

1: Animated interactive of the history of the Atlantic slave trade.

This interactive, designed and built by Slate's Andrew Kahn, gives you a sense of the scale of the trans-Atlantic slave trade across time, as well as the flow of transport and eventual destinations.

The person who is not patient cannot eat well-cooked dishes. The waters in the North Atlantic Ocean are typically at their warmest while the Sahara is at its hottest from July through October, so the chances of a hurricane are highest during these months. African legend, the paths hurricanes follow. Hurricanes are gigantic weather systems using convection, the movement of hot and cold air, to create dangerous storms. They are rotating heat engines powered by the warmth of tropical waters having three main parts, the eye, the eyewall, and rainbands. Hurricanes cannot form just anywhere in the world due to the need for hot and humid air. They normally form close to the equator and move west or northwest. Hurricane Alley is a stretch of warm water through the Atlantic Ocean from the west coast of North Africa to the coast of Central America. There are several African legends about the paths hurricanes follow; it is no accident they follow the routes of former slave ships. According to African legend hurricanes are the work of angry African ancestors stolen from their homeland exacting revenge for the millions of African lives killed in the Atlantic Ocean and those who survived the transatlantic forced into slavery in the Caribbean, United States, and South America. According to NASA, scientists have long known that hurricanes that hit the Atlantic coasts are born in storm systems off the west coast of northern Africa. The same waters produced Andrew in and Frances in Hurricane Katrina did not form off the coast of Africa like many hurricanes but near the Caribbean island of the Bahamas. The hurricane Matthew formed from a tropical wave that pushed off the African coast just southwest of the Cape Verde Islands in late September. Matthew would likely be stronger than any hurricane in recent decades, including the hurricanes Charley, Frances, Jeanne as well as Hurricane David in . By the time Matthew reached Florida, it traveled more than 3, miles. The transatlantic slave trade began in the middle 15th century, after Europeans began to establish a trade for Africans off the coast of West Africa. The Slave Trade Act of , an act that became effective January 1, , ended the slave trade outside the U. S but not abolition of the Slave Trade and not Slavery within its borders. There Nvita a Nkanga perished utterly along side brave male warriors and women and children. The survivors were taken captive and traded as slaves never to feel their native African soil under their feet again. The weeping and moaning of the suffering since that battle, the sea and shore have been haunted. There are many strange things to be seen and heard along that coast. The majority of African captives were exported from the coast of West Africa, some 3, miles between what is now Senegal and Angola, and mostly from the modern Benin, Nigeria and Cameroon. You maybe interested in.

2: Introductory Maps

maps showing modern day Africa and Africa during the slave trade, locations of major slave trading castles and forts, and primary routes of slave ships across the Atlantic Ocean to the New World.

Interactive by Andrew Kahn. Background image by Tim Jones. Of the more than 10 million enslaved Africans to eventually reach the Western Hemisphere, just “less than 4 percent of the total” came to North America. This was dwarfed by the 1. The dots “which represent individual slave ships” also correspond to the size of each voyage. The larger the dot, the more enslaved people on board. The interactive animates more than 20, voyages cataloged in the Trans-Atlantic Slave Trade Database. We excluded voyages for which there is incomplete or vague information in the database. The graph at the bottom accumulates statistics based on the raw data used in the interactive and, again, only represents a portion of the actual slave trade “about one-half of the number of enslaved Africans who actually were transported away from the continent. The Atlantic slave trade during its heyday and the remarkable life of Olaudah Equiano. There are a few trends worth noting. As the first European states with a major presence in the New World, Portugal and Spain dominate the opening century of the trans-Atlantic slave trade, sending hundreds of thousands of enslaved people to their holdings in Central and South America and the Caribbean. Advertisement In the s, however, Spanish transport diminishes and is replaced and exceeded by British, French, Dutch, and “by the end of the century” American activity. This hundred years “from approximately to “is also the high-water mark of the slave trade, as Europeans send more than 7. In the final decades of the trans-Atlantic slave trade, Portugal reclaims its status as the leading slavers, sending 1. Spain also returns as a leading nation in the slave trade, sending , to the West. The rest of the European nations, by contrast, have largely ended their roles in the trade. The History of American Slavery Enroll now in a different kind of summer school. Included in your Slate Plus membership! By the conclusion of the trans-Atlantic slave trade at the end of the 19th century, Europeans had enslaved and transported more than The interactive originally displayed incorrect locations for Quilimane also spelled Quelimane , Malembo, and Cardenas. The revised map does not show this port or voyages to it. Correction, June 25, The interactive originally displayed incorrect locations for St. Vincent and Zion Hill. Follow him on Twitter.

3: Nature Holds Many Secrets | Hurricanes, Angry African Ancestors | Chic African Culture

Countless local and regional slave trades in Europe, Africa, and the Americas combined to create the transatlantic slave trade an ever-evolving system of people, ships, and goods that deported at least million Africans toward destinations in Europe and the Americas over a period of years.

Atlantic slave trade and Slave Coast of West Africa The best-known triangular trading system is the transatlantic slave trade , that operated from the late 16th to early 19th centuries, carrying slaves, cash crops, and manufactured goods between West Africa , Caribbean or American colonies and the European colonial powers, with the northern colonies of British North America , especially New England , sometimes taking over the role of Europe. European goods, in turn, were used to purchase African slaves, who were then brought on the sea lane west from Africa to the Americas, the so-called Middle Passage. In , for instance, Pope Nicholas V , in the Dum Diversas , granted to the kings of Spain and Portugal "full and free permission to invade, search out, capture, and subjugate the Saracens [Muslims] and pagans and any other unbelievers A classic example is the colonial molasses trade. Merchants purchased raw sugar often in its liquid form, molasses from plantations in the Caribbean and shipped it to New England and Europe, where it was sold to distillery companies that produced rum. The profits from the sale of sugar were used to purchase rum, furs, and lumber in New England which merchants shipped to Europe. Then the merchants shipped those manufactured goods, along with the American sugar and rum, to West Africa where they were bartered for slaves. The slaves were then brought back to the Caribbean to be sold to sugar planters. The profits from the sale of slaves in Brazil, the Caribbean islands, and the American South were then used to buy more sugar, restarting the cycle. The trip itself took five to twelve weeks. The loss of the slaver *Luxborough Galley* in "I. North Atlantic Gyre The first leg of the triangle was from a European port to Africa, in which ships carried supplies for sale and trade, such as copper , cloth , trinkets, slave beads , guns and ammunition. Many slaves died of disease in the crowded holds of the slave ships. Once the ship reached the New World, enslaved survivors were sold in the Caribbean or the American colonies. The ships were then prepared to get them thoroughly cleaned, drained, and loaded with export goods for a return voyage, the third leg, to their home port, [5] from the West Indies the main export cargoes were sugar, rum, and molasses; from Virginia , tobacco and hemp. The ship then returned to Europe to complete the triangle. Graph depicting the number of slaves imported from Africa from to However, because of several disadvantages that slave ships faced compared to other trade ships, they often returned to their home port carrying whatever goods were readily available in the Americas and filled up a large part or all of their capacity with ballast. Other disadvantages include the different form of the ships to carry as many humans as possible, but not ideal to carry a maximum amount of produce and the variations in the duration of a slave voyage, making it practically impossible to pre-schedule appointments in the Americas, which meant that slave ships often arrived in the Americas out-of-season. Due to the slaves being transported in tight, confined spaces, a significant percentage of the group that started perished on board or shortly after arrival due to disease and lack of nourishment. No New England traders are known to have completed a sequential circuit of the full triangle, which took a calendar year on average, according to historian Clifford Shipton. Moore, was picked up in by historian George C. Mason, and reached full consideration from a lecture in by American businessman and historian William B. Other triangular trades[edit] The term "triangular trade" also refers to a variety of other trades. This typically involved exporting raw resources, such as fish especially salt cod , agricultural produce or lumber , from British North American colonies to slaves and planters in the West Indies ; sugar and molasses from the Caribbean; and various manufactured commodities from Great Britain. A new "sugar triangle" developed in the s and s whereby American ships took local produce to Cuba , then brought sugar or coffee from Cuba to the Baltic coast Russian Empire and Sweden , then bar iron and hemp back to New England.

4: Slave Trade Routes | Slavery and Remembrance

Map 3: Old World slave trade routes in the Atlantic before the Atlantic slave trade began and for two centuries thereafter, some African captives were taken to Europe as well as to the Atlantic islands and between African ports.

The forced migration of African captives relied upon three complex, intertwined systems that married the interests of European and American investors, traders, and planters with those of African merchants and leaders. Investors in such port cities as Bristol, Nantes, and Salvador da Bahia established Atlantic circuits along which their vessels could obtain captive laborers to supply commercial plantations, mines, or factories in the Americas. A second and equally complex system created by African traders and leaders moved captives from nearly all regions of the African interior to coastal markets, where the two systems tragically merged and gave life to one another. A third system joined the others in the Americas, as merchants purchased newly arrived Africans in New World ports and carried them to secondary markets in overland or intercolonial maritime trades that extended the horrific journeys of captives for weeks, months, or even years. Nearly one-third of all slave voyages were outfitted in Liverpool, London, Bristol, and other ports in Britain. In the Americas, a number of slave ships were sent from the British Caribbean and Rhode Island in North America, and in the nineteenth century, especially, from the Brazilian port cities of Recife, Salvador da Bahia, and Rio de Janeiro. All told, 90 percent of captives deported in the transatlantic slave trade were carried in ships from Brazil, Britain, France, Portugal, and the Netherlands. Just as the circulation of European and American slave ships shifted according to supplies, prices, and political alliances, the movement of captives toward African coastal markets varied in scale and direction from place to place and over time. In nearly all instances, however, the sale of enslaved people to European traders was the result of a long and arduous journey through an extensive network of traders in the African interior. In Senegambia, as in other regions, the transport of more than , captives over land and water required an intricate system of auxiliary traders in food and supplies, who literally kept the slave trade alive along its far-flung routes to the sea. For these people, their transatlantic journey would be yet another passage to endure since their initial enslavement weeks, months, or years earlier. Likewise, in Central Africa, where nearly half of all transatlantic captives originated, those forced upon ships in Luanda or along the Congo River came from increasingly distant parts of the interior. People sold from the Atlantic ports of Cabinda and Loango had also traveled great distances, their movement from the interior tied to local auxiliary trades in ivory or salt or, to a greater degree, the arrival of European goods exchanged at the coast and transported east. In this way, the movement of people toward the Central African coast mirrored a reciprocal trade in European goods in the opposite direction. African captives who survived the Middle Passage were scattered across ports throughout the Americas. Scholars have identified such ports, where more than 11 million Africans were transported by European slavers. But twenty of those ports received more than eight million Africans. Kingston, Jamaica received , Africans, and , landed at Bridgetown, Barbados. These Atlantic ports were the points where enslaved Africans entered the third massive system that shaped the transatlantic slave trade. African arrivals were often quickly sold to planters or speculators on their way toward their final work place. American colonists in frontier settlements of the Caribbean islands, the backcountry of the Carolinas in North America, and in the vast Brazilian interior demanded agricultural, domestic, and skilled laborers for their economic prosperity. Slave traders forced newly arrived Africans in Buenos Aires, Argentina, to trek across the continent to what became Bolivia, Ecuador, and Chile—a distance of more than 4, kilometers. Traders transported enslaved people from island to island within the Caribbean, then from one location to another on the larger islands in Jamaica, Cuba, and Saint-Domingue, as new settlements and crops opened up interior locations. What this meant was that colonial slave traders developed complex internal slave trading systems throughout the Americas. Some of them were longer, and more protracted, than the perilous Atlantic Ocean crossing. Thus, the forced migrations of Africans and their descendants neither began nor ended with the Middle Passage though more than 1. Millions of enslaved people were shifted against their will, without their loved ones or visible reminders of home—first in Africa, then across the Atlantic, and in final passages throughout the Americas.

5: Animated map shows Trans-Atlantic slave trade | FlowingData

Maps / animation, Slate, slavery The Trans-Atlantic Slave Trade Database provides records for thousands of voyages between the 16th and 19th centuries. Andrew Kahn for Slate mapped about 20, of them.

Raw Materials Europe The leaflet features an engraving of slaves packed into the hold of a ship. It is based on the proportions of the slave ship the *Brookes*. It shows slaves. Slavery has existed for thousands of years. It was present in ancient Egypt, Greece and Rome. The Vikings had slaves and slavery was widespread throughout the Muslim world. There was slavery in Africa and Christian Europe. Bristol in about AD was a major slave market for selling English children to Ireland. The transatlantic slave trade, however, was far more impersonal and efficient than earlier forms of slavery, taking more people further away from home than ever before. It exclusively identified African people with the status of slaves. If the spirit spouse is thought to be jealous of the real spouse, a figure of the spirit husband or wife is made and cared for by their spouse. The main source of slave labour in the early European colonies, were the people who lived there already. They had little immunity from European diseases and were so brutally treated that they rarely lived more than a year or two after being enslaved. In , a friar of the order of Saint Dominic, called Bartolome de las Casas, called for the Africans to be substituted in their place in the Spanish colonies. The Africans, he argued, had had long contact with Europeans and made fitter, more skilled and dependable workers. Africans had been used as workers on Spanish and Portuguese plantations elsewhere. He later regretted his actions. But by then it was too late. More and more enslaved peoples from Africa were captured, sold and brought across the Atlantic Ocean to work on the plantations. These were luxury goods produced for the European market. The enslaved Africans who worked on the plantations received no form of payment and were brutally treated. They were separated from their families and from people who shared their language and customs. Even when the slave trade was ended in , enslaved Africans were still not not free until Europe to Africa - what was taken there? Glass Beads European traders bought manufactured goods from home and abroad. These were shipped to the west coast of Africa and traded for enslaved Africans. The enslaved men, women and children were shipped from Africa to the Caribbean and the Americas where they were sold to plantation owners. Caribbean to Europe - what was brought back? A Modern Midnight Conversation, by William Hogarth, Goods produced on the slave plantations, such as sugar and tobacco, were shipped back to Europe for processing and resale.

6: World Map: Slave Trade

The map, Wind and ocean currents of the Atlantic basins reveals how oceanic forces played a role in determining the travel routes for slave ships. Red and blue lines respectively denote winds and currents swirling between Africa and the Americas, facilitating particular geographic courses better suited for crossing the ocean.

This largest forced migration in human history relocated some 50 ethnic and linguistic groups. Only a small portion of the enslaved - less than half a million - were sent to North America. The majority went to South America and the Caribbean. European vessels took goods to Africa, where they were exchanged for slaves. The ships then sailed to the Americas to trade slaves for agricultural products - extracted by slave labor - which were sold in Europe after the return journey. The Middle Passage The journey between Africa and the Americas, "The Middle Passage," could take four to six weeks, but the average lasted between two and three months. Chained and crowded with no room to move, Africans were forced to make the journey under terrible conditions, naked and lying in filth. The abhorrent conditions of captivity resulted in the deaths of an estimated 1. Nearly a quarter of the Africans brought to North America came from Angola, while an equal percentage, arriving later, originated in Senegambia. Over 40 percent of Africans entered the U. To antagonize the British both militarily and economically, Spain welcomed slaves from the British territory, declared them free and set up the first free, all black settlement, Fort Mose, north of St. Successful escapes were rare. By the country had 3. Forced migration and the separation of families happened within America, just as it did between Africa and the New World. The burgeoning agricultural economy not only created an enormous new region for slavery in the Lower South, it turned the Upper South into slave-exporting states, where families and individuals were at constant risk of being sold away from whatever stable base they had. Families that had been intact for generations along the Atlantic coast were forever separated. Escaped slaves made their way to Canada, Mexico and areas of the United States where they could live free. Not run by any one person or organization, the Underground Railroad was a large network of safe houses and routes that escaped slaves used to travel to the North, often covering 10 to 20 miles each day. Harriet Tubman, who escaped from slavery in , is famous for her work as one of the many "conductors" on the Underground Railroad. She journeyed often into the South to help slaves find their way. When slavery was abolished at the end of the Civil War in , the greatest increases in the black population of northern cities were in Cleveland, Boston, New York, and Philadelphia. In , free blacks numbered ,, about 10 percent of the entire black population. Of those, , lived in the North and , in the South. Early Westward Migration Between and , 4, blacks settled in California. Half chose San Francisco and Sacramento, creating the first English-speaking, black urban communities in the far West. The closest western state to the Old South that allowed blacks to homestead in the s was Kansas. Between and , some 30, blacks settled there. In Oklahoma, by African American farmers owned 1. The first African Americans in California had arrived much earlier, from Mexico. In , African Americans comprised a majority of the 44 founders of Los Angeles. They were joined by more blacks from Mexico when slavery ended there in Many scholars consider it as two waves, between and , and from to Between and alone, , African Americans migrated north. In the summer of , the Pennsylvania Railroad helped more than 10, African Americans move in order to employ them. A Population Shift The growing population of African Americans in more northern urban areas created strong and distinct communities that supported everything from black-owned businesses, hospitals, and institutions to major cultural developments. Johnson, and activists Marcus Garvey and A. Philip Randolph gained recognition and fame. The Urban South Blacks moved to southern metropolitan areas, too. In the s, cities like Atlanta, Birmingham, Houston, and Memphis experienced black population growth rates ranging from 41 to 86 percent. Oklahoma lost 23, African Americans, 14 percent of its black population, while the state of California gained , By that number had increased to over , It was already in the late s that the number of African Americans moving to the South eclipsed the number leaving. Since then, black migration to the South has continued to grow. The two biggest reasons for this trend have been familial ties and economic betterment. African Americans who have made this return - the vast majority of them have never lived in the South - have returned to areas where their families had been based.

While northern cities have seen a decrease in manufacturing, industry and jobs are growing in the South and West. Cheap labor, tax breaks, and inexpensive land have generated more industrial jobs in the regions and have brought other economic opportunities with them. A lower cost of living has added reason to make the geographical move. A significant new migration movement is that of immigrants from Africa and the Caribbean. African immigrants are more widely settled. The African-American journey begins again.

7: The trade triangle - International Slavery Museum, Liverpool museums

Slavery Routes. This section contains information about the journeys taken by the slave ships between Bristol, Africa and America. It also looks at the places involved.

Systems of slavery had existed in the islands of the Indian Ocean since before colonization. This was particularly the case in Madagascar and the Comoros Islands, where slaves were brought by Swahili traders from the east coast of Africa. The arrival of Europeans to the Indian Ocean in the 17th and 18th centuries saw the revitalization of the slave trade in this region and at heightened levels. This led to the population and exploitation of the Mascarene Islands. Severing millions of people from their roots, this system of slavery saw the establishment of a new society. For example, new oral traditions developed throughout the period of slavery as slaves were forbidden to read and write up to the time of the abolitions. The slave trade is said to be among the oldest trades in the world but that it was practised by the Dutch, during their sojourn at Pulicat in Tamil Nadu, from to , may be news to many. Textiles and slaves were the most profiteering "merchandise" exported by the Dutch at Pulicat to their Indian Ocean trade headquarters at Batavia Jakarta, in exchange for rare spices like nutmeg and mace. Slaves were sought for spice and other cash crop plantations in Batavia and also to work as domestic helps for Dutch masters. Procuring slaves On the Coromandel Coast, the Dutch had two means of procuring slaves: The Indian agents of the Dutch often kidnapped passersby in the market place, so that local youth were mortally afraid of frequenting public places in Pulicat and even ran away to the nearby forests. Between and , slave ships were deployed by the Dutch to export 38, slaves to Batavia from Pulicat. Apart from the annual quota of about slaves, waves of mass exports took place during calamities. For instance, 1, slaves were sent from Pulicat and Devanampatnam near Cuddalore during the famine, and 1, slaves were sent from Madura during the drought of to Batavia. Small boys and girls from Thanjavur were sent to Ceylon, Batavia and Malacca. Finally, between and , from Thanjavur, 3, slaves were sent to Ceylon. Rebellion Slaves were huddled together in poorly ventilated slave ships and were sanctioned a daily ration of uncooked rice to eat with sea water. Dutch physicians on board were not familiar with tropical diseases. Amputations, if needed during the voyage, were done by sawing off the limbs on a wooden peg on deck, and most such cases ended in death due to sepsis. After reaching their destination, rebellions and mutinies by slaves did occur. Some slaves ran away into the forests or by local country craft to abandoned islands and died there due to starvation. Portuguese predecessors The Portuguese on the west coast of India were the European pioneers in slave trade during the late 15th century. They migrated to Pulicat on the east coast in , a years before the arrival of the Dutch. At Pulicat, the Portuguese constructed two churches in Madha Kuppam which still exist. They converted local people to Catholicism and educated them through the Portuguese language. Indian slaves lodged in the eastern suburbs of Batavia, called *Mardijkers*, were said to be Portuguese speaking Catholics, betraying their Pulicat origins. The Portuguese, who converted and educated them, would not have exported them as slaves and it was the Dutch in later days that exported them. However, Portuguese traders *chatins*, in collaboration with the Magh pirates from Arakan Burma, used armed vessels *galias* to capture Bengali slaves from the Chittagong Bangladesh estuaries and exported them to Batavia. End of the trade From the mid 17th to the mid 18th centuries, a great many stalwarts in England campaigned against slave trade. Cowper wrote in *Slaves cannot breathe in England; if their lungs receive our air, that moment they are free. They touch our country, and their shackles fall. And jealous of the blessing. Spread it then, And, let it circulate through every vein. Has He bid you buy and sell us; Speaking from his throne, the sky?* These programmes are continuing with both inventory and field training activities, and important documents have been digitized and stored in archives of the national institutions of the islands and can be accessed by the general public. It is now possible to envision the drafting of an exhaustive list of all sites linked to the memory of the slave trade. To fully achieve this, the programme must take into account the specificity of the slave trade in the region such as its development over a thousand years, and its continuation after the legal abolition of slavery under the guise of recruiting. The project, which will be implemented during the biennium, will begin by listing sites in Madagascar and the Comoros Islands, as they have not yet established an exhaustive list of their sites and

places of memory. The committee is to be supported by local authorities as well as regional scientific institutions and academia. The Colloquium brought together experts from sub-Saharan Africa , the Maghreb and the Middle East , selected on the basis of their expertise and experience in issues related to the slave trade and slavery in this part of the world. Resistances and abolitions[edit] The American colonies were frequently disrupted by slave revolts or threats of revolt. The first fighters for the abolition of slavery were the captives and slaves themselves, who adopted various methods of resistance throughout their enslavement, from their capture in Africa to their sale and exploitation on plantations in the Americas and the Caribbean. Main forms of resistance included rebellion and also suicide. As early as the late 17th century, individuals, as well as the various abolitionist societies that had been established, began condemning slavery and the slave trade. This essentially originated from the English-speaking countries. Up until the end of the 19th century British, French and North American abolitionists [1] devised a set of moral, religious and occasionally economic arguments as a means of combating the slave trade and slavery. The slave rebellion in Saint-Domingue in August profoundly weakened the Caribbean colonial system, sparking a general insurrection that led to the abolition of slavery and the independence of Haiti. It marked the beginning of a triple process of destruction of the slavery system, the slave trade and colonialism. Slavery was abolished in Cuba and in Brazil. Golden law Brazilian senate Two outstanding decrees for abolition were produced during the 19th century, including the Abolition Bill passed by the British Parliament in August and the French decree signed by the Provisional Government in April The abolition of slavery in the United States – which at the time concerned approximately 4 million people - became the 13th Amendment to the Constitution of the United States. For information on some important abolitionists of the time, see:

8: Slave Trade Map | Bristol and Transatlantic Slavery | PortCities Bristol

The Three Legs of the Slavery Voyage. The transatlantic slave trade was organised on a three-point circuit, and so is commonly called the 'triangular trade'. Risks were high, but on a 'good' voyage, a profit could be made at each point of the triangular trade.

Volume and direction of the trans-Atlantic slave trade from all African to all American regions

Introductory Maps Source: For permission to reuse these images, contact Yale University Press.

Show detail Map 1: Overview of the slave trade out of Africa, Captive Africans followed many routes from their homelands to other parts of the world. The map shows the trans-Atlantic movement of these captives in comparative perspective for the centuries since only. Estimates of the ocean-borne trade are more robust than are those for the trans-Saharan, Red Sea and Persian Gulf routes, but it is thought that for the period from the end of the Roman Empire to about the same number of captives crossed the Atlantic as left Africa by all other routes combined.

Show detail Map 2: Migration of sugar cultivation from Asia into the Atlantic Sugar cultivation began in the Pacific in the pre-Christian era and gradually spread to the eastern Mediterranean, the Gulf of Guinea, then to Brazil, before entering the Caribbean in the mid-seventeenth century. Eighty percent of all captives carried from Africa were taken to sugar-growing areas.

Show detail Map 3: Old World slave trade routes in the Atlantic before Before the Atlantic slave trade began and for two centuries thereafter, some African captives were taken to Europe as well as to the Atlantic islands and between African ports. It is hard to get precise estimates of these flows, but they were certainly much smaller than the trans-Atlantic traffic. Many of the captives involved in this traffic were subsequently carried to sugar plantations in the Old World.

Show detail Map 4: Wind and ocean currents of the Atlantic basins In the age of sail, winds and ocean currents shaped the direction of the trans-Atlantic slave trade, effectively creating two separate slave-trading systems – one in the north with voyages originating in Europe and North America, the other in the south with voyages originating in Brazil.

Show detail Map 5: Major regions and ports involved in the trans-Atlantic slave trade, all years Few commercial centers in the Atlantic world were untouched by the slave trade, and all the major ports had strong connections with the traffic.

Show detail Map 6: Countries and regions in the Atlantic World where slave voyages were organized, by share of captives carried off from Africa Slave voyages were organized and left from all major Atlantic ports at some point over the nearly four centuries of the trans-Atlantic slave trade. Nevertheless, vessels from the largest seven ports, Rio de Janeiro, Bahia, Liverpool, London, Nantes, Bristol, and Pernambuco carried off almost three-quarters of all captives removed from Africa via the Atlantic Ocean. There was a major shift in the organization of slaving voyages first from the Iberian peninsular to Northern Europe, and then later back again to ports in southern Europe. A similar, but less pronounced shift may be observed in the Americas from South to North and then back again. The Gold Coast runs east of here up to and including the Volta River. West-central Africa is defined as the rest of the western coast of the continent south of this point, and south-eastern Africa anywhere from and to the north and east of the Cape of Good Hope. West-Central Africa was the largest regional departure point for captives through most the slave trade era. Regions closer to the Americas and Europe generated a relatively small share of the total carried across the Atlantic. Voyage length was determined as much by wind and ocean currents shown in Map 4 as by relative proximity of ports of embarkation and disembarkation. Major regions where captives disembarked, all years The Caribbean and South America received 95 percent of the slaves arriving in the Americas. Some captives disembarked in Africa rather than the Americas because their trans-Atlantic voyage was diverted as a result of a slave rebellion or, during the era of suppression, because of capture by patrolling naval cruisers. Less than 4 percent disembarked in North America, and only just over 10, in Europe.

Volume and direction of the trans-Atlantic slave trade from all African to all American regions This map summarizes and combines the many different paths by which captives left Africa and reached the Americas. While there were strong connections between particular embarkation and disembarkation regions, it was also the case that captives from any of the major regions of Africa could disembark in almost any of the major regions of the Americas. Even captives leaving Southeast Africa, the region most remote from the Americas,

SLAVE SHIP ROUTE MAP pdf

could disembark in mainland North America, as well as the Caribbean and South America. The data in this map are based on estimates of the total slave trade rather than documented departures and arrivals.

9: do all hurricanes that originate in africa travel the same route as the slaves did? | Yahoo Answers

%UROPEANÂ–ORÂ–!AMERICANÂ–SLAVE SHIPÂ–PORT,ARGEÂ–SLAVE the slave trade map not only lends The Coordination of the Slave Route Project THE SLAVE ROUTE.

The site pieces together historical data from 35, slave voyages between and and arranges them onto graphs and maps, offering readers a geographic, demographic, and even environmental context for the slave trade. And not just across the Atlantic, but around the globe. Overview of the slave trade out of Africa, charts the routes slave traders followed from Africa to various international ports. But you might be surprised at some of their destinationsâ€”traders ventured from East Africa to Arabia, Yemen, the Persian Gulf, and even various ports in India. The variety of international ports participating in the trade is also striking. This was not a black market undertaken by a depraved few, but rather a thriving worldwide industry that brought ships, employment and wealth to numerous communities on both sides of the Atlantic. The maps make this point visually with striking impact. The map, Wind and ocean currents of the Atlantic basins reveals how oceanic forces played a role in determining the travel routes for slave ships. Red and blue lines respectively denote winds and currents swirling between Africa and the Americas, facilitating particular geographic courses better suited for crossing the ocean. Historians have certainly detailed the racism and greed motivating the slave trade, but comparatively little time examining the environmental processes that made it possible. Particular centers of trade emerged along the coasts of Brazil, the Caribbean and West Africa to meet an economic need, but also to harness the currents and winds essential to moving so many men and women such vast distances. And here too, the visual character of the map makes it easy to see how natural forces worked to shape the historical events. Numerical timeline graphing the number of African captives in the trans-Atlantic slave trade between to Emory University In addition to these visual aids, the site also includes a more quantitative rendering of this nefarious business. A timeline graphs the number of captives who embarked and disembarked between and Users can make the information even more precise by expanding or contracting the time frame or manipulating different variables, including sites of disembarkation, embarkation, and nationality of the slave ship. This visual tool reveals a steadily growing trade, with the number of embarked Africans peaking at around , in A white slave trader inspecting an African male up for sale, ca. With much of the globe participating, an elaborate network of ports, ships and trade routes uprooted millions of African souls with ruthless efficiency. But the story this site wants to tell is a big and highly important one. The African slave trade had a global reach; it was an environmental force as well as an economic one; and it displaced millions upon millions of men and women from their homes. Visualizing the statistics makes the global reach of their human toll palpable in new ways.

Survey of family literacy in the United States MCSE SQL Server 2000 Administration Exam Cram Personal Test Center (Exam: 70-228) Making sense of test-based accountability in education Transformers (Look Find) Jocko Pays a Visit (Little Green Monkey Stories, 4) Toni Morrisons Beloved As African-american Scripture Other Articles on History And Canon (Hermit Kingdom The Sunday school teacher : a look at yourself John H. Schall The end of the island. Footsteps to the gods : solitary rites With the white people Portfolio Guidance for Veterinary Nurses Institute for an empire 84, Charing Cross Road (Audio Book Library Version) Thomas Alva Edison (Groundbreakers) Isabelles smile was like a whispered secret. / Authoritarian specter Bibliographical lists: History and criticism of the story. The bogey of annexation. Samsung smart inverter manual asv24psmx Writing business letters and memos The Middle Ages in lineage of English poetry. by Sir Israel Gollancz. Twinkle twinkle little star mozart piano sheet music Spain: an interpretation Cultural survival and the trade in Iglulingmiut traditions Nancy Wachowich Facts and fakes about Cuba Ethics in the global village Ordinary differential equations with numerical techniques Why IT vendors are so difficult Illusions and false solutions Apple Valley year What Can Happen To The Lifetime Plan/t18 Luftwaffe over the north The changing Everglades Ileostomy A Medical Dictionary, Bibliography, and Annotated Research Guide to Internet References Mfm prayer points against python spirit Biology solomon 10th edition Istanbul and the civilization of the Ottoman Empire. Couscous (Northern Africa (Morocco, Algeria, and Tunisia) Immigrants and urban aging : toward a policy framework Marianne Fahs, Anahi Viladrich, Nina S. Parikh International Travel Maps, Toronto, Ontario, Canada, Scale 1:12,500