

6<sup>th</sup> September

### Memory Verse

When thou passest through the waters,  
**I will be with thee;**

and through the rivers,  
they shall not overflow thee:

when thou walkest through the fire,  
thou shalt not be burned;

neither shall the flame kindle upon thee. Isaiah 43:2

This verse is a promise to those who trust in the Lord Jesus that he will look after us in life and in death. Very tiny children can learn the words in **bold** and understand that it is the Lord who is speaking to his children. The words are all simple; only “kindle” may require some explanation to little children. I have set out the words so that you can learn them in various ways depending on how many children are working together. Two children can repeat the verse, with one saying the green and the other the orange words, joining together for the last line. Three children can say a pair of lines each, joining together for the last line. If you swap over, every child will have learned the whole verse. If a child is working alone an adult can partner with them using the green and orange words and swapping over. Memory verses such as this can be practised at all sorts of times such as in the car or even while doing chores.

### Something to read from history<sup>1</sup>

Two ships today: first of all, the *Mayflower*. Do some map work as you read this. I have highlighted things you can look up in your atlas in **green**. When they landed in America, how far were the Pilgrim Fathers from their intended destination?



The Pilgrim Fathers sailed from Plymouth in the *Mayflower* on **September 6<sup>th</sup>**, 1620. Their party totalled 120 men, women and children who hoped to found a settlement near the colony of **Virginia** in North America, where they could live in peace.

The *Mayflower* was a small vessel and the passengers suffered terribly from the battering of fierce Atlantic storms week after week. I am sure a verse like today's memory verse would have been one of the Pilgrim Fathers' great comforts. You get some idea of the crowded little space

from the picture on the left. One of the colonists, Mr Bradford, wrote in his account of the voyage: After they had enjoyed faire winds and weather for a season, they were incountred many times with crosse winds, and mette with many feirce stormes, with which ye shipe was shroudly shaken, and her upper works made very leakie; and one of the maine beames in ye midd ships was bowed & craked, which put them in some fear that ye shipe could not be able to perorme ye vioage.

<sup>1</sup> Adapted from Owen, Evan, *What Happened Today?* Book 3 available on the *Mothers' Companion* flashdrive <https://motherscompanion.weebly.com/>

Can you translate this into modern spelling?<sup>2</sup>

In one of the storms a young man named John Howland, was swept overboard. He managed to hold fast to a part of the rigging that was trailing in the water and his friends hauled him out of the waves with a boathook. He lived to have ten children and five grandchildren in the New World.

The *Mayflower* was blown right off her course and finally, on December 11<sup>th</sup>, landed the colonists at **Cape Cod**, at a place now known as **Plymouth Massachusetts**.

It was bitterly cold and the women and children remained on the ship until the men had built huts for them. First they erected a large hut to be used as a meeting-house, then a row of smaller huts, each with a living room and a bedroom. Fortunately, there was no lack of timber available and the windows were filled with oiled paper. This first row of wooden houses was named Leyden Street and is still Plymouth's main street.

Having built their houses they had to clear enough ground nearby to grow food, and they set their carpenters to work to make fishing boats. All this took time and it is probably that many of them would have starved to death but for the assistance of the native Americans who greeted them as friends.

Life was very hard for them during that first winter but in time their crops grew, they began to trade with the native Americans, and the colony prospered. Within five years it was more or less self sufficient. It was the first permanent settlement of Europeans in North America.

But who were the Pilgrim Fathers and why did they leave England?

During the reign of James I Christians who did not want to worship in the Church of England were not allowed to form their own congregations. Those whose consciences troubled them over matters such as special clothes for ministers (vestments) and who thought the system of church government by bishops was unscriptural were liable to persecution. Such people were called separatists and many of them fled to Holland where they could worship freely.

In 1607 an English colony had been established in the New World in Virginia where tobacco quickly became the main crop. The colony had a governor appointed by the king and a legislative assembly elected by the colony. In 1620 some of those Separatists who had gone to Holland decided to seek a home where they could, among other things, continue to worship freely but also bring up their families as English rather than Dutch. They decided to settle in Virginia. The Separatists only made up part of the *Mayflower's* passengers. The other settlers were members of the London Adventurers who had provided finance for the trip and hoped to make a prosperous trading colony.

### **A Story to read**

A fictionalised account of the *Mayflower's* Atlantic crossing by David Gay, *Voyage to Freedom*, is published by The Banner of Truth at £5.50.<sup>3</sup> It is based on the account by Mr Bradford, governor of the little colony, which he wrote once the Pilgrim Fathers had settled.

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2 After they had enjoyed fair winds and weather for a season, they were encountered many times with cross winds, and met with many fierce storms, with which the ship was shrewdly shaken, and her upper works made very leaky; and one of her main beams in the midships was bowed and cracked. Which put them in some fear that the ship could not be able to perform the voyage.

3 You can read a review of the book here <https://christinaeastwoodbooks.wordpress.com/2021/02/19/voyage-to-freedom/>

## Archaeology<sup>4</sup>

And today's second ship...

We have had lessons before about archaeological discoveries. In the 24<sup>th</sup> May lesson we learned how you can do your own archaeological dig. On 7<sup>th</sup> June we looked at underwater archaeology and on 17<sup>th</sup> May we found out about a sensational discovery on an ancient shipwreck.



On **September 6<sup>th</sup>** 1962 one of the most interesting archaeological finds ever made in London was discovered. Archaeologist Peter Marsden<sup>5</sup> (you can see his picture on the right) investigated the city of London and was involved in many exciting discoveries. He excavated Roman baths, houses, streets, the basilica and Roman forum and the city defences. He searched for the lost Saxon city (later found near Westminster), and excavated medieval and later houses, streets, churches and even a royal palace in the City of London.

The River Thames has been a highway for shipping from the earliest times and in the course of his work in the Blackfriars area in 1962 Peter Marsden discovered the earliest-known seagoing sailing ship yet found in northern Europe. You can see a model reconstruction of the ship in the picture below. The ship had been wrecked, probably in a collision with another vessel, and it was found about 120 metres from the Roman shore at the south-west corner of the Roman city of Londinium. Archaeologists used a technique called dendrochronology (tree ring counting) to date the ship to around 150AD and pottery and a coin found aboard confirmed this date. The excavation took place due to construction work being carried out in the area and only the remains of the forward half of the ship and the extreme aft (back) timbers were excavated. This part of the ship was later destroyed during the modern construction work. The rest of the ship remained unexcavated. The wreck was about 14m long and 6.5m wide, and consisted of the bottom and parts of the collapsed sides of a Romano-Celtic ship made of oak. It had no keel, but instead two broad keel-planks. The planks of the ship were laid edge to edge on a strong frame to which they were fastened with big iron nails. Slivers of hazel wood in pine resin had been used to caulk, or make watertight the seams. In the bottom of the step that held the mast was a small worn bronze coin that had been minted in Rome in AD 88-89. It had probably been placed there when the vessel was built as an offering to the gods.



The ship's hold was in the centre of the vessel and it had been carrying a cargo of building stone, probably from somewhere near Maidstone in Kent, to London via the River Medway and the Thames. However, the borings of marine (sea) creatures into the ship's planks proved that it had also been used out at sea and not just in the rivers.

You can see a model of what the ship might have looked like on the left. The remaining timbers can be seen in two museums, the Shipwreck Heritage Centre, Hastings, and the Museum of London. Look out for them if you ever go there!

<sup>4</sup> Information from <https://www2.rgzm.de/navis/ships/ship020/Ship020.htm>

<sup>5</sup> Permission for photo sought 11 May 2021.

### Something to do

The English composer Sir Henry Walford Davies (1869-1941) was born on 6<sup>th</sup> September. One of his most famous compositions is the RAF March Past. Find a recording of it<sup>6</sup> and enjoy an energetic and orderly march round the room! Suggestions for learning to march were given in the lesson for 22<sup>nd</sup> February. If you did some marching then, today would be a good day to do some more. If not look at the lesson now and learn how to march.

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6 Here for instance: <https://www.youtube.com/watch?app=desktop&v=GV3hscgyuAs>