

SLAVE TRADE and SLAVE SHIPS in the XVIIIth century. *La Licorne* from Bordeaux.

Patrick VILLIERS

They were named *Licorne*, *Marie-Séraphique*, *Olympe*, *Aurore* and *Artibonite*. They were sailing the Indian Ocean or the Atlantic to the Antilles to supply France, and the European ports, with these colonial products, which consumption was growing in the cities. But human cargo was piling up high between decks and on deck for the production of these indispensable new riches. From 1595 to 1866, no less than 27 235 European slave ship expeditions were launched across the Atlantic: of all these expeditions, 3 343 were attributed to French vessels.

What was the slave ship like, how was a slave trade campaign organized, what were the routes followed and the trading sites

used, what were the composition and the importance of the cargo to trade and why were there so many weapons to trade? Patrick Villiers, distinguished university professor in maritime history, five-time prizewinner of the “Académie de Marine”, brings us a few answers supported by archival documents. Slave trade journals are exceedingly rare. The commented publication of the ship log of the *Licorne* from Bordeaux, which departed for Mozambique in 1788, allows us to further our knowledge in this traffic of human beings, who’s only fault was to have a black skin.

COMPOSITION OF THE WORK

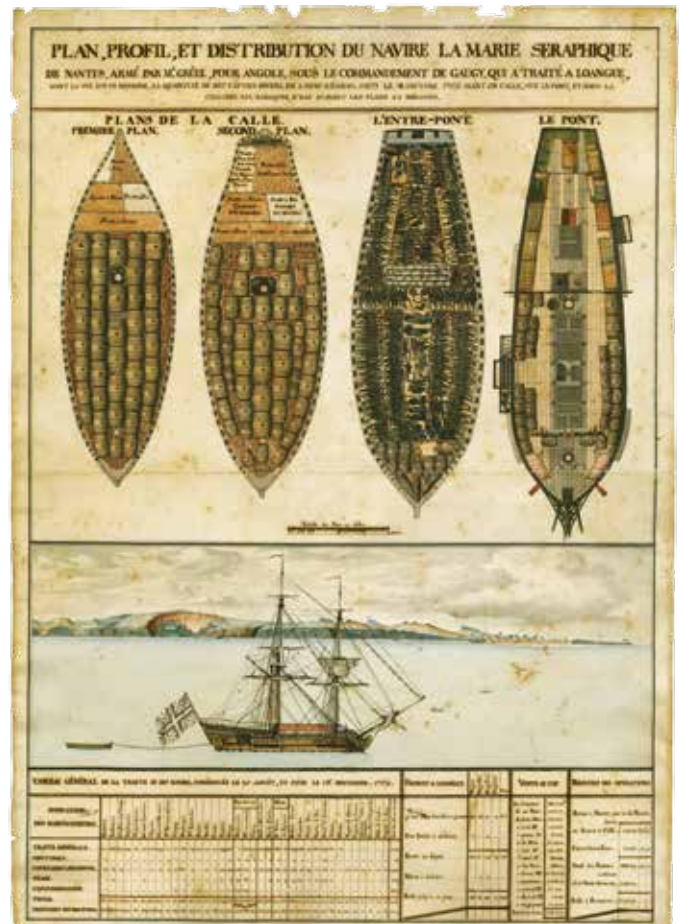
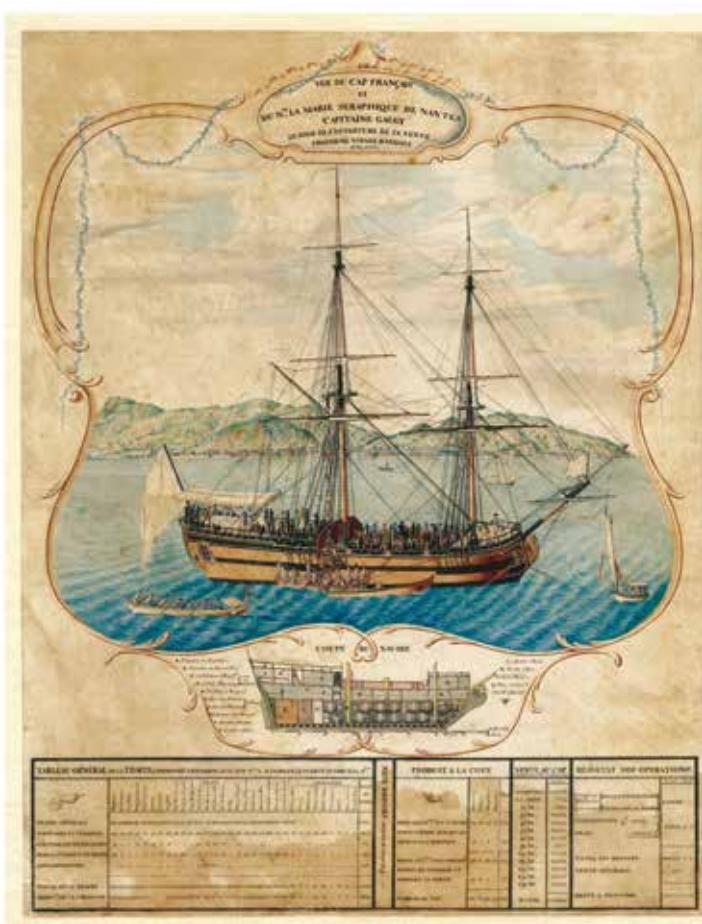
Livre au format 22x31 cm de 160 pages en couleur avec 200 illustrations ou gravures.

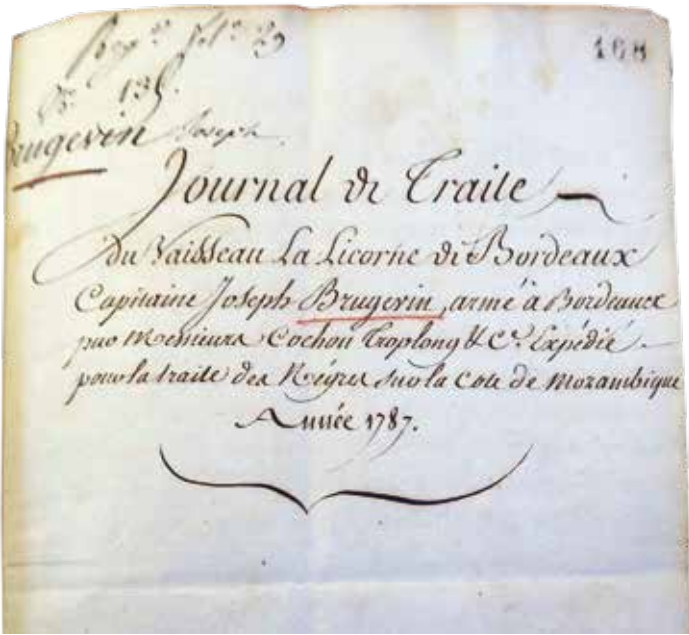
Table of content:

- I. The slave trade in the XVIIIth century, a commerce like all others, blessed by the church and encouraged by the Kingdom, but so vital to our colonies.
- II. The French trade in the XVIIIth century, through the example of the port of Nantes.
- III. Facing Nantes: the menace from Bordeaux.
- IV. Trading sites in Africa, from the Atlantic coast to the Mozambique canal.
- V. The *Licorne* and the types of slave ships, 1763 – 1790.
- VI. Food, health and hygiene aboard slave ships, an exemplary captain: Joseph Brugevin.
- VII. In search of slave trade profits.
- VIII. Trade of Blacks and guns for the trade: the French case.
- IX. Joseph Brugevin, from being captain of the *Aventurier* to being captain of the *Licorne*, 1769-1787 and colonial arming from Bordeaux in 1787.
- X. List of ships that left from Bordeaux in 1787 for the Antilles, the African coast, the Isle of France and Mozambique.

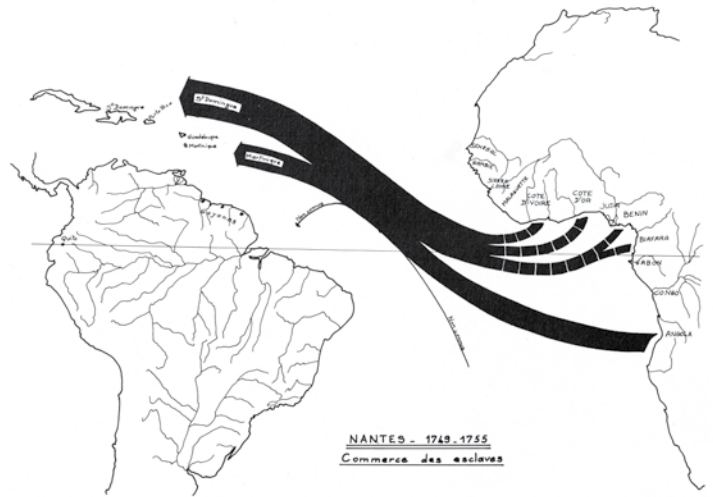
Ship log of the *Licorne* from Bordeaux.

REDUCED IMAGES EXTRACTS





First page of the Unicorn's Log
AN fonds Marine



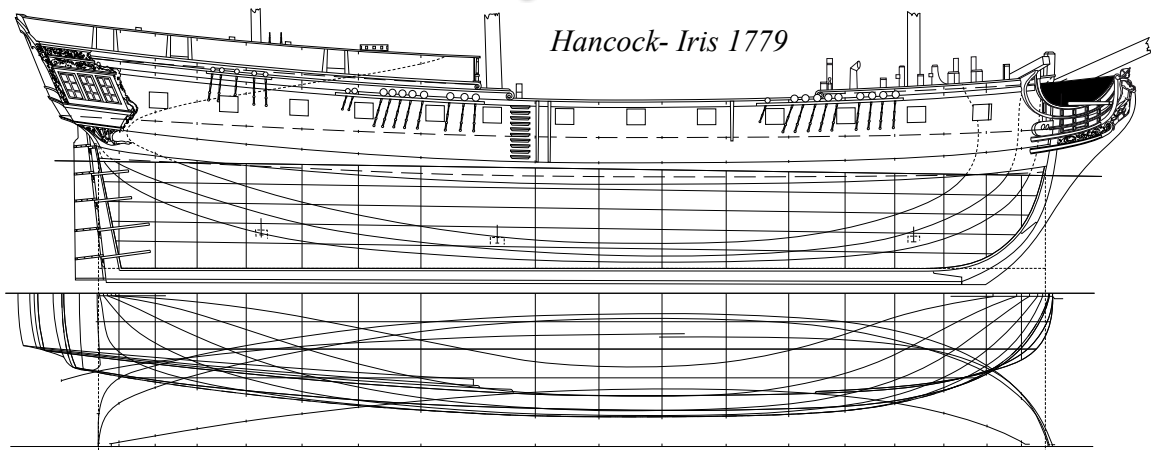
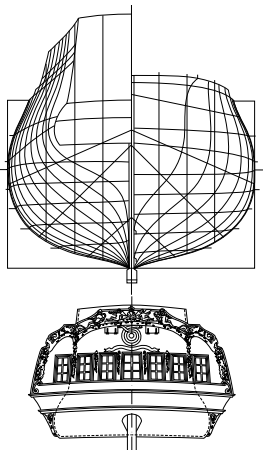
Thanks to the politics of Maurepas in favour of convoys, not one of the sugar islands was captured from 1744 to 1748 and the colonial commerce was globally maintained: except for the commerce of captives. A strong recovery takes place early in 1749, although it will be severely interrupted by the Seven Year war.



▼ Shot of Iris-Hancock arriving in England NMM Greenwich.
Upon arrival in Greenwich, Hancock was renamed Iris.



Blunderbuss, Nantes Museum.



Hancock- Iris 1779



◀ Plan of a house,
(Personal coll.)

▶ L'Augustine from
Havre, captain Lemoine,
(Personal coll.)

