

The Reconstruction of History in the Americas: Some Myths of the Middle Passage

by
Brother Abdullah El Talib Mosi Bey

Let us use math (logic) to examine the myth that the indigenous people, the Moors, of North, Central and South America (Northwest/Southwest Africa/Amexem), now branded Black, Negro, Colored, Afro, etc were shipped from what the masses know Africa to what they know as the America!

In questioning their own writing, how could the European Colonist/Reconstructors of History who shipped over 125 millions of Moors (now labeled as Black, Negro, Colored, Afro, etc) from what the masses know as Africa, to what the masses know as North America (Northwest Africa/Amexem), when they did not know how to grow their own crops? [They would had starved to death if the Moors had not fed them and subsequently taught them how to grow crops.]

Did the European Colonist/Reconstructors of History and Asiatic historians, anthropologist and sociologist who follow their teachings write that the Peregrinus (Pilgrims) were so skilled in navigation to the point that they were able to sail over 125 million Moors from East Amexem (East Africa) to North America (Northwest Africa/Amexem)? [Keep in mind that these same Peregrines did not grow their own crops.]

If, so what were the names of the schools where the Anglis/English learned navigation's during the 1600's and 1700's? The knowledge of astrology is needed to successfully navigate ships, for the stars and the moon are used as guides.

What were the names of the professors and artisans who taught geometry, cartography, biology, chemistry, physics, shipbuilding, sailing, carpentry, smelting, at the schools in England during the 1600's and 1700's? And who taught them?

What were the names of the schools in England during the 1600's and 1700's that taught ship building, carpentry, water purification, forestry and smelting?

What were the names of the multiple highly sophisticated lumber mills, irons mills, forestries in England during the 1600's and 1700's.

What were the names of the companies that made the sails in England during the 1600's and 1700's?

What were the names of the cloth mills that supplied the cloth to the companies that made the sails in England during the 1600's and 1700's.?

What were the names of the supporting industries in England during the 1600's and 1700's?

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Remember! Many unrelated industries and technologies need to come together in order to accomplish the task of sailing over 125 million Moors on ships.

What were the names of the food growth and preservation industries in England? Food is needed to maintain the health and strength of the crew and the slaves.

What were the names of the food storage industries in England?

What were the names of the industries that built water purification systems to supply fresh water for the ships? The crew and the slaves would have dehydrated rapidly if they drank salt water?

How many ships did the European colonist/Reconstructors of History use during the Middle Passage?

How many slaves did each ship hold?

Where did the slaves urinate & defaecate?

How many months did it take the European colonist/Reconstructors of History store the Moors labeled black, negro, colored, afro, etc. once they set ashore the Americas?

Why were Secret Societies set up (Eastern Star, Prince Hall, Knights of Templar, Rosicrucian Order, Odd Fellow, etc.)?

What secrets are preserved and taught in these secret societies? Could the secrets be the true history of the Moors (now branded black, negro, colored, afro, indian, west indian, hispanic, latino, etc.)?

Why keep secret?

What evidence/proof do the European colonist/Reconstructors of History and the Asiatic scholars who follow their teachings have to support the myth that the Moors (now branded Black, Negro, Colored, Afro, etc.) were brought in the hulls of ships from what the masses know as Africa, to what the masses know as the Americans?

Have you ever thought about these compelling questions?

Remember! Let us use math (logic) to examine these compelling questions.

Remember! Major older documentations and artifact, i.e. letters, treaties maps, calendars, pictures, sculptures, paintings, encyclopedias, dictionaries, almanacs, have not been exposed

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to the masses. Have you ever wondered why they have not been exposed to the general public? Have you ever wondered what information has been kept from the general public? Have you ever wondered who possess the older documentations and artifacts?

Description of a Slave Ship

Introduction

This diagram of the 'Brookes' slave ship, which transported enslaved Africans to the Caribbean, is probably the most widely copied and powerful image used by those who campaigned to end the trans-Atlantic slave trade. Traders knew that many of the Africans would die on the voyage and would therefore pack as many people as possible on to their ships - in total there were 609 enslaved men, women and children on board this ship. The conditions would have been appalling. Each person occupied a tiny space in the hold. In this case they had to lie in spaces just 10 inches high and were often chained or shackled together in pairs, making movement even more difficult. The cramped conditions meant that there were high incidences of diseases such as smallpox, measles, scurvy and dysentery. Because of the long distances involved food and water was rationed and always in short supply or ran out completely.

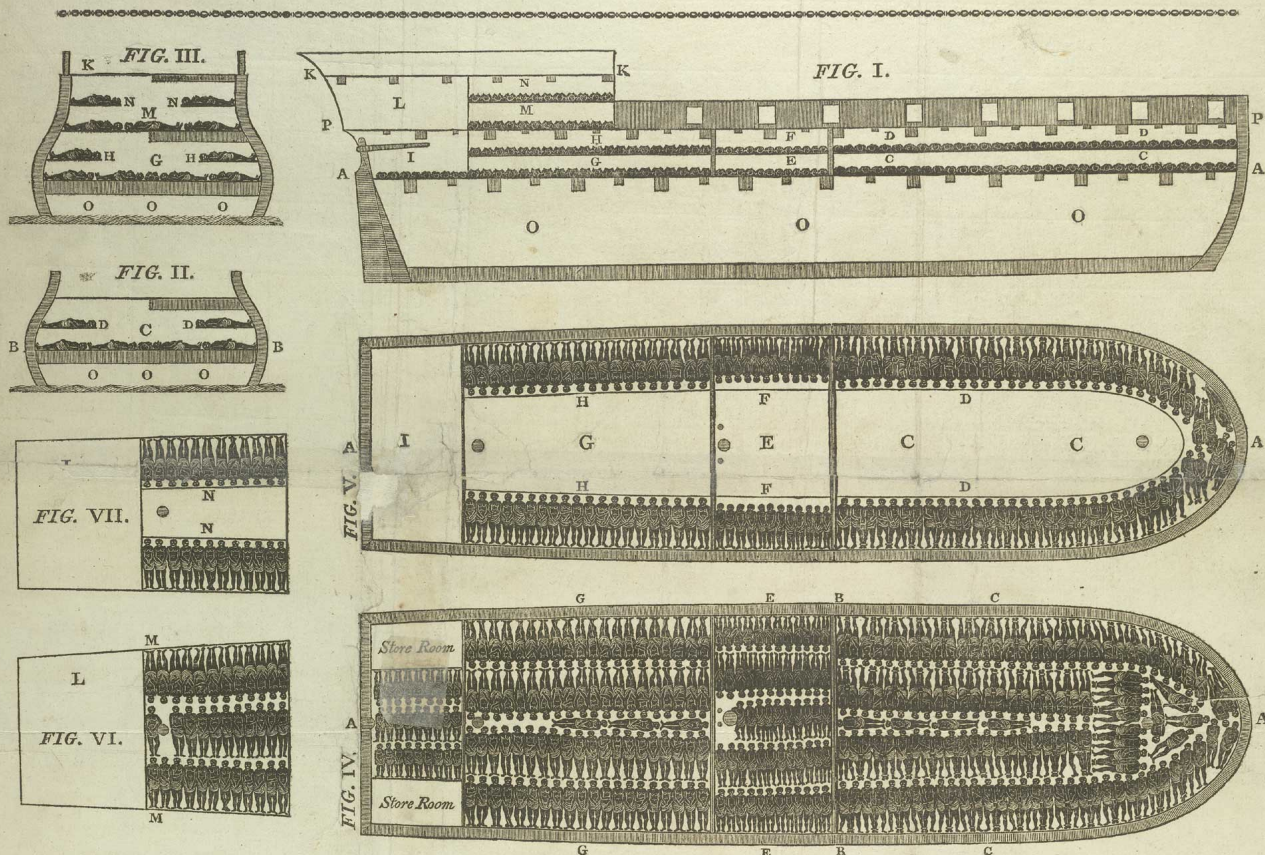
By April 1787, the diagram was widely known across the UK, appearing in newspapers, pamphlets, books and even posters in coffee houses and pubs. An image had rarely been used as a propaganda tool in this way before and it proved to be very effective in raising awareness about the evils of the slave trade.

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Passage

by

DESCRIPTION OF A SLAVE SHIP.



The PLAN and SECTIONS annexed exhibits a slave ship with the slaves stowed.* In order to give a representation of the trade against which no complaint of exaggeration could be brought by those concerned in it, the *Brooks* is here described, a ship well known in the trade, and the first mentioned in the report delivered to the House of Commons last year by Captain Parrey, who was sent to Liverpool by Government to take the dimensions of the ships employed in the African slave trade from that port. These plans and sections are on a scale of the 8th of an inch to a foot.

DIMENSIONS OF THE SHIP.

Length of the <i>Leaver</i> Deck, gratings, bulk-heads, included at AA	Feet
Breadth of <i>Beam</i> on the <i>Lower Deck</i> inside, BB	100 0
Depth of <i>Beam</i> on the <i>Lower Deck</i> to ceiling	25 4
Height between bulkheads on <i>Deck</i> to ceiling	25 4
Length of the <i>Beam</i> on <i>CC</i> on the lower deck	26 0
Breadth of the <i>Beam</i> on <i>CC</i> on the lower deck	25 3
Length of the <i>Platforn</i> , DD in the mess room	40 0
Length of the <i>Platforn</i> in mess rooms on each side	40 0
Length of the <i>Bay Room</i>	15 0
Breadth of the <i>Bay Room</i>	23 0
Breadth of <i>Platforn</i> , FF on <i>GG</i>	23 0
Length of <i>Platforn</i> , HH	28 6
Breadth of <i>Womens Room</i>	28 6
Length of <i>Platforn</i> , IJJ in <i>Womens room</i>	28 6
Breadth of <i>Platforn</i> in <i>Womens room</i>	28 6
Length of the <i>Gun Room</i> , LL on the lower deck	10 0
Breadth of the <i>Gun Room</i> on the lower deck	6 0
Length of the <i>Quarter Deck</i> , KK	33 6
Breadth of <i>Quarter Deck</i>	33 6
Length of the <i>Cabin</i> , LL	10 0
Height of the <i>Cabin</i>	6 2
Length of the <i>Hall Deck</i> , MM	10 0
Height of the <i>Hall Deck</i>	6 2
Length of the <i>Platforn</i> , NN on the lower deck	16 6
Breadth of the <i>Platforn</i> on the half deck	6 0
Upper deck, PP	

The number of slaves which this vessel actually carried appears from the accounts given to Capt. Parrey by the slave-merchants themselves as follows :

Girls — — — 41

The room allowed to each defecation of slaves in this plan is

the Men 6 feet by 1 foot 4 inches.

Women 5 feet 10 in. by 1 foot 1 in.
Boys 5 feet by 1 foot 2 in.

Girls 4 feet 6 in. by 1 foot.

* This is the usual manner of treating the slaves, but it varies according to the position the Chin. and the number of different commandments.

With this allowance of room the utmost number that can be stowed in a vessel of the dimension of the *Brosch*, is as follows, (being the number exhibited in the plan) and is less than 14 to a ton, viz. †

		On the Fins.	Actually carried.
Men—on the lower deck, at CC	124		
Ditto on the platform of ditto, CC DD	66	190	351
Boys—lower deck EE	46		
Ditto—platform FF	24	70	90
Women—lower deck GG	83		
Ditto—platform, HH	40		
Women Half deck, MM	36	183	127
Platform ditto, NN	24		
Gun room, II	—	27	41

The principal difference is in the *men*. It must be observed, that the *men*, from whom only insurrections are to be feared, are kept continually in irons, and must be stowed in the room allotted for them, which is of a more secure construction than the rest.

In this ship the number of men actually carried was	351
The number of men fitted in the plan at 1 foot 4 inches each	190
	Difference = 161

As the ship on this plan would flow 42 women boys and girls in the plan, there allotted them more than the did carry, and number of men taken from the mens room, and placed in the stow, this will reduce the number of men to 350 in the mens room; of course the room allowed them, instead of being 16 inches as the plan, was in reality only 10 inches each; but if the whole number 351 were stowed in the mens room, they had 16 1/4 inches each to lay in.

[illegible]

therefore they then have not 2 feet under or upon the platforms.

In fig. 1, under the upper deck PP, and the lower deck AA, the beams and the intervening carlings are represented by shaded squares. The beams are also introduced on one side of the transverse sections II and III, in order to shew the space which a flave placed under a beam has to lie and breathe in.

† It must be noted, that every possible advantage of flowing is allowed in the plan. There are or ought to be in each apartment one or more proper tubes; there are also flanchos to support the platforms and decks, for which no deduction is made; but the deck is supposed to be a flat.

It may be expected, from this mode of packing a number of our fellow-citizens, used in their own country to a life of ease, and from the anguish of mind their situation must necessarily create, that many of them will fall sick and die. Influences sometimes occur of horrible mortality. The average is not less than 1-10th, or 20 per cent. The half deck is sometimes appropriated for a sick berth; but the *men flaves* are seldom indulged the privilege of being placed there, till there is little hope of recovery. The flaves are never allowed the least bedding, either sick or well; but are flung on the bare boards, from the friction of which, occasioned by the motion of the ship, and their chains, they are frequently much bruised; and in some cases the flesh is rubbed off their shoulders, elbows, and hips.

It may not be improper to add a short account of the mode of securing, and

The women and children are not chained, but the men are constantly chained two and two; the right leg of one to the left leg of the other, and their hands are secured in the same manner.

and as each pair ascends, a strong chain, fastened by ring-bolts to the deck is pulled through their shackles; a precaution absolutely necessary to prevent infurrections. — In this state, if the weather is favourable, they are permitted to remain about one-third part of the twenty-four hours, and during this interval they are fed, and their apartment below is cleaned; but when the weather is bad, even those indulgencies cannot be granted them, and they are only permitted to come up in small companies, of about ten at a time, to be fed, where after remaining a quarter of an hour, each mife is obliged to give place to the next in rotation.

In very bad weather, some are unavoidably brought on deck : there being no other method of getting water, provisions, &c. out of the hold, but by removing those slaves who lie on the hatch-ways. The consequence of this violent change from their rooms, which are inconceivably hot, to the wind and rain, is their being attacked with coughs, swellings of the glands of the neck, fevers, and dysenteries : which are communicated by infection to the other slaves, and also to the sailors.

The only exercise the men-flaves is their being made to jump in their chains; and this, by the friends of the trade, is called *denning*.

To persons unacquainted with the mode of carrying on the different trading in human blood, these plans and sections will rather seem a fiction than a fact. They will say, that the men-flaves are not chained, that there is no room for flowing cables, and that other utensils and stores are usually placed between decks. In a false ship (i. e. a hull one) the articles are either deposited in the hold, or piled upon the sides of the hold, and from thence, in case of a breeze, are blown down upon the men-flaves, and from thence, in case of a fair breeze, are blown down upon the men-flaves. The men-flaves are placed for very good reasons, that there is not room for the furore to visit and ail them: the fact is, that when the furore goes amongst them, he picks out his way as well as he can, by leaping between their legs. He frequently jumps overboard, and is not possible to afford them that relief which is so necessary to them.

When the men-flaves are taken on board, they are taken on board in the hull. When attacked

fluxes, their situation is scarcely to be described. To give an instance, (a related by an eye-witness) as it serves to convey some idea, though a very faint one, of the sufferings of those unhappy beings whom we wantonly drag from their native country, and doom to perpetual labour and captivity: "Some wet and blowing weather having occasioned the port-holes to be shut, and the grating to be covered, fluxes and fevers among the negroes ensued. While they were in this situation, my profession requiring it, I frequently went down among them, till at length the

18 apartments became so extremely hot, as to be only sufferable for a very
19 short time. But the excessive heat was not the only thing that rendered
20 their situation intolerable. The deck, that is, the floor of their rooms,
21 was so covered with the blood and mucus which had proceeded from
22 them in consequence of the flux, that it resembled a slaughter-house.
23 It is not in the power of the human imagination to picture to itself
24 a situation more dreadful or disgusting. Sometimes the slaves had
25 fainted, they were carried upon deck, where several of them died, and
26 the rest were, with difficulty, restored. It had nearly proved fatal to
27 me also.²⁸

Another objection which may be stated, is, that there no room is allowed for the sailors hammocks. In flave ships, while the flaves are on board, the sailors have no other lodging than the bare decks, or (in large ships) the tops. From this exposure, they often are wet for a long time together, the rains in those climates being frequent and extremely heavy. There is in wet weather a tarpauling placed over the gratings: if the sailors to shelter themselves creep under this, they are exposed to the noisome and infectious effluvia which continually exhale from the flaves below.

It appeared from the evidence given by the slave merchants last year before the House of Commons, that the employment of the seamen, viz. boating up the rivers after the negroes, guarding them on board, cleaning the vessel, &c. is of a nature offensive and dangerous beyond that of seamen in other services, and that the small-pox, measles, flux, and other contagious disorders, are frequent on board these boats.

It is therefore falsely said by the well-wishers to this trade, that the suppression of it will destroy a great nursery for seamen, and annihilate a very considerable source of commercial profit.—The Rev. Mr. Clarkson, in his admirable treatise on the Impolicy of the Trade, has proved from the most incontestable authority, that so far from being a nursery, it has been constantly and regularly a grave for our seamen; for that in this traffic only, a greater proportion of men perish in ONE way, than in all the

Besides the time spent on the coast to complete their cargoes, which sometimes lasts several months, the slaves are from six to eight weeks on their passage from the coast to the West-India.

Now let any person reflect on the situation of a number of thick devoted people thus managed and thus crammed together, and he must think it difficult, even under every favourable circumstance of an humane captain, an able surgeon, fine weather, and a short passage. But when to a long passage are added, inhospitable weather, scanty food and bad provisions, and rough winds, the condition is immensely beyond description. So delectable is this traffic in some circumstances, particularly in bad weather, when the flaves are kept below, and the galleys covered with tarpaulings, that a schooner, which carries only 240 flaves, to sail meeting with a gale of wind, which but a few can bear, is obliged to take in 200 flaves, and to

As then the inhumanity of this trade must be universally admitted and lamented, people would do well to consider that it does not often fall to the lot of individuals, to have an opportunity of performing so important a moral and religious duty, as that of endeavouring to put an end to a practice, which may, without exaggeration, be styled one of the *greatest evils* *in this poor wretched part of the earth.*

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