

time of war. "Kingbuilt," Father White described it, "makeing faire weather in great stormes." It had a cargo capacity of at least 300 tons, defined in those days by tons of wine, or about 10,000 cubic feet. Today such a ship—perhaps 110 feet long, hardly 30 feet wide, and about 13 feet deep—seems a cockleshell in which to risk the lives of so many. But for its day it was "as strong as could be made of oake and iron."<sup>45</sup>

Lord Baltimore and several co-investors purchased a second and much smaller vessel, the *Dove*, to accompany the *Ark* and to be used thereafter in the joint-stock fur trade venture. The *Dove* was referred to as his Lordship's pinnace, but pinnace was a term used loosely at the time to cover a range of sizes and riggings of small vessels that accompanied larger ships. From inconsistent references to the size of the *Dove* it is estimated that its cargo capacity was between forty and fifty tons, or six to eight times less than that of the *Ark*. The *Dove* may have carried a passenger or two, but nearly all the prospective colonists probably traveled on the larger ship.<sup>46</sup>

Provisions for the voyage consisted of wood (for cooking), water, beer, and solid food, probably mostly bread plus a little cheese and dried meat. The royal navy of the time allowed one ton (in wine measure) per month of these provisions for every four men. Of this provision, beer was one half, wood and water one quarter, and solid food one quarter. Water turned bad faster than beer, hence the great quantity of beer. Lord Baltimore put aboard 107 tons of beer, about enough at this rate for 200 people for two months. He also provided six tons of Canary wine and "provisions"—presumably solid food—worth £28 but not otherwise described.