

Chapter 1 : Early Explorers: Henry Hudson by Camryn Catabay on Prezi

Henry Hudson's four voyages, on his ships Hopewell, Half Moon and Discovery. A bibliography and links to other Henry Hudson resources. Plus a short story based on Henry Hudson's journal.

After three months, Henry Hudson was ready to sail again, in the same ship and for the same company as his first voyage. This time he went looking for a Northeast Passage through the Arctic waters north of Russia. Click image for a map of this voyage. Hudson was employed by the Russia Company also called the Muscovy Company - the "merchants who trade with the Muscovites" to explore the coast of Siberia much further east than the area previously reached by Stephen Borough in 1585. The merchants wanted an alternate trading route in case the good relations currently established between England and Russia might not survive when the elderly Tsar Ivan the Terrible died. They wanted to grab some of Spanish trade in the Far East by taking a direct sea route to Japan and Cathay China across the seas north of Asia. John Dee, was also adviser to the Muscovy Company. He was convinced there was a sea passage, a belief shared by his contemporary geographers and mapmakers Mercator and Ortelius. Although his father, Richard Hakluyt, the lawyer, agreed with Dee, the younger Richard Hakluyt was less confident that the passage existed. Dee, however, had lost favour in the court following the death of Elizabeth, and himself died in 1619. The founding governor of the Muscovy Company, Sebastian Cabot, had also believed in the existence of this passage and had organized several unsuccessful expeditions to search for it, before his death in 1557. He was able to placate his crew only by turning for home and writing a letter saying they had not forced him to do so. The Northeast Passage was not traversed until Nils A. He sailed again as captain of the Hopewell first used for Arctic exploration by John Knight in 1791 for the Muscovy Company, which directed him to "finding a passage to the East Indies by the northeast. The Hopewell was strengthened with extra planks to help it make its way through icy waters. Robert Juet Ivett, 50, was aboard as master seaman. Hudson wrote to Hakluyt, describing Juet as a man "filled with mean tempers. Juet was one of the few literate men onboard, aside from Hudson. A crew of 14 only included three members who had sailed with Hudson to the Arctic previously in his first voyage. His young son John was also aboard, for a total of 15. Included in the crew were: He was busy entertaining friends in his quarters. Chamberlain puts the date of sailing as April 15. The Hopewell sailed northeast for a month, rounding the northern tip of Norway in late May, then went on into the Barents Sea. In early June they encountered ice and tried to go through it. Hudson almost got trapped in the ice, but backed out in time before the ship took serious damage. Hudson noted the colour of the sea changed near ice. Hudson recorded it in his log as having a "tail of a porpoise and speckled like a mackerel. By the matter-of-fact record, it seems obvious Hudson believed in mermaids. The Hopewell reached the ice barrier to the port side. Hudson reached the islands of Novaya Zemlya, north of Russia, but could not go further north because of the ice. He tried to go south around the islands to the Kara Sea on the other side. The Kara is usually blocked by ice, except for August and September. He reached calm waters two miles offshore, and stopped. He dispatched Juet, mate, and John Cooke, boatswain, to lead a party of six ashore to "see what the land would yield that might be profitable and to fill two or three casks with water. They also returned with pieces of a cross they found ashore, and reported seeing another cross at a different location as well - a sign others had been there before. Their boat was followed back to the ship by a herd of curious walrus, but the crew were unable to catch any ashore. Hudson sent his crew back to land to look for the walrus, thinking they may have arrived by warm currents. Although they spied of the animals asleep on a rock, they were only able to shoot one, and brought back its head as a trophy. During the night, their anchor broke free and the ship went aground, but was pulled off without further damage. Ice near the ship was moving northwest. Hudson sent some crew to explore the sound and a river at the head of the bay. Hudson wrote he hoped to navigate south of the island, but north of the Cape of Tartaria Cape Tabin. Hudson spotted a "fair river" on the island, "six to nine miles broad, its depth exceeded 20 fathoms" the colour of the sea and "very salty with a strong current setting out of it. It took the crew all day to fend the ice off with beams and spars, while pulling the ship out of its path. Hudson sailed miles upriver but the water became too shallow to continue - down to one fathom about six feet. He sent Juet and five or six others in a boat to explore the river.

This action was similar to what he would do in the New World river that now bears his name. The crew returned after travelling another miles upstream, saying it became too shallow to go further. They said they saw many deer while they travelled. The Hopewell set sail west and southwest, heading back the way they came. They travelled through considerable rain and bad weather for the rest of the month. Hudson again noted a green sea and a "black-blue colour sea Hudson noted the crew has to burn lights again at night because the midnight sun is no longer with them. Off the Lofoten Islands, north of Norway. I therefore resolved to use all means I could to sail to the northwest. The Hopewell returned to Gravesend, England. After his failure, the English lost interest in his goal of a Northwest Passage. The Company refused his request for another voyage with more men and less rigid orders. With no employment for him in England, Hudson went first to the Dutch, then to the French, looking for sponsors. Cold at first to his plan, at the end of , the Dutch decided to hire him, probably to prevent their rivals, the French, from hiring him.

Chapter 2 : Hopewell, 2nd voyage of

Hudson's second voyage, The northeast passage. Part 3 of 6. It had been eight months since Hudson's last voyage. He sailed the Hopewell again, for the Muscovy.

He was hired by four different companies which shipped out lots of courageous explorers like Henry Hudson. He was hired by the Muscovy Company on search for the Northwest Passage. Every one of these brave explorers were searching for gold and lots of food to return to their kings because they spent a lot of money for the ships, the crew and food supply. Henry Hudson was a courageous explorer. He was hired by the Moscovy Company to find a Northwest Passage. He sailed on ships called the Hopewell, Half Moon, and Discovery. Henry Hudson made four voyages to the New World. One of his voyages made him land him in Lower New York Harbor in He was disappointed that he had not found a Northwest Passage. Then he met some people who he thought were Indians. He traded tools for fur and food for his journey back. After he went back to England, his other voyages took place between to He always found things to bring back for his companies who hired him. His first voyage started in May 2, on the ship called Hopewell. There was too much ice. Henry Hudson started his second voyage in He found an island called Novaya Zemlya. He claimed all the land he found for England and he did find a lot of land. He sailed on a ship called Half Moon. Henry Hudson started his third voyage in from Holland. When he finished the voyage, King James put him under house arrest but the English convinced him to let Hudson sail for England. Henry Hudson had a fourth voyage from April He sailed on the ship called the Discovery. On his voyage, his crew mutinied on June 12 Henry Hudson had a great impact on the New World. He discovered many different places for Spain. We know he failed on his voyages but he expanded human knowledge for the world. As you can see Henry Hudson was a very courageous explorer. He climbed over many obstacles. He was great explorer.

Chapter 3 : Voyages | Henry Hudson

Free Ships' Passenger lists, orphan records, almshouse records, JJ Cooke Shipping Lists, Irish Famine immigrants, family surnames, church records, military muster rolls, census records, land records and more are free to help you find your brick-wall ancestor.

Henry Hudson first appeared in written history as a captain of his own ship, the Hopewell. In his first recorded voyage the journal written jointly by Hudson and crew member John Playse, he attempted to find a passage to the Orient through the north across the pole. It was a theory of several geographers of his day that - because of the constant sunshine - the Arctic actually got warmer the further north you went. Sadly, this was not the case. Click image for a map of this voyage. Hudson must have earned his rank by serving on previous ships and probably worked his way up from cabin boy, learning navigation, cooking, handling sails, reading the weather and caring for a ship long before he had his own command. While his voyage was unsuccessful in finding a route across the pole, Hudson did make several important discoveries. Prime among these were the pods of whales at Spitzbergen Island, which offered a significant commercial opportunity to English sailors. Hudson would become known as the grandfather of the English whaling industry. Hudson also sailed further north than any other explorer before him on this voyage. In this voyage Hudson also amended the map of Edward Wright, published by Hakluyt in 1598. It gave them the sole right of trading with the eastern coast of America from Newfoundland to the Straits of Magellan, with the whole Pacific coast and Africa from the tropic of Cancer to the Cape of Good Hope. The Hopewell was an aging, ton sea notes bark barque, with a small crew. Petrus Peter Plancius, a well-known Dutch geographer and Calvinist clergyman originally named Peter Plantevoet, he was born in the village of Kemmel, in Flemish territory, believed the pole region grew suddenly milder and warmer thanks to five months of constant sunshine. Hudson agreed, and believed that by sailing north he would be able to navigate through open seas across the pole. This view was shared by Rev. Samuel Purchas of England, who never ventured more than miles from his birthplace and used an idiosyncratic interpretation of Biblical scripture to give weight to his ideas. At a meeting of the directors of the Muscovy Company, Rev. Richard Hakluyt recommended Hudson as commander of the expedition, assuring the directors of the company that Hudson is qualified, saying, "He is an experienced seaman," and "He has in his possession secret information that will enable him to find the northeast passage. He had written a letter to Henry VIII suggesting a northeast route to Cathay, but when Henry showed little interest, Thorne had published the letter as a pamphlet in 1595. In it he wrote, "The belief in a warm, ice-free North Pole was shared by Peter Plancius, the Dutch cartographer who would aid Hudson later in Amsterdam. Hakluyt showed Hudson a letter to him by the Rev. Samuel Purchas, who also believed in a polar route, as well as both a northeast and a northwest passage. Purchas wrote of a possible voyage north, "He wanted more money and after haggling, they agree to pay him pds. The company selected the Hopewell, a three-year-old, square-rigged ton ship with three masts, for Hudson to command. She had already made six major voyages: Barques were generally used as small merchant and coastal vessels, ranging from fully lateen rigged to square rigged ships. These ships usually did not exceed tons, and sometimes had oars to propel them through poor winds or into the eye of the wind. On July 11, Hudson took over as author of the remainder of the log. Purchas felt the voyage over the North Pole would prove easy. He wrote that as sailors neared the pole, "that vast line at Circumference itself becomes as the whole Earth to Heaven, and all earthly things to heavenly no line any more, but a Point, but Nothing, but Vanitie. Hudson, his year-old son John possibly only 14 and ten crew members prayed at St. The crew also included: The Hopewell left London, but bad weather delayed them from getting much further for the first week. Weather finally cleared, and the ship left Gravesend at the mouth of the Thames, heading for open water. The Hopewell arrived at the Shetland Islands. Hudson sailed northwest instead of due north, which the company had directed him to do. Crew noted the compass magnetic needle was deflected and believed the voyage was under an evil spell, and would soon meet with disaster. Hudson had to manage his crew carefully to avoid mutiny. After six weeks of sailing, they sighted the east coast of Greenland now Kalaallit Nunaat, described in the journal as a "very high land for the most part covered in snow, the

remaining part bare. Sailing Directions, published by the U. S Defense Mapping Agency notes the waters around southern Greenland as, "Notorious for foul weather and heavy seas Dangerous rocks up to four leagues Very strong mountain squalls Winds from the southeast very strong gale strength A little inattention could quickly result in disaster. Weather was bad, but Hudson spent two weeks mapping the previously unexplored coast. Gales from the east brought freezing weather and snow. The ship hugged the Greenland coast while the rigging froze and, because of heavy fog, visibility dropped to zero. Hudson proceeded blindly ahead nonetheless. He wrote he wanted to see the northern end of Greenland which was "unknown to any Christian. Hopewell arrived at a great inlet - "almost a bay" wrote Hudson. The ship entered a "very green sea. Crew spotted many "sea-horses, or morses" - seals and walrus. Walrus tusk would become a much-sought-after item for future traders. Henry Hudson took over writing the log from John Playse. Several of the crew were sick from eating unsalted bear meat the day before. The claim by Purchas of dual authorship of the journal has been challenged by later historians. But a "small gale" saved them. At midnight, Collins spotted land to the south-southwest Spitzbergen. Hudson inexplicably noted Collins as the boatswain in his entry, while he was entered as mate earlier, and noted Colman as the mate. The crew spotted many whales in the water. Hudson reached North East Land, the northern island in the group. Hudson and the crew found the northern tip of the island blooming in flowers, noting, "Here we found it very hot. This may have encouraged him in the belief the Pole got warmer as one travelled towards it. One whale got caught in a fishing line but passed under the keel without harming the ship - although the hook and line were lost. The Dutch soon followed with their own whalers, and led the whaling industry well into the early 19th century. Hudson noted the midnight sun in his journal. Hopewell sailed northeast along the coast with "little wind and reasonably warm" weather. Hudson wrote in his journal he believed there is no passage over the north pole. Hudson veered northwest again This latitude was not exceeded until when Capt. Hopewell barely avoided a collision with a breakaway iceberg. Hudson managed to escape by putting some crew in the boat and had them row hard to pull the ship out of its path just in time. Hudson then headed southeast. Realizing he had little good weather left for exploring, and unable to go further north, Hudson finally decided to return to England. At this point he was roughly miles off course. Hudson did not record this event in his own journal, but it is recorded by Captain Edge, also of the Muscovy Company, in Brief Discoverie of the Muscovia Merchants. Instead he turned southwest until he was due north of the Faeroe Islands. Donald Johnson suggests he was planning to head west, winter over a Hold-with-Hope, and search for the Northwest Passage, or perhaps try again for a passage over the North Pole. Seven years later, Dutch explorers thinking they were the first to see it, called the island Jan Mayen Island, which it remains today. The island became a popular hunting site for walrus hunters, who killed the animals in great numbers, simply for their tusks, much as they killed the whales around Spitzbergen. The Hopewell put in at the Faeroe Islands on its way home. The company asked Hudson to lead a new whaling venture to the Spitzbergens, but he still believed there was a passage to the Orient through the northern waters to be found, so he declined. However, other English companies, as well as other nations, quickly reacted to his reports, sending whaling fleets to the islands Hudson had visited, and within a decade had decimated the gentle giant mammals. Without the whales, interest in Spitzbergen declined, and they were ignored for the next years, until an international treaty gave them to Norway in During the winter that followed, Hudson dedicated himself to preparing for another voyage to the north.

Chapter 4 : Henry Hudson by Mrs. Grandbois on Prezi

Henry Hudson's second voyage was named the Northeast voyage. He set sail in the year on the same ship he used for his first Voyage. Henry Hudson son was apart of the crew, as well as some people from the first voyage.

Cyclopaedia of Universal History Occupation: Where did Henry Hudson grow up? He was probably born in or near the city of London sometime between and It is likely that his family was wealthy and that his grandfather founded a trading company called the Muscovy Company. At some point in his life Henry married a woman named Katherine. They had at least three children including three sons named John, Oliver, and Richard. Henry grew up near the end of the Age of Exploration. Much of America was still uncharted. Northern Passage Many countries and trading companies at the time were searching for a new route to India. Spices from India were worth a lot of money in Europe, but were very expensive to transport. Ships had to sail all the way around Africa. Many ships and their cargo were sunk or captured by pirates. If someone could find a better trade route, they would be rich. Henry Hudson wanted to find a northern passage to India. He thought that, since the sun shined most of the summer on the North Pole, the ice there would melt in the summer. Perhaps he could sail right over the top of the world to India. Starting in , Henry headed up four different expeditions searching for the elusive northern passage. First Expedition Henry set sail on his first expedition in May of His boat was called the Hopewell and his crew included his sixteen year-old son John. He sailed north up the coast of Greenland and to an island called Spitsbergen. At Spitsbergen he discovered a bay full of whales. They also saw plenty of seals and walruses. They kept going north until they ran into ice. Hudson searched for over two months to find a passage through the ice, but eventually had to turn back. Second Expedition In Hudson once again took the Hopewell out to sea in hopes of finding a passage to the northeast over Russia. He made it as far as the island of Novaya Zemlya located far to the north of Russia. However, he once again encountered ice which he could not pass no matter how hard he searched. However, they now lost faith that he could find a northern passage. They told Hudson to try to find a way around Russia again going to Novaya Zemlya. Henry Hudson meets with Native Americans by Unknown Despite clear instructions from the Dutch, Hudson ended up taking a different route. When his crew nearly mutinied because of the cold weather, he turned around and sailed to North America. He first landed and met Native Americans in Maine. Then he traveled south until he found a river. He explored the river which would later be called Hudson River. This area would later be settled by the Dutch including an area on the tip of Manhattan which would one day become New York City. Eventually the Half Moon could no longer travel up the river and they had to return home. Hudson was put under house arrest and was told never to explore for another country again. Fourth Expedition Hudson had many supporters, however. They argued for his release saying that he should be allowed to sail for England. On April 17, Hudson once again set sail to find the Northwest Passage. This time he was funded by the Virginia Company and sailed the ship Discovery under the English flag. Hudson took the Discovery to North America sailing further north than he had on his previous expedition. He navigated through a perilous strait Hudson Strait and into a large sea now called Hudson Bay. He was sure that a way to Asia could be found in this sea. However, he never found the way through. His crew began to starve and Hudson did not treat them well. Finally, the crew mutinied against Hudson. They put him and few loyal crew members into a small boat and left them adrift in the bay. Then they returned home to England. Death No one is sure what happened to Henry Hudson, but he was never heard from again. It is likely that he quickly starved to death or froze to death in the harsh cold weather of the north. A northwest passage was finally discovered by explorer Roald Amundsen in Both countries established trading posts and settlements based on his explorations. The leaders of the mutiny were Henry Greene and Robert Juet. Neither of them survived the voyage home. Activities Take a ten question quiz about this page. Listen to a recorded reading of this page: Your browser does not support the audio element.

Chapter 5 : Explorers for Kids: Henry Hudson

England, 08/26/ While my first voyage was a failure, I am sure my second voyage will be a success. The stories of the treasures from the Orient have inspired me to continue traveling the sea.

He sailed the Hopewell again, for the Muscovy Company for "finding a passage to the East Indies by the northeast. The Hopewell is strengthened with extra planks to help make it through icy waters. Robert Juet Ivett , 50, was aboard as master seaman. Hudson wrote to Hakluyt, describing Juet as "filled with mean tempers. His son John is also aboard for a total of He was busy entertaining friends in his quarters. Chamberlain puts the date of sailing as April May Hopewell sailed northeast for a month, rounding the northern tip of Norway in late May, then on into the Barents Sea. In early June they encounter ice and try to go through it. Hudson almost gets trapped, but backs out in time before the ship takes serious damage. Hudson noted the colour of the sea changed near ice. Two crew members - Thomas Hilles and Robert Rayner - sight a mermaid, and Hudson records it in his log as a "tail of a porpoise and speckled like a mackerel. Reach the ice barrier to the port side. He reaches calm waters two miles offshore. He dispatches Juet, mate, and John Cooke, boatswain, to lead a party of six ashore to "see what the land would yield that might be profitable and to fill two or three casks with water. They also return with pieces of a cross they found ashore, and report seeing another cross at a different location. Their boat was followed back to the ship by a herd of curious walrus, but they were unable to catch any ashore. Hudson sends his crew back to look for the walrus, thinking they may have arrived by warm currents. Although they spy of the animals asleep on a rock, they are only able to shoot one, and bring back its head as a trophy. During the night, their anchor breaks free and the ship went aground, but was pulled off without damage. Ice near the ship is moving northwest. Hudson sends some crew to explore the sound and a river at the head of the bay. Hudson writes he hopes to navigate south of the island, north of the Cape of Tartaria Cape Tabin. Hudson spots a "fair river" on the island, "six to nine miles broad, its depth exceeded 20 fathoms" the colour of the sea and "very salty with a strong current setting out of it. It takes the crew all day to fend the ice off with beams and spars, while pulling the ship out of its path. Hudson sails miles upriver but the water becomes too shallow to continue - down to one fathom about six feet. He sends Juet and five or six others in a boat to explore the river. The crew return after travelling another miles upstream, saying it became too shallow to go further. They say they saw many deer while they travelled. The Hopewell sets sail west and southwest, heading back the way they came. They travel through considerable rain and bad weather for the rest of the month. Hudson again notes a green sea and notes a "black-blue colour sea Hudson notes they have to burn lights again at night because the midnight sun is no longer with them. Off the Lofoten Islands, north of Norway. Although he recorded in his journal his belief that a passage lay through the Furious Overfall, he headed back to London. I therefore resolved to use all means I could to sail to the northwest. The Hopewell returned to Gravesend, England. The Company refused his request for another voyage with more men and less rigid orders. With no employment for him in England, Hudson went first to the Dutch, then to the French, looking for sponsors. Cold at first, at the end of , the Dutch decided to hire him, probably to prevent their rivals, the French, from hiring him.

Chapter 6 : The Journal of Henry Hudson - Journal Entry 2 - Travel Diaries - make your travel diary online

On his second voyage, Hudson also used the Hopewell. This journey lasted from April to August of He still did not find the passage he was looking for, but he did bring back important maps of the Great Barrier Reef and photographs of the various people he met on his journey.

Mancall , for instance, states that "[Hudson] was probably born in the s," [12] while Piers Pennington gives no date at all. At the time, the English were engaged in an economic battle with the Dutch for control of northwest routes. It was thought that, because the sun shone for three months in the northern latitudes in the summer, the ice would melt and a ship could make it across the "top of the world". After turning east, they sighted "Newland" i. The following day they entered what Hudson later in the voyage named "Whales Bay" Krossfjorden and Kongsfjorden , naming its northwestern point "Collins Cape" Kapp Mitra after his boatswain , William Collins. They sailed north the following two days. Encountering ice packed along the north coast, they were forced to turn back south. Hudson wanted to make his return "by the north of Greenland to Davis his Streights Davis Strait , and so for Kingdom of England," but ice conditions would have made this impossible. The expedition returned to Tilbury Hope on the Thames on 15 September. Hudson reported large numbers of whales in Spitsbergen waters during this voyage. Many authors [c] credit his reports as the catalyst for several nations sending whaling expeditions to the islands. In , English merchants of the East India and Muscovy Companies again sent Hudson in the Hopewell to attempt to locate a passage to the Indies, this time to the east around northern Russia. Leaving London on 22 April, the ship traveled almost 2, miles, making it to Novaya Zemlya well above the Arctic Circle in July, but even in the summer they found the ice impenetrable and turned back, arriving at Gravesend on 26 August. While awaiting orders and supplies in Amsterdam, he heard rumors of a northwest route to the Pacific through North America. At that point, acting outside his instructions, Hudson pointed the ship west and decided to try to seek a westerly passage through North America. On the 25th a dozen men from the Halve Maen, using muskets and small cannon, went ashore and assaulted the village near their anchorage. They drove the people from the settlement and took their boat and other property probably pelts and trade goods. Rather than entering the Chesapeake he explored the coast to the north, finding Delaware Bay but continuing on north. On 3 September he reached the estuary of the river that initially was called the "North River" or "Mauritius" and now carries his name. He was not the first European to discover the estuary, though, as it had been known since the voyage of Giovanni da Verrazzano in

On 6 September John Colman of his crew was killed by Indians with an arrow to his neck. He managed to pass the log to the Dutch ambassador to England, who sent it, along with his report, to Amsterdam. His voyage was used to establish Dutch claims to the region and to the fur trade that prospered there when a trading post was established at Albany in At the helm of his new ship, the Discovery , he stayed to the north some claim he deliberately stayed too far south on his Dutch-funded voyage , reaching Iceland on 11 May, the south of Greenland on 4 June, and then rounding the southern tip of Greenland. Following the southern coast of the strait on 2 August, the ship entered Hudson Bay. Excitement was very high due to the expectation that the ship had finally found the Northwest Passage through the continent. Hudson spent the following months mapping and exploring its eastern shores, but he and his crew did not find a passage to Asia. In November, however, the ship became trapped in the ice in the James Bay , and the crew moved ashore for the winter. Mutiny and disappearance This section needs additional citations for verification. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. September Learn how and when to remove this template message When the ice cleared in the spring of , Hudson planned to use his Discovery to further explore Hudson Bay with the continuing goal of discovering the Passage; however, most of the members of his crew ardently desired to return home. Matters came to a head and much of the crew mutinied in June. The boat was set adrift and never heard from again. Descriptions of the successful mutiny are one-sided, because the only survivors who could tell their story were the mutineers and those who went along with the mutiny. The Pricket journal reports that the mutineers provided the castaways with clothing, powder and shot, some pikes, an iron pot, some food, and other miscellaneous items. Pricket

recalled that the mutineers finally tired of the David-Goliath pursuit and unfurled additional sails aboard the Discovery, enabling the larger vessel to leave the tiny open boat behind. Hudson and the other seven aboard the shallop were never seen again. Firstly, prior to the mutiny the alleged leaders of the uprising, Greene and Juet, had been friends and loyal seamen of Captain Hudson. Secondly, Greene and Juet did not survive the return voyage to England. Prickett knew he and the other survivors of the mutiny would be tried in England for piracy, and it would have been in his interest, and the interest of the other survivors, to put together a narrative that would place the blame for the mutiny upon men who were no longer alive to defend themselves. Only 8 of the 13 mutinous crewmen survived the return voyage to Europe. They were arrested in England, and some were put on trial, but no punishment was imposed for the mutiny. One theory holds that the survivors were considered too valuable as sources of information to execute, as they had traveled to the New World and could describe sailing routes and conditions. Legacy The gulf or bay discovered by Hudson is twice the size of the Baltic Sea, and its many large estuaries afford access to otherwise landlocked parts of Western Canada and the Arctic. Hudson Strait became the entrance to the Arctic for all ships engaged in the historic search for the Northwest Passage from the Atlantic side though modern voyages take more northerly routes. Along with Hudson Bay, many other topographical features and landmarks are named for Hudson. Hudson and his marooned crewmates appear as mythic characters in the famous story "Rip Van Winkle" by Washington Irving. He also appears in the time-travel novel *Torn* by Margaret Peterson Haddix.

Chapter 7 : History of Henry Hudson

In , English merchants of the East India and Muscovy Companies again sent Hudson in the Hopewell on another attempt at a passage to the Indies, this time to the east around northern Russia. Leaving London on 22 April, the ship traveled almost 2, miles, making it to Novaya Zemlya well above the Arctic Circle in July, but even in the.

He laid the foundation for Dutch colonization of the New World and may have been the first man to circumnavigate the globe by taking the northern passage, but his crew mutinied and abandoned him, his son, and those loyal to him in Canada. They were never heard from again although many legends survive. The range of dates are from 1595 to 1611. There was a Henry Hudson in England who died in 1611 that suggests a possible father or grandfather. The 1595 date seems off since he would have been 60 by the time of his last voyage which is unlikely. He was from Hoddersdon, in Hertfordshire, about 17 miles northwest of London. As a young man he was most likely employed by the Moscovy Company. His family had shares of the company. In he may have sailed for the Northwest Passage with explorer John Davis. Henry married Katherine and had three sons: Richard, John, and Oliver. By all accounts Katherine was an incredibly strong woman. After Henry and John failed to return from their voyage she petitioned for rescue missions. He was one of the first Europeans to be given a permit to live in Imperial Japan. He stayed in India the rest of his life and lived a life of luxury. Several of his children migrated to the New World. First Voyage Hudson's first voyage took place in 1609. During this time the English and the Dutch were competing for different trade routes and trying to find a northern passage to Asia. The vessel was old and had a small crew. After some initial delays Henry Hudson set sail with his crew on May 19, 1609. Greenland is known for its rough weather and difficulty to navigate. A little inattention could quickly result in disaster. Early-Mid June the weather became treacherous. Hudson had been mapping the unexplored coast of Greenland and was forced to proceed without any visibility. This shows remarkable bravery and skill. By June 20, the weather cleared and Hudson steered away from Greenland. There was little success in finding a northwest passage although Hudson did discover a few islands and different wildlife. Unfortunately his discoveries led to the decimation of wildlife around much of those islands. The whale and walrus populations were destroyed by hunters wanting their tusks. He still believed there to be a northwest passage and began to prepare for a second voyage. Second Voyage While making some discoveries in his first voyage Hudson still believed there to be a shorter passage to the north that would take them to the wealthy Indies. This time he would sail to the northeast around Russia where he believed there would be a northeast passage. On April 22, Hudson and his small crew set sail for the Northeast passage. On June 15, the crewmen sighted what they believed to be a mermaid. Hudson also described what they saw as a mermaid. By June 27, Hudson reached an impasse. The waters were frozen and he could not get through to the Kara Sea. By July 5 Hudson decided that there was not a feasible northeast passage. He had explored many different rivers that proved to be too shallow, much of the arctic water remained frozen and he had begun to fix his eyes on seeking the northwest passage. He secretly decided to set sail for the New World again. They arrived in England on August 26, 1610. He would eventually be approached by the Dutch East India Company and sail under a different flag. The Dutch East India Company made Hudson sign a contract that required him to search for a the Northeast passage of which he failed to find in his second voyage. By May he reached the coast of Nova Zemlya and saw nothing but ice and worse conditions than the year prior. He turned west towards the new world and the crew began to mutiny. Hudson was able to calm the crew by showing them maps from a good friend of his, Captain John Smith. John Smith is known for his contributions at Jamestown, but he also explored the coast of the New World and made maps. He had heard the natives talk of a northwest passage, but had not been able to document it. By July the crew had dealt with much treacherous weather, but reached the coast of Newfoundland. The crew met and traded with many peaceful natives. Unfortunately, the natives put their trust in the wrong place because even though they showed much kindness and fed the crew well the Europeans would pillage their village and rob them of their spoils. Hudson explored the coast of New York and met many friendly native tribes. There were many instances where he and his crew traded for food, were invited to the local Indian village for dinner, and had drinks with the natives. Hudson

returned to the Old World after his crew threatened to mutiny. It was not uncommon for mariners to sail under different flags which suggests that Hudson was a victim of jealous merchants. He and his crew never returned to Amsterdam Fourth Voyage Despite his arrest, Hudson was able to convince the Virginia Company to fund an exploration of the Northwest Passage. Hudson and his crew left in mid April and by May 11 were passing Iceland. Hudson was unable to navigate the Hudson Strait would be named that later due to ice and was forced to look for another passage. By July Hudson was trapped in the Ungave Bay. He was forced to navigate slowly through the ice and deal with his mutinous crew who began to want to go home. Hudson convinced them to press forward and morale was boosted. On August 2, Hudson came into what is now called the Hudson Bay. He and his crew spoke of its beautiful waters and believed they had found the Northwest Passage. He sailed along the Hudson Bay and eventually the James Bay where he would eventually set up winter quarters. His crew grew unhappier as the time passed. By June of the crew wanted to head back to England, but Hudson wanted to press forward. He continued to push his crew hard and finally they broke. They mutinied and left Hudson, his son John, and others behind. Hudson and his remaining crew were never heard from again. He left behind many helpful resources for future mariners. The Northwest Passage would not be successfully navigated until the Norwegian Explorer Roald Amundson explored it between 1492 and 1498. Almost years after Henry Hudson.

Chapter 8 : 49 Facts About Henry Hudson and his Voyages

On his second voyage, it was the year He sailed once more in Hopewell. This time, he sailed past Norway and was sailing by Russia, but the freezing cold weather made the crew almost lead a mutiny.

History of Henry Hudson This timeline depicts the major events in the life of the famous explorer Henry Hudson. This timeline includes his famous four voyages along with interesting facts about Hudson himself. He sailed on 1 May with a crew of ten men and one boy on a 80 ton ship, known as the "Hopewell. They ran into an ice pack and returned home to Tilbury Hope on 15 December. Yet again Hudson and his crew set out on a second journey in a search for a passage into the Indies. Henry Hudson and his crew leave London on 22 April in the "Hopewell. I hope he changed the oil! They sailed well above the arctic circle, and ran into the impenetrable ice again. I think these guys need to get a new compass. They turned around and landed in the port at Gravesend on 26 August Anyway, Hudson pointed his ship west and set sail. He was heading to the Great Lakes. Along rivers, Hudson traded with many Natives and established a Dutch trading post. They discovered many rivers and other small routes among the coasts. He was funded by England this time, and was given a new ship. There was much excitement in the expectation that the ship had found the Northwest Passage. In November, the ship became trapped in ice surprise, I know and the crew had to stay ashore during Winter. Once the ice cleared in Spring, Hudson planned to use his ship to further explore Hudson Bay in search for the passage, but the crew wished to return home. The mutiny was led by two crew members. They placed Hudson, his teenage son, and seven other sick or loyal crew members to Hudson in a small shallop small boat. Hudson and his men kept up with the main ship for awhile, but then exhaustion took place and Hudson was never seen again. Their fate is unknown.

Chapter 9 : New England Immigrant Ancestors (RJO's Genealogy)

First Voyage Henry Hudson's first voyage started in May of under the Muscovy Company. He set sail from Gravesend on the Hopewell and reached to

Once the King was forced to call Parliament in and the Puritan revolution began, immigration to New England came to a near-complete halt. The Great Migration and the Formation of Society and Culture in the Seventeenth Century Cambridge University Press, is an excellent account of the immigrant group and the experience of sea travel. Many of the immigration dates given below are upper bounds, based on when the person in question first appears in the New England records. Subsequent volumes in this series will cover the later years of the Great Migration. It should be noted that the early work of Charles Banks on the composition of the Winthrop Fleet of is now considered unreliable. The Scots-Irish immigrants were largely Presbyterian in religion, and so had a certain amount of theological affinity for the Calvinistic Puritans, although the two groups would have struck one another as culturally somewhat different. This migration began around The history of these Irish ancestors is not well known, and no precise immigration dates to the United States are available. He came to New England in , probably with the Higginson fleet to Salem, and was one of the first inhabitants of Charlestown where he was admitted as a resident in He was in Lynn by He settled first at Boston, where he was admitted to the Boston church as its 51st member, suggesting that he had probably arrived with the Winthrop Fleet. In he was one of the founders of Ipswich, where he lived for the rest of his life. Mary, Suffolk, and died 30 Aug at Watertown. He was a carpenter and his services were in great demand among the first settlers of Watertown, where he is found in He married by Elizabeth Warren, daughter of John Warren see below. He was an important figure in the settlement of Watertown, and has been extensively studied. He was in Watertown by , presumably having come to New England with his wife and children. She married by James Knopp, son of William Knopp see below. He was a surveyor and was in Watertown by [GMB â€™], . They were married by , and perhaps by She died 27 Sep at Watertown. He was a mason and was in Watertown by He later removed to Groton, and then returned to Watertown by His English origins have not been determined [GMB â€™]. Gregory, Sudbury, Suffolk, and died 3 Mar at Braintree. He was in Boston by , but returned to England in for his marriage to Alice Blower see below ; they were back in New England in He removed to Braintree by where he held many town offices [GMB â€™]. Presumably accompanied her husband in on the Castle. Presumably came to New England with her parents in on the Castle. Born at Biddenden, Kent; died Roxbury. He is said to have arrived in New England in [Holden Gen]. He was an important early settler of Watertown, serving in many public offices. They were back in New England again in late He died June at Barnstable. Presumably accompanied him to New England. Robert was certainly in Boston by as on August 10 of that year he was admitted to membership in the First Church of Boston and was made a freeman September 13, Hotten [43â€™53] transcribes Planter passenger lists from the London port book that are dated 22 March, 2 April, 6 April, 7 April, and 9 April. They arrived 7 June following. On the passenger list, Martin and Rachel are listed as aged 40 and from Sudbury. With them also were three servants: Hotten [44â€™49] transcribes Hopewell passenger lists from the London port book that are dated 1, 3, and 6 April. The Ruggells and Elliott families were from Nazing in Essex. He was a freeman, March 25, ; member of the Artillery Co. Hotten [48â€™68] transcribes Elizabeth passenger lists from the London port book that are dated 6, 8, 9, 10, 11, 13, 15, and 17 April. Also his wife Ann or Alice and two children, Mary and Ann. Hotten [55â€™64] transcribes Increase passenger lists from the London port book that are dated 13, 14, 15, 17, and 18 April. Hotten [54â€™78] transcribes Elizabeth and Anne passenger lists from the London port book that are dated 13, 15, 17, and 29 April, and 6, 9, 11, 12, and 14 May. Margaret, Westminster, Middlesex, and died 1 Jun at Watertown. Hotten [93â€™94,] transcribes Elizabeth passenger lists from the London port book that are dated 17 June and 13 July. In June he returned to New England for a third time, landing at Boston with his family. Hotten [â€™] transcribes a Truelove passenger list from the London port book that is dated 19 September. The ship arrived in Boston in late November. He was listed as aged 50 on the passenger list and alone. Ages were often mere estimates and in this case he seems to have been actually aged There is no record

of a family with him. His daughter Alice had preceded him to Boston two years earlier as the young bride of Richard Brackett. A great storm, probably a hurricane, drove the ship on coastal rocks and it broke up. Most of the passengers survived, but the majority of their goods were lost. Came to New England as a child. But perhaps with the Pelham company from Bures in Their first child b. She died before She married 1 5 Nov John Wyman. Crane of Cogeshal, a Gentleman of a very considerable Estate, who would gladly have mentioned this his worthy Son-in-Law, with his Family, if he would have tarried in England; but observing the strong Inclination of his Mind unto a New-English Voyage, he durst not oppose it. Rogers were a Person very unable to bear the Hardships of Travel, yet the Impression which God had made upon his Heart, like what he then made upon the Hearts of many Hundreds more, perhaps as weakly and feeble as he, carried him through the Enterprize with an unwearied Resolution; which Resolution was tried, indeed, unto the utmost. Rogers, where fully Twenty four Weeks in the Voyage; and yet in this tedious Passage, not one Person did miscarry. After they had come Two Thirds of their way, having reached the length of Newfound-land, their Wants were so multiplied, and their Winds were so contrary, that they entred into a serious Debate, about returning back to England: But upon their setting apart a Day for solemn Fasting and Prayer, the Weather cleared up; and in a little time they arrived at their desired Port; namely, about the middle of November, in the year These two ships examined passengers at Ipswich from 8 April to 15 May Which passengers traveled on which of the two ships is not known [Hotten â€™]. Davis, Somersetshire; died 8 August at Braintree. Wife of Henry Adams. Some sources give her maiden name as French; this requires further study. Loker, born about , presumably came to New England with his mother. He died 18 Jun at Sudbury. See Threlfall [GMC26] for full treatment. He emigrated in his old age from Redington, England, with two of his grandsons â€™ Wm. Martin for her second husband. Married Sarah Eliot see There is confusion about his parentage. His wife Grace Wheeler? Bond says Thomas was admitted freeman 7 Dec