everyone in Pennsylvania.

Source: Early Eighteenth Century Palatine Emigration by Walter Allen Knittle, Phd., Dorrance & Co., Inc. Philadelphia, 1937. https://archive.org/stream/earlyeightenthc00knit/earlyeightenthc00knit_djvu.txt

*Palatine - defined as a persecuted Protestant who emigrated from the upper and lower Palatinate areas of Germany in the 17th century to Pennsylvania.



From 1682 to 1776, Pennsylvania was the central point of emigration for the Palatine Pilgrims of Germany, France and Switzerland. Many of those pilgrims were Anabaptist / Mennonites of Switzerland who fled the Bern Canton of the Zurich area northward to the Alsace area of Germany settling there for a time before finally leaving Europe for Lancaster, Pennsylvania. The migration flow of the Mennonite Pilgrims to the colonies started in 1709. Entire families would uproot their lives selling off their land, livestock, crop yield and farming equipment to pay for the voyage and only keep what they could carry with them in hopes of a new life. Not all Palatine pilgrims were poor and many were well off merchants and businessmen who wanted to leave Europe to proceed with their endeavors fairly and without the meddling and discrimination of the German authorities. The pilgrims would board a river boat downstream on the Rhine or Neckar

Rivers which took 4-6 weeks to the delta of the Netherlands to the port of Rotterdam. Many tolls had to be paid to pass certain points on these rivers. If the pilgrim could not afford the tolls, they went on horseback or foot to get to the port. Upon arrival in Rotterdam, the pilgrim would pay to board a ship bound for England as

only British ships were permitted to enter into the colonies. Some ships landed on the Isle of Wight, London, and other British towns at which point the pilgrim changed vessels, registered with their sponsor and set sail on the long journey across the Atlantic.



The early emigrant voyages to America were in smaller batches and not very well structured. Most pilgrims had no idea what to expect once they left the port of Rotterdam. Their hopes and dreams of starting a new life in the promise land established by William Penn and leaving a world of religious and political persecution in Europe were key motivators. Willing to take the unknown risk of a 2 month plus voyage across the open ocean for an entire family could only be held through their faith in God. Up until 1727, there were no formal rosters of passengers maintained by the colonial government, nor oaths of allegiance mandated upon arrival. But over time, as the influx of immigrants grew larger and stories got out on how awful and tragic the ship rides were, people starving, families and children dying and the widespread of disease, the administration, contractual agreements and financial transactions of pilgrim emigration became more formal and controlled. Exporting pilgrims evolved into big

business. Merchants were more interested in shipping people over cargo because the profits were healthier. Ironically, passengers were treated like cargo and conditions did not improve much. The batches of passenger shipments became larger. After 1727, passenger manifests were required (more so to keep track of who owed money) and upon arrival in Philadelphia, a health inspection was mandated, accounts were settled or indentured and bound arrangements were made as payment, and the pilgrim would take the [Oath of Allegiance to the Crown](#).

Beginning with an Act of the Provincial Council in 1727 and continuing up until the Revolutionary War, the Province of Pennsylvania required all immigrants to swear to "Oaths of Allegiance and Abjuration". The Act also ordered all ship's captains who were importing the immigrants to provide a list of the passengers' names, ages, occupations and their places of origin.

More: Market Structure of shipping Palatine Pilgrims to the colonies. <https://journals.psu.edu/pmhb/article/viewFile/44187/43908>

Under favorable weather conditions, the trip from England to Philadelphia would take about 8 weeks. However, this relied on consistent wind and without storms. The trans-Atlantic voyage came with a myriad of risks which impacted the vessel, crew and passengers on many levels.

- **Weather:** The ship usually left in the early summer as temperatures were warmer and daylight longer to navigate. It was very hard to predict weather patterns and storms and turbulent currents could erupt at any time. Once the ship was caught in a storm, there was little a captain and crew could do to stay on course until it was over, and then estimate its location to get back on track. A storm could easily put a vessel off course adding months to the travel time in hopes just to hit land, far less reaching its intended destination.
- **Maintained Vessel:** If the wooden ship was not properly maintained and inspected for cracks, leaks, functioning winches and other working components, so much could go wrong. The 3 mast clipper ship relied on multiple sails to propel through the waters and ensuring the fabric of each sail was not tattered or ripped was critical. A small tear in the canvas would easily tear apart with strong winds. Once the sails were destroyed the vessel was a sitting duck on the ocean bobbing around hoping for a passing ship to come its way to offer assistance. There was no way to communicate with other vessels for help.

- **Navigation:** A captain had to be a master navigator to cross the ocean, reading the instruments, maps and the sun/stars and continually making judgment calls on forecasting weather, wind and current to maintain its trajectory and to avoid a shipwreck or sinking.
- **Food / Water:** The captain was responsible to feed its passengers on the journey. Only so many supplies could be stored in hull of the ship along with its passenger and cargo. If a ship veered off course adding travel time, food and water would surely run short or completely out and starvation and dehydration were inevitable. Many people died on the voyage simply because of starvation.
- **Pirates:** Although these were passenger ships armed a few cannons to defend itself, it was not a warship and the vessel could easily be over taken by Pirates to pilfer and scavenge. Pirates were never too far away from coasts and as the ship drew closer to the shores of the new world, the rouge thieves were lurking around for opportunity. From 1650 to the 1730s this was the Golden Age of Atlantic Piracy and the same period as the Palatine migration to colonial America. Marauding “Barbary Pirates” from North African countries frequently boarded British vessels on the Atlantic stealing its cargo and capturing the crew and passengers into slavery. Examples were published in Giles Milton's *White Gold* providing an historical account of over one million Europeans who were enslaved in Africa.
- **Illness / Disease:** Transporting passengers to the new world became a very profitable business for merchants and ship owners. The economic drivers encouraged these owners to load up as many passengers as possible to get paid which encouraged inhumane conditions. Thus, people were relegated as cargo with a total disregard for their safety, health and sanitation. The passengers were packed in the hull of the vessel, in 2’ x 6’ berths with little room for mobility. The spread of illness and disease was ramped, especially for children. Passengers were not permitted on deck at any time and spent the entire journey in the dark, damp chamber of the hull. It did not take long for the flu to spread or to acquire dysentery, typhus, cholera, smallpox from cramped conditions and poor sanitation.
- **Death:** When a person died on the vessel, the body was disposed out to sea. It was not uncommon for a vessel to lose 20% of its passengers from death and another 20% sick by the time it arrived in Philadelphia. In the early trans-Atlantic voyages, stories got around fast among the survivors of how miserable and deadly the trip was with cramped conditions, people getting sick and dying and no access to food or water. If the owner and or captain had nothing at stake to ensure care to its passengers and cargo, the trip was suicide. By the 1740’s improvements were made with contractual agreements. For one, if a passenger died before the vessel reached the halfway point to its destination, then the captain would pay the expense and the corpse was disposed out to sea. If a passenger died after the halfway point of the voyage, the survivor must pay the full fare even though he was buried at sea. However proving the halfway point relied on the good will and honesty of the captain.
- **Mutiny:** Palatines and Quakers were generally a very peaceful people, but when pushed hard enough to the brink of survival, mutiny was a reality. Some vessels carried a mix of Palatine immigrants from different countries, speaking different languages and dialects and of different Protestant faiths. But passengers would band together if they had a common suffering such as what occurred in 1731 on the “Love and Unity” (see last vignette). Another example of mutiny occurred on the “Pink John and William of Sunderland” commanded by Captain William Tymperton. The following is an excerpt which appeared in the *Boston News-Letter* dated October 27 – November 7, 1732, No. 1501, regarding “John and William of Sunderland”:

“Philadelphia, October 19. Last Sunday arrived here Captain Tymberton, in 17 Weeks from Rotterdam with 220 Palatines, 44 died in the Passage. About 3 Weeks ago, the Passengers dissatisfied with the length of the Voyage, were so imprudent as to make a Mutiny, and being the stronger Party have ever since had the Government of the Vessel, giving Orders among themselves to the Captain and Sailors, who were threatened with Death in case of Disobedience. Thus having Sight of Land, they carried the Vessel twice backwards and forwards between our Capes and Virginia, looking for a Place to go ashore they knew not where. At length they compelled the Sailors to cast Anchor near Cape May, and eight of them took the boat by force and went ashore, from whence they have been five Days coming up by Lan to this Place, where they found the Ship arrived. Those concerned in taking the Boat are committed to Prison.” No. 203 Custom House, Philadelphia Entered Inwards Sloop John & William Constable Tymberton, From Dover. Philadelphia, Oct 17, 1732.”

SOURCE: *The Pennsylvania Gazette* dated Oct 9-19, 1732, printed by Benjamin Franklin

No list was found of the "Mutineers" but in March 1732, a second article appeared in an advertisement:

“Those Palatines who came as passengers from Rotterdam in the Ship John and William, Constable Tymberton Commander and have not yet paid their passages, nor given security, are hereby required to make speedy payment or to give good security to Mr. George McCall, Merchant in Phila., otherwise they must expect to be prosecuted as the law directs. Their names are as follows: Hans EMICH, Stephen MATTS, Frederich KOOLER, Michael BLOEMHOWER, Hans Peter BRECHBILL, Hans BRECHBILL, Philip MELCHIONER, Nicholas PASHON, George Adam STEES, Abraham DIEBO, Matthias MANSER, Hans RIEL, Casper WILLSER, Philip Melchioner MAYER, John George WAHNZODEL.”

Mutiny on the ship "John and William" occurred at the end of September 1732, after 14 weeks sailing from England. According to *The Pennsylvania Gazette*, eight passengers took over the ship and all were imprisoned.

More Info: <http://www.belizebreeze.com/bushongunited/voyage2.html#missing>

Passenger List: https://www.immigrantships.net/v4/1700v4/john_wm17321017_a.html

On October 17th, 1732, 169 Palatines were imported on the Ship John and William of Sunderland with Constable Tymberton, Master, leaving Rotterdam by way of Dover for health Clearance. From the Minutes of the Provincial Council, printed in Colonial Records, Vol. III, pg. 466.

The following are more examples of Palatine voyages from Rotterdam by way of England to Philadelphia detailing the hardships and plight the passengers went through sailing across the Atlantic and that so many died in route.

“OSGOOD”:

In May 1750, German author, schoolmaster, organist, and Lutheran pastor, Gottlieb Mittelberger, travelled to America on the ship “Oswood” with William Wilkie, Captain, and 480 mostly poor Palatine emigrants. The ship arrived in Philadelphia on September 29, 1750. He was so distressed by the fate of many who were sold into indentured servitude he returned to Germany in 1754 and published [*“Journey to Pennsylvania”*](#) in 1756. Mittelberger's travelogue provided firsthand historic accounts of the misery of the journey and the exploitation and human trafficking to colonial America. He explained *“how children from one to seven years rarely survive the voyage...no less than thirty-two children in our ship, all of whom were thrown into the sea.”* He further described the drinking water as *“very black, thick and full of worms and biscuits were filled with red worms and spiders nests.”* One can only image how much faith a pilgrim must have to endure the misery and fear of the voyage.

“During the journey the ship is full of pitiful signs of distress--smells, fumes, horrors, vomiting, various kinds of sea sickness, fever, dysentery, headaches, heat, constipation, boils, scurvy,

cancer, mouth-rot, and similar afflictions, all of them caused by the age and the highly-salted state of the food, especially of the meat, as well as by the very bad and filthy water, which brings about the miserable destruction and death of many. Add to all that shortage of food, hunger, thirst, frost, heat, dampness, fear, misery, vexation, and lamentation as well as other troubles. Thus, for example, there are so many lice, especially on the sick people, that they have to be scraped off the bodies. All this misery reaches its climax when in addition to everything else one must also suffer through two to three days and nights of storm, with everyone convinced that the ship with all aboard is bound to sink. In such misery all the people on board pray and cry pitifully together.”

Upon arrival in Philadelphia, passengers who survived the horrific voyage and had no money left to pay the balance were forced into debt slavery. Families were often separated and had to barter and sell their children like cattle to settle the trans-Atlantic tariff. In 1748, the cost of the trip from Rotterdam to Philadelphia was £10 British pounds (about \$420 US dollars today in 2017) for anyone ten years and older; children between five and ten were half fare and children under five free (but most likely not to survive either). The English, Dutch, and German colonial merchants came from afar to the docks of Philadelphia waiting for the newly arrived vessel to scout out those who could not pay their passages for acquisition. The healthy were culled out first for auction. Merchants negotiated with the captains to pay off their passages, after which time, agreements were written to bind the Palatine passengers as indentured servants for three to six years depending on health and age. Women were often bargained as brides as pay off. The very young, between the ages of ten and fifteen, had to serve until twenty-one. Based on Mittleberger’s accounts, money was essentially the only way to mitigate some of the misery while on board (bartering with the crew to get better food and water) and once on land, pay the balance due and still have money left over to purchase a parcel of land on the frontier to start a new life.

More of Mittelberger’s trip: http://hsp.org/sites/default/files/legacy_files/migrated/mittelberger.pdf
Gottlieb Mittelberger's "[Journey to Pennsylvania](#)" 1750 and [Return to Germany in the Year 1754](#)" Stuttgart, 1756.

“PRINCESS AUGUSTA aka “PALATINE”:

According to the *Pennsylvania Gazette* on February 8, 1738, reprinted from the earlier account in the *Boston Weekly News-Letter* of January 17th:

“Newport Rhode Island– Jan 12. We are informed by a Letter from Block-Island, dated the first Instant, to the Hon. John Wanton, Esq., our Governour, That a large ship of about 300 Tons: was east away on said Island the 26th of December last; she was very Rich, reckon'd to be worth Twenty Thousand Pounds Sterling; she came from Rotterdam last August, but last from Cowes in England, having on board 340 Palatine Passengers and Servants bound to Philadelphia; but having a long Passage near 200 of them died while on it; the Remainder came on Shore, and 20 of them are dead since they came on the Island.”

The 300-ton clipper, Princess Augusta, was no stranger of the trans-Atlantic journey to Philadelphia as she successfully made the passage in September 1736 delivering 330 Palatines. With this trip, she carried 364 Palatines from southwest Germany, many of whom were well off and had gold and coin in their luggage. Most of the travelers paid half of their passage in advance. The ship left Rotterdam on August 1738, stopped at the port of Cowes, on the Isle of Wight, England to stock up and then headed out to sea for Philadelphia under the command of Captain George Long and a 14 crew. The water became contaminated and over 250 passengers and most of the crew died. Investigation revealed that many passengers died from fever and flux from the water which became tainted because the casks were previously used for wine. The ship also encountered a huge storm (most likely a Nor-easter, which also affected the ship “Oliver” bound for Virginia and also declared missing) which pushed it off course northward to New England. Captain Long died and First Mate

Andrew Brook took charge. Land was sighted on December 19th, four months after leaving Cowes. Food and supplies dwindled and passengers were starving and dehydrated for fear of drinking the poisoned water. Brooks tried to steer the vessel between Block Island and Long Island Sound, but the blinding winter storm drove it aground on the northern point of Block Island at Sandy Point on December 27, 1738. Brook ordered the anchor to be dropped, the winds increased and the gale battered the vessel so much that the remaining crew cut away the mizzen mast located at the back. Then the "square of the stern" broke a leak and the ship was taking in water and became barely maneuverable. The ship was wrecked. The authorities took depositions from the crew explaining that "provisions were scarce, half the crew died, and others hobbled by the extreme cold; it was a heavy snowstorm which drove the ship aground." Captain Brook encouraged those on the ship to save what they could and its cargo "both before and after She broke to pieces". Brooks rowed the crew ashore, leaving the passengers behind. The Block Islanders persuaded Brook to bring the 150 passengers on land, nursed them to health in their homes and later retrieved their possessions. On March 2nd, Head Warden Ray and members of a specially appointed rescue committee on Block Island sent a report to the *Boston Gazette* strongly criticizing Captain Brook:

"The Officers aforesaid, with many of the Inhabitants here begged of the Captain to suffer their Chests to be brought on shore and also to supply the Distressed with some Provision for present Sustenance, which he would not comply with, though at the same Time he told he had fifteen thousand weight of Bread on board, but could not answer breaking of bulk; and he had got all the Goods belonging to himself and Sailors on shore. But the greatest difficulty was in transporting those Objects of Pity, carrying some in Blankets, some on Men's backs, others on Horses to two Cottages, a Mile from the Ship, the most of the People being sick, froze and almost starved, and two of the Women were froze to Death on the Beach before our People came to their Assistance."

Another version told by Joseph P. Hazard, explained that the islanders lured the ship onto its shores with a bon fire on the beach then murdered the starving, freezing passengers, set the vessel on fire and sent it out to sea to hide their crime. The islanders buried about 20 passengers who died in the wreck. The crew faced no charges for their actions. Most accounts indicate that the ship was unsalvageable and pushed out to sea to sink. In March 1739, 80 survivors sailed from Newport to Philadelphia. It was over 8 months since they left Rotterdam to reach their final destination.

Source: In 1947, the Block Island Historical Society placed a commemorative marker at the site of the Palatine graves.
<http://loyolanotredamelib.org/php/report05/articles/pdfs/Report40Wust21-56.pdf>

“CHARMING NANCY”:

The following was recorded in a journal by an Amish Palatine passenger on the 115 ton ship “Charming Nancy” in 1737 which detailed some of the hardships and the deaths of children most likely from communicable diseases. A typical journey was 8-12 weeks, however this voyage took over 3 months and provisions were running out. The vessel left Rotterdam on June 28th, arrived in Plymouth, England on July 9th and remained at port for 9 days; left Plymouth on July 18th and arrived in Philadelphia on October 8, 1737. John Stedman, Alexander Andrew, and George Catanach were owners and John’s brother, Charles Stedman, was Commander from Rotterdam. 248 passengers survived and listed on the manifest.

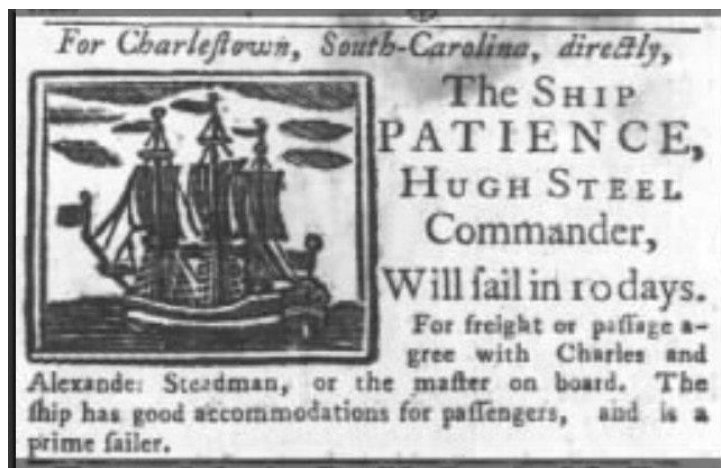
See passenger list <https://www.immigrantships.net/v3/1700v3/charmingnancy17371008.html>).

“The 28th of June while in Rotterdam getting ready to start my Zernbli died and was buried in Rotterdam. The 29th we got under way and enjoyed one and a half days of favorable wind. The 7th day of July, early in the morning, Hans Zimmerman’s son-in-law died. We landed in England the 8th of July remaining 9 days in port during which 5 children died. Several days before Michael’s Georgli had died. On the 29th of July three children died. On the first of August, my Hansli died and the Tuesday previous, 5 children died. On the 3rd of August contrary winds beset the vessel and from the first to the 7th of the month three more children died. On the 8th of

August, Shambien's Lizzie died and on the 9th, Hans Zimmerman's Jacobli died. On the 19th, Christian Burgli's child died. Passed a ship on the 21st. A favorable wind sprang up. On the 28th, Hans Gasi's wife died. Pass a ship 13th of September. Landed in Philadelphia on the 18th and my wife and I left the ship on the 19th. A child was born to us on the 29th and died –wife recovered. A Voyage of 83 days.”

Source: “Miscellaneous Amish Mennonite Documents” Pennsylvania Mennonite Heritage, Lancaster, PA, July 1979
<http://www.lmhs.org/research/lmhs-publications/pa-mennonite-heritage/articles-list/>

“PATIENCE”:



SOURCE: Advertisement the British ship “Patience”, October 5, 1749, “The Pennsylvania Gazette”, Philadelphia, Pennsylvania, page 2.

In the following article, “Immigrant Ships” by Paul A. Darrel, the author gives a short summation of a typical Palatine voyage from Rotterdam to Philadelphia in the mid 18th century with the example of the 3-mast vessel “Patience” which made annual voyages from 1748 – 1753. “Patience” was a 200 ton, 3-mast clipper vessel manned by a crew of 16 with a capacity to hold 260 to 270 passengers. The adjacent image is an advert published on page 2 of *The Pennsylvania Gazette* on October 5, 1749, soliciting for passengers and freight leaving from Philadelphia to sail 10 days non-stop to Charlestown, SC. It claimed:

“The ship has good accommodations for passengers and is a prime sailer.”

History of Patience : <http://www.genfiles.com/traughber/history-of-the-ship-patience/>

Roster of 122 names of men and ages who arrived in Philadelphia on September 16, 1748, on the ship Patience; John Browne, Master-Commander. Ship left Rotterdam via Cowes, England. 1748 <http://www.trailofourancestors.com/shiplst3.htm>

“Many sailing vessels made annual runs from England to the colonies. Other vessels made the crossing only once. None of these vessels was very large. The (three-mast) ship Patience made annual runs to Philadelphia from 1748 to 1753, with the exception of 1752 when she arrived at Annapolis. Klaus Wurst has given particulars:

“The ‘Patience’ was a 200 ton ship, had 8 guns, a crew of 16. In 1748, the Patience carried 122 men over 16 (total passengers not given); in 1749, 137 men, 270 persons; in 1750, 124 men, 266 persons; in 1751, 255 persons; in 1752, 260 persons; in 1753, 108 persons. Immigrant passengers were densely packed, with little space, often with poor food and bad water. Under such conditions, disease was a commonplace. Some captains were considerate and kept to the terms of the contract, but not all. It is worth noting that the total passengers on the Royal Enterprise (1750) were given as ‘souls’; more often, passengers were listed as ‘Palatines’ or ‘Foreigners’, but sometimes as, ‘Freight’, as if they were mere cargo.

Upon arrival at Philadelphia, males over the age of 16 were taken to the City Hall for the oath of allegiance, then led back to the ship. Those who had their passage money, or could borrow it, were released. The others were consigned to merchants, and announcements were printed in newspapers. Buyers bargained with the passengers for a stated period of service, and paid the merchant the passage money and any other debts. Families were often divided on arrival, as children were ‘sold’ to pay the family’s passage.

Passengers who were sick were not allowed to land. If there was infectious disease on board, the ship had to remove one mile from the port. In 1743, the Assembly at Philadelphia purchased Fisher Island, later named Province Island, its buildings to be used as a hospital. In 1754, 253 persons died there, as recorded in the accounts of one undertaker. Burial expenses were assumed by the merchants to whom the passengers had been consigned.”

“LOVE AND UNITY”:

Moravian passenger, Johann George Jungmann (1720 – 1808), son of Johann Dietrich Jungmann, was 11 years old when he watched his stepmother, 3 brothers and sister starve to death in route to Philadelphia under the command of Jacob Lobb of the *Love and Unity* in 1731. He, his father and sister survived the horrific journey and lived to tell his story. The ship originated out of Rotterdam on May 17, 1731, with a 150 Palatine passengers with a stop in England to load up provisions before crossing the ocean. According to Jungmann, the captain would only sail during the daytime even when the nights had favorable winds which added time to the trip. The vessel also encountered rough seas, unfavorable winds and a storm which blew it off course towards New England, finally landing off the coast of Martha’s Vineyard a week before Christmas in 1731. What should have taken 8-12 weeks ended up being a 6 month deadly voyage where the food and water ran out, people dying daily and being tossed out to sea and the voyage ending in mutiny. The ship lost its sail and rudder in the storm. Only 48 Palatines survived and 34 reaching their paid destination of Philadelphia a year later on May 15, 1732. The other survivors were thrown in jail after Captain Lobb was acquitted of all charges. Jungmann described his heartbreaking journey in the following excerpt from his autobiography:

“Supplied with provisions for twelve weeks, we sailed to Falmouth, England, where we stayed three weeks and where we loaded up many necessary things. Twelve days after our departure from this place, the captain assured us that we had covered half of our journey, which revived our courage. After that we had a calm, followed by a severe storm, which raged exceedingly. After having traveled eight weeks, water and bread were curtailed, and during the last six weeks we received no bread and nothing else from the captain than daily a pint of water for myself, my father and my sister. From this one can infer how we lived. Every sensitive heart will shudder when I say that rats and mice and the above-mentioned water were our only food. A rat was sold for one shilling and a mouse for 6 pence. The captain thought that all the passengers had many valuables with them. Hence he did not want to land us, but left us to starve to death, in which he had a large measure of success, for of the 156 souls only 48 reached the American shore, and hardly a single person would have survived, if the remaining passengers had not revolted and seized the captain. Whereupon after three days, in the week before Christmas, we landed not far from Rhode Island, after having spent 25 weeks on this journey. .. I was in such a miserable condition that I could not stand erect, but almost crawled on hands and feet.

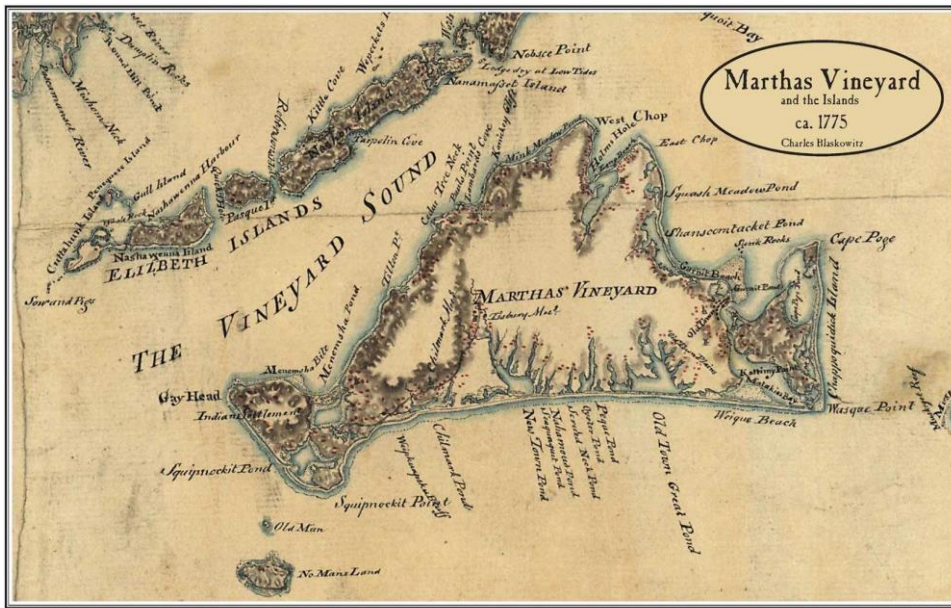
It was shocking and heart rendering scene to see all these poor people, without the ability to succor them, to find them in the morning stiff and cold on their beds, partly eaten up by rats, and then to see them thrown into the ocean, an occurrence which took place two or three times a week.”

Source: “Lebenslauf de Johann Georg Jungmann in Bethlehem, Der Deutsche Pionier” Vol. I, 1811, pg. 230-233.
Translated by Eric Pingel – The Life of Johann George Jungman, The German Pioneer Vo. 1. (1869)

Rev. Johann Georg Jungmann was born in Hockheimer, Germany on April 19, 1720; the son of Johann Ditrich Jungmann, a cooper by trade. Johann was five years old when his mother died. He, his father and sister were among the 54 survivors of the 150 passenger ship on the *Love and Unity*. In 1742, became a lay evangelist to the Native Americans of the Ohio territory. He was ordained a deacon in the Moravian Church in 1770. 1781, he was captured by the Hurons and held for a time in Detroit. At the close of the Revolutionary War, Jungman continued his missions among the natives of Michigan through 1785, at which time his health was failing and moved to Bethlehem where he lived out his final years writing a

Biography. He died July 17, 1808, and buried at the Moravian Cemetery, Bethlehem, North Hampton Co., PA. <https://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=21079981>

See Diffenderffer, *The German Immigration into Pennsylvania*, Lancaster, 1900, pp. 63-68. <https://archive.org/stream/germanimmigratio00diffuoft#page/50/mode/2up>



When the ship finally reached the coastline of Massachusetts, for unknown reasons, Lobb decided to anchor off the shore of Martha's Vineyard and not allow the passengers to leave the vessel. Some passengers testified that the captain wanted them to starve to death so he could keep their cargo. Bartering for food and water was frequently conducted throughout the voyage. The torture of seeing land and not being able to immediately disembark drove some of the passengers to munity. Thus Lobb and the crew were seized and

locked up for 5 days without food or water during which time, 15 more people died due to starvation and no water. Finally a sloop (one mast ship) showed up and brought the emaciated survivors to shore to Homes Hole leaving their possessions on board which the crew plundered. The good people of the island took care of the passengers and nursed them back to health the best they could with what little they had. However, by March, the Palatines' welcome was wearing thin and locals were demanding to be paid for their assistance or "imprison or sell the Palatines." The mistreatment of the Palatines aroused widespread sympathy and in Boston, donations of relief yielded £200.

On December 29, 1731, printed in the *Massachusetts House Journal*, Phillip Bongarden, (a naturalized Palatine and advocate for the survivors) signed a Petition to the council requesting the court to order Captain Lobb to appear so he may answer the inquiries of wrong doing and abuses purported by the Palatines and to comply with the terms of the signed contract between the passengers and the ship by transporting them and their possessions to Philadelphia. The next day, on December 30th, the court agreed and appointed William Shirley, Esq. as the attorney representing Bongarden and the Palatine's case.* This Petition initiated the legal proceedings against Lobb.

*The Acts and Resolves, Public and Private, of the Province of Massachusetts Bay, By John Henry Clifford, Vol XI, Published Under Charter 87, Resolves Etc. 1726-1734. Boston 1903, pg. 631 https://books.google.com/books?id=w1pHAAAAYAAJ&pg=PA631&lpg=PA631&dq=Phillip+Bongarden&source=bl&ots=5wkiP5CvLp&sig=JYRPgyAc_SD_wYq5oDGIaR5XHkM&hl=en&sa=X&ved=0ahUKEWjL6Yi155rUAhUKSSYKHe_dBzMQ6AEILzAF#v=onepage&q=Phillip%20Bongarden&f=false

On February 15, 1732, several Palatines wrote a Letter of Appeal to George Michael Weiss (1700–1761), pastor of the German Reformed church in Philadelphia outlining the horrific journey, the loss of loved ones and stolen property, and their dire need of assistance. [SEE LETTER](#).

"They have persuaded us, for dead and living, to pay the whole freight, as if they had landed us at Philadelphia; and which we have signed to, not understanding what it was; but we are not able to accomplish; for in order to pay for the dead, we should have taken the Goods of the Dead; but in discharging the Vessel we found, that most of their Chests as well as ours were

broke open and plundered. The Captain however has obtained that we should pay him in 3 weeks time, therefore we desire you instantly to have Compassion with us, and to assist us as much as in your Power, and to represent our pitiful State to the Governour; for if no Resistance be made to this wicked Captain, he'll make us all Beggars."

At the time of writing the letter, Captain Lobb was demanding full payment in 3 weeks time for both the living and deceased passengers per the contract which the passengers signed. It is unclear when Captain Lobb was jailed and it appeared based on the letter he was still a free man demanding payment.

In February, 1732, the governor of Pennsylvania urged Governor Jonathan Belcher of Massachusetts to prosecute Lobb ("Pennsylvania Gazette" Feb. 22, 1732). It was at this time, several passengers charged the Captain with 2 counts of murder (2 children died while anchored off the coast of Martha's Vineyard) and treating its passengers with great cruelty which resulted in over 100 deaths at which time the captain was put in jail. Phillip Bongarden partnered with John Saciller and continued serving as the agents for the Palatine plaintiffs. They filed a 2nd petition in March 1732 that Captain Lobb refused to save the town harmless for their support and the authorities of Edgartown were threatening to imprison and sell the Palatines to satisfy charges. The council acted quickly on this complaint. The survivors gained much sympathy from other Palatine organizations which assisted with financial and legal support. The trial was held on the 4th Tuesday, March 1732, in the Superior Court of Barnstable in Barnstable Co., Massachusetts before a Petit Jury who deliberated for 6 hours and found the Captain not guilty of all charges. A newspaper account from the *Boston Gazette* of June 5, 1732, covers the outcome of the trial.

<https://mysearchforthepast.files.wordpress.com/2014/12/trial-of-captain-lobb-boston-17321.jpg>

W Hereas upon the Suggestions and Innuations of divers Persons charging *Jacob Lobb* (Master of the *Snow Love and Unity*) with great Barbarity's towards certain Palatine Passengers on board his Vessel, in their Passage from Holland to Martha's Vineyard; the Honourable the Justices of his Majesty's Superiour Court thought proper to bind over the said *Lobb* to Appear at a Superiour Court of Judicature, Court of Assize, &c. held at *Barnstable* for the County of *Barnstable*, on the fourth Tuesday of *March* last, there to Answer what may be objected against him in his Majesty's behalf, when he accordingly Appeared and took his Tryal; on two Indictments for Murder, severally found against him by the Grand Jury for that County; and after a Debate of Six Hours the Petty Jury quickly brought him in *Not Guilty*, on the first Indictment, and in a very few Minutes brought in the like Verdict on the second Indictment.

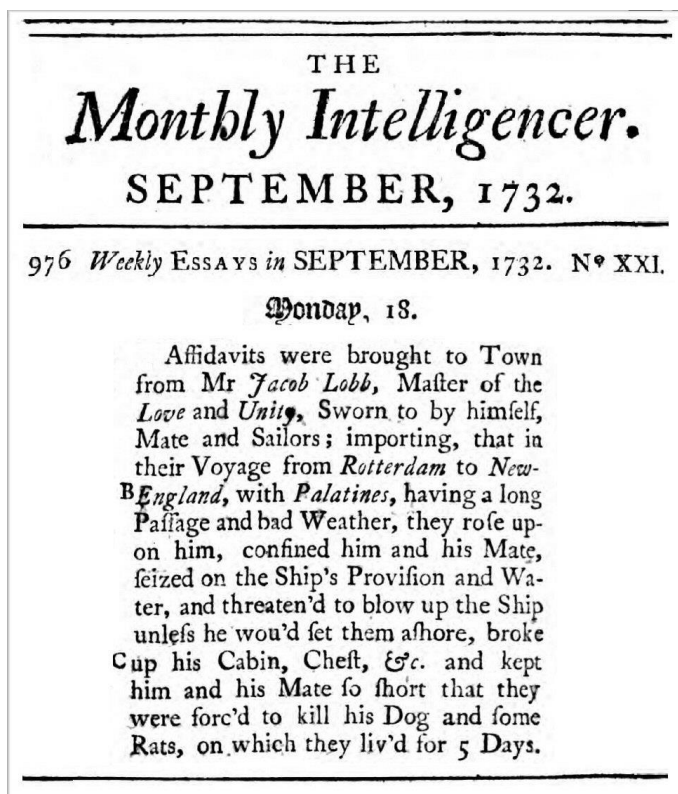
Boston Gazette, June 5, 1732

N. B. It was observed on the Tryal, the Calamitys attending the Passengers proceeded from no avaricious desire of gain in the Captain, or any Willful Intention to protract the Voyage, but the length thereof must be attributed to contrary Winds and Calms as by the Captain's Journal and the Oaths of all the Ship's Crew appeared, neither could the Evidences on the part of the King, charge the Captain with a single Act of Cruelty during the Voyage.

Wherefore the Captain in Justice to himself thought proper thus publickly to vindicate his injured Character especially considering the false & scandalous Advertisements that have been published in Order to fill the same, and to put a byass of Prejudice on the Minds of the People, before he took his Tryal, or could legally Acquit himself. Furthermore he is now prosecuting in the Law those Evil minded Persons that maliciously have detracted from him, and veratiously spirited on Prosecutions which on Tryal appeared altogether groundless.

The calamities that the passengers endured were presented at trial, however the jury found no avaricious desire on part of the Captain or any willful intent to protract the voyage but the length of the trip was due to "contrary winds and calms" as noted in the Captain's journal and the sworn oath his crew. When the verdict came in not guilty, the Palatine accusers were ordered to pay the court costs, as mandated under British law (loser pays), and were detained in jail until they paid. The case was published in the *Philadelphia Gazette*, May 18, 1732. (The [Publishers Weekly, Volume 58, page 1164](#)), that the captain was acquitted for brutally killing 2 palatine passengers and the accusers and witnesses were fined and imprisoned.

[Subsequently, Lobb filed suit](#) against the Palatines because he felt his character was damaged due to all the false and scandalous articles that were published and thus sought vindication. The following article was printed September 18, 1732, in which the Captain tells his version that the passengers threaten to blow up the ship and he and his mate were seized for 5 days without food and water and had to resort to eating his dog and rats to survive.



Source: The Gentleman's Magazine, Or, Monthly Intelligencer, Volume 2, pg. 976
<https://babel.hathitrust.org/cgi/pt?id=njp.32101074632850;view=1up;seq=462;size=150>

In July 1732, Bongarden filed a 3rd Petition explaining it has been over a year and the plaintiffs were still in the Dukes Co. jail due to the suit Jacob Lobb filed against the survivors which is pending in the court of Pleas. In that 3rd petition, Bongarden explained to the council that the 2 judges at trial were biased to Lobb and requested new judges for the next case. The Council investigated the matter and agreed that Judges Payne and Zaccheus Mayhew had taken sides with Lobb and were removed in all causes between him and the Palatines, and appointed Joseph Lathrop and John Thacher special justices in their place.

The 34 passengers who were not part of the prosecution were sent home to Philadelphia on the ship "Norris" out of Boston with Thomas Lloyd, Master arriving in Philadelphia on May 15, 1732, which included Johann Ditrich Jungmann and his son Johann Georg Jungmann.

We do not know what became of the jailed Palatine defendants and the outcome of Lobb's counter suit. In the 1740's, Captain Lobb moved down to North Carolina and continued his career as a British Naval officer up until he died in 1773. His most notable effort was commander of the "Viper" stationed off the coast of North Carolina for the protection of British shipments against the threat of pirates along the Outer Banks.

Bio of Captain Jacob Lobb: <http://www.ncpedia.org/biography/lobb-jacob>



AFTERWARD

My interest in writing this article was that my ancestors were Mennonite Palatine Pilgrims. My 6G grandparents, Michael Miller [1690's-1739] and Barbara Kneisley [1703-1777], and her parents Antonius Kristopher Kneisley/Knussli [1647-1743] and Magdalena Hempstead, were Swiss Palatine Pilgrims who arrived in Philadelphia on September 8, 1717, and settled in the Lancaster area of Pennsylvania. The Kneisley/Knussli's were originally from Bern Canton, Switzerland who fled that country due to religious persecution and settled for a time in the Alsace area on the Rhine. Persecution erupted again in Germany at which time the family sold their property and left out of the port of Rotterdam in June 1717, bound for colonial America. Michael Miller's wife died on the 3 month trans-Atlantic journey. Before 1727, there were no passenger rosters to track who was travelling on which vessel. However, it is most likely that the Michael Miller family was on board the same vessel as Antonius Kneisley/Knussli's (future father-in-law) and Andrew Kauffman's (future brother-in-law) families based on a few factors: First, the timeline of when Miller acquired his 469 acres in Lancaster, one parcel of which was purchased from Hans Herr and Martin Kendig, the founding leaders who paved the way for the Mennonite migration to Pennsylvania. Second, the location of Miller's parcels was next door to Kauffman and Kneisley; and third, marrying Barbara Kneisley, the daughter of Antonius Kneisley and the sister of Andrew Kauffman's wife, Elizabeth. Millers, Kauffmans and Kneisley/Knusslis came over on one of the 3 vessels commanded by Captain Richards (164 passengers arrived); Captain Tower (91 passengers arrived); and Captain Eyers (108 passenger arrived) respectively totaling 363 Palatines. It was apparent that the Millers, Kauffmans and Knussli/Kneisleys had sufficient money to pay for the voyage (perhaps barter for better food and water in route) and acquire several parcels of land for a new Palatine Progress in the Promise Land of William Penn.

"The Writings and Notes of David Jonathan White" By Beth Bradford-Pytel

http://www.rootsweb.ancestry.com/~tnunicoi/david_jonathan_white/david_jonathan_white_writings.html

SAILING SHIPS

by ADRIAAN VANDENBERG and DAVID COVERDALE
<https://www.youtube.com/watch?v=lWYn6JUiD1Y>

*“Do you remember standing on the shore,
Head in the clouds,
Your pockets filled with dreams.*

*Bound for glory on the seven seas of life,
But the ocean is deeper than it seems.*

*The wind was with you when you left on the morning tide,
You set your sail for an island in the sun.*

*On the horizon
Dark clouds up ahead,
For the storm has just begun.*

*Take me with you,
Take me far away,
Lead me to the distant shore.*

*Sail your ship across the water,
Spread your wings across the sky
Take the time to see
You're the one who holds the key,
Or sailing ships will pass you by.*

*You cry for mercy,
When you think you've lost your way,
You drift alone, if all your hope is gone.*

*So find the strength and you will see
You control your destiny,
After all is said and done.*

*So take me with you,
Take me far away,
And lead me to the distant shore.*

*Sail your ship across the water,
Spread your wings across the sky.
Take the time to see
You're the one who holds the key,
Or sailing ships will pass you by.*

*Take me with you,
Take me far away,
We'll ride the wind across the sky.*

*Spread your wings and you will see
You control your destiny,
So sailing ships don't pass you by.*

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