

From Conditions on an English Slaver

Alexander Falconbridge 1788

Alexander Falconbridge, a surgeon aboard slave ships and later the governor of a British colony for freed slaves in Sierra Leone, gives this account of the Middle Passage.

From the time of the arrival of the ships to their departure, which is usually about three months, scarce a day passes without some Negroes being purchased and carried on board; sometimes in small and sometimes in large numbers. The whole number taken on board depends on circumstances. In a voyage I once made, our stock of merchandise was exhausted in the purchase of about 380 Negroes, which was expected to have procured 500...

The men Negroes, on being brought aboard the ship, are immediately fastened together, two and two, by handcuffs on their wrists and by irons riveted on their legs. They are then sent down between the decks and placed in an apartment partitioned off for that purpose. The women also are placed in a separate apartment between the decks, but without being ironed. An adjoining room on the same deck is appointed for the boys. Thus they are all placed in different apartments.

But at the same time, however, they are frequently stowed so close, as to admit of no other position than lying on their sides. Nor with the height between decks, unless directly under the grating, permit the indulgence of an erect posture; especially where there are platforms, which is generally the case. These platforms are a kind of shelf, about eight or nine feet in breadth, extending from the side of the ship toward the centre. They are placed nearly midway between the decks, at the distance of two or three feet from each deck. Upon these the Negroes are stowed in the same manner as they are on the deck underneath.

In each of the apartments are placed three or four large buckets, of a conical form, nearly two feet in diameter at the bottom and only one foot at the top and in depth of about twenty-eight inches, to which, when necessary, the Negroes have recourse. It often happens that those who are placed at a distance from the buckets, in endeavoring to get to them, tumble over their companions, in consequence of their being shackled. These accidents, although unavoidable, are productive of continual quarrels in which some of them are always bruised. In this distressed situation, unable to proceed and prevented from getting to the tubs, they desist from the attempt; and as the necessities of nature are not to be resisted, ease themselves as they lie. This becomes a fresh source of boils and disturbances and tends to render the condition of the poor captive wretches still more uncomfortable. The nuisance arising from these circumstances is not infrequently increased by the tubs being too small for the purpose intended and their being emptied but once every day. The rule for doing so, however, varies in different ships according to the attention paid to the health and convenience of the slaves by the captain. . . .

Upon the Negroes refusing to take sustenance, I have seen coals of fire, glowing hot, put on a shovel and placed so near their lips as to scorch and burn them. And this has been accompanied with threats of forcing them to swallow the coals if they any longer persisted in refusing to eat. These means have generally had the desired effect. I have also been credibly informed that a certain captain in the slave-trade, poured melted lead on such of his Negroes as obstinately refused their food. . . .

On board some ships the common sailors are allowed to have intercourse with such of the black women whose consent they can procure. And some of them have been known to take the inconstancy of their paramours so much to heart as to leap overboard and drown themselves. The officers are permitted to indulge their passions among them at pleasure and sometimes are guilty of such excesses as disgrace human nature....

The hardships and inconveniences suffered by the Negroes during the passage are scarcely to be enumerated or conceived. They are far more violently affected by seasickness than Europeans. It frequently terminates in death, especially among the women. But the exclusion of fresh air is among the most intolerable. For the purpose of admitting this needful refreshment, most of the ships in the slave trade are provided, between the decks, with five or six air- ports on each side of the ship of about five inches in length and four in breadth. In addition, some ships, but not one in twenty, have what they denominate wind- sails. But whenever the sea is rough and the rain heavy it becomes necessary to shut these and every other conveyance by which the air is admitted. The fresh air being thus excluded, the Negroes' rooms soon grow intolerable hot. The confined air, rendered noxious by the effluvia exhaled from their bodies and being repeatedly breathed, soon produces fevers and fluxes which generally carries of great numbers of them. . . .

Source: Alexander Falconbridge, An Account of the Slave Trade on the Coast of Africa (London, 1788).