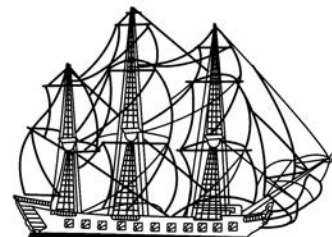




Naval
Documents
of the
American
Revolution

12

1778



WESTERN HEMISPHERE,

EASTERN HEMISPHERE,

A MAP
of the
WORLD,
with
THE LATEST DISCOVERIES.
By
SAMUEL DUNN,
Mathematician.

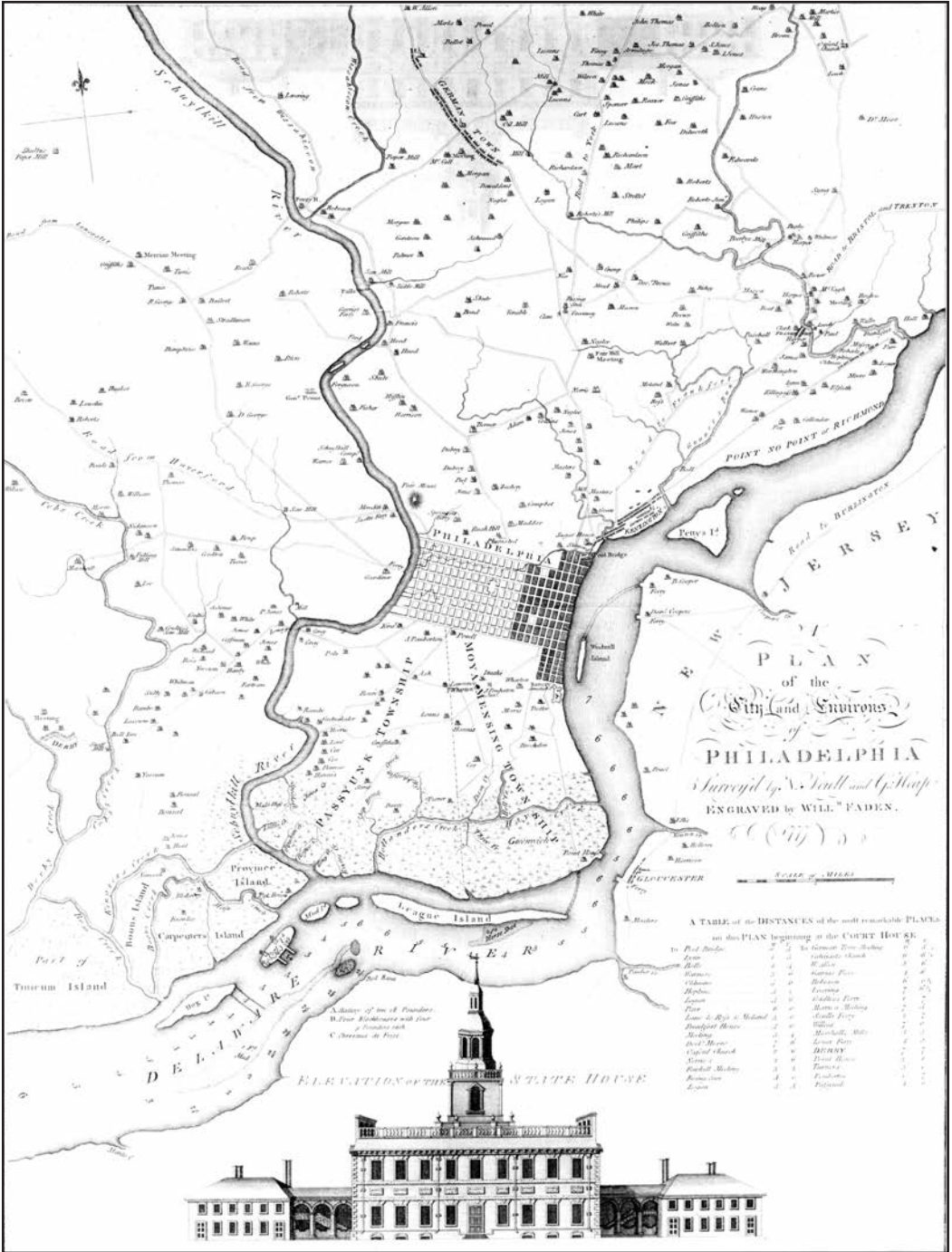


OR NEW WORLD.

OR OLD WORLD.

LONDON:
Printed for
R. SAYER and J. BENNETT,
Map and Printseller, at
No. 53, in Fleet Street
Published as the Act directs
16 June 1781.

NAVAL DOCUMENTS OF
The American Revolution



Plan of Philadelphia and environs

NAVAL DOCUMENTS OF
The American Revolution

VOLUME 12

AMERICAN THEATER: April 1, 1778–May 31, 1778

EUROPEAN THEATER: April 1, 1778–May 31, 1778

MICHAEL J. CRAWFORD
Editor

DENNIS M. CONRAD
Associate Editor

E. GORDON BOWEN-HASSELL
and
MARK L. HAYES
Assistant Editors

With a Foreword by
President Barack Obama

And an Introduction by
REAR ADMIRAL JAY A. DELOACH, USN (RET.)
Former Director of Naval History

NAVAL HISTORY AND HERITAGE COMMAND
DEPARTMENT OF THE NAVY
WASHINGTON, D.C.

2013

© The paper used in this publication meets the requirements for permanence established by the American National Standard for Information Sciences "Permanence of Paper for Printed Library Materials" (ANSI Z 39.48—1984).

Library of Congress Cataloging-in-Publication Data

(Revised for Vol. 10)

United States. Naval History Division
Naval Documents of the American Revolution

Vols. 5 edited by W. J. Morgan

Vol. 9 published by: Naval Historical Center, Dept. of
the Navy.

Vol. 10 edited by Michael J. Crawford.

Includes bibliographical references.

Contents: v. 1. American theatre: Dec. 1, 1774–Sept. 2, 1775. European theatre: Dec. 6, 1774–Aug. 9, 1775. — v. 2. American theatre: Sept. 3, 1775–Oct. 31, 1775. European theatre: Aug. 11, 1775–Oct. 31, 1775. American theatre: Nov. 1, 1775–Dec. 7, 1775 — [etc.] — v. 10. American theater: October 1, 1777–December 31, 1777. European theater: October 1, 1777–December 31, 1777.

1. United States. Navy—History—Revolution, 1775–1783—Sources. 2. United States—History, Naval—Sources. 3. United States—History—Revolution. 1775–1783—Naval operations.

I. Clark, William Bell, 1889-1968, ed.

II. Morgan, William James, ed. III. Crawford, Michael J.

E271.U583

973.3'5

64-60087

ISBN 978-0-945274-72-8

Each volume of this series is a reminder of the key role played by William Bell Clark, original editor. Drawing on his deep knowledge of the navies in the American Revolution, his initial selections and arrangements of materials compiled over a devoted lifetime provided a framework on which subsequent efforts have continued to build.



A Map of British Colonies from Quebec to New York

Contents

Foreword	ix
Introduction	xi
Editor's Preface	xiii
Descriptive List of Illustrations	xvi
Maps and Charts	xvii
Editorial Method	xix
Abbreviations Used to Describe Manuscripts	xxvii
Repository Symbols	xxvii
Collection Symbols	xxix
Short Titles	xxix
American Theater, April 1–May 31, 1778	1
European Theater, April 1–May 31, 1778	503
Appendices	789
A. Muster Book of Continental Navy Frigate <i>Raleigh</i> , June 1776–February 1778	791
B. List of the Officers and Crew of Continental Navy Frigate <i>Raleigh</i> , January 22, 1778	811
C. Log of Rhode Island Privateer Ship <i>Marlborough</i> , January 27–March 17, 1778	817
D. Deposition of Alexander Boyd in the Case of the Ship <i>Thomas Kouli Kan</i> , February 13, 1778	833
E. Log of the Continental Navy Ship <i>Ranger</i> , April 1–May 18, 1778	837
F. "List of Vessels seized or destroyed by His Majesty's Ships Stationed in Chesapeake Bay and on the Parts of the American Coast Southward thereof," April 23, 1778 [Viscount Howe's Prize List]	858
Index	865

THE WHITE HOUSE

WASHINGTON

FOREWORD

July 16, 2012

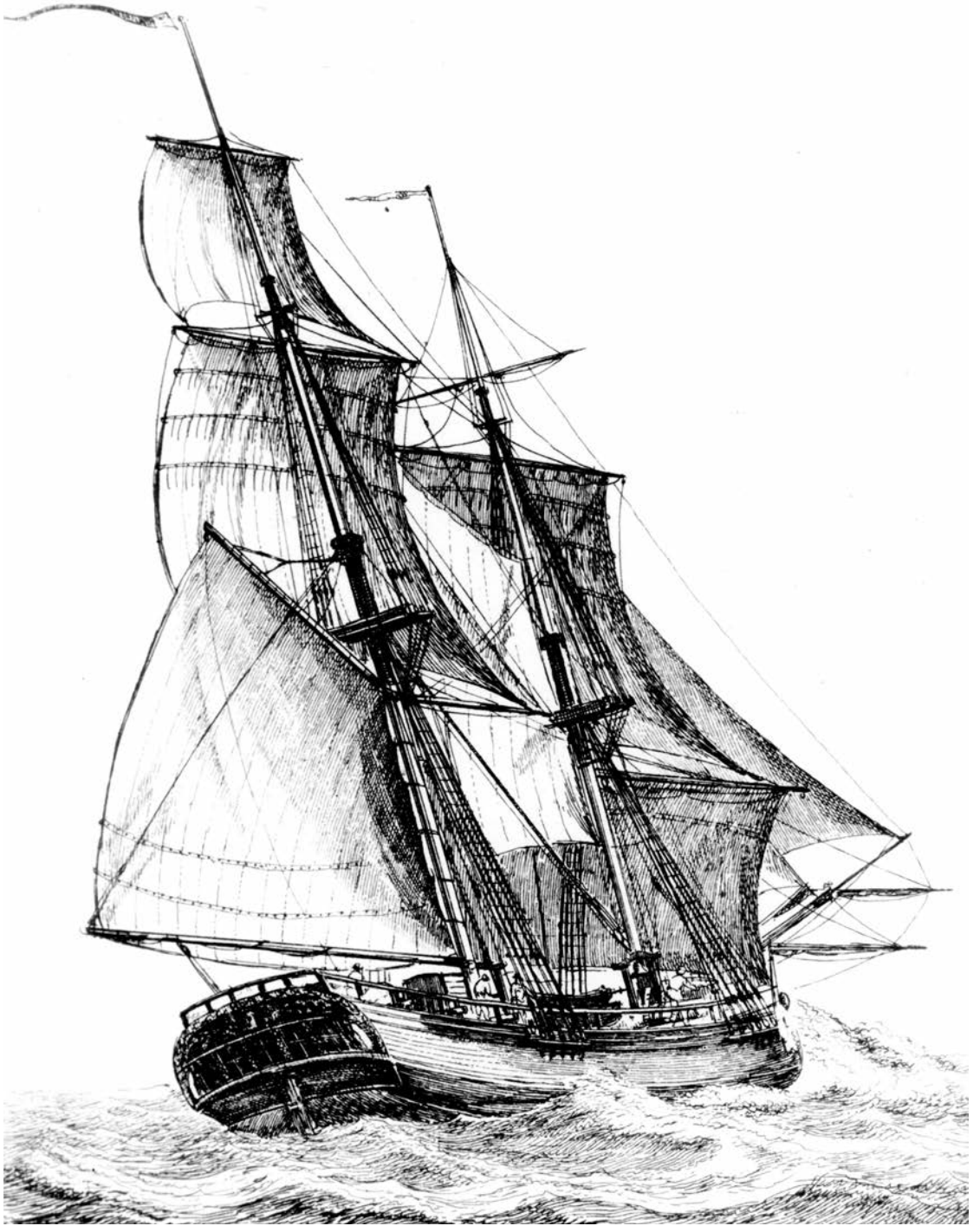
For nearly half a century, the *Naval Documents of the American Revolution* have connected us to our revolutionary heritage. These records enrich our understanding of America's origins and reveal the formation of our national character. I commend the United States Navy on releasing Volume 12, which carries forward this proud tradition.

This volume documents the war at sea in April and May of 1778. During this period, the United States advanced the cause of independence in cooperation with our coalition partners. France had recognized the United States with a treaty of commerce and had secretly signed a treaty of alliance. In keeping with this agreement, the French dispatched one fleet from the Mediterranean to North America and prepared another at Brest to pin down the British Home Squadron. Spain, for its part, provided the United States considerable clandestine financial assistance; in New Orleans, the Governor of Spanish Louisiana lent military aid to an American river-borne force intent on capturing British West Florida.

Today, the United States proudly defends its own sovereign shores, yet we continue to work with international partners in pursuit of peace and prosperity. As our world grows increasingly interconnected, we collaborate with partners throughout the global community as our founders worked with their allies—on the basis of mutual interest and mutual respect.

In reading these accounts, we recognize something fundamentally American in the voices of our forebears—their unyielding bravery, their drive to serve our nascent country, their willingness to lay down their lives for freedom's cause. For over 200 years, an unbroken line of selfless patriots has served in the United States Navy, courageously defending our national security and our founding ideals. May that bold example continue to inspire us all for generations to come.

A handwritten signature in black ink, appearing to be "Barack Obama", with a large, stylized initial "B" and a horizontal line extending to the right.



This print and others of similar nature throughout the volume are engravings by Gerrit Groenwegen, from the Eberstadt Collection of Naval Engravings and Etchings, Naval History and Heritage Command.

Introduction

On 1 December 2008 the Naval Historical Center was officially renamed the Naval History and Heritage Command. The name change reflects a transformation in function. The Naval History and Heritage Command is not a history center located in the nation's capital. Rather, headquartered in the Washington Navy Yard, we are a nationwide organization with facilities, including Navy museums, artifact warehouses, and the USS *Constitution's* maintenance and repair detachment, in a number of states. With archival records and libraries in several locations and thousands of historical artifacts and pieces of naval art on loan and on display, we have a presence in every part of the country.

Naval history is important to the Navy, for good naval history makes for a better Navy. Employed in training and education, naval history improves the ability of naval personnel to understand the current world and how it came to be, and to think critically about contingencies that affect the future and the possibilities for influencing the course of events. Naval history is a crucial component of the Navy's strategic planning: Sound history is essential to sound decision making. As heritage, naval history motivates and inspires sailors. Ultimately, a nation that is familiar with the Navy's history will understand and support the Navy's mission.

Without naval documents there can be no naval history from which the Fleet can benefit. Naval documents are necessary to the writing of naval history, and naval documentary editions facilitate the use of those documents. Documentary editions identify the more important among the sea of naval records. These editions transmit accurate texts from one generation to the next. And they provide context to make the texts meaningful.

Documentary editions of naval records promote the writing of both academic naval history, from which the Navy draws to inform decision making, and popular naval history that spreads understanding of the Navy's role in national defense among the citizenry. Every serious naval history of the Civil War relies heavily on the *Official Records of the Union and Confederate Navies*, just as studies of the Navy's role in early wars rely on editions of naval documents on the Quasi-War with France and on the Barbary Wars. *The Naval War of 1812: A Documentary History* (three volumes to date) is both a part of, and an impetus to, a burgeoning interest in America's second war with Great Britain. Numerous writers on naval aspects of the War of Independence have declared the *Naval Documents of the American Revolution* series "indispensable."

Senior Historian Dr. Michael J. Crawford and fellow editors Dr. Dennis M. Conrad, Mr. E. Gordon Bowen-Hassell, and Mr. Mark L. Hayes, whose recent death is greatly lamented, have produced a volume in the *Naval Documents of the American*

Revolution series that will be of continuing value to scholars, students, naval personnel, the Navy, and the United States. I commend them for their good work and give them joy on the completion of this important volume.

JAY A. DELOACH
Rear Admiral, USN (Ret.)
Director of Naval History

Editors' Preface

“Che si è avuta del vigor delle forze Americane per mare.” In April 1778, Captain John Paul Jones of the eighteen-gun Continental Navy ship *Ranger* made a daring cruise in the Irish Sea during which he made prize of several British merchant ships and raided ashore—burning a ship in the English harbor of Whitehaven and attempting to kidnap a Scottish earl from St. Mary’s Isle. The cruise culminated with the capture of the twenty-gun HMS *Drake*, which Jones brought into Brest, France. *Ranger’s* cruise terrorized the residents of the coast of Great Britain and increased the British people’s anxieties about their island nation’s vulnerability to invasion, especially now that the French had joined the war as America’s allies. Although France’s leaders understood that this expedition would have little effect on the war’s outcome, it confirmed their opinion that America’s sailors were eager to bring the war to the enemy, according to Francesco Favi, Florentine ambassador to Paris. In Favi’s words, the French Court believed “America’s sea forces are vigorous.”

The texts printed in this volume document the vigor of the American war effort at sea during the spring of 1778, the entry of the French into the war, and the British response to the new military realities, as well as a host of related themes. The period of the war covered by this volume was one pregnant with possibilities as well as fraught with peril for all parties to the conflict.

This volume is a product of collaboration that draws on a rich store of resources built up over the course of nearly a century. William Bell Clark (1889—1968) began collecting historical texts on the naval history of the War of Independence when still a young man, long before the Navy engaged him to produce the initial four volumes of the *Naval Documents of the American Revolution* series. The project office shelves still hold some 130 grey, three-ring binders containing typescripts of logbooks, muster rolls, orders, correspondence, newspaper reports, and other records that Clark lovingly transcribed on his manual typewriter. Clarks’ successors Drs. William James Morgan and William S. Dudley, in the course of editing volumes five through nine, continued to develop the resources on which the current editors drew to produce this, the twelfth volume in the series. Under the project’s first editors, capable staffs created filing systems and finding aids, searched repositories for documents, made photo- and micro-copies, recommended selections, perfected transcriptions, executed translations, proofed copy, and prepared indexes. We, the current editorial staff, consider ourselves to be engaged in a collegial enterprise and look on those who served before us as fellow collaborators.

Among our colleagues and collaborators, special mention is due to E. Gordon Bowen-Hassell. Mr. Bowen-Hassell joined the staff in 1969, when Volume 5 was in production. He retired in 2008, after thirty-nine years with the project. His co-work-

ers came to rely on his mastery of the naval history of the United States' founding era and his encyclopedic knowledge of its documentary sources. The value of his contributions to the series is incalculable. His retirement will force those of us who remain to redouble our efforts so that future volumes may match the high standards of accuracy and completeness he helped create and maintain.

Our fellow editor Mark Hayes died unexpectedly while engaged in the study of the navy in irregular warfare and while this volume was still in manuscript. Mr. Hayes's contributions to this work included the editing of portions on the operations of Continental Navy Captain Gustavus Conyngham, whose difficult handwriting he had mastered, and portions dealing with the southern coast of the United States. With his death the historical enterprise has lost a productive scholar and the historical community a warm and caring colleague.

Various current and former staff members of the Naval History and Heritage Command Center helped in production of this volume. Alexis Catsambis, of the command's Underwater Archeology Branch, assisted in collating transcriptions of Italian documents and of Vice Amiral d'Estaing's lengthy dissertation in French on his North American strategic vision. Margherita Desy, historian for the command's Detachment Boston—the team that maintains and repairs USS *Constitution*—expertly completed our transcription of the muster roll of Massachusetts Navy ship *Hazard* by checking the original, much-faded document in the Massachusetts State Archives. John Reilly, formerly of the Ship's Histories Branch and now of the Naval Historical Foundation's staff, participated in the collating of Italian transcriptions.

Alex Hidalgo, of the Department of History at the University of Arizona, transcribed and translated several Spanish language documents.

With gratitude we acknowledge the archivists, curators, and librarians of the many records repositories who have so readily lent their professional assistance to our enterprise. Ellen McAlister Clarke, Library Director of the Society of the Cincinnati, and Katherine Ludwig, Librarian of the David Library of the American Revolution, for instance, went out of their way to be helpful during our visits to their repositories and in subsequent inquiries by e-mail and telephone, and Brigitte Schmauch, an archivist at the French National Archives, graciously verified our transcriptions based on imperfect photocopies against the original documents in the archives in Paris.

We are indebted to several friends of naval history for voluntary contributions of labor and expertise. Mr. Jon M. Beaulieu, of Washington, D.C., assisted with drafting the introductory essays for the American and European theaters. Mr. Robert Brooks, of Stockton Springs, Maine, volunteered his extensive knowledge of British naval officers serving on the North American station to enhance identifications provided in the volume, and spent countless hours reading through the draft manuscript to offer useful suggestions regarding selection and annotation. Mr. Donald M. Londahl-Smidt, of Montvale, New Jersey, made his collection of materials relating to British transports available to us. Dr. Thomas Long, of The George Washington University, assisted with the collection of some of the documents as well as giving us the benefit of his expertise on the Virginia State Navy. Mr. Joe Rubinfine, autograph dealer of Cocoa, Florida, provided the image of a compass rose that illustrates the discussion of compass directions in the section on "Editorial Method." Ms. Virginia Steele Wood, of Washington, D.C., alerted us to the relevance of the Mordecai Sheftall Papers at the American Jewish Historical Society.

The following student interns assisted with a variety of tasks, such as surveying newspapers, transcribing documents, and researching annotations: Eric E. Connon, of Saganaw Valley State College; Christopher Crawford-Franklin, of the University of Aberdeen; Jessica Hassay, of St. Mary's College; Orrin Konheim, of Mary Washington College; Syvain Lautier, of Nîmes, France; and Andrew Pfister, of Ohio State University. Student interns Catherine Boundjia, of Caen, France, a student at ENSI-CAEN, Majday Rachiq, of Mulhouse, France, a post-graduate at the University of Lille III, and Max Schmitz, of Luxembourg, a post-graduate at the Université Catholique de Louvain, Belgium, provided invaluable aid proofreading French transcriptions and improving English translations.

Extracts from *The Private Papers of John, Earl of Sandwich, First Lord of the Admiralty, 1771-1782*, edited by G. R. Barnes and J. H. Owen ([London]: Navy Records Society, Copyright © 1932-38), are reprinted by permission of the Navy Records Society. We greatly appreciate the cooperation of all the institutions and individuals from whose collections, public and private, we draw the texts printed in this volume.

Responsibility for the contents of this volume is that of the editors alone. Recognizing that no documentary edition will be perfect, we believe this volume, despite its inevitable flaws, makes a worthy contribution to the study of the young nation's fight for freedom.

Descriptive List of Illustrations

Mariners Compass (Courtesy Joe Rubinfine, Cocoa, Fla.)	xxv
James Rivington, Sr. Portrait in oils by Ezra Ames, after Gilbert Stuart. (Courtesy New-York Historical Society, New York, N.Y.)	32
Samuel Elbert Miniature. (Courtesy Hargrett Rare Book & Manuscript Library, Uni- versity of Georgia Libraries, Athens, Ga.)	140
Samuel Smedley Miniature on ivory. (Courtesy Connecticut Historical Society, Hartford, Conn.)	158
Elisha Hinman Lithograph of E. Hinman by E. C. Kellogg (Naval History and Heritage Command.)	205
Frederick Mackenzie Frontispiece of <i>Diary of Frederick Mackenzie</i> . Cambridge, Mass.: Harvard Univ. Press, 1930, Vol. 1. From a portrait in oils.	240
Pierre Landais Engraving by Chretien, from a drawing by Fourquet. (Naval History and Heritage Command.	309
Richard Lord Howe Line engraving from the <i>Hibernian Magazine</i> , ca. 1776. (Courtesy Mr. F. S. Hicks, Alexandria, Va.)	313
Bernardo de Gálvez Equestrian statue by Juan de Ávalos, in Gálvez Park, Washington, D.C.	374
The Meschianza John J. Smith and John F. Watson, <i>American Historical and Literary Cu- riosities: Consisting of Facsimiles of Original Documents Relating to the Events of the Revolution &c. &c. with a Variety of Reliques, Antiquities, and Modern Antiquities</i> , 6th ed. Philadelphia: W. Brotherhead, 1861.	384
Patrick Henry Portrait in oils, by Thomas Sully. (Courtesy Colonial Williamsburg, Williamsburg, Va.)	477

“Le Port vieux de Toulon, Vû du côté des Magasins aux Vivres”	520
Oil by J. Vernet; lithographed by C. N. Cochin, filius, and J. Ph. LeBas. (Courtesy, The Mariners Museum, Newport News, Va.)	
Model of Continental Navy ship <i>Ranger</i>	528
Owned by the Portsmouth Historical Society. (Courtesy <i>The Portsmouth Herald</i> , Portsmouth, N.H.)	
John Paul Jones	591
Mezzotint by Jean-Michel Moreau, May 1780. (Collection of the Louisiana State Museum.)	
Lord Selkirk’s Manor House	645
(Courtesy Hachette Book Group, Boston, Mass.)	
“L’Escadre du Roy aux Ordres de Mr. Le Cte. D’Estaing. Sortant de la Medit- errannée en 1778. le 16. may”	713
Drawing by Pierre Ozanne. (Courtesy Library of Congress, Washington, D.C.)	
Samuel Tucker	763
Engraving by H. W. Smith, in John H. Sheppard, <i>The Life of Samuel Tucker, Commodore in the American Revolution</i> (Boston, 1868).	
Abraham Whipple	784
Painting on panel by unknown artist. (Courtesy Philadelphia History Museum.)	

Maps and Charts

“A Map of the World, with the Latest Discoveries . . . 1781.”	Endsheets
From Samuel Dunn, <i>A New Atlas of the Mundane System; or of . . . Geography and Cosmography . . .</i> , R. Sayer and J. Bennett, London, 1778-1783. (Courtesy Library of Congress, Washington, D.C.)	
“A Plan of the City and Environs of Philadelphia Survey’d by N. Scull and G. Heap.” 1777.	Frontispiece
By William Faden. (Courtesy Library of Congress, Washington, D.C.)	
“A General Map of the Northern British Colonies in America.	vi
Which comprehends the province of Quebec, the government of Newfoundland, Nova-Scotia, New-England and New-York. From the maps published by the Admiralty and Board of Trade, regulated by the astronomical and trigonometric observations of Major Holland and corrected from Governor Powell’s late map 1776.”	

By Robert Sayer and John Bennett, London, 1776. (Courtesy Library of Congress, Washington, D.C.)

- “A Chart of the Coast of New York, New Jersey, Pensilvania, Maryland, . . . 88
Virginia, North Carolina, &c., Composed from the deposit of Surveys
of the Right Honorable the Lords of Trade, with Soundings & Nautical
Remarks from Lt. Jno. Knight of the Navy & others.”
By Joseph F. W. Des Barres. (Courtesy Library of Congress,
Washington, D.C.)
- Detail from “Course of the River Mississippi, from Balise to Fort 111
Chartres; Taken on an Expedition to the Illinois, in the later end of
the Year 1765. By Lieut. Ross of the 34th Regiment: Improved from
the Surveys of that River made by the French.”
Printed for Robert Sayer, London, 1775
- Coasts of South Carolina, Georgia, and part of Florida 142
Atlantic Neptune, 1774-1781; with modern insert, map of St. Simon Is-
land and Frederica River, by Tracy Ellen Smith. (Courtesy Virginia
Steele Wood, Washington, D.C.)
- Detail from “England and Wales Drawn from the Most Accurate 598
Surveys Containing all the Cities, Boroughs, Market Towns & Villages.
In which are included all the improvements and Observations both
Astronomical and Topographical which have been made by Members
of the Royal Society, & others Down to the present Year.”
By John Rocque. (Courtesy Library of Congress, Washington,
D.C.)

Editorial Method

Principles of Selection

In selecting documents for this series, the editors' goal is to include those records that are necessary for a comprehensive understanding of the war at sea of the American Revolution. By comprehensive, the editors do not mean they include every document touching on the war at sea, but rather that they provide full coverage of naval aspects of the armed struggle and present the reader a meaningful overview of the entire sea effort. As an earlier volume explained, "documentation bearing on the regular naval forces on both sides, state navies, privateers, merchant shipping, logistics of the conflict, and operations on sea, lake, bay and river fall within the context of 'naval document' as used in this series" (Vol. 6, p. xi).

The series accounts for the activities of each of the Continental Navy's warships and of most of those of the state navies. It seeks to document every aspect of the ordinary business of operating and maintaining the Continental and state navies. It chronicles privateering activities, both American and British.

We also cover the activities of British squadrons in American waters and of selected individual British warships. No attempt is made to document the ordinary business of operating and maintaining the Royal Navy and therefore fiscal accounts, muster rolls, payrolls, and prize share lists are excluded. There is also little about British supplies, cannon, gunpowder, munitions, pay, prize money, and building and fitting out of ships. We do, however, cover British naval operations, logistics, convoys, transports, and manning of vessels. Documents have also been included that concern the aims and strategy of the British, account for prizes taken, and balance Patriot accounts of actions and operations. Coverage of the British naval effort in this and previous volumes will serve as the model for treatment of the naval efforts of France and other European powers in coming volumes.

We print diplomatic correspondence that deals directly with naval matters, including the outfitting of privateers and American naval vessels, the sale of their prizes in European and Caribbean ports, and the supplying of America with munitions by European powers. Internal American politics that affect naval operations are documented, but not so internal European politics. In covering the French, Spanish, and Dutch naval war efforts, we publish documents that: concern aims and strategy; follow movements of squadrons and selected individual warships from these countries; relate to joint operations with American armies and navies; or illustrate the effects of allied naval forces on the American populace, as well as on the American war effort. In short, we provide enough documentation of the European efforts to give context to those of the United States.

Variant Texts

When multiple copies of a text are available, the version that is closest to the text that the recipient read is printed. For example, an autograph letter signed has precedence over a recipient's letter book copy, since the former is what the reader saw and the latter may contain copyist's errors; but a recipient's letter book copy has precedence over a draft, since the former is probably closer to the version the writer sent, containing changes made in preparing the final version. Significant variations between versions are discussed in notes; otherwise the editors do not identify variant versions.

Placement of Documents

Documents in this volume are divided into two sections, the American Theater and the European Theater, according to where they originated, even though some documents created in Europe may concern events in America, and some created in America may be about events in Europe. Within each theater, documents are arranged in chronological order by date of origin. Under each date they are ordered by place of origin, from north to south. For documents created on the same day in the same location, public records precede private; and public records appear in order of organizational hierarchy. In this hierarchy, Continental records precede state, and state precede municipal; executive documents precede legislative, and legislative precede judicial; a letter from the president of Congress precedes a letter from a committee of Congress, and a letter from a committee of Congress precedes a letter from a board acting for the committee; a document of the British Admiralty precedes one from an admiral, and a letter from an admiral precedes one from a captain. A letter written on the same day as its response always precedes that response. Laid out in tabular fashion, the principles of arrangement are as follows:

- By theater: American, followed by European
- By chronology
- By geography north to south
- Public, by organizational hierarchy
- Private

Documents that cover a span of dates, such as a letter written over the course of several days, are placed at the last date in that span.

Undated and incompletely dated documents appear at their earliest conjectured date, as follows:

<u>Conjectured Date</u>	<u>Placement</u>
sometime in a given year	before documents dated 1 January of that year

sometime within a given month

before documents written
the first of the month

after a given month

before documents dated the
first of the next month


Notes

Notes follow each document. Each document has an unnumbered source note that precedes the numbered notes and describes the document using abbreviations to indicate the type of document and the repository and collection from which it came. If the document was taken from a published source, that source may be short titled. The abbreviations used in all of these cases are listed below. Contemporary addresses, endorsements, and docketings are also given in the source notes.

The full name and rank or position, if known, of persons named in the text but not identified in the text or notes can be found in the index. In notes identifying officers of the Royal Navy, a bracketed numeral after the name refers to the enumeration system employed by the British Admiralty to differentiate officers of the same name and incorporated into *The Commissioned Sea Officers of the Royal Navy 1660–1815*, Occasional Publications of the Navy Records Society, Vol. 1, edited by David Syrett and R. L. DiNardo (Aldershot, England: Scholar Press, for the Navy Records Society, 1994).

Transcription

Transcriptions adhere as closely as possible to the originals in spelling, capitalization, punctuation, and abbreviation, including the retention of dashes and underlining found in the original text. Exceptions to this general rule are as follows: The names of ships are italicized. Complimentary closes, unless unusual or otherwise significant, are shortened and end with [&c.], and, in the interest of saving space, are attached to the last paragraph of text. Words and passages that were crossed out by the author are transcribed either as overstrikes or in notes if they are deemed significant by the editors. When a spelling is so unusual as to be misleading or confusing, the correct spelling immediately follows the misspelled word in square brackets and italicized type or is discussed in a footnote.

In the eighteenth century, the thorn, a symbol much like the letter *y*, was used in place of the letters *th*. In this volume, the thorn is represented by the letter *y*, so that “*y^e*” is “the,” “*y^t*” is “that,” “*y^s*” is “this,” and so forth. Another symbol, the “tailed P,” or , is retained. This symbol represents any of the prefixes *per*, *pro*, and *pre*. The tilde, a flourish employed by writers in the eighteenth century to indicate the omission of one or more characters, is silently replaced by the appropriate letters.

Where the source is a newspaper or other printed work, the editors have not attempted to retain typeface: for example, blocks of text in all italics have been put in

roman font, and some words in all capitals have been normalized. Exceptions are printed broadsides or advertisements where different typefaces emphasize the meaning of the text.

In order to present accurate texts, this volume renders non-English documents in their original languages, including preserving spelling and accent marks however irregular. Each of these documents is accompanied by an English translation.

Ships' Logs

Two categories of modifications to the original text appear in the transcriptions of most of the logbooks and officers' journals that appear in this volume. First, a number of columns of such information as the direction of the wind, ship's course, distance traveled, latitude, and longitude are eliminated. The noon bearing is brought into the text of the "Remarks" column, set off as a separate paragraph. Second, the dating of the daily entries has been made to conform to civil time, rather than sea time. Most eighteenth-century logbooks and journals of ships at sea began the new day with the previous day's noon reading—the locating of a ship using navigational instruments when the sun was at its meridian. Thus, according to the log of a ship in the midst of the ocean, noon on 31 December civil time would be the beginning of 1 January. In this volume, however, each day's entry begins with midnight, except as noted. In making this modification, the editors start each entry with either the noon bearings or the last bearings of the previous day.

Abbreviations Commonly Used in Logbooks

Abbreviations commonly used in logbook entries found in this volume are listed below in alphabetical order, with their expanded meanings. In the text, the abbreviations in the list may be followed by a period or colon and lowercased words may be capitalized.

<u>Abbreviation</u>	<u>Meaning</u>
agr ^d	aground
anch ^d	anchored
an ^d	anchored; answered
ans ^d	answered
bb ^l	barrel
bb ^r	best bower
b ^d	board; bound
bear ^g	bearing
bo ^d	bound
b ^r	bower

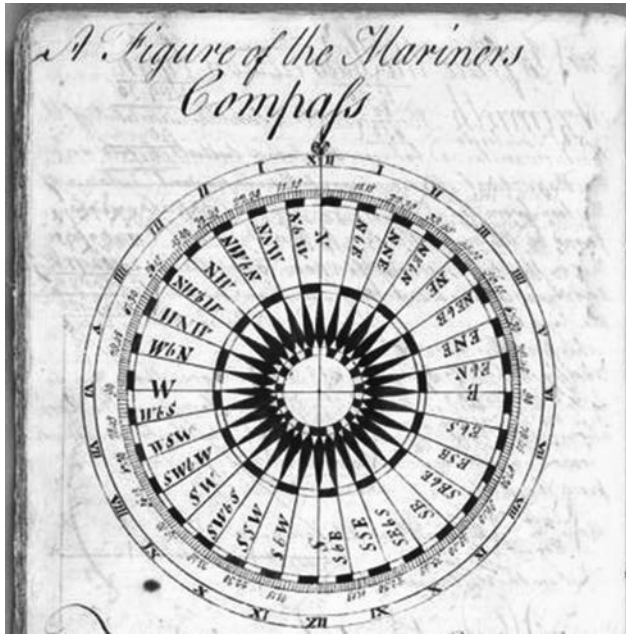
bri ^g /brig ^t	brigantine
br ^t /bro ^t	brought
b ^t	best; boat; brought
b ^t b ^r	best bower
c	cape
car ^d /carr ^d	carried
c ^o /com ^y /comp ^y /co ^y	company
cont ^g	containing
dis ^t	distant; distance
dist ^{ce} /dist ^e	distance
d ^o	ditto
emp ^d /empl ^d	employed
e/e ^t	east
e rd	eastward
fa ^m /fath	fathom
fir ^d	fired
f ^m	fathom; from
f ^{ms}	fathoms
f ^r	fair; for
fs ^l	foresail
gall ^t	gallant
g ^t	gallant; great
han ^d	handed
harb ^r	harbor
hh ^d	hogshead
i ^d /isl ^d	island
lar ^b	larboard
lat/latt ^d /latt ^{de}	latitude
lat ^r /latt ^r	latter
leag ^s /leg ^s /league/lg ^s	leagues
lieu ^t	lieutenant
l ^t	lieutenant; light
long ^d	longitude
m	main
man ^d /mann ^d	manned
m ^d	made
mains ^l	mainsail
mast ^r	master
mid/mid ⁿ /midsh ⁿ	midshipman
miz ⁿ	mizzen
m ⁿ	main
mod ^e /mod ^t /mod ^{te}	moderate
m ^s	miles

m st /m ^t	mast
n	north
n ^o	north; number
num ^r	number
obs/observ ^t /observat ⁿ	observation
off ^r	officer
onb ^d	on board
pc ^s /p ^s /ps ^s	pieces
p ^{d^{rs}} /p ^{r^s}	pounders
pound ^r /p ^r	pounder
p ^t	part; past; point
p ^{ty}	party
q ^r /qu ^r /qua ^r /quart ^t	quarter
rec ^d	received
ret ^d	returned
run ^g /runn ^g	running
sch ^r	schooner
s ^d	sounded; said
sev ^l	several
short ^d	shortened
sig ^l /sig ^{nl} /sign ^l	signal
s ^l	sail; small
sm ^l /sm ^{ll}	small
s ^o /s	south; southern
south ^d /s rd	southward
s ^t	saint
star ^d	starboard
stays ^l /stay ^{sl}	staysail
stud ^g /studd ^g	studding
t	top
tk ^d /TK	tacked
tg/tg ^{lt} /topg ^t /topgall ^t	topgallant
topm ^t	topmast
tops ^l /top ^{sl}	topsail
ts ^{ls}	topsails
var ^l	variable
w	west
w ^{ch}	which
w ^d	wind
—w ^d /w rd	—ward (as in <i>leeward</i> , <i>northward</i> , etc.)
wea ^r	weather
weigh ^d	weighed, i.e., raised
work ^g	working
w ^r	water; weather

w ^t	west; with
w th	with
y ^d	yard
y ^e	the

Directional and Compass Readings

Directions in logbooks are based on the mariners' compass or compass rose illustrated below. Boxing the compass is the action of naming all thirty-two principal points of the compass in clockwise order. The list below gives the symbol, its meaning, and its location in degrees on the compass.



N	North	0.00°/360.00°
NbE	North by east	11.25°
NNE	North-northeast	22.50°
NEbN	Northeast by north	33.75°
NE	Northeast	45.00°
NEbE	Northeast by east	56.25°
ENE	East-northeast	67.50°
EbN	East by north	78.75°
E	East	90.00°
EbS	East by south	101.25°
ESE	East-southeast	112.50°

SEbE	Southeast by east	123.75°
SE	Southeast	135.00°
SEbS	Southeast by south	146.25°
SSE	South-southeast	157.50°
SbE	South by east	168.75°
S	South	180.00°
SbW	South by west	191.25°
SSW	South-southwest	202.50°
SWbS	Southwest by south	213.75°
SW	Southwest	225.00°
SWbW	Southwest by west	236.25°
WSW	West-southwest	247.50°
WbS	West by south	258.75°
W	West	270.00°
WbN	West by north	281.25°
WNW	West-northwest	292.50°
NWbW	Northwest by west	303.75°
NW	Northwest	315.00°
NWbN	Northwest by north	326.23°
NNW	North-northwest	337.50°
NbW	North by west	348.75°

Sometimes, the logbooks further divide the distance between the principal points of the compass by quarter points. Thus, the 11.25° between north (N) and north by east (NbE) can be divided into 2.8125° increments by indicating a fraction of a point on the compass. For example, N¼E translates into a compass reading of 2.8125°; N½E is 5.625°; N¾E is 8.4375°. Sometimes the heading or direction in the logbook is given with ordinals between the direction-indicating letters, for example, N10W. This notation is read north ten degrees west and means that the vessel is steering ten degrees west of true north. Thus S61E would mean that the vessel is on a heading sixty-one degrees east of true south, or a compass reading of 119°.

Textual Devices

The editors silently supply letters and words that are missing from a damaged manuscript but are obvious from the context. They use brackets and roman type to supply those letters and words that are probable, with a question mark within the brackets where they are questionable. The editors use brackets with italic type when supplying the proper spellings of personal and geographic names or the correct spellings of words that are otherwise confusing. The bracketed, italicized phrases, [*torn*] and [*illeg.*] (“illegible”) indicate indecipherable or non-conjecturable words missing from manuscripts. The virgule, /, in source notes indicates a line break in addresses, endorsements, and docketings. Extracts, translations, and enclosures are indicated thus: [Extract]; [Translation]; [Enclosure]. All other editorial insertions in the body of

the texts are indicated by italic type within brackets. For documents in which the texts lack a date or place of origin, the editors supply a date or place, or both, in square brackets and italic type, flush right before the text.

[roman]	probable conjectural reading, or text supplied from another part of the document (in the case of logbooks in particular)
[roman?]	questionable conjectural reading
[<i>italic</i>]	editorial explanation
[<i>torn</i>]	document is damaged, with non-conjecturable text missing
[<i>illeg.</i>]	text is indecipherable
[Extract]	the text following is part of a larger text
[Translation]	the text following is an English translation from the text's original language
[Enclosure]	the text following was an enclosure of the preceding text
overstrike	crossed out text

Abbreviations Used to Describe Manuscripts

Copy	Contemporary Copy
D	Document
Df	Draft
DfS	Draft Signed
DS	Document Signed
L	Letter, Recipient's Copy
LB	Letter Book
Transcript	Copy not contemporary
Translation	Contemporary translation

Repository Symbols

CaNSHP	Nova Scotia Archives and Records Management, Halifax, Nova Scotia, Canada
CsmH	Henry E. Huntington Library, San Marino, Calif.
Ct	Connecticut State Library, Hartford, Conn.
CtHi	Connecticut Historical Society, Hartford, Conn.
CtNLHi	New London County Historical Society, New London, Conn.
CtY	Yale University, New Haven, Conn.
De-AR	Delaware Department of State, Division of Historical and Cultural Affairs, Hall of Records, Dover, Del.
DLC	Library of Congress, Washington, D.C.
DN	Navy Department Library, Washington, D.C.
DNA	United States National Archives, Washington, D.C.

FrBAPM	Archives Du Ministère Des Affaires Etrangères, Paris, France. Document conservé au Centre historique des Archives nationales à Paris.
FrPNA	Archives Nationales, Paris, France. Document conservé au Centre historique des Archives nationales à Paris.
M-Ar	Massachusetts State Archives, Boston, Mass.
MB	Boston Public Library, Boston, Mass. Rare Books Department. Courtesy of the Trustees.
MdAA	Maryland State Archives, Annapolis, Md.
MdAN	United States Naval Academy Museum, Annapolis, Md.
MdHi	Maryland Historical Society, Baltimore, Md.
MeHi	Maine Historical Society, Portland, Me.
MH-H	Harvard University. Houghton Library, Cambridge, Mass. By permission of the Houghton Library, Harvard University.
MHi	Massachusetts Historical Society, Boston, Mass.
MiU-C	University of Michigan. William L. Clements Library, Ann Arbor, Mich.
MMhHi	Marblehead Historical Society, Marblehead, Mass.
MSaE	Essex Institute, Salem, Mass.
Nc-Ar	North Carolina State Department of Cultural Resources, Division of Archives and History, Raleigh, N.C.
Nh-Ar	New Hampshire Department of State. Division of Records Management and Archives, Concord, N.H.
NHi	New-York Historical Society, New York, N.Y.
NHPr	Franklin D. Roosevelt Library, Hyde Park, N.Y.
Nj	New Jersey State Library, Trenton, N.J.
NjGbS	Rowan College of New Jersey, Savitz Library, Glassboro, N.J.
NjHi	New Jersey Historical Society, Newark, N.J.
NjMoHP	Morristown National Historical Park, Morristown, N.J.
NjP	Princeton University, Princeton, N.J.
N	New York State Library, Albany, N.Y.
NN	New York Public Library, N.Y.
NNAJHS	American Jewish Historical Society, New York, N.Y.
NNC	Columbia University, New York, N.Y.
NNPM	Pierpont Morgan Library, New York, N.Y.
PHarH	Pennsylvania Historical and Museum Commission, Division of Archives and Manuscripts, Harrisburg, Pa.
PHi	Historical Society of Pennsylvania, Philadelphia, Pa.
PPi	Carnegie Library of Pittsburgh, Pa.
PPISPM	Independence Seaport Museum Library, Philadelphia, Pa.
PPAmP	American Philosophical Society, Philadelphia, Pa.
PU	University of Pennsylvania Library, Philadelphia, Pa.
PWacD	David Library of the American Revolution, Washington Crossing, Pa.
PYHi	Historical Society of York County, Pa.

R-Ar	Rhode Island State Archives, Providence, R.I.
RHi	Rhode Island Historical Society, Providence, R.I.
RHNi	Newport Historical Society, Newport, R.I.
ScHi	South Carolina Historical Society, Charleston, S.C.
ScU	University of South Carolina, Columbia, S.C.
SpMAH	Archivo Historico Nacional, Madrid, Spain
SpSAG	Ministerio de Educación, Cultura y Deporte, Archivo General de Indias, Seville, Spain
SpVAS	Archivo General de Simancas, Valladolid, Spain
Uk	British Library, London, England
UKLi	Brown, Picton and Hornby Libraries, Liverpool, England
UkLNMM	National Maritime Museum, Greenwich, United Kingdom
UkLPR	National Archives, London, United Kingdom
Vi	Virginia State Library, Richmond, Va.
ViHi	Virginia Historical Society, Richmond, Va.
ViU	University of Virginia, Charlottesville, Va.

Collection Symbols

Adm.	Admiralty
Arch. dipl. Corr. Pol.	Archives diplomatique, Correspondance Politique
C.O.	Colonial Office
H.C.A.	High Court of Admiralty
PCC	Record Group 360. Records of the Continental and Confederation Congresses and the Constitutional Convention. "Papers of the Continental Congress"
PRO	Public Record Office
RG	Record Group
S.P.	State Papers (Domestic)

Short Titles

Adams, <i>Diary</i>	Adams, John. <i>The Diary and Autobiography of John Adams</i> . Edited by Lyman H. Butterfield, et al. 4 vols. Cambridge, Mass.: Harvard University Press, 1961
<i>Adams Papers</i>	<i>Papers of John Adams</i> . Edited by Robert J. Taylor, et al. 15 vols. to date. Cambridge, Mass.: Harvard University Press, 1977-
Allen, <i>Massachusetts Privateers of the Revolution</i>	<i>Gardner W. Allen, Massachusetts Privateers of the Revolution</i> . Cambridge, Mass.: Massachusetts Historical Society, 1927

- Benjamin Franklin Papers* Franklin, Benjamin. *The Papers of Benjamin Franklin*. Edited by Leonard W. Labarree, et al. 40 vols. to date. New Haven, Conn.: Yale University Press, 1959-
- Boatner, *Encyclopedia* Mark Mayo Boatner, III, *Encyclopedia of the American Revolution*. New York: David McKay Co., 1966
- Clowes, *The Royal Navy* Sir William L. Clowes, *The Royal Navy, a history from the earliest times to the present*. vol. 3. London, S. Low, Marston, 1898
- Cohen, *Yankee Sailors* Sheldon S. Cohen, *Yankee Sailors in British Gaols: Prisoners of War at Forton and Mill, 1777-1783*. Newark, Del: University of Delaware Press, 1995
- Colledge, *Ships of the Royal Navy* J. J. Colledge, *Ships of the Royal Navy; an historical index*. vol. 1 *Major Ships (excluding Trawlers, Drifters, Tugs, etc.)*. New York: A.M. Kelley, 1969
- DAB *Dictionary of American Biography*. Edited by Allen Johnson and Dumas Malone. 21 vols. New York: Charles Scribner's Sons, 1928-36. 5 supplements, 1944, 1958, 1973, 1974, and 1977
- Davies, *Documents of the American Revolution* *Documents of the American Revolution, 1770-1783 (Colonial Office Series)*. Edited by K.G. Davies. 21 vols. Shannon, Ireland: Irish University Press, 1972-81
- Deane Papers Deane, Silas. *The Deane Papers*. 5 vols. *Collections of the New-York Historical Society* 19-23 (1886-90)
- Diary of Ezra Green *Diary of Ezra Green, M.D. Surgeon on board the Continental ship-of-war "Ranger," under John Paul Jones, from November 1, 1777, to September 27, 1778. With historical notes and a biography, by Commo. Geo. Henry Preble, U.S.N., and Walter G. Green*. Boston: [D. Clapp & son, printers], 1875
- Doniol, *Historie de la Participation de la France* *Historie de la Participation de la France a l'Établissement des États-Unis d'Amérique, Correspondance Diplomatique et Documents*. Edited by Henri Doniol. 5 vols. Paris: Imprimerie nationale, 1886-92
- Encyclopedia of Nautical Knowledge* W.A. McEwen and A.H. Lewis, *Encyclopedia of Nautical Knowledge*. Cambridge, Md.: Cornell Maritime Press, 1953
- Falconer's *Marine Dictionary* William Falconer, *New Universal Dictionary of the Marine Originally Compiled by William Falconer, Modernized and Much Enlarged by William Burnay*. 1815. Facsimile

Reprint, New York: Library Editions, Ltd., 1970

- Fitzpatrick, *GW Papers* *The Writings of George Washington from the Original Manuscript Sources, 1745-1799*. Edited by John C. Fitzpatrick. 39 vols. Washington: Government Printing Office, 1931-44
- GW Papers, Rev. War Series* *The Papers of George Washington (Revolutionary War Series)*. Edited by Philander D. Chase, et al. 20 vols. to date. Charlottesville: University of Virginia Press, 1985-
- Heitman, *Register* Francis B. Heitman, *Historical Register of Officers of the Continental Army during the War of the Revolution, April, 1775, to December, 1783*. Revised edition. Washington: The Rare Book Shop Publishing Co., 1914
- Herbert, *Relic of the Revolution* Charles Herbert, *A Relic of the Revolution, Containing a Full and Particular Account of the Sufferings and Privations of All the American Prisoners Captured on the High Seas, and Carried into Plymouth, England, during the Revolution of 1776; With the Names of the Vessels taken—the Names and Residence of the several Crews, and time of their Commitment—the Names of such as died in Prison, and such as made their Escape, or entered on board English Men-of-War; until the exchange of prisoners, March 15, 1779*. Boston: Charles H. Pierce, 1847
- Hoadly, ed., *Public Records of Connecticut* *The Public Records of the State of Connecticut . . . with the Journal of the Council of Safety, 1776-1781. . . .* Edited by Charles J. Hoadley. 3 vols. Hartford: Case, Lockwood & Brainard, 1894-1922
- James, *The British Navy in Adversity* Sir William M. James, *The British Navy in Adversity: A Study of the War of American Independence*. London, New York: Longmans, Green, 1926
- JCC* U.S. Continental Congress. *Journals of the Continental Congress, 1774-1789*. Edited by Worthington C. Ford and Gaillard Hunt. 34 vols. Washington: Library of Congress, 1904-37
- John Paul Jones Papers* *Microfilm Edition of the Papers of John Paul Jones, 1747-1792*. Edited by James S. Bradford. Alexandria, Va.: Chadwyck-Healey, 1986
- “Journals of Henry Duncan” Henry Duncan, “Journals of Henry Duncan, Captain, Royal Navy, 1776-1782.” Edited by John K. Laughton. In *The Naval Miscellany*. vol. 1. Printed for the Navy Records Society, 1902

- Kinnaird, ed., *Spain in the Mississippi Valley* *Spain in the Mississippi Valley, 1765-94, Translation of Materials from the Spanish Archives in the Bancroft Library.* Edited by Lawrence Kinnaird. American Historical Association, *Annual Report for the Year 1945* (Washington, D.C., 1949), volume 2, pt. 1
- Lafayette Papers* *Lafayette in the Age of the American Revolution: Selected Letters and Papers, 1776-1790.* Edited by Stanley J. Idzerda, et al. 6 vols. Ithaca, N.Y.: Cornell University Press, 1977-83
- Laurens Papers* *The Papers of Henry Laurens.* Edited by Philip M. Hamer, et al. 16 vols. Columbia: University of South Carolina Press, 1968-2002
- Letters of Delegates* *Letters of Delegates to Congress, 1774-1789.* Edited by Paul H. Smith, et al. 26 vols. Washington: Library of Congress, 1976-2000
- Log-Book of Timothy Boardman* Boardman, Timothy. *Log-Book of Timothy Boardman; Kept on Board the Privateer Oliver Cromwell, during a Cruise from New London, Ct., to Charleston, S.C., and Return, in 1778; also, A Biographical Sketch of the Author, by the Rev. Samuel W. Boardman, D.D.* Albany, N.Y.: Issued under the Auspices of the Rutland County Historical Society, Joel Munsell's Sons, 1885
- Mackenzie, Diary* Mackenzie, Frederick. *Diary of Frederick Mackenzie, Giving a Daily Narrative of his Military Service as an Officer of the Regiment of Royal Welch Fusiliers during the Years 1775-1781 in Massachusetts, Rhode Island, and New York.* 2 vols. Cambridge, Mass.: Harvard University Press, 1930
- Mariners of the American Revolution* *Mariners of the American Revolution.* Compiled and with an introduction by Marion and Jack Kaminkow. Baltimore, Md.: Magna Carta Book Company, 1967
- Maryland Archives* *Archives of Maryland.* Edited by William H. Browne, et al. Baltimore: Maryland Historical Society, 1863-
- Massachusetts Soldiers and Sailors of the Revolutionary War* *Massachusetts Soldiers and Sailors of the Revolutionary War.* 17 vols. Boston: Wright & Potter Printing Co., 1896-1908
- Middlebrook, Maritime Connecticut* Louis F. Middlebrook, *Maritime Connecticut during the American Revolution.* 2 vols. Salem, Mass.: The Essex Institute, 1925

- NCSR *The State Records of North Carolina.* Edited by William L. Saunders, Walter Clark, and Stephen B. Weeks. 30 vols. Raleigh and various places, 1886-1914
- NDAR *Naval Documents of the American Revolution.* Edited by William B. Clark, et al. 12 vols. to date. Washington: Naval Historical Center, Department of the Navy, 1964-
- OED *Oxford English Dictionary*
- Letter and Papers of Gustavus Conyngham* *Letters and Papers Relating to the Cruises of Gustavus Conyngham, a Captain of the Continental Navy, 1777-1779.* Edited by Robert W. Neeser. New York: Printed for the Naval History Society by the DeVinne Press, 1915
- “Papers of William Vernon and the Navy Board” “Papers of William Vernon and the Navy Board, 1776-1794.” *Publications of the Rhode Island Historical Society.* New Series. Vol. 8. Providence, R.I.: Rhode Island Historical Society, 1900-01, pp. 197-277
- Pasley, *Private Sea Journals* Admiral Sir Thomas Pasley, *Private Sea Journals 1778-1782.* Edited by Rodney M.S. Pasley. London and Toronto: J.M. Dent and Sons, Ltd., 1931
- Paullin, *Navy of the Revolution* Charles O. Paullin, *The Navy of the American Revolution: Its Administration, its Policy and its Achievements.* 1906. Reprinted New York: Haskell House Publishers, 1970
- Pennsylvania Archives*, 1st ser. *Pennsylvania Archives.* 1st ser. Edited by Samuel Hazard. 12 vols. Philadelphia: 1852-56
- Pennsylvania Archives*, 2d ser. *Pennsylvania Archives.* 2d ser. Edited by William Henry Egle and John B. Linn. 19 vols. Harrisburg, Pa.: 1874-90
- Records of the Vice-Admiralty Court at Halifax, Nova Scotia* *American Vessels Captured by the British during the Revolution and War of 1812: The Records of the Vice-Admiralty Court at Halifax, Nova Scotia.* Salem, Mass.: The Essex Institute, 1911
- Revolutionary Records of Georgia* *The Revolutionary Records of the State of Georgia.* Compiled by Allen D. Chandler. 3 vols. Atlanta: Franklin-Turner Co., 1908
- Rodney Letters* *Letters to and from Caesar Rodney, 1756-1784; member of the Stamp Act Congress and the First and Second Continental Congresses; speaker of the Delaware colonial assembly;*

president of the Delaware State; major general of the Delaware militia; signer of the Declaration of Independence. Edited by George H. Ryden. Philadelphia: published for the Historical Society of Delaware by the University of Pennsylvania Press, 1933

Sandwich Papers

The Private Papers of John, Earl of Sandwich, First Lord of the Admiralty, 1771-1782. Edited by G.R. Barnes and J.H. Owen. 4 vols. [London]: Printed for the Navy Records Society, 1932-38

Smith, *Marines in the Revolution*

Charles R. Smith, *Marines in the Revolution: A History of the Continental Marines in the American Revolution, 1775-1783.* Washington, D.C.: History and Museums Division, Headquarters, U.S. Marine Corps, 1975

South Carolina Commissioners

Journal of Commissioners of the Navy of South Carolina, October 9, 1776-March 1, 1779. Edited by A.S. Salley, Jr. Columbia: S.C.: Historical Commission of South Carolina, 1912

Stewart, *History of Virginia's Navy*

Robert A. Stewart, *The History of Virginia's Navy of the Revolution.* Richmond, Va.: Mitchell & Hotchkiss, 1934

Stevens's Facsimilies

Stevens, B.F., comp. *B. F. Stevens's Facsimiles of Manuscripts in European Archives Relating to America, 1773-1783.* 24 vols. London: 1889-95

AMERICAN THEATER

From April 1 to May 31, 1778



E *Bootschip, Zeylende voor de wind*

This print and others of similar nature throughout the volume are engravings by Gerrit Groenwegen, from the Eberstadt Collection of Naval Engravings and Etchings, Naval History and Heritage Command.

AMERICAN THEATER

From April 1 to May 31, 1778

SUMMARY

The spring of 1778 brought dramatic changes to the American Theater. The Royal Navy had achieved extensive control of the seas and had soundly beaten units of the Continental fleet in direct confrontation. However, on 12 May 1778 the British commanders in North America learned that France had officially entered the war on the side of the Americans. The British, who had dominated the Atlantic, were forced to loosen their hold on the coastline and make plans to consolidate their strength in New York in order to reinforce their more valuable possessions in the theater. The majority of the Continental Navy fleet had been reduced to river galleys and other small ships able to outrun and evade their much larger British counterparts but also unable to challenge their enemies on the open seas, while Continental Navy ship construction encountered frustrating delays.

In the northern states the port of Boston remained untouchable by the Royal Navy and Army alike. The British lacked the manpower to take the city, which continued to be a principal destination for trade and a staging point for insurgent naval activity. In addition, the British coastal blockades suffered from extreme weather, causing significant damage that could be fully repaired only in Britain. In April, Vice Admiral Viscount Richard Howe sent a large squadron back to England to repair deterioration owing to the heavy demands placed on his ships. To redress the material fatigue of the blockade Vice Admiral Howe recommended construction of a shipyard in New York. The arrival of Continental Army Major General John Sullivan in Rhode Island caused the British to conclude that a major Continental Army operation was underway in Rhode Island. To deprive the American forces a source of resupply, the British made use of their amphibious capabilities and manpower advantage to strike at the stores, livestock, and munitions located on the Elizabeth Islands. The raids destroyed numerous warehouses while taking few casualties. The success of the raids was offset by their collateral political damage, driving the local populace to embrace the American cause.

In April the British had a firm grip on the Mid-Atlantic region. Their control of the entrance of the Chesapeake Bay suffocated trade from Maryland and Virginia. In Delaware and Eastern Maryland loyalist movements evoked a cry for help from the Delaware governor. From their base in Philadelphia, the British struck out at Continental Navy supplies and materiel in the Delaware River. In these amphibious assaults they destroyed more than forty ships, including two stripped-down Continental Navy frigates that had been sunk and refloated, *Effingham* and *Washington*. British raids along the coast of Delaware caused concern among Americans when prominent American supporters were kidnapped.

In the South, the British faced a serious threat from the Continental Army forces under Major General Robert Howe. The Georgia State Navy along with Continental reinforcements managed to reduce the Province of East Florida to a single ship for

defense in action near Frederica Island in the Altamaha River, where they captured East Florida Sloop *Rebecca* and HM Armed Sloop *Hinchinbrook*. In Spanish Louisiana, a Continental Army contingent under command of Captain James Willing had taken refuge in the city of New Orleans after attacking British holdings and capturing prizes in West Florida. From there, Willing moved outside the city and carried out several amphibious raids on British plantations in West Florida, causing a diplomatic standoff between the Spanish and British. The British increased their naval presence around the city and made protests to the Spanish, who rebuffed British attempts to persuade Governor Bernardo de Gálvez to seize and turn over the Americans. Gálvez publicly maintained neutrality, rebuffing British demands as well as enforcing a strict policy against the Americans' outfitting ships for the purpose of attacking the British.

The Marine Committee, after experiencing shortages of funds, resumed construction of naval vessels at Portsmouth, New Hampshire, and New London, Connecticut, and saw frigate *Alliance* completed at Salisbury, Massachusetts. The March 1778 captures of Continental Navy frigate *Alfred* as its consort the frigate *Raleigh* looked on and of the frigate *Virginia* within days of its launch called the American frigate captains' competence into question and induced the Marine Committee to order formal inquiries. In contrast, Captain Abraham Whipple, Continental Navy frigate *Providence*, engaged and evaded several British warships in a daring escape from Narragansett Bay under the cover of a storm and headed for France. Several other Continental Navy ships returned from France, including frigates *Queen of France*, *Deane*, and *Raleigh*, which carried copies of the Franco-American treaties.

The Franco-American treaties arrived at the Continental Congress on 25 April. Having quickly ratified the treaties, Congress commissioned six vessels to assure that at least one signed copy of the treaties reached the American Commissioners in France. The French alliance gave the American cause a major morale boost in the spring of 1778 by promising a revival of trade when the British were forced to regroup their naval assets to face the French fleet. The major change in North America began on May 12th, 1778 when Vice Admiral Viscount Howe sent out orders to bring the majority of the British warships in North America to the mouth of the Delaware River to aid in the evacuation of Philadelphia as well as to begin the formation of a task force to intercept the French Fleet from Toulon.

April

MANSEL ALCOCK TO TIMOTHY PICKERING, JR.

[Extract]

[Beverly or Salem, Mass., April 1778]

S^r:

. . . its very hard the Circumstances of the Times admits not the Sea Ports to exert their strength in the little Maritime War we are able to carry on, with [ou]^t incurring the Jealousy & Envy of the Country People, who Ultimately reap all the Advantages arising from it; My Agency^s¹ so totally engross my Time that I know but little of Public Affairs, therefore unfit to write a Lre of this Sort; Millets² Accounts have made me from a Warm Advocate for Privateering almost a Convert to the Interests of the Army, I should always have been so, but I had such a high Opinion of Our Virtue & Our strength, that I only look't on Privateering as the exuberance of both, but I find my self mistaken, stand rectified in my Opinion & shall act accordingly, tho' I cant entirely give up Privateering, as its confin'd but to few States, the middle Ones [be]ing wholly excluded by Howe's³ situation &c,

. . . it was mov^d in Council,⁴ that all the Small Privateers under such a Burthan sho^d have no Commcons [*i.e.*, *commissions*] granted them, & it had been Carried but M^r Hopkins⁵ oppos^d it, they were stigmati^s^d as Pirates &c &c but he Urg^d they had Commissions from the State, and if so, the Conclusion was too Pointed, the ostensible pretence was they hurt our Nova Scotia Friends, but the Public Voice says, they disturb^d the Clandestine Trade carried on thro' that Channel, & the Popularity of the Derbys⁶ lessons much on this Motion, & some other Circumstances of which you may have better information from Millet, it was One of these little Piratical Privateers, that took the Rich Prize Millet will inform you of, and for which I hope the Army will be so much the better, You understand Mechanics and can apply them Politically, one broken or Weak Cog in a Principal Wheel retards the Motion of all the Depend-ent or Colateral Ones, had this Motion of Derbys past our Legislature, it might have been adopted by the whole Continent without Knowing the Sinister motive of it, and $\frac{1}{3}$ if not $\frac{1}{2}$ of our Advantages by Privateering have been struck off [f]—Give Pay enough, Premium enough, and a high Gratuity at the expiration of three Years or the War, and there certainly is Landmen enough in America, to fill Your Armys with^t recurring to the Ports to lessen the little Maritime Strength and Advantages ags^t the most Potent Maritime Nation that ever existed in the World, . . .

In hopes of Congratulating You on some favourable event that may happen befor you arrive here, am with great respect [&c.]

Mansel Alcock

L, MHi, Timothy Pickering Papers, vol. 17, fols. 133–134a. Addressed on cover: "To/General Pickering/Address—." Docketed: "M. Alcock/April 1778." Pickering was a member of the Continental Board of War, meeting at York, Pa. Alcock was an owner of privateers.

1. That is, purchasing agents for the Continental Army at the seaports.

2. Possibly, John Baptiste Millet, a Salem, Mass., privateer captain and shipowner.

3. That is, the position of Vice Adm. Howe's fleet in Delaware River and Bay stifled privateering in Pennsylvania, Delaware, and New Jersey.

4. Massachusetts Council.

5. Daniel Hopkins, of Salem, was one of the councillors.

6. Elias Hasket Derby, John Derby and Richard Derby, Jr., all Salem merchants.

April 1

ISAAC SEARS TO NATHANIEL SHAW, JR.

Dear Sir

Boston 1st: April 1778

Yours of the 24th March I received,—¹ your draught on me for £2,000 payable to Capt John Lamb meets with due honour. I am glad to hear the Ship *Putnam*² is provided with her Stores. Capt: Breeden is out of Town. dont know when he will return. I fear shall be disappointed of getting the chain and cross barr Shott, I should be glad to know if the Ship is like to get man'd and by what time she will Sail. I think the first of May soon enough, and cou'd wish she might accompany our Ship *Mars*³ and Brig: *Gener'l Arnold*⁴ at that Time—You ask my Opinion of M^r: David Dickson which is something delicate. he has been here near twelve Months. The latter part of which he has done little but adventuring to Sea which at present is very precarious—I suppose he has made a Fortune but it is astonishing to me that he shou'd have contracted so large a debt as he has with you and made so small a payment in so long a Time—⁵he must have made a large sum on The Sugar as I believe none of it sold under £16 to £18 M^r: Dickson is a young Gentleman for whom I have a particular regard; M^r: Sam^l: Breck of this Town I believe principally does his Business, I shall have about four Thousand Pounds to pay him in a short time. if you think proper you may draw in my favour on him for that Sum, payable in one Month the money shall be applied to your Order I am Sir [&c.]

Isaac Sears

P.S. I have not been able to procure the Doctor's Instruments, the person who made them being out of Town— I believe little dependence may be put on my getting them here—I have not yet rec^d: the Suit of Colours from Capt: Lamb for particulars on that Subject I refer you to the Letter which he says he will write you—

L, CtY, Nathaniel and Thomas Shaw Papers, packet 27, no. 1645. Addressed on cover: "To/Nathaniel Shaw Esq^r/Merchant/at/Newlondon." Addressed below close: "Nathaniel Shaw Esq^r." Docketed: "Isaac Sears/Letter/April 1st 1778."

1. In the letter Shaw informed Sears that the building and fitting out of the privateer *General Putnam* cost him £45,000, and that it had all her stores and provisions on board ready for a cruise. Nathaniel Shaw, Jr., to Isaac Sears, 24 Mar. 1778. CtY, Nathaniel and Thomas Shaw Papers, Letter Book (Jan. 1775–July 1782).

2. Connecticut privateer ship *General Putnam*, Thomas Allon, commander, of New London, mounting twenty 9-pounders, a crew of 150 seamen, owned by Nathaniel Shaw, Jr., and Co., of New London, was commissioned on 23 Apr. 1778. DNA, PCC, item 196, vol. 6, p. 34.

3. Massachusetts privateer ship *Mars*, Gilbert Ash, commander, of Boston, mounting 22 carriage guns, a crew of 130 seamen, owned by Isaac Sears, of Boston, and John and Samuel Broome, of Hartford, Conn., was commissioned on 23 May 1778. M-Ar, vol. 139, pp. 184, 233. The copy of her letter of marque and reprisal in the Papers of the Continental Congress refers to her as a Connecticut privateer that was commissioned on 11 May 1778. DNA, PCC, item 196, vol. 10, p. 20.

4. Massachusetts privateer brigantine *General Arnold*, James Magee, commander, mounting 20 carriage guns, a crew of 120 seamen, owned by Isaac Sears and Paschal N. Smith, of Boston, was commissioned on 11 May 1778. DNA, PCC, item 196, vol. 6, p. 8.

5. In Aug. 1777 merchant David Dickson purchased 200 hogsheads of sugar from Shaw, worth £20,000, and had only paid Shaw £7,000 by Mar. 1778. Nathaniel Shaw, Jr., to Isaac Sears, 24 Mar. 1778. CtY, Nathaniel and Thomas Shaw Papers, Letter Book (Jan. 1775–July 1782).

JOHN DESHON TO CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

New London April 1. 1778

Dear Sir

The bearer M^r Jonathan Woodworth brings Twenty Men with him for which request to M^r Vernon¹ to give him first Le^{cy} of Marines on board Ship *Providence*,² I imagine this will near compleat y^r Compliment of Men for your Ship, I heartily wish you success in your intended Cruize and advise you of all means to wait for a proper time to sail,³ as the Enemy is no doubt apprized of your sailing. I think you cannot well have too much wind when you sail. if M^r Woodworth had more time he could easily enter more men f[or] the Cruize, I have advanced M^r Woodworth Twelve hundred Dol[lars] the Remainder of Bounty for each man you must make[.] I am Sir [&c.]

John Deshon—

LB, MiU-C, Abraham Whipple Papers, Letter Book (1778), 2. Addressed at foot: "To Capt Whipple Ship *Providence*." Marginal notation: "J.D./to/A W/April 1. 78." Deshon was a member of the Continental Navy Board of the Eastern Department.

1. William Vernon, member of the Continental Navy Board of the Eastern Department.

2. Woodworth was appointed first lieutenant in the Continental Marines on board frigate *Providence*. LB, MiU-C, Abraham Whipple Papers, Letter Book (1778).

3. *Providence* sailed from Narragansett Bay on the night of 30 Apr. See Diary of Captain Frederick Mackenzie, 1 May, below.

JOURNAL OF H.M. FRIGATE *PEARL*, CAPTAIN JOHN LINZEE

April [1778]

Wednesd^y. 1st

At Anchor off New Castle

AM Sett up Main Rigging.

d^o.

1st fresh breezes & cloudy PM Fired Ten Guns at a number of Rebels in a breast work¹ on the Pennsylvania Shore.² At 6 His Maj^s: *Camilla* came up & Anch^d: here.³

D, UklPR, Adm. 51/675, fol. 40.

1. On 31 Mar., Brig. Gen. William Smallwood, the Continental officer commanding in Delaware, reported to Gen. George Washington that he had sent a "strong Party" of troops to scout for forage along the shore of the Delaware River. *GW Papers, Rev. War Series*, 14: 373–74. *Pearl* probably fired on troops from this detachment.

2. That is, Delaware shore. At this time, the state of Delaware was sometimes referred to as the lower counties of Pennsylvania.

3. H.M. frigate *Camilla*, Capt. Honorable Charles Phipps, commander.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis] Wednesday 1st April 1778

[Ordered] Tho^s Read Comm^r of the Brig. *Baltimore*,¹ receipt of 2 short 3 pounders 4 long 3 pound^s with their Carriages which were sent to Baltimore & also 4 short 3 pounders the property of this State received for the use of the Congress

Journal and Correspondence of the Council of Maryland, 1778–1779, vol. 21: 3.

1. Elsewhere, *Baltimore* is identified as an armed galley. See, for example, *NDAR* 11: 8, 9, 10, 275.

COLONEL GEORGE DASHIELL TO GOVERNOR THOMAS JOHNSON, JR., OF MARYLAND

Sir

Somerset County [*Md.*] April 1st 1778.

Inclosed is a list of the names of sundry persons residents of this County, who has apply'd to me for a flag to go on Board of the British Ships to make enquiry after a Number of Slaves, which has absented them selves from their Masters service, and its believed have gone on board the Shipping while at Tanjeer Sound¹ but as I do not consider my at Liberty to comply with their Request without your Excellency's permission, they have requested me to write to you on the subject; I am personally acquainted with the several Gentlemen, and can inform you that their attachm^t to their Country's cause is not to be doubted.— in case they should procure a Flag and it should have the desired effect of recovering their slaves, it would in all probabillity discourage others from going to the Enemy, as I am apprehensive they will have frequent Oppertunities.— the Shipping which lay in the sound, have gone down the Bay, but we have the greatest reason to expect them up dayly, as they have for some time past, as soon as One went down Others returned.— I am apprehensive that it will be very difficult to prevent the Inhabitants in some parts of this County from tradeing with the Enemy while the Water Craft are continued on the different Rivers in this County.— agreeable to the directions of the Supplementary Act to the Militia Law, the field Officers has held a Court Martial for the Tryal of such persons as refused to give their Attendance when the Respective Classes to which they belonged were Ordered on duty.— We have apply'd to the Court to issue execution against the delinquents for the recovery of the fines, who refused to do it for as much as they are of Opinion that they are not invested with any such Power

I request the favour of you to advise me how we shall proceed in this business, if the fines is not speedily recovered, our Militia will be useless.—²I have the Honour to be [&c.]

George Dashiell

L, MdAA, Maryland State Papers (Red Books), S989, 4584-122. In the left margin opposite the signature the following names are appended in column form: "Peter Waters, W^m. Waters, W^m. Gilliss, Whitley McClemmy, Lambert Hyland, Jacob Reis, Robert Elzey, Miss Sally Elzey, Miss Nancy Elzey."

1. That is, Tangier Sound.

2. In their reply of 6 Apr., the Council refused to give permission for the flag, writing that "the Impropriety of permitting our People to go to the Enemy to solicit Favors, is so strong that we have rejected" every application to do so. The Council added that they hoped "some Method will be fallen on to indemnify them, without their being obliged to crouch to our Enemies." *Journal and Correspondence of the Council of Maryland, 1778-1779*, vol. 21: 12.

JOURNAL OF H.M.S. *ST. ALBANS*, CAPTAIN RICHARD ONSLOW

April 1778

Moored in Hampton Road Virginia—

Wednesday 1st

Mod^t breezes & fair at 7 AM came off a Flag of Truce from Portsmouth, the *Emerald*, *Virginia* Prize,¹ & *Otters* Tender² Standing In.—

Moored in Hampton Road Virginia—

Fresh Breezes & Cloudy the *Emerald* & *Virginia* Frigate Came to an anchor

D, UKLPR, Adm. 51/828.

1. For the capture of the Continental Navy frigate *Virginia*, Capt. James Nicholson, commander, see *NDAR* 11: 848-49.

2. Brig tender *Dunmore*, Lt. John Wright, commander.

COMMISSION OF ROBERT ELLIOTT AS CAPTAIN OF MARINES

By Oliver Pollock Esq^r Agent for the United Independant States of North America To all to whom these presents shall come Send Greeting, Know Ye, That by virtue of full power and authority to me given by the Honourable Congress of the Said States I do by these Presents Nominate and appoint Robert Elliott Gentleman Captain of Marines on board the Ship *Morris* Captain W^m Pickles Commander in the service of the Said States; I do moreover Promise he shall enjoy the pay and emolument of Cap^t of Marines and the Enemy whereby notified that in Case of his being taken prisoner he is to expect the Treatment becoming his Rank as Captain aforesaid and shall be exchanged as such and every Indignity offered to his person shall be retaliated, He Subjecting himself Nevertheless to Obey such Orders and directions as he shall from Time to Time receive from me or other Superior or Senior Officer duely Appointed by the Said States.— Given under my Hand on board the Ship *Morris* on the River Mississippi the first day of April 1778¹

The above is a True Copy
Philip Francis,

Signed
Ol^r Pollock Agent

Copy, DNA, PCC, item 41, vol. 3, p. 34 (M247, roll 49).

1. On the same date, Pollock commissioned Daniel Longstreet to be lieutenant of Marines. DNA, PCC, item 41, vol. 3, p. 33 (M247, roll 49). Also on 1 Apr., Captain James Willing, with the approbation of Pollock, commissioned James Elliot to be "Lieutenant of Engineers" in *Morris*. Ibid., p. 30.

OLIVER POLLOCK TO CONTINENTAL COMMERCE COMMITTEE

Sirs

New Orleans 1st April 1778

This serves to Inclose you Copy of what I had the Honour to write you Via Martinico the 6th Ult^o. to which I beg leave to Refer.¹ since this Captⁿ James Willing Arriv'd here in the prize Ship *Rebeca* Capⁿ Cox Commander² and was fitted out from London as A letter of Mark Mounting 16 Guns with 20 men on Board and is the Ship mention'd in my last taken by Lieu^t Tho^s M^cIntyre & his party of only Ten men³ which Capⁿ Willing had sent down before him She's A Compleat Vessell and will make A fine Ship of warr by taking off her upper Deck. She will Carry Twenty Six pounders and Capⁿ Willing & Capⁿ Pickles⁴ are both of Oppinion it will be Agreeable to you to have her fitted Out on your Account, this I shall think more Seriously of and advise with the G⁵ and if I find A sufficiency of Cash to put your first Orders in Execution this shall be done Afterwards as she will Really make an Excellent Ship properly fitted out which I can have done here on verry moderate terms, and then she will ans^r for Convoying or Carrying Valuable Cargoes from here to any Port of your Continent this fall or be sent out from here on A Cruize as you may Judge proper, but as its uncertain what time I can have your Orders on this Subject in all Probability I will put one or Other in Execution as soon as Possible

The Amount of all the prizes made by Capⁿ Willing in his Route down I believe will be D^{rs}. 25,000 or thereabouts but it would been much more Considerable had his party been only double the number, as there was A Great many Sav'd themselves by flying to this Goverment which he has laid open for both parties for protection, and further Insists that the British shall not make Captures on us or we on them from the Entrance of the Balize to Manchak⁶, though this point we have not and will not Give up till Such times as the Court of Great Britain Returns to the Court of

Spain the Vessells & Effects taken from Us in this River by the Sloop of war Nam'd the *Diligence*⁷ as youll see by Copy of A letter sent by Capⁿ Willing to the Governor⁸ though it is neither his wish or our Interest to Enter into any Altercation yet as its His desire, and may in future be of service by Establishing the same Right in this River which the English Claim'd & took our Vessells under their Guns here, which however I must Inform you this Governor Condemn'd as also all the Officers of the Custom, and declar'd their Sentiments to the former Governor Unzaga⁹ as being A weak Act of his own, which the [y] say the Court will bring him to an Account for Suffering, But till this happens, or that we Get some Satisfaction for the Injury done between them, I desire this Governor that he may permit me to dispose of the prizes so taken from the Balize up to Manchak, & let the proceeds be deposited in his own Treasury till that is done or Otherwise till the Court of Spain and you may determine the point—This I don't know whether he will agree to or no But we shall Equally Reap the benefit Even if I am obliged to Give them up, as he will not suffer the English to make any Seizure on our Vessells or in short any American property within the same limits which he has already wrote the Captain of A sloop of war sent from Pensacola to demand the Sloop *Rebeca* & all the prizes &c^a brought in here by Capⁿ Willing,¹⁰ but in place of Granting him that, he has Given us leave to dispose of Every thing taken above Manchak Either on the River or the English Territories—and luckily the Ship *Rebeca* is one of these prizes, I have also the pleasure to Inform you that the Number of Tories that was settl'd on Baton Rouge which had form'd A plan for Cutting off our Boats in Going up we have totally Routed, and have taken about One Hundred of their Slaves which Capⁿ Willings officers & men have bro^t down here, which I have sold at D^{rs} 140 Each Round for Ready Cash fifty of them I have deliver'd and the Remainder I am to deliver in four or five Days, this I can assure you is verry Hurtfull to the Enemy, as the [y] have been Suplying Jamaica Constantly with Lumber & Pensacola with provisions, Ever since the Commencement of the warr, But the Inhabitants of the Natchez is in Generall friend to the American Cause for which I wish Sincerly you would send them some protection only Sufficient to Guard against the Indians will do for the present, as it is not in their power to send any Troops there from Pensacola, but I am afraid the [y] will set the Savages to work Against them for declaring their Sentiments to Capⁿ Willing on his Arrivall. Nay theres severall of them has Joined him, and I Expect he will have A party of Two Hundred men with him by the time he setts off from here as there Coming to him Every day, but as our funds here is but small I am determin'd to let no more in the Service than what is Really wanted to take up the Boats—as the Governor has no Orders from the Court of Spain to Supply me with any money, I am afraid he will be slow in assisting me Indeed he tells me he Cant take upon himself to lend out the Kings money which he has Receiv'd for the Use of the Province which he would be Oblig'd to ans^r for in particular in Case of A Rupture with Great Britain, he will want all the Cash he has here for the Use of the Militia which he would be Oblig'd to Raise to defend the Colony. However he has Assur'd me of Advancing A little in Case of Necessity which of Course I must have Recourse to Comply with your Orders, in Sending the quantities of Goods you want, I was Getting Every thing in Order for Capⁿ Willing & his party to send off directly but he tells me its of no Use Going from here till Next month or Even the month of June as theres no such thing as passing the falls upon

the Ohio till the begining of October, therefore I come to the Ression of dispatching Two Batoes under Spanish Colours deeply loaded with Sundry Merchandize for which this serves now to Inclose you Invoices & bill of Loading Invoice Mark'd S.U.S. Amounting to Twenty Five Thousand & Sixty Three Dollars Four Rials—¹¹ which sum I have here put to your debit and Credited by the Court of Spain the prices the Governor had fix'd here by Impartial Judges in order to make an Estimate of them so that you may know at least near the Value of them for your Government in making the payment in flour here which will be agreable to him to Receive without you have Otherwise provided for it at the Court of Spain, this mode he only points out, it lays with you Intirely how far you may think it Convenient to Comply with. The Invoice mark'd U:S.¹² is Goods I partly purchas'd here at Vendue belonging to the prizes brought in by Capⁿ Willing and the Greatest part I purchas'd here at the first hands, and though theres some of the Articles Rather high youll upon Examining find them in Generall well laid in at this market, I have paid down half Cash for them & the Other half Engag'd to pay the latter End of this year for this and many Other sums I shall have to pay them for account of the States; I shall Expect large Supplis of flour or if this is not practicable A Credit fixt on France or Spain and this once Establish'd you may be Assur'd of having Constant Supplis of all Sorts of Goods you Chuse to Order. This Invoice with the Charges paid by me for the freight of them & the Goods I have Shipt belonging to the states furnish'd by the Court of Spain Amounts to 35970 Dollars 6 Ryals—which sum I have also debited the states for & if found Right youll please note Accordingly I have about Eight thousand Dollars worth more of verry fine French Goods purchas'd which I keep in Readiness by the time Capⁿ Willing will Set off, which shall be as soon as he thinks he Can pass the falls on the Ohio, or Even A little sooner as he may lay thereabouts with his people at less Expense than here and in the mean time I shall Order them to have five or Six Batoes Ready and buy up about Twenty thousand Dollars worth of more Goods fit for your market and dispatch the whole Under his Command as you direct. Those Good[s] which I have sent up under the Spanish Colours I have Order'd to be Stor'd at the Spanish Fort, under the Care of the Commandant there and M^r Robert George whom is a verry Carefull and fit person to take Care & Keep the Goods from any damage or Embezzlement of the Batoe men, The Commadant & George have Orders to deliver Said Goods to your Orders therefore if you find it necessary you Can Send for them Imed^y after this Comes to hand which I am in hopes this or the Duplicates which I shall forward by sea will Reach you, so as you may have Batoes there Ready to Receive them pretty near by the time the [y] Get to the Illinois Country and if your flour is Ready you Can send it down the Ohio at the same time & Ship it in Spanish Boats from there here, but youll please Observe Boats is not always to be Got there However I have Given Orders for one of those to Remain there till Capⁿ Willing Calls there whom will take the whole of the Goods with him from that, Unless sent for by you before he Gets up, theres another sloop of warr Arriv'd from Pensacola Nam'd the *Hound*¹³ to Relieve the one here now which I am told Intends Going up as high as Manchak, and I suppose will be Station'd there to prevent our Boats Getting past. But perhaps we may Contrive some method of taking her before she Can do much Damage as the fate of the *Rebeca* will now put them more on their Guard this will not be so Easily Accomplish'd But we must at least Guard Against his Cutting off our

Boats or if theres no other Chance I must Endeavour to dispatch them as I have done the Rest. I purchas'd A small schooner for One thousand Dollars which I dispatch in about Ten Days for the Continent under Spanish Colours Command'd by Capⁿ Lafite with A small Assortment of Goods which I shall advise you of in due time.¹⁴ Capⁿ Pickles Arriv'd here about Two weeks ago and deliver'd me the packet with that to the G which you did me the Honour of sending and for which I beg leave to Return you my Sincere thanks. The people belonging to the Vessell Rais'd on him & the Captain & took the schooner from them & put them on Shore at Havana where the[y] have been well treated, and Came Passengers down in the spanish packet here.¹⁵ I have Pickles Employ'd in taking Care of the *Rebeca* & if I determine fitting her out shall Give him the Command of her as I believe him Capable & steady to our Cause—¹⁶ youll Observe to the Commanding Officer that you may send down with the flour or upon any other Expedition that he must be Carefull in Comming down the River for fear of an Attack from the Indians, or perhaps some of the British sloops of warr or Other Arm'd Vessells the[y] may Station at or Even above Manchak and to Avoid any Surprise or danger he will do well to Call in at the spanish Posts where I shall have the Nec[*e*]ssary Instructions lodg'd for his Information, and if Necessary I will desire the G to lodge Orders for the Boats to be put under Spanish Colours, the first post is the Arkansaws after coming into the Mississippi, and the second Point Coupee, where he may Get Every Inteligense Necessary of the Enemy, this I only mention for your Government as I believe the[y] will be no Great danger, you desire my Oppinion with Respect to lodging flour at the Cape¹⁷ for this Market. In ans^r thereto I have to Inform you the whole Supplys for this place now Comes from there and provided you Can only send it there with any degree of safety the Risk is Intirely Ours & the Expense of its Comming from there here may be Obtain on moderate terms as the Vessells in the Trade Generally Comes half loaded from there— But should you be so Circumstanc'd as not to have this in your power or find that the Expenses high, by sending Supplys of flour Either this way or Via the Ohio River you must Establish me A Credit on France or Spain Otherwise procure Orders from the Court of Spain to this Gov^r to Supply me with Cash in proportion to the quantities of Goods youll want and the Expences I will have to be at in forwarding them &c^a though I can pass my Bills when you Authorise me to draw, yet if you Cant send me no Supplys of flour, it will be necessary to have A little Cash here for paying the Charges. I thought it nec[*e*]ssary to have another conference with the G before I concluded this letter and am Just now come from Him, and he Agrees to Supply me with some Indian Goods say Strands & blankets & A number of other Articles that will ans^r but in this Expedition he Expects A Concern for his advances which will be advantageous for us, as it will Enable me to send more goods than I otherwise could, and at same time make a begining for A larger Concern in some Other Expedition particularly if this turns out well, But as those Goods in all probability will be Scarce here next fall as I dont suppose there will be any more Imported from London the sooner you Order Supplys from France this way the better terms youll have your Goods on. The money I mention'd having laid out for the Use of the States was Chiefly on account of forwarding your letters an Exact account of which I shall furnish you with the Copy of the Journals, I kept here since the Commencement of this warr, and upon Examination if you think the states should pay it well, if not I shall

be fully Satisfied with my own Good Intent of serving the Cause, and the Honour you have already Confer'd on me. This Goes Inclos'd in the Governor's letter to which I Refer¹⁸ and am with profound Respect [&c.]

Ol^r Pollock

L, DNA, PCC, item 50, pp. 209–22 (M247, roll 64). Addressed: “To the Hon^{ble}/Robert Morris/William Smith and/Henry Laurens Esq^s.”

1. See *NDAR* 11: 535–36.
2. Ship *Rebecca*, John Cox, master.
3. Lt. Thomas McIntire, Independent Company of Western Pennsylvania.
4. Capt. William Pickles, formerly master of the brigantine *Norton*.
5. Gov. Don Bernardo de Gálvez.
6. The Balize is the main mouth of the Mississippi River, and Manchac was a settlement where the Iberville River flows into the Mississippi.
7. H.M. brig-rigged sloop-of-war *Diligence*, Comdr. Thomas Davey, commander. For more on these captured vessels, see *NDAR* 5: 1225 and 6: 1168.
8. Capt. James Willing to Gov. Don Bernardo de Gálvez, 18 Mar. 1778. *NDAR* 11: 706–7.
9. Former Gov. Don Luis de Unzaga y Amezaga. Gálvez succeeded him as governor on 1 Jan. 1777.
10. Governor Don Bernardo de Gálvez to Commander John Fergusson, R.N., 18 Mar. 1778, *NDAR* 11: 704–6.
11. The invoice in French and dated 1 Apr. is in DNA, PCC, item 50, pp. 155–57 (M247, roll 64).
12. The Invoice, entitled “Sundry Merchandize Shipped on Board the Bateau *La Providence*” is in DNA, PCC, item 50, pp. 149–53 (M247, roll 64). See also, Bill of Lading for the bateau *La Providence*, 31 Mar. 1778. *NDAR* 11: 850–51.
13. H.M. ship-rigged sloop-of-war *Hound*, Comdr. Joseph Nunn, commander.
14. In his letter to the Continental Marine Committee of 20 May, Pollock reported that Lafitte “declined going the Voyage” so Pollock replaced him with Jean Morain as captain of the sloop *Bernardo*. DNA, PCC, item 78, vol. 23, pp. 483–84 (M247, roll 104).
15. In a letter to Don Diego Joseph Navarro, the Governor of Cuba, of 12 Apr. 1778, Gálvez reported that “William Pickel and Matthew Roan, who fortunately could land on your island in the boat which, by compassion, was given to them by the mutinous crew of the schooner *Bostonian*” had arrived in New Orleans in the Spanish naval brigantine *Santa Teresa* and had delivered Navarro's dispatches to Gálvez. Archivos Generales de las Indias, Papeles de Cuba, Legajo 1232, no. 64. Translation by Carmen R. Philpott and Maria Scioneaux for the Works Progress Administration of Louisiana, 1937–38.
16. It appears Pollock had already decided to make *Rebecca* into a ship of war. As seen in his letter to Robert Elliott, this date, below, he appointed Pickles captain of the *Rebecca*—renamed *Morris*—and commissioned marine officers to serve in it.
17. That is, Cape François.
18. Gálvez's letter has not been found.

CAPTAIN JAMES WILLING, CONTINENTAL ARMY, TO
GOVERNOR DON BERNARDO DE GÁLVEZ OF SPANISH LOUISIANA

Sir

New Orleans April 1. 1778

I am inexpressibly sorry that any Act of mine should be the means of giving your Excellency the least displeasure; I am conscious of the rectitude of my intentions however I may have error'd without designing the most remote Approach to any disrespect to your Person or Authority, both which I hold in the greatest esteem and deference

By what I can understand by the Translations I have been able to obtain of the Letter of the 27th. Ult^o. which you did me the honor to write,¹ Your Excellency has been informed That I affixed Proclamations in the Publick parts of this City &c^a Permit me Sir to assure you that I set up a Notice in writing within side the House wherein I lodged by Your Excellency's permission and in no other place whatever; This House I esteemed my Quarters under the protection of your Government—

This Sir I thought the least offensive method of requesting such British Subjects as were by me made Prisoner of War to the American Arms, to repair onboard the Prize Ship *Rebecca* when I should grant them Permission in writing with full assurance to remain unmolested by any American Officer or Soldier upon their pledging their Honor that they would surrender themselves when thereunto required upon any future Cartel and as those Gentlemen could not or would not have any opportunity of being acquainted with my desire, if the same had not been made known to them in this City, I hoped, that such Notice as I gave them was the least likely to give Offence to your Excellency and might have answered the desire purpose; But as it had an effect I did not foresee, I take this opportunity to begg Your Excellency to be assured; That I am exceedingly sorry, any Act of mine should give you the least degree of disgust or Offence and shall in future take particular care that I shall myself and all Officers and Soldiers under my Command be particularly cautious of avoiding whatever may possibly be esteemed disagreeable to your Excellency or prejudicial to any of his Catholick Majesty's Subjects under your Government—I have the honor to be [&c.]

Ja^s. Willing Cap^m.

In the service of the Ind^t
united States of America

L, SpSAG, Papeles de Cuba, Legajo 2370, Part II. Addressed: "To/His Excellency Don Bernardo de Galvez/Knight of the Royal Order of Charles y^e 3^d/Colonel of His Armies and Governor/General of the Province/Of/Louisiana." Willing was captain of the Continental Army's boat of war *Rattle Trap* and commander of an American expedition that had come to Louisiana from Fort Pitt via the Mississippi River.

1. Gálvez's letter has not been found.

CAPTAIN SAMUEL CHAMPLIN, JR., TO NATHANIEL SHAW, JR.

American Revenue April 1st 1778
Latitude 23..40[N]Long 48[W]—¹

Dear Sir/

I have the pleasure to Acquaint you that yesterday Morning about Sunrise the Man at Mast head espied a Sail we gave her chace at two came up with her she prov'd to be the Ship *Lovely Lass* ——— Waid² Comander from London bound to New York with an exceeding Valuable Cargoe on Bord consisting of near the following articles—Viz) 255 Bales Dry Goods 7 Baggs Hops 5 Bagg Pepper One H^d. Hams 5 Coils Cordage 827 Bb^s. Flower 29 Puncheons Old Spirit 4 Bales Beever Furr 64 Chests Tea 370 Casks Porter & Wine Eight Cases of Ascid 137 Basketts Cheas 21 Hh^s. of Loaf Sugar 2 Hogshheads Porter 7 Hampers of Wine & Porter—&c &c—Which we wish safe to America—³ Cap^t. Concling is in Compy⁴ we have taken out a few pieces of Linnen &c &c We have on Bord Seventy Seven hands ~~on bord~~ Cap^t. Concling has as he says Sixty Seven the Sloop you know—

Have put on bord Nath^l Thomson as prize Master and have orderd him to make the best of his way to some friendly port in America am in hast your Hum^l. Serv^t

Sam^{ll}. Champlin

L, CtNLHi, Nathaniel and Thomas Shaw Letters and Papers, Portfolio 21.

1. This is in the latitude of the Bahamas.

2. Andrew Waid, master.

3. For more on the capture of ship *Lovely Lass*, see *The Connecticut Gazette; and the Universal Intelligencer*, 8 May, and *The Royal American Gazette* (New York), 19 May, below.

4. Capt. Joseph Conkling, commanding Connecticut privateer sloop *Revenge*.

JOURNAL OF H.M. FRIGATE *NIGER*, CAPTAIN ROBERT LAMBERT

April 1778
Wednesday 1st:

Old Cape Francois ESE 9 or 10 Leag^s
off shore 2 or 3 Miles.

AM D^o. W^r. [Light Breezes & fair W^r] at dawn of Day Saw a Schooner on our Starb^d. Bow & soon perceived it to be our Chace. Soon after saw another Vessel which we took to be a Virginia Pilot Boat upon our Beam & another Sail upon Larb^d. Bow at ½ past 5 being almost Calm hoisted out the Barge & Sent her Mann'd & Armed after the Chace at Day light fired a shot at the Chace & another Shot at the Vessel on our Larb^d. Bow. Perceiving that she hauld towards our Barge, Soon after fired another Shot at the Schooner upon which she Bro^t. too with her head towards our Barge¹ & Perceived that the strange Vessel ahead was a Tender who sent her Boat on board the Prize this Tender proved to be the *Southamptons* Tender² at 12 Prize in Company

Point Massquesea ESE Dist 4 or 5 Leag^s. Mod^t. Breezes & fair W^r. At ½ past 12 Saw 3 Sail to Windw^d. Prize in Company [Made] Sail & Gave Chace At 2 Saw a Sail on our W^r. Bow & our Tender³ in Chace of her at ½ past 4 fired 8 12^{lb}. & 10 6^{lb}. Shot at the Chace & She Bore down to us D^o. Shortened Sail Hove too Hoist'd out the Cutter & Sent her on board the Prize Tender in Comp^y. Found the Prize to be the Schooner *Adventure* from Cape Francois Bound to Maryland.⁴ D^o. took the Master & 7 Men out of her & left the Mate & Sent 4 Men to take Charge of her at Sun Set Isabella SSW dist. 7 or 8 Leag^s. D^o. made Sail Tender & 2 Prizes in Company. At ½ pt 11 Saw a Sail on our W^r. Bow & tender in Chace

D, UkLPR, Adm. 51/637. This entry is a continuation of the narrative begun on 28 March and continued on 29 and 31 March. See *NDAR* 11: 825, 834, and 851.

1. Schooner *Angelina*, master unknown, on a voyage from South Carolina to Cape François with a cargo of tobacco, rice, and indigo. "A List of Vessels taken by His Majestys Squadron under the Command of Sir Peter Parker at Jamaica between the 3d March and the 21st June 1778," UkLPR, Adm. 1/240.

2. Possibly tender *Vixen* mentioned in a French report of 4 Mar. 1778. *NDAR* 11: 513-15. H.M. frigate *Southampton*, Capt. William Garnier, commander.

3. Probably sloop tender *Washington*, Lt. John Pakenham, commander.

4. Schooner *Adventure*, master unknown, on a voyage from Cape François to Maryland with a cargo of "Linens & Rum &c." "A List of Vessels taken by His Majestys Squadron under the Command of Sir Peter Parker at Jamaica between the 3d March and the 21st June 1778," UkLPR, Adm. 1/240.

JOURNAL OF FRENCH NAVY FRIGATE *ETOURDIE*,
LIEUTENANT DE VAISSEAU MARQUIS DE MONTBAS

du 1^{er} avril 1778

[*St. Pierre, Martinique*]

a neuf heures du matin la brize faible de la partie de IESE [*illeg.*] suis aperçû que le feu avait pris a bord d'un bateau insurgent, sur le champ j'ay envoyé le canot et la chaloupe avec des bailes et des sceaux, ayant donné ordre a lofficier qui étoit dans la chaloupe de couper les amares du bateau et de noyer les poudres ce qui a ete exécuté dans une minute, et le bateau a été halé au large. Après midi j'ay recû une let-

tre de m^f le m^{quis} de bouillie¹ par la quelle il me prie de faire mouillier dans la rade de la galere tous les corsaires anglo americains qui sont en rade. Sur le champ j'ay donne des ordres en consequence au capitaine de port.

[Translation]

April 1st 1778

[*St. Pierre, Martinique*]

at nine in the morning with a faint breeze from the ESE [*illeg.*] I noticed that fire had broken out on board a rebel boat, immediately I sent the cutter and the launch with bails and buckets, having given orders to the officer who was in the cutter to cut the moorings of the boat and to drown the powder magazine, which was executed in an instant, and the boat had been hauled out to sea. In the afternoon I received a letter from Monsieur the Marquis de Bouillé¹ by which he asked me to have anchored in the galleys' roadstead all the Anglo-American privateers that are in the roads. Immediately I gave these orders in consequence to the captain of the port.

D, FrPNA, Marine B⁴ 147, fol. 303.

1. François-Claude-Amour, Marquis de Bouillé, governor general of Martinique and the French Windward Islands.

CAPITAINE DE VAISSEAU CHEVALIER CHARLES PICOT DE DAMPIERRE
TO GABRIEL DE SARTINE

Monseigneur—

Au fort royal le 1^{er}. Avril 1778

Dans la croisière que je viens de faire, J'ai Alé a marie galante pour y faire du Bois. J'y ai Trouvé la *diligente* Commandée par m^f. duchilleau.¹ cet officier a vint rencontré a la mer le v^{au}. Le *portland* L'amiral young n'y Etait pas—ils Se parlerent & Se Separerent. Un petit coup de vent que j'ai Essuie avait Endomagé le mât de mizène du *portland* & l'avait obligé de venir mouiller le quatorze de mars a marie galante ou m^f. duchilleau Etait mouillé. Quand il apperçut le v^{au}. Il Envoya prendre par Sa chaloupe une goualette construction anglaise & L'a fut mouiller a Costé de lui de peur que L'anglais ne S'en Empara. Ces messieurs prennent tous les B^{te}. Des prize quioque ce Soient des français qui les aient achelés. M^f. duchilleau S'est Conduit parfaitement Bien. Le dimanche quinze le *portland* fut route pour antiques.

Mr. De montbas² Comm^{dt}. La corvette L'*etourdie* mouillé a S^t. pierre pour L'ordre & la police de la radde. Entendit tirer du Canon le dix neuf de mars du Costé du prescheur il fila ses Cables sur le champ et arriva assez a temps pour Empescher un Bateau insurgent d'estre pris. Il s'eut Eté cependant Sans L'*etourdie* quioque la Batterie du prescheur fut Beaucoup de feu. Ces Batteries de Terre ne peuvent faire de mal qu'a ceux qui sont mouillés dessous, & Sans des Batiments de guerre on ne peut pas faire respecter les costes, ny leur donner protection.

M^f. de montbas a chassé la fregatte anglaise Jusques a la grand anse de la domingue aprez quoy il Est revenu prendre son poste dans la radde de St. Pierre ou m^f. le marquis de Bouillé m'a prié d'avoir toujours une fregate J'ai choisi m^f. de montbas pour ce la parce que officier Est tres Capable de remplir ce poste que Sa corvette Est trop petite pour aller croiser. Il En faudrait une pareille a la radde de la Basse Terre a la guadeloupe.

Les anglais ont deux v^{aux}. De guerre & six fregattes ou Corvettes.

Les hollandais ont dans ces mers trois v^{aux}. De guerre & deux fregattes com-

mandés par l'amiral Comte de Byland. Je suis [&c.]

Le chev^e De Dampierre

[Translation]

My Lord

Fort Royal, 1 April 1778

During the cruise I just completed I went to Marie Galante to obtain wood. There I found the *Diligente*, commanded by Mr. Duchilleau.¹ This officer had met at sea the ship of the line *Portland*. Admiral Young was not aboard. They spoke to each other and separated. A small storm I experienced damaged the *Portland's* mizzenmast and obliged it to anchor on the fourteenth of March at Marie Galante, where Mr. Duchilleau was moored. When he sighted the ship of the line he sent for his longboat, a small schooner built in England, and had it moor alongside for fear that the Englishman might seize it. These gentlemen take all boats prize, regardless of their purchase by the French. Mr. Duchilleau did perfectly well. On Sunday the fifteenth the *Portland* was on course for Antigua. Mr. De Montbas, commanding the corvette *Etourdie*, moored at St. Pierre to keep law and order in the anchorage, heard gunfire on nineteen March on the Precheur side. He veered his cables at once and arrived in time to prevent the capture of an Insurgent vessel. It would have been captured, however, without the *Etourdie*, although the Precheur Battery fired much. These shore batteries can harm only those moored under them, and without warships one cannot have his coast respected, nor give it protection.

Mr. De Montbas² chased the English frigate as far as the Grand Bay of Dominica, after which he returned to take his station in St. Pierre Anchorage, where the Marquis de Bouillé begged me to keep a frigate at all times. I chose Mr. de Montbas for that because this officer is very capable of filling the billet, and his corvette is too small for cruising; there is need of a similar one in Basse Terre anchorage, Guadeloupe.

The English have two ships of the line and six frigates or corvettes.

The Dutch have in these seas three ships of the line and two frigates commanded by Admiral Count de Byland. I am [&c.]

The Chevalier De Dampierre

L, FrPNA, Marine B¹ 140, fol. 38. Notations at the top: "La *Protée*"; "M Le Chev^e de Dampierre."

1. Lieutenant de vaisseau vicomte Duchilleau de la Roche.

2. Lieutenant de vaisseau Gabriel-François-Xavier Barthon, Marquis de Montbas.

April 2

ADVERTISEMENT OF THE SALE OF SHIP *ROYAL BOUNTY*

[*Boston, April 2, 1778*]

TO BE SOLD.

At Craft's Wharf, North-End, BOSTON,

On WEDNESDAY, the 5th Instant,

At TWELVE o'CLOCK,

THE good Ship *ROYAL BOUNTY*,¹ burthen about 360 Tons, more or less, a fast sailing Ship. Inventory of her Sails and Stores, may be seen at said Wharf, any Time before the Sale; also sundry spare Blocks, Takels, and a Copper Hearth. Inquire of DANIEL PARKER, or Capt. JOHN GULIKER.

Independent Chronicle, and the Universal Advertiser (Boston), 2 Apr. 1778.

1. Ship *Royal Bounty*, Thomas Compton, master, serving as a cartel vessel carrying American prisoners from Halifax for exchange at Newport, Rhode Island, was seized by the prisoners on 13 and 14 Jan. 1778 and carried into Marblehead, Mass. For more on her seizure, see *NDAR* 11: 200, 229, 801–2.

GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT TO CONTINENTAL
MARINE COMMITTEE

Copy—
Gentlemen

Lebanon [*Conn.*] 2nd. April 1778

I take the liberty of addressing you at this time in commendation of Cap^t Seth Harding of this State, not of myself only, but at the desire of my Council of Safety.

This Gentleman has, from the commencement of the War, been employed in the Service of this State, as Commander of an Armed Vessel, in which character he has distinguished himself on several occasions—particularly in the Spring of 1776 in Boston—This Action was particularly gallant, and has seldom been equalled¹—nor perhaps has any one man, during the War, with so small a Command as a Brig of 16 Guns, taken such a number of Prisoners as he did on that day only—Want of health has prevented him, during the winter past, from active life, by which means the Command of two Ships owned by this State has devolved to his former Lieutenants—

He is now recovered and I would propose him to your Hon^{ble}: Board to be appointed to the command of the Frigate now building at Norwich,² which is so forward as to require the speedy appointment of a Captain—As much merit and service may be pleaded in favor of Cap^t Harding, as of any Gentleman, and there is no one who can man the ship more expeditiously than him, from the opinion which the Seamen in general entertain of him—

I would likewise mention, that of the many appointments in the Navy hitherto, this State has never nominated one—I am &c &c

J T—l

Copy, CtHi, Jonathan Trumbull Papers. Addressed at foot of first page: “Hon^{ble}. Navy—board of the/United States—Yorktown.”

1. Trumbull refers to the capture in Nantasket Road on 16 June 1776 of the British transports brig *Annabella*, ship *Lord Howe*, and ship *George*, by the Connecticut Navy brig *Defence* together with Washington’s Fleet schooners. See *NDAR* 5: 618–21.

2. Continental Navy frigate of 36 guns, later named *Confederacy*.

JOURNAL OF RHODE ISLAND NAVY SCHOONER-RIGGED ARMED GALLEY *SPITFIRE*,
CAPTAIN JOSEPH CRANDALL

April 1778
Thursday 2^d

Remarks at Tiverton [*R.I.*]

First part this 24 Hours fine pleasant Weather small wind at SW, fitted out our barge, with Ten men, Under the Command, of Lieut. Cartwrig[ht,]¹ and in Company with a Whale Boat, of Eight men, under Command of Cap — Thomas attempted to Destroy a Sloop, on Shore on Rhodeisland² near the enemys fort,³ sat her on fire, Twice, which was put Out by the heavy Rain, attended with Thunder & Lighting

D, UKLPR, H.C.A. 32/455/1.

1. Lt. Paul Cartwright, second lieutenant of galley *Spitfire*.
2. That is, the island of Rhode Island, now called Aquidneck.
3. British battery at Bristol Ferry. On 3 Apr. Capt. Frederick Mackenzie noted in his Diary: "The Rebels with two armed boats, attempted last night to burn the Sloop which was on shore near The Townpond. They boarded her, but did not succeed. It was a sloop from Swansea, with potatoes, onions, cider, &c., which was trading with the British Army on the island of Rhode Island." Mackenzie, *Diary* 1: 263–64.

ROYAL AMERICAN GAZETTE (NEW YORK), THURSDAY, APRIL 2, 1778

Lieut. Clark in a row-galley, with a party under his command; lately went on a cruize in the Sound: In Connecticut he set fire to a rebel galley and destroyed several boats. A party of rebels who assembled to oppose him were drove back with the loss of five killed and nine wounded.¹

Among the prisoners brought in here by Lieut. Clark; is Charles Wright, brother to that notorious rebel Obadiah Wright, who, since the reduction of Long-Island; has kept a store at the East-End of it, and is suspected to have carried on a most iniquitous trade, by purchasing goods in this city and supplying the rebels with them. About two months ago said Obadiah Wright went over to the rebels in Connecticut, with goods and cash, it is said to a large amount.²

1. H.M. armed galley *Dependence*, Lt. James Clark, commander. According to the master's log of the *Dependence*, it was accompanied on the raid by H.M. armed brig *Halifax*, Lt. William Quarme, commander, and two tenders. On 24 Mar. 1778 at 6 A.M., 43 marines and "12 Refugees" from these vessels landed at Stamford, Conn. UKLPR, Adm. 52/4159. The master's journal of the *Dependence* reports that the expedition burned a "Rebell Galley." UKLPR, Adm. 52/1694. Neither the log nor the journal mentions a clash with local militiamen, although the journal reports that the *Dependence* fired four 24-pounders and four 4-pounders with "round & Grape" shot to "scour the woods before the troops landed" and the log reports that one of the raiders was killed during their two hours ashore.

2. Obadiah Wright was later found guilty by a Connecticut court of illicitly trading with the British. Middlebrook, *Maritime Connecticut*, 2: 94, 238.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis] Thursday 2^d April 1778

Levin Frazer, Joel Higginbottom of the Galley *Independence*, David Ferguson of the Galley *Conqueror*, John Jackson of Dorchester County Nathan S' Clair of Balt^o County and Caleb Healy of Prince Georges County took the Oath of Fidelity and Support to this State according to the late Act and Certificates given

Journal and Correspondence of the Council of Maryland, 1778–1779, 21: 3.

CAPTAIN JAMES NICHOLSON, CONTINENTAL NAVY, TO
CONTINENTAL MARINE COMMITTEE

"Gentlemen,

St. Alban's, April 2, 1778.

"This will inform you of my misfortune in losing the *Virginia*, at three o'clock in the morning of the 31st ult. I had weighed from Annapolis at eight the preceding morning, and had taken the advantage of going down the Bay in company with a brig which had a pilot on board, supposed to be one of the best in the Bay, to whom I had agreed to give 100 provided he carried me out clear of the ground. The wind blew hard at N.W. and in every other respect it was a most favourable time; and altho'

my tender was absent with 19 hands, I thought it most adviseable to proceed. At the above mentioned time she struck on the Middle Ground,¹ and in about an hour and an half beat over it, with the loss of her rudder, and making as much water as we could well clear her from with four pumps;² in which case, we thought it was adviseable to come to an anchor until day light, when we found one of the enemy's ships about two gunshots off, abreast of us, and another further up the Bay;³ upon which I hoisted out my barge, and took such of my crew as inclined to run the risque of getting on shore, viz. 10 including myself, and with the greatest difficulty I got on Cape Henry, where I waited until 10 o'clock, when I saw the two ships. I immediately went to Portsmouth, got a boat, and came on board the *St. Alban's* with a flag, in order to procure the parole of my officers, which I expect to accomplish; after which I shall proceed to Baltimore, and from thence shall immediately wait on Congress. The *Virginia* is obliged to be towed, and is not yet got up.⁴ I am [&c.]

JAMES NICHOLSON."

"*The Hon. Marine Committee.*"⁵

Pennsylvania Packet or the General Advertiser (Lancaster), 15 Apr. 1778.

1. The "Middle Ground" is a shoal area located at the entrance to Chesapeake Bay.

2. Nicholson meant that the Continental frigate *Virginia* was taking on water at such a rate that four pumps were needed to remove it.

3. H.M. frigate *Emerald* was credited with the capture, but shared prize money with H.M.S. *St. Albans*, H.M. frigate *Richmond*, H.M. ship-rigged sloop-of-war *Senegal*, and H.M. frigate *Ariel*, all of which were in sight of *Virginia* at the time of its capture. See the Journal of H.M. frigate *Emerald*, 31 Mar. 1778. *NDAR* vol. 11: 848-49.

4. In his memoirs, written many years later, Joshua Barney, who served as a lieutenant on *Virginia* at the time of her capture, presented a less flattering portrayal of Nicholson's actions. Barney wrote: "... at day light we saw three of the Enemy's Frigates near us, we had passed them; & the loss of our rudder prevented us getting to sea, the moment Capt. Nicholson saw the Enemy he ordered the Barge to be hoisted out & left us, not waiting to take his papers or even the private Signals with him & in that manner escaped onshore; so soon as he was gone I ordered the Cable cut, in order to run the Ship on shore at Cape Henry, which could very easily have been done, the wind being fair, but in this I was overruled by the other Lieut. & Pilot, who declared we could not approach the land so that all I could say was without effect: the men gave themselves up, broke open store & slop room got drunk &c & would do nothing. I then cut the Rudder away which hung by its ropes & at 10 O'clock the Enemy's Frigate *Emerald* Capt. Caldwell came & took possession of our Ship . . . The next day Capt. Nicholson came on b^d in a Flag of Truce to enquire after his Cloaths, on which occasion I could not help upbraiding him with his conduct in quitting his ship the first man, who if he had remained onb^d there was not the least doubt but we should have ran the Ship on shore where she might have been destroyed by which means prevented her falling into the enemies hands & saved 300 men from being made prisoners." *Autobiography of Joshua Barney*, DNDAR.

5. On 10 Apr., Nicholson's letter was read in Congress and referred to the Committee of Intelligence. *JCC* 10: 328.

OLIVER POLLOCK TO CONTINENTAL COMMERCE COMMITTEE

Sirs

New Orleans 2^d April 1778—

I had the Honour of writing you by this Conveyance yesterday since which I have the Pleasure to Inform you I Receiv'd A letter from Captⁿ. Calvert in the privateer Schooner Nam'd the *Reprisall*, fitted out by me lately, which letter Informs me of A prize he has made out side of this River, with the following Cargoe on board Viz 48 Slaves 98 Barells of flour 2 Bbls Sugar and 1 Bbl Coffee Arriv'd to A Safe Port,¹ I have also the Satisfaction to Acquaint you, that I have Just Receiv'd A letter from Lieu^t. Tho^s. M^c.Intyre dated the 30th. Ult^o. at Manshack from which place he had Driven off (some Rangers & Tories) that was lodg'd there, and was then in full possession of the Place,² which he had made an Offer of to the Spanish Commandant to take in

Charge till Demanded by you, M^cIntyre also writes that he had A large quantity of Stock Gather'd which he had his men then driving Over to this side. This will prevent the Enemy having any fresh Provisions should the[y] dare Retake that place from the present possessors, and be of Infinite Service to us when wanted for the Use of our Troops and Batoes. This goes by M^c George³ after the Batoes & Goods I sent yesterday and have Given him Orders to hurry down those Batoes here Again should you not have any demand for them up at the Illinois Country in Order that I may dispatch them back with more Goods, This I am Oblig'd to do as Chief of the Batoes belonging to this River is now taken up by diff^r People for that Place. Youll no doubt find the Charges come high on sending up those Goods, but youll please Observe I have try'd Every method I Could think of to avoid any Extraordinary Charges by agreeing for the first Boat at so much A Bale, and I thought to lessen that price, by fitting out the Second my self But notwithstanding all my Oeconomy I find my Error and for the future if possible agree by the Bale or W^t for which the Customary prices is D^{rs}: 25 ~~7~~ 500 lb which they Esteem to be [equal to a]⁴ french Hhd delivered at the Spanish Fort in the Illinois Country As Mon^r Pouree⁵ the Patroon and Commander of the Two Batoes is the person [who]⁶ freighted me the first ~~7~~ month till his Return which may perhaps Appear high to you yet he is well worth the money as he is A man of property & Character which will have A Great Charge & trouble for his wages. And I make no doubt will do his Duty. I have Given Orders that in Case they Should meet any of your Troops to Supply them with what any of the Commanding Officers may want I have the Honour to be [&c.]

Ol^r Pollock

L, DNA, PCC, item 50, pp. 225–27 (M247, roll 64). Addressed below signature: “The Hon^{ble}. Robert Morris/William Smith &/Henry Laurens Esq^r.”

1. For more on the seizure of the schooner *Dispatch* by the privateer schooner *Reprisal*, Joseph Calvert, commanding, see David Ross and Company to Gov. Don Bernardo de Gálvez, 11 Apr., below.

2. For more on the recapture of Manchac by Lt. Thomas McIntire, see Gálvez to Don Antonio Bucareli y Ursua, 24 Mar. 1778. NDAR 11: 777–80.

3. For more on Lt. Robert George’s mission, see Pollock to the Continental Commerce Committee, 1 Apr., above.

4. In a letter book copy of this letter in PCC, “equal to a” was written at this point. DNA, PCC, item 50, pp. 66–67 (M247, roll 64).

5. That is, Eugene Pourée.

6. Taken from the letter book copy in DNA, PCC, item 50, pp. 66–67 (M247, roll 64).

JOURNAL OF H.M. FRIGATE *GLASGOW*, CAPTAIN THOMAS PASLEY

Ap^l 1778

The West Caucos ESE 6 Leagues¹

Thurs^y 2

Fresh Breezes and fair. At 7 (AM) saw a Sail to the S^ow^d. Gave Chace, At 9 Fired 2 Shot & bro^t her too, Proves a Snow from Cape ffrancoise to America. Took possession of the Prize.²

Ditto SEBE ½ E 7 Leagues

Moderate Breezes and fair, Made & Shortned Sail occasionally

D, UKLPR, Adm. 51/399.

1. That is, West Caicos I.

2. Snow *Renaud*, carrying a cargo of salt and wine. “A List of Vessels taken by His Majestys Squadron under the Command of Sir Peter Parker at Jamaica between the 3d March and the 21st June 1778,” UKLPR, Adm. 1/240. In his private journal, Pasley wrote that *Renaud*’s papers had it bound for Bordeaux, France, but that the “Cargo being suspitious,” Pasley had it closely examined and discovered a quantity of salt, which convinced him it was headed to America. Three seamen, who had been “badly used by the

Master," confirmed Pasley's suspicions, whereupon the captain, saying his crew had "sold him," confessed it was bound for the United States. Pasley adds: "The Captain so readily confessing was a fortunate circumstance, as it is my opinion that the bare affirmation of the three Sailors. . . would not have condemned her." Pasley, *Private Sea Journals*, pp. 21-22.

JOURNAL OF H.M. FRIGATE *NIGER*, CAPTAIN ROBERT LAMBERT

[April 1778]
Thursday 2nd:

Point Massquesea ESE Dist 4 or 5 Leag^s.

Mod^t Breezes & fair W^r at ½ past 12 [*a.m.*] made Sail & Gave Chace to a Sloop to Windw^d. At ½ past 2 Tender & 2 Prizes¹ in Comp^y at 4 Saw 2 Tenders to Windw^d. At ½ past 5 the *Southampton* Tender² brought too our Chace D^o. Hoisted our Colours & fired a Gun to Leeward at ¼ before 6 fired another Gun to Lew^d. the Tender not taking notice of it Fired a 12 Shot at them ¼ past 6 fired another 12^{lb}. Shot at them, But they still took no notice of it D^o. Bore away³ AM D^o. W^r: Tender & Prizes in Company D^o. Read the Articles of War & Abstract to the Ships Comp^y.

Isabella Bay⁴ SBW dist. 2 or 3 Miles

D^o. W^r: [*p.m.*] Sent on board the Tender 3 more hands & Victualles the same for 4 days at 4 Mounti Christi at ½ past 4 Parted Company with our Tender who stood on the Wind to the Eastw^d. d^o. made Sail & Edg^d away to go in our Prizes at Sun set Mounti Christi WSW dist 4 or 5 Leag^s. Opened Cask of Pork Cont^{ts} 308 ^{ps} Short 4 ^{ps}.

D, UKLPR, Adm. 51/637.

1. One tender was possibly *Vixen*; the schooners were *Angelina* and *Adventure*. On the capture of these schooners, see Journal of H.M. frigate *Niger*, 1 Apr., above. The second tender was a sloop formerly called *Washington*, which was captured on 28 March. See Journal of H.M. frigate *Niger*, 28 Mar. 1778, *NDAR* 11: 825.

2. Probably H.M. frigate *Southampton*'s tender *Vixen*.

3. Both H.M. frigate *Niger* and H.M. frigate *Southampton* were credited with capture of the prize, sloop "*Jn's Milsey*," master unknown, carrying a cargo of tobacco, wooden staves, and corn. "A List of Vessels taken by His Majestys Squadron under the Command of Sir Peter Parker at Jamaica between the 3d March and the 21st June 1778," UKLPR, Adm. 1/240.

4. The bay under Cabo Isabela, Spanish Santo Domingo.

JOURNAL OF H.M. BRIG-RIGGED SLOOP-OF-WAR *BADGER*, LIEUTENANT MICHAEL JOHN
EVERITT

April 1778
Thursday 2^d

Mounte Christ¹ [*SSE*] 5 or 6 Leagues.

5 AM saw a Sail in y^c SW Quart^r. Gave Chace His Maj^{ty} Ship *Stork* in Sight

Mounte Christe E^t 4 or 5 Leagues

[*at*] Noon fir'd 8: 4 Pound^r: Round Shot & 4: 4 Pound: Round & Grape, Bro^t her [too] she proved to be a Sloop from Cape Francois Bound to Boston, sent an Officer & Boat & took Possession of her.² His Maj^{ty} Ship *Stork* in Sight.³

PM Lay too, His Majestys Ship *Stork* in Company, 2 Sent the Prize [*to*] Jamaica, Mod^t: and Clear Weath^r: 4 Made Sail His Majestys Ship *Stork* in Comp^y: ½ past 6 Mounte Christ S½W 5 or 6 Leagues,

D, UKLPR, Adm. 51/78.

1. Monte Cristi, Spanish Santo Domingo.
2. Sloop *Nancy*, James Howland, master, 70 ton burthen, on a voyage from Cape François to Dartmouth, Mass., with a cargo of molasses and rum. "A List of Vessels taken by His Majestys Squadron under the Command of Sir Peter Parker at Jamaica between the 3d March and the 21st June 1778," UKLPR, Adm. 1/240.
3. H.M. ship-rigged sloop-of-war *Stork*, Lt. Francis L'Montais, commander.

April 3

JOHN GALLARD TO CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT

To the Naval Continental Committee, to be held in Providence, April 3.
1778.

John Gallard Mariner humbly sheweth.

That at Providence in the Year 1776, he engaged to go on Board the Continental Ship *Columbus*, and for that Purpose he proceeded to Philadelphia, and there entered accordingly.¹ He then proceeded in her to New-Providence and after the Accomplishment of the Business of the Fleet there,² afterwards in attempting to go into Rhode-Island he lost his left Arm in an Engagement with the *Glasgow* Ship of War.³ He received on Account of his Service his full Wages but no Prize Money except Twenty Dollars, and Nothing on Account of the Loss of his Arm or his Pain, Misery, and Damages occasioned thereby. He then proceeded to Philadelphia by Land, and entered on Board the Continental Sloop *Sachem*, James Robinson Esq. Commander, about the 25th. Day of March 1777. as Boatswain—On the 5th. Day of April the *Sachem* was taken by an English Ship of War,⁴ and the Petitioner made Prisoner; in which Condition he remained 11 Months and 5 Days, until he was relieved by a Cartel at Newport.

Now he requests that Order may be made for full Compensation to him for the Loss of his Arm, agreeable to the Resolution of Congress in that Behalf, and the Articles by him signed, with Such further Sum as may be judged reasonable for his Pain Misery, and extraordinary Expences in this dreadful Matter;⁵ and that he may be ordered to receive his whole Prize Money due on Account of his whole Service, and his Wages from the Time of his Entry on Board the *Sachem* for one whole Year, for which Time he engaged at 15 Dollars a Month, Eleven Months and 5 Day having actually expired at the Time of his Release from the Prison Ship at Newport.

John Gallard

D, RNHi, William Vernon Papers.

1. According to the muster roll of the Continental Navy ship *Columbus*, Gallard entered as a seaman on 1 Jan. 1776 and was wounded in the action with *Glasgow* and left at New London to recover. *NDAR* 7: 147. His bill for board while recuperating at New London is in *NDAR* 5: 913.

2. For more on the first New Providence Expedition commanded by Commo. Esek Hopkins, see *NDAR* 4: 133–34, 225, 461–64.

3. For accounts of the action with H.M. frigate *Glasgow* on 6 Apr. 1776, see *NDAR* 4: 679–81. Commo. Esek Hopkins's letter of 9 Apr. reported *Columbus* had one man who lost an arm in the engagement. *NDAR* 4: 735–36. The commander of *Columbus*, Capt. Abraham Whipple, in his account of 30 Apr. does not mention any casualties. *NDAR* 4: 1328–29.

4. Continental Navy sloop *Sachem* was captured by H.M. frigate *Perseus* on 5 Apr. 1777 near Cape Henlopen. *NDAR* 8: 277–78.

5. On 5 Apr. 1778 Capt. Abraham Whipple certified that Gallard, while serving as quarter gunner on *Columbus*, had lost his left arm in the action with H.M. frigate *Glasgow*. He added that Gallard had in "every way approved himself a good, faithful and expert Gunner" and "acted with proper & becoming resolution, on all Occasions." RNHi, William Vernon Papers.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

At a meeting of the Governor and Council of Safety holden at Lebanon on the 3d day of April, A. D. 1778.

Voted, That Capt. Richard Dickinson's¹ account incurr'd for services &c. for brig *Minerva*, an arm'd vessell belonging to this State lately under the command of Capt. Giles Hall, be referr'd to the Committee of Pay-Table for settlement and to draw on the Treasurer for the ballance.

His Excellency the Governor is desired to write our Delegates in Congress relative to Bushnell's Machine,² and desire them to lay the same before Congress &c. &c.

On motion by Ezekiel Williams, Esq^r, Deputy Commissary General of Prisoners in this State, for liberty and authority to have and obtain a guard over the prisoners of the United States about to be confined on board a prison [*ship*] now fitted at New London and ready to receive the prisoners on board agreeable to the orders of Congress: Resolved, that he, said commissary, be supplied and furnished with a guard to consist of one lieutenant, one sergeant, one corporal and twenty privates, for the purpose of guarding the prisoners and to be under the direction of said commissary at the expence of the United States. And in case the said men cannot be otherwise obtained, the said commissary is to make application to Samuel Abbott, Esq^r, colonel of the 20th regiment of militia of this State, who is hereby ordered and directed, if need be, to order a detachment of as many men out of his said regiment as shall be wanting and necessary to compleat said number for the purpose aforesaid.

Hoadly, ed., *Public Records of the State of Connecticut*, 1: 579–80.

1. Probably pilot of the brigantine *Minerva* whose name appears as Richard Dickerson on its muster roll, dated 25 Jan. 1776. Middlebrook, *Maritime Connecticut*, 1: 25–27.

2. This refers either to David Bushnell's submarine *Turtle*, which was built in 1776, or to his floating explosive kegs or mines with tripping mechanisms. For more on *Turtle*, see NDAR 6: 1499–1511 and on kegs or mines, see NDAR 6: 1507; 11: 43, 76–78, 597–9.

CAPTAIN HOYSTEED HACKER, CONTINENTAL NAVY, TO WILLIAM VERNON

Sir,

Naraganset [*R.I.*] 3^d April 1778

I have rec^d. yours 2^d. Ins^t.— have got Chief of the Stores &c^c. sav'd from the Shore.

The best Conveniency we have for storing them, is a Corn Cribb, No way secure from the Weather. The sooner they are remov'd the better.

The day after the Enemy set fire to the Ship,¹ Came on a Strong Gale, which parted her into four pieces. As soon as the Gale abated, we got to work upon her and Set the parts on fire, the more readily to Come at the Iron, of which we sav'd as near as can be estimated, betwixt four & Six Tons.

We have sav'd all our Sails, Cables, Guns, Powder, Small Arms &c^c.— The Anchors lay in such a manner, as to render it extreemly difficult, if not impracticable, to get them a shore 'till Warm Weather.

I have discharg'd all the people, but Eight, reserving them to row the Barge to whatever place she may be Order'd, to dry the Sails, or whatever may be most necessary, I am Sir [*&c.*]

Hoysteed Hacker

L, RNHi, William Vernon Papers. Addressed at foot: "William Vernon Esq^r." Hacker commanded Continental Navy ship *Columbus*.

1. Continental Navy ship *Columbus*, which on 28 Mar. ran aground and bilged on Narragansett Beach. It was subsequently set on fire by boats from H.M. frigate *Maidstone* and H.M. frigate *Sphynx*. See *NDAR* 11: 812–18.

CONTINENTAL MARINE COMMITTEE TO JOHN LANGDON

Sir

[*York, Pa.*] April 3^d. 1778

We have received your Letter of the 3^d of March, and must confess that it gives us great concern that you should have been thrown into so disagreeable a Situation for want of a proper supply of Money.¹ So great and so frequent have been the demands on the Treasury for that necessary article that it hath been out of our power to furnish the Navy Board agreeable to our wishes.² It is on this account principally that we have wrote to them directing them to stop the building of the seventy four gun Ship at Portsmouth.³ You will drop the building of her for the present & take proper measures for securing and seasoning the Timber provided for her. We shall procure an order on the Treasury or a Warrant on the Loan Offices eastward if possible to enable them to supply you with some money; hereafter when the great departments of the Army shall have been supplied therewith, we will endeavour at the payment of all our debts, and don't doubt but that we shall be able to accomplish it, in the mean time you must make your self and your Creditors as easy as possible. We are satisfied with your conduct and believe that the Building of the Ships at Portsmouth⁴ hath been conducted with as much Oeconomy and advantage to the Continent as in any of the united States.—

The Navy Board at Boston are empowered to settle all Marine Accounts in their Department—the Commercial Accounts must be transmitted for settlement to the Committee of Commerce. We are with respect [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 136 (M332, roll 6). Addressed at opening: "John Langdon Esq^r."

1. Langdon's letter of 3 Mar. was addressed to the President of Congress, who was Henry Laurens. *NDAR* 11: 494–95.

2. Continental Navy Board of the Eastern Dept.

3. The order that construction be halted on *America* is in the Continental Marine Committee's letter to the Continental Navy Board of the Eastern Dept., 6 Apr., below.

4. Continental Navy frigate *Raleigh* and ship *Ranger*.

JOURNAL OF THE MARYLAND COUNCIL

[*Annapolis*] Friday 3^d April 1778

Commission of a Letter of Marque & Reprisal issued to Henry Geddes Master of the Sloop *Rising Sun* mounting 2 Car. Guns & 4 Carbines navigated by 8 Men Belonging to Archibald Buchanan & C^o Balt. Town dated 20 Oct^r 1777

Journal and Correspondence of the Council of Maryland, 1778–1779, 21: 6.

CAPTAIN BENJAMIN CALDWELL, R.N., TO VICE ADMIRAL VISCOUNT HOWE

My Lord

Emerald. Off Willoby's Point,¹ 3d April 1778.

I have the honour to acquaint Your Lordship, of our having taking the Rebel Frigate *Virginia*, of thirty Guns and one hundred and Fifty Nine Men, (there was

many more Men belonging to Her, but some were Sick on Shore, and others left behind,) She Sailed from Annapolis, at 9am the 30th of March, with a strong Notherly Wind, and in the Night to avoid us, got upon the Middle Ground Shoal, and knocked Her Rudder of [f], and beat into deep Water, and then Anchored; and we took Her in the Morning without opposition.— We were then lying between the Horse Shoe Shoal, and the Middle Ground.— She was going upon a Cruise.

The Captain² got on Shore, which was not in my power to prevent, as it blew hard, and a large Sea.

Inclosed is an Account of the officers and Men.³

The Ship is very well as a Frigate, Sails fast, and well found in every thing but Cables.⁴ I have the Honour to be [&c.]

B.C.

LB, UkGrNMM, Benjamin Caldwell Papers, CAL/110, Letter Book (May 1776–June 1779), p. 19. Addressed at the bottom “To/The Viscount/Howe.”

1. That is, Willoughby Point, Va.

2. Capt. James Nicholson, Continental Navy.

3. Enclosure not found.

4. *Virginia* was later purchased from a representative of its captors for £4,523 by the British Naval Storekeeper at New York and brought into service on 1 June 1778 as H.M. frigate *Virginia*. UKLPR, Adm. 17/220; Adm. 51/1027, part 3, fol. 2.

“EXTRACT OF A LETTER FROM A GENTLEMAN ON BOARD THE EMERALD, DATED VIRGINIA, APRIL 3.”

“I have the pleasure to acquaint you of our taking the Rebel frigate *Virginia* (Congress ship) of 30 guns, and 159 men;¹ she had a number more men belonging to her, but many were sick and left on shore. We have been a faithful watch upon her for 14 months, and almost despaired of having an opportunity of taking her, as she generally was under the protection of batteries. On the 20th of Jan. she had got down the bay, within a few miles of the Capes, when we gave chase; the wind came from the sea, and we had a fair chase after her for 21 hours, when she got up to Baltimore. She sails extremely well, was clean, and we were 26 months foul, or think then we should have taken her. On the 30th of March she took the opportunity of a strong northerly wind, and made another attempt to get to sea; but in the night, in order to avoid us as we lay at anchor within and between the Capes, she got entangled with a shoal or bank of land, struck upon it, and was obliged to anchor, when we took her without opposition.

“The only merit in taking of her is, that it will save the merchants some thousands of pounds, but more particularly those that insure for though her reign might not have been long, yet long enough to do much mischief. I send you a list of prizes made here from December, by which you will perceive we have been attentive to the Frenchmen: Monsieurs share part of the losses of this war, and we get something. Upon my word the fatigue is great here, lying at anchor almost in the open sea, and that during the winter months; from the 28th of last month in the evening, to the taking the *Virginia* the 31st in the morning, was one constant storm, and the sea sometimes went over us, but spirit and good ships will do any thing. This ship has taken since February 1777, 43 sail, great and small.”

The following is a list of French vessels, and others, taken by the Virginia squadron, from December 28, 1777, to the 31st of March, 1778:—*Arc-en-Ciel*, with bale goods and sundries, taken by the *St. Albans*, and destroyed,² *Le Courier de Miquilon*,

with molasses and rum, taken by the *Emerald*.³ *Alexandrine*, with tobacco, by the *Emerald*.⁴ *Dragon*, with tobacco, by the *Emerald*.⁵ *L'Elegante*, with tobacco, by the *Richmond* and *Emerald*.⁶ A brig, name not known, with bale goods, wine, and sugar, by the *St. Albans*, and destroyed.⁷ *Marianne*, with bale goods and cordage, by the *Otter's* tender.⁸ *Le Hardy*, by the *Otter's* tender.⁹ *Fortune*, with rum and sugar, by the *St. Albans* and *Otter*.¹⁰ *Viscomte de Veaux*, of 26 guns, with bale goods and sundries, by the *Solebay*, *St. Alban's*, and *Senegal*; she had another name when she left France.¹¹ *Le Tonnerre*, of 20 guns, with bale goods and cordage, taken by the *Senegal*, and destroyed.¹² *Le Hector*, of 16 guns, with bale goods and salt, by the *Richmond* and *Senegal*,¹³ *Jean Andria*, of 12 guns, with bale goods and cordage, by the *St. Albans*.¹⁴ Three Frenchmen, taken by the *Phoenix*, and sent into New York, their names not yet known.¹⁵ *Good Hope*, a Dane, with salt by the *Richmond*.¹⁶ *Louisa Udrique*, a Swede, with brass cannon, by the *Senegal*.¹⁷ *Virginian* frigate, of 30 guns and 159 men, belonging to the Congress, by the *Emerald*; besides one tobacco ship belonging to the Congress,¹⁸ and 20 small American vessels. In the *Viscomte de Veaux* was a French Viscount, an Officer in the French service, coming to America, to have the rank of Major-general.¹⁹

The London Chronicle, 4–6 June 1778.

1. For more on the capture of Continental frigate *Virginia*, Capt. James Nicholson, commander, by H.M. frigate *Emerald*, Capt. Benjamin Caldwell, commander, see Nicholson to the Continental Marine Committee, 2 Apr., above.

2. See *NDAR* 10: 705.

3. See *ibid.*, 819n.

4. See *NDAR* 11: 23–24.

5. See *ibid.*, 30.

6. See *ibid.*, 47–48.

7. This brig was *Petit Camarade*, M. Sylverieux, master. On its capture by H.M.S. *St. Albans*, Capt. Richard Onslow, commander, see *NDAR* 11: 304.

8. The tender of H.M. ship-rigged sloop-of-war *Otter* was the brig *Dunmore*, Lt. John Wright, commander. According to a report published in an extraordinary issue of *The New-York Gazette and the Weekly Mercury*, 8 Apr. 1778, the "*Mariann*" was a brig.

9. Probably sloop *Le Hardy/Hardie*, Ignace Moreau, master. It was on a voyage from Guadeloupe to Virginia, loaded with camp equipage, wine, and dry goods. UKLPR, HCA 32/348/5; HCA 49/92/23; *The New-York Gazette and the Weekly Mercury*, 2 Feb. 1778.

10. See *NDAR* 11: 237.

11. On the capture of ship *Vicomte de Veaux*, formerly *Anonyme*, see *ibid.*, 415, 430.

12. See *ibid.*, 620–21.

13. See *ibid.*, 631–32.

14. On the capture of ship *Jean André*, Guillaume Couronnet, master, see *ibid.*, 621.

15. One prize sent into New York by H.M. frigate *Phoenix*, Capt. Hyde Parker, Jr., commander, during the period 27 Dec. 1777 to 31 Mar. 1778 was brig *Genevieve*, Pierre Tournet, master. *NDAR* 11: 59. There is no mention of the other vessels in the Vice Admiralty Court of New York's records or in the Journal of H.M. frigate *Phoenix*.

16. See *NDAR* 11: 468.

17. See *ibid.*, 689.

18. The writer undoubtedly referred to the Maryland State trading ship *Lydia*, Ignatius Fenwick, master, which was captured by H.M. frigate *Richmond* and H.M. frigate *Solebay*. See *NDAR* 11: 311.

19. In a letter to Philip Stephens of 16 Mar. 1778, Vice Adm. Viscount Howe identified this French nobleman as "Vicomte de Sabron." *NDAR* 11: 658.

JOHN S. CRIPPS & MEY TO PRESIDENT OF MASSACHUSETTS BOARD OF WAR

Charles town S^o Carolina 3^d April 1778

Sir

Captⁿ L Turner of your ship *Adams*¹ arrived safe here the 21st past & delivered us your respected Letter dated the 25th Feb^y,² we learn thereby that you had received

Copy of our letter respecting the *pliarne*³ & that some of the accounts mentioned to be inclosed, were by error left out, this circumstance we are sorry for & shall remedy it in a few days by sending them, as this opp^t: does not give us time, Permit us to assure you that the large disbursements for that Ship gave us much uneasiness but you may depend that we did all that we could to curtail the heavy expences attending a vessell in her Situation & should be exceedingly sorry to meet another under the like inconveniences as the Charges on Shipping at present are in-Conceivable, every tradesman making the most extravagant demands for their Labour, owing partly to the high price of Materials & Provisions, & there being no resource—Sailors are grown so wanton, that they are not [*worth*] what they ask £18 Stg ⁷/₈ month & a privilage is currently given, and by some £45 Stg pay¹ in france for the run to there—

The *Adams* has now 300 bbls of Rice on board & the whole of her Cargo ready in Store We imagined she would have been ready sooner than she was to take in, but the weather prevented it, no endeavours of ours will be wanting to dispatch her & we have taken care as to the quality of the Rice—No appearance as yet of the Brig^m you mention wish she may not have fallen into the hands of the Enemy—

The Certificates we received after keeping them for some time we passd at the rate of dollar for dollar without the benefit of the Interest thereon Since that time they have been disposed Of here at a discount of 5 ⁷/₈ Ct—The bill received on the Clothier General we likewise passed, happening to meet with A Gentleman travelling your way, in General no bills on your quarters are Negotiable without a considerable discount, but we shall always try hard to Avoid it—We truly lament the unfortunate death of M^r: Pliarne,⁴ the news of which came quite unexpected & cannot but be sincerely lamented by all his Acquaintance—We shall do ourselves the pleasure to write you again in a few days in the Interim We have the honour to be [&c.]

John S Cripps & Mey

L, M-Ar, Mass. Archives Collection, vol. 153 (Board of War Letters, 1777–1780), pp. 60–61a. Addressed on cover: “To/Samuel Php^s: Savage Esq^{re}:/President of the Board of War/Boston/fav^d by M^r: Russell.” Addressed before opening: “Samuel Pphs Savage Esq^{re}:/President of the board of War Boston.” Docketed: “Let^t from Cripps & Mey/S^o: Carolina/April 3^d 1778—/rec’d June 11th 1778.” Mey, whose full name was Florian Charles Mey, was a partner in the merchant firm of John S. Cripps & Mey.

1. Massachusetts State trading ship *Adams*, Luther Turner, master.

2. Letter not found. See Massachusetts Board of War to Morris, Pliarne, Penet & Co., 25 Feb. 1778, for instructions on *Adams*’s return cargo from France. *NDAR* 11: 426.

3. Massachusetts State trading vessel *Pliarne*, Samuel Green, master. *Pliarne* was captured on 14 Sept. 1777 by H.M. frigate *Brune* on a voyage from Charleston, S.C., to Nantes, loaded with rice. *NDAR* 9: 927.

4. Emmanuel de Pliarne, a principal in the French merchant firm Pliarne, Penet & Cie. For more on his death, see *Benjamin Franklin Papers* 25: 489–90 and n.

MINUTES OF THE GEORGIA EXECUTIVE COUNCIL

[*Savannah*]

Friday April 3rd 1778

ORDERED That Sheraud de Longig be appointed Second Lieutenant of the *Congress* Galley there being a Vacancy of the said place and that this resolve Serve as a Commission for the present. . .

The Board taking into Consideration the Situation of the Gallies¹ and the bad provision of pay and necessaries that has hither to been made for them—A question was propounded “Upon what establishment are the said Gallies and to whose authority are they Subject.”

IT WAS RESOLVED. First.— That the said Gallies were originally undertaken and

intended to be kept up on the establishment of this State for the express purpose of protecting and defending the Rivers inlets and Plantations within the Same. Secondly. That afterwards Congress for a variety of reasons adopted them upon the Continental Establishment but did not in the least vary or alter the Intention or design of the said original undertaking, and therefore in the opinion of Council they must be Considered as a General Charge for a particular purpose—Consequently they ought to be directed in their operations by those for whose benefit they were raised, to wit—the Inhabitants of this State. Under this view and more especially as the Commodore and all the Officers of the said Gallies hold their appointments, and are removable, by this State the Council are clearly of opinion that altho' the whole charge of the said Gallies will go as a part of the quota of this State to the General cause, yet that the Commodore and all the other Officers of the said Gallies are absolutely Subject to the orders of the Executive authority of this State and not to those of any Continental Officer whatsoever of the Land forces within the same.

ORDERED That a copy of the foregoing resolution be delivered to Commodore Bowen² and that he be required to issue the Same out in orders to the Captains or other Commanding Officers of the Several Gallies under him and if the said Commodore or any of the said Officers have any objection to the said resolution they are immediately to make the same known to this Board.

RESOLVED That Thomas Ross Esquire as heretofore act as pay-master to the Officers and men belonging to the said Gallies and that he be directed from time to time as the pay Rolls shall be delivered in to him, after being duly examined by the Navy Board to apply to the Governor³ for a draft upon the Treasury for money to answer the Same—And that the Treasurers charge the money paid for the use of the said Gallies to the Debit of, or as a Loan to the Continent

ORDERED That Commodore Bowen make a monthly return to the Governor of the Stations and Conditions of the Gallies under his Command also of the numbers of Men, and vacancies of the Officers to them respectively belonging And that he also from time make application to the Governor for what shall be wanting for the said Gallies and which the Navy board Shall not furnish And that he in every respect use his utmost endeavors to put the said Gallies upon the most respectable footing—And whereas it is evident that men will not be induced to enlist on board the said Gallies for the small wages which are at present allowed them and it is equally evident that the Safety of the State at this particular and alarming juncture will be in great measure dependent on the said Gallies And those reasons against enlisting men for the Land Service for a Shorter time than during the War do not hold in regard to the Sea Service It is Therefore Ordered that in future and until the house of Assembly or this Board shall make further order to the contrary all and every able bodied man who shall be fit for the Gally Service and who shall inlist in the same shall over and above all former allowances be entitled to a bounty as herein after mentioned.

If for Six months	£ 5
If for one year L	10
If during the War	20

Revolutionary Records of Georgia 2: 68–70.

1. Georgia Navy galleys *Bulloch, Congress, Lee, and Washington*.
2. Commo. Oliver Bowen.
3. John Houstoun.

April 4

JAMES WARREN TO WILLIAM VERNON

Dear Sir

Boston April 4th 1778

I have received yours of Yesterday by Cap^t Prince¹ I am very Sorry that there has any disadvantage arisen to the Service by the Men going off from the *Warren* without their pay, with regard to them Individually it is of little Consequence Since it is Intirely owing to their own Impatience, those that tarried a few days were Satisfied according to their wishes, Nothing but the Weather & a little touch of the Gout prevented my being here several days Sooner than I was, and you know it is an Old [*maxi*]m there is no help for Sickness, I will take care to have the people Satisfied as soon as possible, I have this day wrote to Cap^t Deshon² Expressing my Surprize at the Conduct of the Governor & Council of Connecticut,³ if they have any new powers for this purpose I think such Conduct implys [*a*] reflection on us, especially as Congress have given [*us no*] notice of them, if they have not they certainly interf[*ere*] with a department they have no business with, [*in the*] first case I should like M^r Deshon should leave them [*to*] themselves, in the other Case I hope & don't doubt he [*will act*] with Spirit & let them know they have Nothing to do with the Ship, & Insist on the New Captain & his Crew leaving her but this I submit to your better Judgment, with regard to the duck at N London it Seems to me it had better be Secured for notwithstanding the *Warren*⁴ has brought in a quantity You know we want a great deal, & the Price is not exorbitant as times go, The *Warren* must have Several new sails having Suffered much in some of her Material Ones, but you will think of it and do as you think best, I very much Approve of your sending the *Providence* directly on her intended Cruise to France for the reasons you mention,⁵ but I believe it will not be proper to Intrust any Packages by her Unless it be one of news papers, which I will forward in Season, The Blanketts are obtained & will be ready for the first Opper-tunity the beginning of the Week, sooner they could not be had, What expectations are we to entertain of Cannon for M^r Cushings Ship,⁶ it will be a Misfortune if she waits for us after hurrying him, What have you determined to do with the remainder of the pig Iron, but two loads are yet arrived, I look every Minute for the remainder weighed off, those Teams may carry up the Blanketts do you propose to send your Scales & Beam down Can you make no use of the Fire ships at Providence, I have this afternoon agreed with M^r Babcock⁷ for the *Syrens*⁸ Iron hearth at £12 P—C^t he assures me it is almost as good as new, you will please to Enquire into the quality & take it away to Norwich or send it here as soon as possible the order is Inclosed. I Lament the loss of the *Columbus*⁹ it seems she took a poor time & was in some respects not well Conducted I fear it will Encourage their Vigilence I wish the *Providence* well Clear of them, but I have my fears about her. We have no kind of News foreign or domestick, if any thing Occurs shall write you again immediatly, I wish you had returned and gone thro' the Small pox which is very light, & by that means got Clear of any future Apprehensions, I am sure I heartily wish both for the Company & assistance of one of you at least I am Sincerely [&c.]

J Warren

We have failed of the Iron
 hearth at Salem & I do not know
 at present where we are to get
 one for the Ship at Salisbury &
 have not more than 20 tuns of
 ballast engaged for her¹⁰

L, RNHi, William Vernon Papers. Addressed at foot of first page: "Hon^{ble}. Will^m Vernon Esq'." Addressed on cover: "Hon^{bl} William Vernon/Providence."

1. Probably Job Prince, Jr., merchant at Boston.
2. John Deshon, member of the Continental Navy Board of the Eastern Dept. This letter has not been found.
3. Gov. Jonathan Trumbull and the Connecticut Council of Safety on 25 Feb. ordered Capt. John Cotton of Middletown, Conn., to take charge of getting the Continental Navy frigate *Trumbull* over the Saybrook Bar at the mouth of the Connecticut River. Capt. Dudley Saltonstall, commander of the frigate, and his crew were "requested, ordered and directed" to assist Cotton in this task. See *NDAR* 11: 426–27.
4. Continental Navy frigate *Warren*, Capt. John Burroughs Hopkins, commander.
5. Continental Navy frigate *Providence*, Capt. Abraham Whipple, commander.
6. Continental Navy frigate building at Salisbury, Mass., later named *Alliance*. Thomas Cushing supervised its construction.
7. Probably Adam Babcock, merchant at Boston.
8. H.M. frigate *Syren*, which was wrecked on Point Judith, R.I., on 7 Nov. 1777. See *NDAR* 10: 427–29.
9. Continental Navy ship *Columbus*, Capt. Hoysteed Hacker, commander. *Columbus* ran aground and bilged in the Narragansett Passage on 28 Mar. while trying to get to sea from Providence. See *NDAR* 11: 812–18.
10. Continental Navy frigate later named *Alliance*.

RIVINGTON'S *THE ROYAL GAZETTE* (NEW YORK), SATURDAY, APRIL 4, 1778

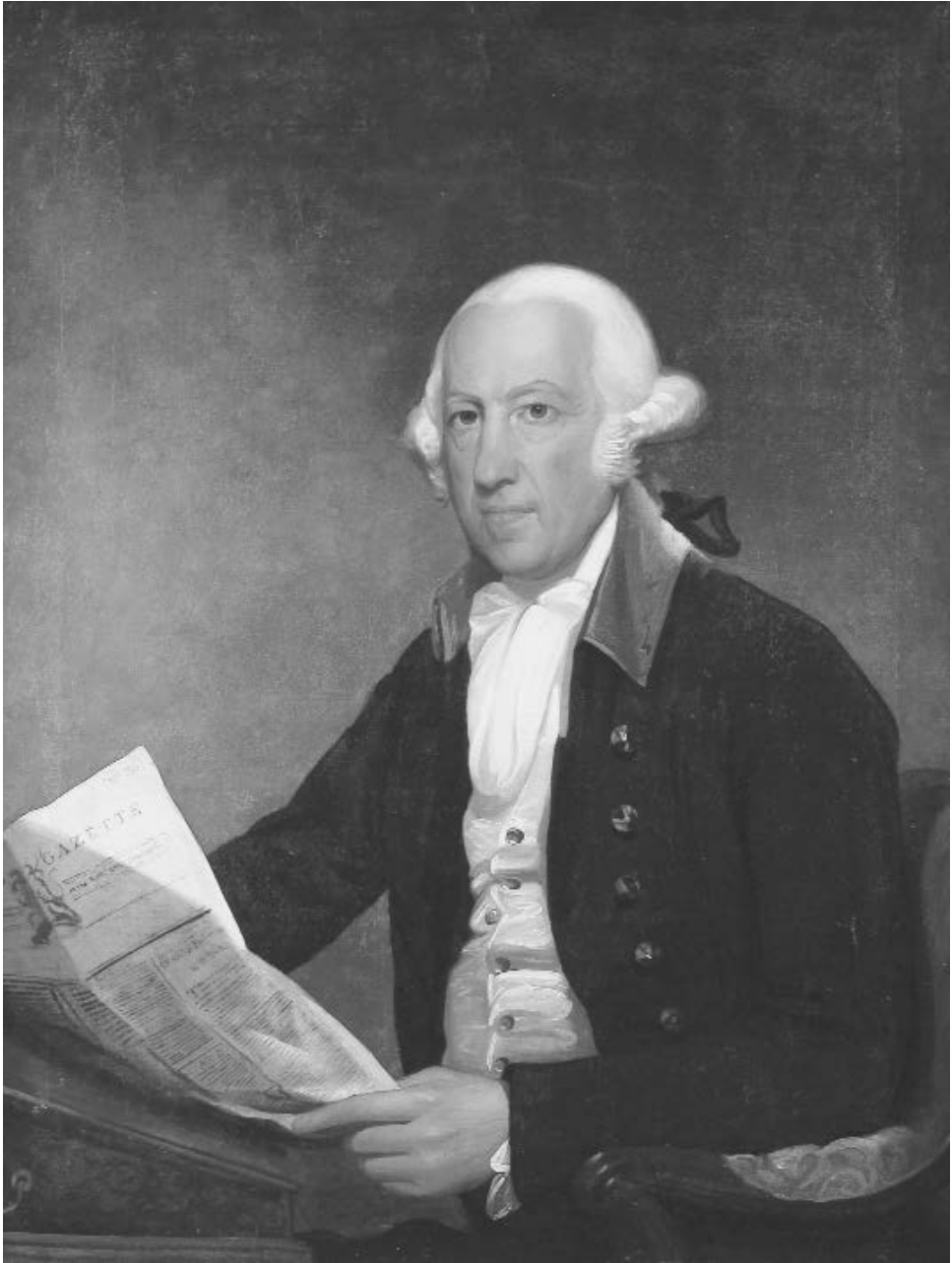
The *Hotham* armed sloop¹ has, in the course of six days, taken five prizes, three of them laden with tobacco, a fourth with flour and tobacco, and the fifth with lumber, sugar, &c. &c. These were a fleet, consisting of seven vessels, two of which were armed as convoy to the rest. When the *Hotham* fell in with the above, the convoy rowed off so precipitately as to elude the utmost endeavours used to come up with them. They were bound for Boston and the West-Indies.²

1. Sloop tender *Hotham*, tender to H.M. frigate *Preston*.
2. In Howe's Prize List of 30 Oct. 1778, four of the prizes are listed and credited to H.M.S. *Preston*, Capt. Samuel Uppleby, commander. The four prizes were: sloop *Endeavour*, Samuel McLennan, master; sloop *Adventure*, Robert Richardson, master; sloop *Peggy*, Jean Forest, master; and schooner *Polly*, Augustin Blanchard, master. All were listed as captured on 28 Mar. UkLPR, Adm. 1/488, fols. 484–90; H.C.A. 32/320/6, 32/262/7, 32/418/26, 32/424/8. *The New-York Gazette: and the Weekly Mercury* reported on 6 Apr. that the captured ships were out of Chincoteague, Va., that three of them had arrived at New York, and that the other two were "hourly expected." On 13 Apr., the same newspaper reported that one of *Hotham's* prizes had been "ordered to the Chesapeak."

JOURNAL OF THE CONTINENTAL CONGRESS

[*York, Pa.*] Saturday, April 4, 1778

The Committee on the Treasury brought in a report; Whereupon,
Ordered, That a warrant issue on Nathaniel Appleton, Esq. commissioner of the continental loan office in the State of Massachusetts bay, in favour of the Marine Committee, for 40,000 dollars; one other warrant in their favour for 30,000, dollars,



James Rivington

on John Lawrence, Esq. commissioner of the continental loan office in the State of Connecticut; and one other warrant for 30,000 dollars in their favour, on Nicholas Gilman, Esq. commissioner of the continental loan office in the State of New Hampshire; for which sums the said Marine Committee is to be accountable, the same being advanced on their application for the use of the navy board in the eastern department.

JCC 10: 308–9.

BRIGADIER GENERAL WILLIAM SMALLWOOD, CONTINENTAL ARMY, TO WILLIAM AUGUSTUS ATLEE

Dear Sir.

Wilmington. [*Del.*] April 4. 1778

By Capts. Norwood,¹ I send you thirty five prisoners of war agreeable to the list below, all British seamen and officers. You wrote me the jails were full, but I have no other expedient but to forward them to your care, as it would be precarious to keep them at this post or in this Government. I hope you will supply the party with provision for their return, and give Capt. Norwood all the dispatch in your power, which will much oblige, Your obedient [&c.]

W. Smallwood.

- | | |
|--|---------------------------------------|
| 1. Hugh Congleton, 3 ^d Lieutenant
Of the <i>Roebuck</i> . ² | 8. Thomas Benney, Marine. |
| 2. James Donavin, Mate of
the Schooner <i>Reed</i> . ³ | 9. Thomas Smith, Marine |
| 3. Samuel Wischam, mate of
the same schooner. | 10. William Chritic, Sailor |
| 4. Windsor Donavin, 2 ^d mate
of the same schooner. | 11. John Fowler, do. <i>Roebuck</i> . |
| 5. Thomas Soltar, Sailor | 12. Thomas Maloney, do |
| 6. Thomas Pusey, Marine | 13. Richard George, do |
| 7. Thomas Lowe, Marine | 14. George Lacho, do |
| 19. James Watkins, do | 15. William Ketterick, do |
| 20. Thomas Brown, do | 16. Walter Williamson, do |
| 21. Edward Hongchurch. Sailor of the Schooner. ⁴ | 17. Walter Guthridge, do |
| 22. William Sprackett, do | 18. Thomas Whitten, do |
| 23. Francis Carroll, do | |
| 24. John Mitchell, do died at Lancaster. 26 th April, 1778. ⁵ | |
| 25. Joseph King, do | |
| 26. James Hamilton, do | |
| 27. John Richards, do | |
| 28. Richard Pierce, returned, being a soldier Col. Green's regiment ⁶ | |
| 29. Benjamin Bearnes, Sailor | |
| 30. Dennis Coakley, do | |
| 31. Peter Adick, do | |
| 32. Peter Johnson, do | |
| 33. Charles Branson, do | |
| 34. John Thomas, Marine | |
| 35. Charles Kelley, Sailor | |

Tr, DLC, Peter Force Transcripts, Miscellaneous Letters A–B. Notation at top of transcript: “4866/Gen. Smallwood/to William Atlee.” Notation at foot of page: “W. Atlee, Esq.” Atlee was Deputy Commissary General of Prisoners.

1. Capt. Edward Norwood, Maryland Continental line.
2. H.M. frigate *Roebuck*, Capt. Andrew Snape Hamond, commander. As seen in a report published in *The Pennsylvania Packet* of 8 Apr., below, a tender of H.M. frigate *Roebuck* had run ashore at Cape Henlopen on 22 Mar. and its crew of twenty-one men had been captured. Hugh Congalton must have been an acting lieutenant as he was not commissioned until 6 June 1778. UKLPR, Adm. 6/21, p. 562.
3. On 5 Apr., Gov. Caesar Rodney of Delaware wrote Smallwood requesting that he return the “Captain of the Schooner *Reed*,” whom Rodney had sent to Smallwood’s camp. Rodney added: “The veshell is Libeled in the Court of Admir[alty] and the Judge requests his being sent down here. . . . it seems the Veshell can’t be [con]demned without him.” *Rodney Letters*, 258.
4. This was the first line of the second page of the letter.
5. The entry reporting Mitchell’s death must have been added later.
6. Col. Christopher Greene, First Rhode Island Continental Regiment. It is probable that this notation was added later.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Saturday the 4th day of April 1778.—

Present.

Mr Whiting, Mr Travis and Mr Lewis.—

This Board doth recommend to his Excellency the Governour, and the Honourable the Council,¹ Mr Charles Dekay. . . . as a proper person to be appointed a Lieutenant in the Navy of this State.—

Ordered that the Keeper of the publick store deliver to Captain Celey Saunders forty Blankets and twenty Rolls of Canvas for the use of the ship *Tempest*.—

Ordered that the Keeper of the publick store, deliver to Mr David Anderson² two dozen sail needles, two bolts light Canvas, one compass, one, two hour glass, two quires of paper, six gimblets one dozen tar and paint Brushes, one quadrant two thousand sixpenny nails, two thousand eight penny d^o five yards of flannel, and one bolt Canvas N^o. 2 for the use of the ship *Dragon*.—

Ordered that Doctor M^cClurg³ deliver to Doctor David Brown such Medicines as he may want for the use of the Ship *Dragon*.—

Ordered that a Warrant issue to Mr Joshua Storrs for the use of Messieurs Hewes and Smith⁴ for two thousand eight hundred and five pounds four shillings for the purpose of furnishing necessaries for the use of the ship *Caswell*.—⁵

Ordered that Cap^t. Callender,⁶ deliver to Cap^t. W^m. Saunders 12 Lb of twine for the use of the *Manley* Galley.

This Board doth recommend to his Excellency the Governour, and the honourable the Council Mr John Hamilton, as proper person to be appointed a Lieutenant in the Navy of this state.—

Ordered that a warrant issue to Captain Celey Saunders for two hundred pounds upon acco^t to furnish necessaries for the use of the ship *Tempest*.—

DS, Vi, Navy Board Journal, pp. 373–74.

1. Gov. Patrick Henry and the Council of the State of Virginia.
2. Anderson was a midshipman in the Virginia Navy.

3. Dr. James McClurg was director of the Virginia General Hospital.
4. Joseph Hewes and Robert Smith were merchants at Edenton, N.C.
5. Virginia Navy galley *Caswell* was preparing to proceed to Ocracoke Inlet, N.C., where it was to take station. Stewart, *History of Virginia's Navy*, p. 53.
6. Capt. Eleazer Callender commanded the Virginia Navy ship *Dragon*.

JOURNAL OF H.M. FRIGATE *HIND*, CAPTAIN CHARLES HOPE

April 1778
Saturday 4

D^o [Heneago]¹ NbW 5 L^{gs}
at 5 AM saw a Strange Sail to the Southward TK^d and gave chase at
Noon fired 5 Shot at her to bring her too sent a boat on board her
North Part Heneago NWBW 6 Leagues
Light Air & Clear W^r at 2 PM the Boat Returnd took the Chase
a Prize sent a Petty Officer & 4 Men to Carry her down to Jamaica²

D, UklPR, Adm. 51/457, part 5.

1. That is, Great Inagua I., Bahamas.

2. Schooner *Martha & Mary*, William George, master, sixteen tons burthen, bound to St. Eustatius with a cargo of rice. "A List of Vessels taken by His Majestys Squadron under the Command of Sir Peter Parker at Jamaica between the 3d March and the 21st June 1778," UklPR, Adm. 1/240.

JOURNAL OF H.M.S. *PORTLAND*, CAPTAIN THOMAS DUMARESQ

April 78
Saturday 4th

At the Pitch Kettle Moorings in English Harbour Antigua
Fresh Breezes and clear W^r: Came in the *Fly* from a Cruize.¹ Our
Ships Crew receiv'd Prize money for y^e *Success* Schooner. *Peggy*
Katty and *Sampson* Brigs and *Maria* Sloop.² Our Tender y^e *Tartar*³
sent into S^t Johns An American Privateer laden with Rice and In-
digo.⁴

D, UklPR, Adm. 51/711, part 4.

1. H.M. ship-rigged sloop-of-war *Fly*, Comdr. Edward Garner, commander.

2. For more on the capture of *Success*, *Peggy & Katey*, *Sampson*, and *Maria*, see List of Prizes Condemned in the Vice Admiralty Court of Antigua, 14 Jan. 1778. NDAR 11: 124–27.

3. Sloop tender *Tartar*.

4. This was probably sloop *William*, Joseph Watson, master, which was captured off St. Barthélemy, French West Indies, on 31 Mar. See, Young's Prize List, 27 Apr., below; there the capture is credited to H.M.S. *Portland*.

April 5 (Sunday)

MASTER'S JOURNAL OF H.M. ARMED BRIG *CABOT*, LIEUTENANT EDMUND DOD

April 1778
Sunday 5th

Cape Lahave [*Nova Scotia*] bore NWBN about 8 Miles
at 10 AM Saw a Sail to Windward bearing Down upon us At
Merdⁿ. Spoke her and [*found*] her to be from Boston¹ boarded
by the *Lydia* Letter of Marque—

Cape Lahave bore NWBN about 8 Miles
More Moderate [*PM*] Set T G^t sails and Staysails Thick Fogg out
Boat & Sent 6 Men & an Officer on board the prize Made Sail
saw the *Lydia* Barke to W^{ward} in 2 Reefs in the Top sails & Main
sail Down Top G^t yards hard Gales & Squally 3 Sail in Sight
Sounded in 50 fms

D, UKLPR, Adm. 52/1636, part 3, fols. 36–37.

1. The Master's Journal identifies the ship as the *Maria* in the 7 Apr. entry, as follows: "At 4 PM Moord Ship Small Bower to the Northward Sent a 11 prisoners Taken in the Ship *Maria* to [*Halifax*] prison." Adm. 52/1636, part 3, fols. 36–37. The capture was credited to the letter of marque bark *Lydia*.

JOURNAL OF H.M. FRIGATE *SCARBOROUGH*, CAPTAIN ANDREW BARKLEY

April 1778

Sunday 5th.

Latt^{de}: in 39° ..39′ N^o: [*off Nantucket Shoals, Mass.*] at 6 AM saw a sail on the lee-Bow, made sail & gave Chace.— fir'd 4 Swivels shoted & bro^t: to a Schooner¹ from Charlestown bound to Boston.— at ½ past 10 sent a Petty Officer & 4 men to take Charge of her.—

Latt^{de}: in 40° ..32′ N^o:

First & Middle parts fresh Breezes & Hazy with rain, Latter fresh Breezes & Clear.— at 1 PM made sail the Prize in C^o: at 6 got down T:G: yards.— soundings from 40 to [50] f^{ms}. Fine sand.—

D, UKLPR, Adm. 51/867.

1. Schooner *Abigail*, Josiah Thatcher, master, owned by John Bishop, with a cargo of rice, indigo, pitch and deerskins, sent into Halifax, where it was condemned as a lawful prize of *Scarborough* on 1 May 1778. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 486–87; CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), p. 124.

CAPTAIN JAMES WILLING, CONTINENTAL ARMY, TO
GOVERNOR DON BERNARDO DE GÁLVEZ OF SPANISH LOUISIANA

Sir

I am extremely sorry that I should in any Case differ in Opinion from your Excellency, But I cannot help thinking that the Prizes N^o. 2.3 & 5¹ do not come within the same line with those others already deliver'd up at your Desire; And must yet take the liberty of insisting upon the right the Troops or Naval Powers of the American States have to seize and take the Persons and Property of all British Subjects upon any part of the River Mississippi from its source to the Sea in like manner as upon the high Seas provided the same is not on shore upon His Catholic Majesty's Territorys or under the Guns and protection of any Fort in Your Excellencys Government, Neither of which was the Case of either of these Prizes

The prizes in Question are now in your Power and under your Authority; But I apprehend I cannot be answerable to My Masters the Honorable Congress for the Restitution of these Prizes if your Excellency does not think proper to give me a positive Order in writing for so doing; I shall at the same time expect that you will be pleased to enforce A restitution of those Negroes part of the Captures Ilegally made that are now onboard of a British Ship of War off this City Which Negroes were part of the property I had here and to which you accorded protection as well as any other Property that may in future be taken or received onboard of any British Ships in like manner Which your Excellency was pleased to promise upon my delivering up a Negroe belonging to a Brittish Subject that had come onboard the Prize Ship *Rebecca* in this Port.² I have the honor to be Sir [&c.]

New Orleans 5th. April 1778

Ja^s. Willing Cap^m
In the service of the
Indep^t United States of
America

L, SpSAG, Papeles de Cuba, Legajo 2370, part II, fol. 273. Addressed below close: "To/His Excellency/Don Barnardo De Galvez."

1. As seen at Willing to Gálvez, 24 Mar. 1778, where the circumstances of each capture are discussed in some detail, prize no. 2 was brigantine *Neptune*, John Knowles, master; prize no. 3 was a batteau owned by Stephen Shakespear; and prize no. 5 were boats captured above "Spanish Aux Arcs" after trading with a British post. *NDAR* 11: 776–77. The captured boats, prize no. 5, were owned by a merchant named Rapicauc. John Caughey, "Willing's Expedition down the Mississippi, 1778," *The Louisiana Historical Quarterly* 15 (Jan. 1932): 22.

2. Gálvez wrote Comdr. John Fergusson of H.M. ship-rigged sloop-of-war *Sylph* on 6 Apr. conveying Willing's charge that Fergusson had given shelter aboard *Sylph* to fugitive slaves belonging to Willing. Adm. 1/241.

April 6

JOURNAL OF H.M. FRIGATE *BLONDE*, CAPTAIN JOHN MILLIGAN

April 1778

Monday 6

D^o [Cape Sable] N53W Distance 31 Lg^s.

AM at 5 Set the Fore Sail at 6 Sat Main Top^{sl} at 9 Sat Fore Topsail at 11 Out all Reefs up T. Gall^t Yards & sat the Sails at Noon saw a Sail to the North^d gave Chace

D^o N12W dist 25 Lgs.

First Parts Light Breezes & Cloudy, Middle & latter Mod & D^o Intermix'd with foggs at 3 PM Set Steering Sails at 4 Came up with the Chace, she prov'd A brig from Cork bound to Antigua with Provisions, had been in Possession of the Rebels 5 Weeks^l took out the Prisoners & sent 2 petty Officers & 5 Men onb^d her at 8 took her in tow & made S^l.

D, UKLPR, Adm. 51/118, part 3, fols. 100–101.

1. For more on the brig, *Lord Dungannon*, see Extract of a Letter from Corke, 25 May, below. It had been captured on 5 Mar. by two Massachusetts privateers, the ship *Cumberland*, James Collins, commanding, mounting 20 guns, owned by Paul Dudley Sargent and others, of Boston, and brigantine *Fanny*, Capt. John Kendrick, mounting 16 guns, owned by Adam Babcock and Archibald Blair, of Bedford in Dartmouth, Mass. M-Ar, Revolutionary Rolls Collection, vol. 5, pp. 112, 115, 270; Mass. Archives Collection, vol. 166, pp. 123, 420; vol. 167, pp. 45, 226.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO JAMES LOVELL

Navy Board Eastern Department

Boston April 6. 1778

Sir

We have before us your favours of the 2^d. & 12th. Ult^o. Accompanied by Several Letters for your agents & Commissioners in Europe,¹ You will permit us to assure you of the most punctual Attention to the dispatch & Security of these ~~Papers~~ Letters We duly observe your hints, & have hitherto observed the line of Conduct you propose with regard to the Gazettes, & shall pursue it in future, no oppertunity at present Appears but we shall omit none that shall in future offer I am S^r in behalf of the Board [&c.]

J Warren—

Cap^t Burke² will hand you this I suppose he intends an Application to Congress for an Appointm^t you know him & if his Conduct while a prisoner was without Exception will no doubt pay a proper Attention to his Applications there are Insinuations

to his disadvantage but I don't know they are Supported by Evidence

L, DNA, PCC, item 37, pp. 109–10 (M247, roll 44). Addressed at foot: "Hon^{ble}. James Lovell Esq^r." Addressed on cover: "Hon^{ble} James Lovell Esq^r/Member of Congress/York Town/Pensilvania/P Cap^t Burke." Docketed: "Apr 6th. 1778/~~Gen^l Warren~~/Navy Board/rec^d. 22^d/answ^d. 26th." Lovell was a leading member of the Committee for Foreign Affairs.

1. The letter of 2 Mar. from the Committee for Foreign Affairs is in DNA, PCC, item 79, vol. 1, p. 173; the letter of 12 Mar. has not been found.

2. William Burke was appointed captain of Washington's Fleet schooner *Warren* on 1 Feb. 1776. H.M. frigate *Liverpool* captured *Warren* on 26 Aug., and Burke was taken as prisoner first to Halifax and later to New York, where he remained until his escape in Mar. 1778. On 30 Apr. he presented a memorial to the Continental Congress, below, requesting back pay and an appointment as a captain in the Continental Navy.

JOURNAL OF RHODE ISLAND NAVY SCHOONER-RIGGED ARMED GALLEY *SPITFIRE*,
CAPTAIN JOSEPH CRANDALL

April 1778

Remarks at Tiverton [*R.I.*]

Monday 6th

This 24 Hours wind at SW. Pleasant Weather Lieu^t Cartwright,¹ with nine Men in the Barge with Cap^t Thomas, & a Whale Boat under Command of Lieu^t Helme, Ferry Boat under the Command of M^r Gifford² Master of the *Spitfire* Boarded the Sloop mentioned, on Thursday 2^d April, and notwithstanding the fire from the enemy fort, & Guards Set her on Fire, & Destroyd her within, 80 Rods of the enemy fort on Rh Isl^d.³

D, UKLPR, H.C.A. 32/455/1.

1. Paul Cartwright, second lieutenant of *Spitfire*.

2. David Gifford.

3. British battery at Bristol Ferry on the island of Rhode Island. Capt. Frederick Mackenzie noted on 7 Apr. in his diary: "The Rebels burnt the Sloop at Bristol ferry last night, without loss or opposition. Everything of value had been previously taken out of her." Mackenzie, *Diary* 1: 265.

THE NEW-YORK GAZETTE: AND THE WEEKLY MERCURY, MONDAY, APRIL 6, 1778

New-York, April 6.

On Friday the 27th ult. Arrived here the ship *M'Kenzie*, Alexander Potterfield, master; he formerly commanded the *Glasgow Packet*, a transport in his Majesty's service, which was taken by the rebels in Spencer's Inlet, near Charlestown, the 21st of July, 1776;¹ and was kept prisoner at the place last mentioned, until the 16th of October last, when he was exchanged; after which he resided nine weeks in St. Augustine, and then went on board his Majesty's ship *Lizard*, Thomas M'Kenzie, Esq; Commander, who, on a cruize in company with the *Carrysfort*, Capt. Fanshaw, and *Porteus*, Capt. Elphinstone,² took and sent into Augustine, five prizes: They also burnt one brig and sunk another. Upon Mr. Potterfield's return to St. Augustine, he had authentic intelligence, by prisoners who had escaped from Charlestown, that in the late conflagration which happened in that place, 700 houses, 15,000 bushels of salt, and merchandize to the amount of 100,000l. sterling were consumed. The fire was observed by the crew of the *Carrysfort*, then in the offing; and a partial account of it has already been published in this paper.³ Of the ship *Alquin Queen* (now the *M'Kenzie*) together with her cargo,⁴ one of the prizes captured by the *Lizard*, and condemned in a Court of Vice Admiralty at St. Augustine, the gallant Captain M'Kenzie,

with the unanimous consent of his officers and men, made a present to said Potterfield, in consideration of his loss and sufferings among the rebels. . . .

By Capt. Pearse from Kingston, in Jamaica, we learn that Rebel Prizes are daily carried into that Island, by his Majesty's Ships, and among them are the following, viz. Sloops *Revenge*, *Catharine*, and *Boston*; Brig *Sally*, and Schooners, *Unity* and *Oxford*.⁵

1. On the capture of the brig *Glasgow Packet*, Alexander Porterfield, master, by the South Carolina Navy row galley *Revenge*, Capt. Thomas Pickering, commander, see Capt. Alexander Campbell to Lord William Campbell, 21 July 1776, and Journal of the South Carolina General Assembly, 11 Oct. 1778, *NDAR* 5: 1172–75; 6: 1228.

2. H.M. frigate *Lizard*, Capt. Thomas Mackenzie, commander; H.M. frigate *Carysfort*, Capt. Robert Fanshawe, commander; H.M. frigate *Perseus*, Capt. Honorable George Keith Elphinstone, commander.

3. On the fire at Charleston see Brig. Gen. William Moultrie's Account of the Burning of Charleston, 15 Jan. 1778. *NDAR* 11: 136–37. As seen there, Portersfield's report of the damage was exaggerated and sailors from H.M. frigate *Perseus* and H.M. frigate *Carysfort* were accused of being "instigators of all the mischief."

4. This was probably the French merchant ship *Algonquin*. See Du Boisvioletle Genevois & Cie. To Benjamin Franklin, 6 Dec. 1777, *NDAR* 10: 1071–72.

5. Schooner *Unity*, Hilton, master, captured on 17 Jan. 1778 by H.M. frigate *Southampton*, Capt. William Garnier, commander; sloop *Catharine*, sloop *Revenge*, Dean, master, and schooner *Oxford*, Vickry, master, all captured by H.M. frigate *Winchelsea*, Capt. Nathaniel Bateman, commander; brig *Sally*, captured on 8 Dec. 1777 by H.M. frigate *Glasgow*, Capt. Thomas Pasley, commander; sloop *Boston*, captured by H.M. ship-rigged sloop-of-war *Porpoise*, Comdr. Thomas Haynes, commander.

CONTINENTAL MARINE COMMITTEE TO THE CONTINENTAL NAVY BOARD
OF THE EASTERN DEPARTMENT

Gentlemen

[York, Pa.] March [April] 6th 1778¹

We acknowledge the receipt of yours of the 20th febr^y of the 2^d & 7th. Of March last, and are exceedingly pleased to hear that the *Warren*, after having been so long cooped up in the Bay had got out to sea—²We have since heard that she is arrived at Boston and carried in two or three Prizes.³ We should be glad to get the *Providence* and other armed Vessels out of the River,⁴ and at a less expence than we find will attend it, but they must be got out let the expence be what it may, if it should be practicable and from the success that hath attended such attempts we infer its practicability. We highly approve of the Conduct of the Board in getting out the *Warren* and don't doubt but that they will exert themselves in getting out the *Providence* & *Columbus*, especially as the season for brisk, Steady North Winds will in a Short time be over, and we are sure that you will exercise frugality wherever it may be beneficial.—

The Demands upon the Treasury from the great departments of the Army are so large and frequent that the[y] cannot be supplied. We have however procured three Warrants—One on the Loan Office of New Hampshire for 30,000—One on Massachusetts Bay for 40,000, and One on Connecticut for 30,000 making 100,000 Dollars transmitted herewith for the use of your Board.⁵ We chose to have them on those different States, because Money will be wanted in each. If the Money cannot be had at the Offices, the Certificates may be disposed of—you will take care that M^r Langdon hath his share.⁶ We have already advised you that we have paid M^r Shaw 40,000 Dollars and charged the same to your Account, part of which money we presume will be applied towards fitting out the *Trumbull* &c. The Warrants we returned to you corrected we are glad to find have reached you.

We have determined to stop the building of the Seventy four at Portsmouth for the present, and desire you will give orders accordingly, and for seasoning of the Timbers prepared for her⁷ You will man and equip the *Warren* with all possible dis-

patch and order her out on a Cruize to the West Indias with directions to Captain Hopkins⁸ to apply to M^r Bingham at S^t Pierre Martinique or M^r Ceronio at Cape Francois, Hispaniola, for such supplies as he may Chance to want, and send the Prizes he may take to their address or to the Continent as he may judge proper.—

You will further direct him towards the Close of his Cruize to go to Cape Francois, call upon Mess^{rs}. Ceronio & Carrabasse for such goods as they may have to ship and take in what he can conveniently bring to the Continent without hurting the Ships sailing. You will furnish us with a Copy of the Instructions you shall give him.

By the Notes in the Margin and endorsement on the Accounts which you sent to us for inspection, and which we now remit you will see what part thereof is allowed and what rejected.

Before discharging the wages of those and any other Continental officers, you will procure from the Continental Agent in your district accounts of the Monies they have paid them on that score. We have ordered the Paymaster of the Navy in this district James Read Esq^r to transmit to you a State of Captain Olneys Account, and the Accounts of such other officers now in the Eastern Department as may have received any monies of him. Enclosed is a Resolve of Congress respecting the pay Rations and allowances of officers not in Actual service and during their Captivity and under Parole.⁹ We wish Vessels for the flour and Iron speedily.¹⁰ We congratulate Captain Rathbourne upon his Success, but cannot think he is entitled to the whole of the ship *Mary* and her Cargo.¹¹ The question was put in Committee & they came to the following Resolution—

“It is the opinion of this Committee from the representation of the said Board, that by the Resolves of Congress the Captors are only intitled to One half of said Vessel & Cargo”—Enclosed is a Copy of the Resolves referred to.¹² You will see that a Claim is put in on behalf of the Continent we shall write to M^r Landais by this opportunity—it is out of our power to comply with his wishes. We have a number of Captains out of employ, and it would be imprudent to pass by them.¹³ We shall immediately write Samuel Tuder and Captain Lawrence at Poughkeepsie on Hudsons River to send forward to you at Boston the sails of the two frigates, which were saved at the time said frigates were burned and which is in their possession¹⁴ If they should receive directions from you therefore. One of those frigates was 28 and the Other 24 Guns—The sails of the 28 may suit one of the Ships building at the Eastward as they are large, and the sails of the 24 may suit for some of the sails of the other. You may direct both or either of the suits of sails of these burned frigates to Boston or Norwich or part to one place or part to the other as you shall judge proper—they had two suits each. We are satisfied with your report respecting M^r Roche.¹⁵ How he came to be suspended by a Resolve of Congress from his command of the Continental Ship of war the [*Ranger*] when he never was appointed to the command of her we cannot tell. Captain Roche laid a plan before Congress, which they referred to the Marine Committee to carry into execution, whereupon they empowered M^r Langdon to build a Vessel of war, and employed Captain Roche to advise and assist about the building &c. He wrote the Committee a Letter dated the 29th of December last at the close of which he mentions that he had waited with that patience that became a Gentleman in his Situation living on his own Money for Six Months, wages &c being stopped ever since his suspension and that he waited impatiently for our farther orders. He hath a right, as you have reported in his favour, to his wages, and

therefore would have you enquire into what time he hath been paid, and what per month, and pay him off.

We have no vessel to give him the command of without passing by several good Commanders who now hold Commissions and are out of service. If he will accept of a Lieutenantcy on board of one of the Frigates and you think him a proper person we shall have no objections, otherwise we shall not consider him any longer as being in the service of the Continent.

We approve of your altering the name of the *Industrious Bee* to that of the *General Gates* altho we think it would have been a higher compliment to have given his name to a frigate. We cannot determine upon a proper person to command the frigate at Salisbury.¹⁶ We would have the berth left open for Captain Manley as he may be exchanged, and for the present the Charge of her be given to the person who you may judge suitable for a first Lieutenant of her.¹⁷ We leave to you to determine respecting the Lieutenants who are desirous to make a Cruize of a few Months. Inclosed are the Rules & Regulations of the Navy—Congress has ordered us to Revise them—¹⁸If you can suggest any New Rules or alterations that will be necessary, we would be glad you would propose them, and if you can by any means procure a British Privateers Commission, send it forward to us. Coppies of Captain Judds and the Captain of the Jamaica Packets may answer—they were taken by Captain Harding of the Connecticut State ship and their Commissions are in the Maritime Court of the Middle District Massachusetts.¹⁹ We have ordered M^r Barnabas Deane of Connecticut to lay his accounts against the frigate *Trumbull* before you, which you will please to examine and transmit to us a Copy of his account Current when we shall give orders for the paym^t of the balance that may be due to him.²⁰ We are Gentlemen [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fols. 131–33 (M332, roll 6). Addressed at top of first page: “The Commiss^{rs}. Of the Navy Board/at Boston.”

1. Internal evidence proves that this letter was not written on 6 Mar.; it was probably written on 6 Apr.

2. Letters not found. On the Continental Navy frigate *Warren* eluding a British blockading squadron in Narragansett Bay and escaping to sea, see Memoir of Elias Ware, 16 Feb. 1778, and Frederick Mackenzie’s Diary entry of 17 Feb. 1778. *NDAR* 11: 355–56; 362.

3. *Warren* arrived in Boston on 23 Mar. It had captured two prizes—an unidentified snow and the ship *Neptune*, but *Neptune* was retaken. *NDAR* 11: 781–82; *The Providence Gazette; and Country Journal*, 18 Apr., below.

4. That is, the Providence River.

5. On 4 Apr., Congress approved a Committee on the Treasury report directing Nathaniel Appleton, John Lawrence, and Nicholas Gilman, commissioners of the Continental Loan Offices in Massachusetts, Connecticut, and New Hampshire, respectively, to advance money for the use of the Eastern Navy Board. *JCC* 10: 308.

6. See Continental Marine Committee to John Langdon, 3 Apr., above.

7. The Continental Navy ship of the line *America* being built at Portsmouth, N.H.

8. Capt. John Burroughs Hopkins.

9. For this resolution of Congress, dated 20 Mar. 1778, see *NDAR* 11: 741.

10. See Continental Marine Committee to Continental Navy Board of the Eastern Department, 23 Feb. 1778. *NDAR* 11: 410.

11. Capt. John Peck Rathbun of the Continental Navy sloop *Providence* argued that the armed merchant brig *Mary*, which Rathbun had captured when he occupied Fort Nassau, Bahamas, was a British warship and thereafter he and his crew deserved the entire value of it instead of the one-half share that Congress had mandated Continental naval officers and crews should receive when they captured merchantmen, transports, or store ships. See John Bradford to Leonard Jarvis, 4 Mar. 1778. *NDAR* 11: 505.

12. The resolutions, dated 30 Oct. 1776, are printed in *NDAR* 6: 1463–64.

13. See Continental Marine Committee to Capt. Pierre Landais, 7 Apr., below.

14. See Continental Marine Committee to Augustin Lawrence and Samuel Tuder, 7 Apr., below. These

ships were Continental Navy frigates *Congress* (28 guns) and *Montgomery* (24 guns).

15. The report concerning John Roche has not been found. In June 1777 Congress had suspended Roche from duty, relieved him of command of the Continental Navy ship *Ranger*, and ordered the Continental Navy Board of the Eastern Department to investigate Roche's "character" and "report thereon to the Marine Committee." *NDAR* 9: 110.

16. The frigate being built at Salisbury, Mass., was originally to have been named *Hancock*; before it was commissioned, the name was changed to *Alliance*.

17. Capt. John Manley, who was captured while commanding *Hancock*, had not yet been exchanged but command of the *Alliance* ultimately went to Capt. Pierre Landais.

18. For Congress's order, dated 5 Mar. 1778, see *NDAR* 11: 518–19.

19. Capt. Seth Harding, commanding the Connecticut Navy ship *Oliver Cromwell*, had captured H.M. packet *Weymouth* from Jamaica and its captain, Paul Flynn, on 28 July 1777. Capt. William Judd, formerly captain of H.M. frigate *Antelope*, was a passenger in *Weymouth*. *NDAR* 9: 11, 33–35; on the trial involving *Weymouth*, see Samuel Eliot, Jr., to Jonathan Trumbull, 29 Oct. 1777, *ibid.*, p. 340.

20. See Henry Laurens to Barnabas Deane, 11 Apr., below.

CONTINENTAL MARINE COMMITTEE TO THE CONTINENTAL NAVY BOARD
OF THE EASTERN DEPARTMENT

Gentlemen

[York, Pa.] April 6th 1778—

You have inclosed with the other papers herein the Sailing Instructions and Signals by Day & night for the enemys Transports & Ships under Convoy—they were lately taken on board a Transport in the River Delaware and we wish Copies of them may be given to the Commanders which you send out of your Department as they be serviceable.¹ You will take care to dispatch the ship *Providence* as soon as possible—We leave it to you to order her Cruize as you may think proper sending us a Copy of the Instructions you give the Captain—² We are Gent^l [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 136 (M332, roll 6). Addressed at top: "The Commiss^{rs} Of the Navy Board/at Boston."

1. The sailing instructions were from the *Kitty* or the *Mermaid*, British transport ships captured in the Delaware River on 9 Mar. by gunboats commanded by Capt. John Barry.

2. See the Board's instructions to Capt. Abraham Whipple, commander of the frigate *Providence*, dated 25 Apr., below.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN THOMAS READ, CONTINENTAL NAVY

Sir

[York, Pa.] April 6th 1778

We have been favoured with your letter of the 21st. of March and hope you have by this time got the Brigantine *Baltimore* nearly fitted. We observe you are under some difficulty in procuring Seamen; but as we have this day been informed that Captain Nicholson¹ of the Frigate *Virginia* left behind him fifteen of his men, with two of his officers—we would have you immediately endeavour to secure these men for your Vessel as they are in the Continental Service.² Upon your applying to M^r Stephen Steward he will furnish you with what Tobacco you may further want to compleat your lading, and Ship the remainder of your Crew on the best terms you can.³

As M^r Fanning is one of the officers Captain Nicholson left behind, should you want an officer of his Rank we would advise you to engage him for your Vessel if agreeable. We are sir [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 137 (M332, roll 6). Addressed at top: "Captain Thomas Read."

1. Capt. James Nicholson.

2. That is, Capt. Thomas Plunkett and Lt. John Fanning, Continental Marines. See Continental Marine Committee to Capt. Thomas Plunkett, Continental Marines, 6 Apr., above.

3. The cargo of tobacco was intended for sale in France. *Baltimore* sailed from Annapolis in late May. See Continental Commerce Committee to American Commissioners in France, 28 May, below.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN THOMAS PLUNKETT,
CONTINENTAL MARINES

Sir

[York, Pa.] April 6th 1778

We have received yours of the 4th instant and are much pleased to hear of the *Virginia* having got to Sea, yet are sorry that you and M^r Fanning were so unlucky as to be left behind.¹

There is no employment for you at the Northward, therefore you are at liberty to engage in any business that you think proper and when vacancy happens we shall inform you. With regard to M^r Fanning we have wrote to Captain Thomas Read of the Brig *Baltimore* that should he want an Officer, to apply to M^r Fanning which we hope will be agreeable. You will deliver over the men belonging to the *Virginia* to Captain Read and we will order the payment of such wages as is due to them We are Sir [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 137 (M332, roll 6). Addressed at top: "Captain Thomas Plunkett."

1. Continental Navy frigate *Virginia*, Capt. James Nicholson, commander, had sailed from Annapolis on 30 Mar. but had run aground and been captured on 31 Mar. See Nicholson to the Continental Marine Committee, 2 Apr., above. Plunkett, the senior Marine officer on the *Virginia*, and Lt. John Fanning, Continental Marines, had been left behind on the *Virginia's* tender when the frigate departed. Smith, *Marines in the Revolution*, p. 464.

JOURNAL OF H.M. BRIG-RIGGED SLOOP-OF-WAR *DILIGENCE*, COMMANDER THOMAS DAVEY

April 78

D^o: [Island Corvo¹] S^o: 35: 48 E

Monday 6th

Dist 128 Lea^s

Mod^r & Cloudy. gave Chace to a schooner & came up with her prov'd to be an American Schooner from bilboa b^d. to Boston.² took Charge of her.

D, UKLPR, Adm. 51/250, part 4.

1. An island in the Azores.

2. Probably, Schooner *John*, Azariah Woodberry, master, carrying a cargo of bale goods and iron. UKLPR, H.C.A. 32/370/5; NDAR 11: 453. In Gayton's Prize List, *John's* capture is credited to *Diligence* and to H.M.S. *Antelope*, Capt. Charles Holmes Everitt, commander. NDAR 11: 453.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Monday the 6th day of April 1778.—

Present.

Mr Travis.—

Ordered that the keeper of the publick Store, deliver to Mr Isaac Mercer one hundred and fifty nails for the use of the Ship *Caswell*.—¹

Mr Isaac Mercer received Orders to repair with his Boat² to Mr Holts Mill,³ and take on Board a Load of Bread flour and Cannon Ball, which he is to carry to Suffolk, and deliver to Mr William Cowper taking his Receipt for the same, and then to return

as soon as possible to Holts creek, and on his arrival there, to wait on the Board for further Orders.—

Captain William Saunders received Orders to proceed with the galley under his command⁴ to Cherrystones⁵ and deliver the cannon he has on board for the purpose of a Battery to the county Lieutenant of Northampton, after which he is to remain on that shore for the protection of the trade & inhabitants against the enemies tenders or Vessels of war that he may be able to repel, paying due regard to his officers and Sailors &c.—

Ordered that Mr William Holt deliver to Lieutenant Lewis Jones one coil of two inch Rope, one d^o. twelve thread Ratline, one bushel of salt, and one coil of spun yarn, for the use of the *Protector* Galley.

Ordered that the Keeper of the public store deliver to Lieutenant Lewis Jones fifty pump Tacks, two hundred tenpenny nails, one hour, or half hour glass, six quire of cartridge paper, and two pound of Brimstone, for the use of the *Protector* Galley.—

DS, Vi, Navy Board Journal, p. 375.

1. Virginia Navy galley *Caswell*; Isaac Mercer was a lieutenant in the Virginia Navy.
2. Virginia Navy armed boat *Nicholson*.
3. The mill of William Holt was near Williamsburg, Va.
4. Virginia Navy galley *Manley*.
5. Presumably, Cherrystone Inlet on Virginia's Eastern Shore, near the present-day town of Cape Charles, Va.

LIEUTENANT COLONEL THOMAS BROWN, BRITISH PROVINCIAL TROOPS, TO GOVERNOR
PATRICK TONYN OF EAST FLORIDA

[Extract]

Copy of a Letter from Lieutenant Colonel Brown of the Rangers to His Excellency Governor Tonyn dated at Fort Tonyn on S^t Marys River the 6th: April 1778

Sir/

. . . The present force of South Carolina is supposed to consist 2000, and of Georgia five hundred and Sixty.

The Charlestown fleet was in a great degree manned by draughts from the different regiments to act as marines.

The Forts at Sullivans Island and on the River are kept in good repair.¹

At the Fort at Beaufort they have mounted Twenty one pieces of Cannon. Viz^t: Three of Twenty four, and the rest nine and twelve pounds, with four field pieces, and two Six Inch Cohorns—the fort is Garrisoned by fifty of the Artillery Company.

At Cat Island Winyaw,² the Rebels have Six nine and twelve pounders for the defence of the passage.

From Savannah the Rangers have brought me intelligence, that whites turbulent Gentry³ have a second time broke open the stores, compeled their Officers to give them rum—huzza'd for His Majesty and drank success to his Troops.

Twenty were sent to Tybee to Garrison the Island, who boarded a French Snow laden with Rice and Indigo, and have convoyed her 'tis Supposed to New York or Augustine.⁴

A Fire broke out in Savannah a short time after our Affair at Fort Barrington⁵ destroyed a public store with Cloathing, ammunication &c &c, and ten houses—The Court house narrowly escaped as it was fired in three places.

The Rebel General (Howe)⁶ told one of his Colonels (Scriven)⁷ that they were so perpetually hairied in Georgia, he apprehended before Summer it would be a King's Province.

One of the Rangers administered the oath of allegiance to a Serjeant and twelve posted on Ogechee, who I expect will return with some of our Rangers now in South Carolina.

The Gallies⁸ are laying manned intirely with Governor Wright's Negroes⁹ at the following places, one at Sapelo high point—one at Sunbury—one at Ossabaw opposite to Shannons point, and the other at Savannah.¹⁰

Two Vessels a Ship, and a Brig with rice and Indigo are laying in the mouth of Ogechee river without a Gun.

There at Beaufort with the same Cargoes—a Ship and two Brigs, one the property of John Hancock,¹¹ the other a Frenchman.

I have sent to acquaint Captain Jordan of the *Galatea* with every material occurrence.

One hundred and twenty plantations with the Negroes, and Stock will be peremptorily sold.¹²

I have the honour to remain [&c.]

(Signd) Tho^s. Brown

Copy, UKLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 9, no. 1072. Enclosed in Gov. Patrick Tonyn to Gen. Sir William Howe, Apr. 8, 1778.

1. Fort Moultrie on Sullivan's Island, S.C., and Fort Johnson on Ashley River, S.C.

2. On Winyah Bay, guarding the approaches to Georgetown, S.C.

3. Presumably, soldiers of the Third Georgia Continental Regiment commanded by Col. John White.
4. On 25 Mar., Capt. George Young's company of Georgia Artillery was ordered to Tybee Island to relieve a detachment from the Fourth Georgia Continental Regiment posted there, but this company was not from the Third Georgia Continental Regiment nor is there any indication the posting was a punishment. "Order Book of Samuel Elbert", p. 119.

5. On 13 Mar. 1778, Brown with a party of one-hundred East Florida Rangers and ten Indians captured Fort Barrington/Fort Howe on the Altamaha River. Too weak to hold the post, Brown burned the fort and retreated into East Florida taking the captured garrison of twenty-three men with him. Searcy, *Georgia-Florida Contest, 1776–1778*, p. 130.

6. Maj. Gen. Robert Howe, Continental Army.

7. Brig. Gen. James Screven, Georgia militia. Screven had resigned his commission as a colonel in the Continental Army on Mar. 20, 1778. Heitman, *Register*.

8. Georgia Navy galleys *Bulloch*, *Congress*, *Lee*, and *Washington*.

9. That is, slaves taken from the confiscated estate of Georgia Royal Governor James Wright.

10. "Sapelo high point" is the northern-most point of Sapelo Island; Shannon's Point was a spit of land at the confluence of the Ogechee River and Green Island Sound.

11. Former President of the Continental Congress and Boston merchant John Hancock.

12. These are plantations and slaves confiscated from Loyalists.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *SNAKE*, COMMANDER WILLIAM YOUNG

April 1778

Antigua N^o: 4 lea^s

Sunday 6th:

D^o: Wea^r: [good & fair] A Commission was read appointing M^r Spencer¹ Lieut of the Ship in the stead of Lieut Hardy who was appointed to command the *Pelican* Brig.² Sailed from English harbour. chaced & took a Sloop from Martinique to Boston.³

D, UKLPR, Adm. 51/906, part 1.

1. Henry Spencer.

2. Lt. John Oakes Hardy succeeded Lt. John Plummer Ardesoif as commander of H.M. armed brig *Pelican*.

3. Sloop *Betsy*, James Clark, master, of 90 tons burthen and a crew of seven, from Boston, carrying a cargo of molasses and rum. The date of capture is given as 7 Apr. in the prize list. Young's Prize List, 27 Apr., below. In the entry of 8 Apr. in the Journal of H.M.S. *Portland*, Capt. Thomas Dumaresq reported that the *Betsy* had been part of "y^e American fleet that pass'd by under Convoy of 2 French Men of War." UkLPR, Adm. 51/711.

APRIL 7

THE FREEMAN'S JOURNAL, OR NEW-HAMPSHIRE GAZETTE (PORTSMOUTH),
TUESDAY, APRIL 7, 1778

PORTSMOUTH. [April 7.]

Yesterday arrived here Capt. Thompson¹ in the Ship *Raleigh*, of 32 Guns,— He sailed from hence last August, and has, during the Cruise, taken Six Prizes, five of which got safe into Port²—He informs that the *Alfred*,³ who sailed with him, is taken.

The *Ranger*,⁴ who sailed from hence, some time after Capt. Thompson, arrived in France in 32 Days.

Capt. Darling⁵ is also arrived here in the *Sullivan*, having taken two-Prizes on his Cruise.

1. Capt. Thomas Thompson, commanding Continental Navy frigate *Raleigh*.

2. During the cruise to France, *Raleigh* and *Alfred* made the following known captures: on 2 Sept. 1777, snow *Nanny*, Anthony Hooper, master (See NDAR 10: 116 and *n*, 242, 847, 930, 939, 940–41, 946); on 28 Sept. 1777, brigantine *Sally*, Edward Marshall, master (See NDAR 10: 875, 939, 946, 948, 1001); on 28 Sept. 1777, ship *Jamaica*, David Watt, master (See NDAR 10: 875, 877, 900, 912–13, 939, 941, 947); and also on 28 Sept. 1777, ship *Ann Susanna* [*Anna Susannah*], John Taylor, master (See NDAR 10: 875, 877, 900, 912–13, 941, 947). Departing L'Orient on 29 Dec. 1777 on their return voyage to America, the squadron reportedly made the following prizes: brig *Eagle*, J. Morgan, master, captured on 30 Dec. 1777 on a voyage from Yarmouth bound to Genoa and Leghorn but escaped in the night (See NDAR 11: 1046 and *n*.; and *The Independent Chronicle, and the Universal Advertiser* [Boston], 9 Apr., below); and an unidentified sloop with wine taken off Senegal Bar, Africa. This sloop was probably the *Granville*. On 2 Feb. Capt. Thomas Thompson signed seven seamen from sloop *Granville* on board *Raleigh*. These were the last entries he made in the muster book of the Continental Navy frigate. (See *The Independent Chronicle, and the Universal Advertiser* [Boston], 9 Apr., and the Muster Book of Continental Navy Frigate *Raleigh*, Appendix A, below).

3. Continental Navy ship *Alfred*, Capt. Elisha Hinman, commander, was captured by H.M. frigate *Ariadne* and H.M. ship-rigged sloop-of-war *Ceres* on 9 Mar. near Barbados. For more on this engagement, see NDAR 11: 575, 624, 638, 647, 684, 708, 769, 811 and *n*.; and *The Independent Chronicle, and the Universal Advertiser* (Boston), 9 Apr., James Warren to John Gill, Printer of *The Continental Journal, and Weekly Advertiser* (Boston), 20 Apr., and Officers of Continental Navy Frigate *Raleigh* to the Printers of *The Independent Chronicle, and the Universal Advertiser* (Boston), 2 May, all below.

4. Continental Navy ship *Ranger*, Capt. John Paul Jones, commander.

5. Capt. Thomas Dalling, commanding New Hampshire privateer brigantine *General Sullivan*, which mounted 14 carriage guns, manned by a crew of 100 seamen, and was owned by Eliphalet Ladd and others, of Exeter, N.H. It was commissioned on 13 Sept. 1777. DNA, PCC, item 196, vol. 6, p. 43 (M247, roll 203). *General Sullivan* was returning from a cruise in the West Indies from Jan. through Mar. 1778. See NDAR 11: 423, 739.

JOURNAL OF THE MASSACHUSETTS COUNCIL

[Boston] Tuesday April 7th 1778

Whereas sometime since, the Secretary was directed to take Bonds of all Persons

applying for Commissions for Privateers or Letters of Mart in the sum of Five hundred pounds which sum is found much too small to answer the valuable purpose designed to be answered thereby. Therefore Ordered that no Commission for a Privateer or Letter of Mart be given out by the Secretary in future unless the Commander of such Privateer or other Vessel, with two sufficient Sureties shall have given Bond to the Treasurer of this State¹ in the sum of Two Thousand pounds conditioned that they shall put on shore & deliver to the Commissary of Prisoners in some of the United States all Prisoners by them Captured. And the Treasurer aforesaid is hereby directed to put in suit the Bonds of such Persons taken as aforesaid, who have not complied with the Condition thereof—And the Selectmen of the several Towns in this State are hereby called upon & directed to give Information to the Treasurer of this State of all Masters or Commanders of Privateers or other Vessels who have or may during their Cruize or Cruizes liberated any Prisoners by them taken since the first day of January 1778 Ordered that the Secretary be directed to have printed this Order in the Public News Papers—

LB, M-Ar, Mass. Archives Collection, vol. 22 (Council Records, Jan.–Oct. 1778), pp. 147–48. Marginal note: “Bonds for Commissions/for privateers to be/ 2000—.”

1. Henry Gardner.

JAMES WARREN TO WILLIAM VERNON

Dear Sir

Boston April 6. 1778

I wrote on the 4th. Instant & not finding any Conveyance it now remains on hand, & I suppose will reach you with this. Yours of the 3^d & 4th: have just reached me my last will account for your not having a line by the Eastern Post, I am Sorry we are disappointd in our Expectation of Cannon from Salisbury,¹ it is my opinion that we must have them on the best Terms we possibly can from Providence, and that the Mould should be sent for down, as we may Suppose that the Expence of Transportation of the Mould would be Trifling in comparison of the odds it will make in the Cannon, I think we never agreed on any terms for the Cannon. it was left with M^r Huntington² & he alone can determine that matter, I believe we had better engage for this Ship³ first more especially as it Seems to be Undetermin'd what Cannon the Norwich Ship shall carry, I wish she may be able to carry 18 pounders Cap^t Hopkins⁴ says his are not too heavy for the Ship, but it has been our opinion that 12 pound^{rs} were to be preferred. if she will bear 18 pound^{rs}. or a Considerable part of them of that Size it will Certainly be best, but it is as Certain that there is a disadvantage in overloading the deck of a Ship, You & Cap^t Deshon⁵ will be best Able to Judge of this Matter, I am only waiting for a Team to Send forward the Blankets & will have one to Morrow if possible, I will write you an account of the Advances to the officers & people of the Sloop *Sachem*.⁶ Cap^t Burke⁷ has made his Escape & been here some time and is now bound to Congress, I wish for the Liberation of all officers & men who have been so Unhappy as to fall into the hands of the Enemy, particularly Such as are Severely used I am glad to find the *Providence* in such forwardness⁸ I send you by the Bearer M^r: [blank] Fifteen hundred dollars in Current bills having no Certificates & Supposing these more Agreeable to you I am Your Friend [&c.]

J Warren—

April 7th: The officer of the *Providence* who brought your favour Engaged to call on me

& I Intended to Send this & the money you wrote for by him he called at the office when we were all gone to dinner Some of the Family Seeing a Letter on the Table before prepared Unadvisedly Suffered him to take it on which he went off without my Seeing him I am Still in quest of a Team to Carry the Blanketts without being able to procure one as yet shall Embrace first opportunity to forward this & the money—

L, RNHi, William Vernon Papers. Addressed at foot of second page: "Hon^{ble}. Will^m Vernon Esq^r."

1. Salisbury Furnace, Salisbury, Conn.
2. Joshua Huntington, superintendent of construction of the Continental Navy 36-gun frigate at Norwich, Conn., later named *Confederacy*. See *NDAR* 10: 202, 685–86.
3. Continental Navy 36-gun frigate building at Salisbury, Mass., later named *Alliance*.
4. Capt. John Burroughs Hopkins, commander of the Continental Navy frigate *Warren*.
5. John Deshon, member of the Continental Navy Board of the Eastern Dept.
6. Continental Navy sloop *Sachem*, Capt. James Robinson, commander, taken by H.M. frigate *Perseus* on 5 Apr. 1777 near Cape Henlopen. *NDAR* 8: 277–78 and n; 9: 979, 980n.
7. Capt. William Burke, formerly commander of Washington's Fleet schooner *Warren*.
8. Continental Navy frigate *Providence*, Capt. Abraham Whipple, commander.

JAMES WARREN TO JOHN LANGDON

Navy Board Eastern department

Boston April 7th. 1778

Sir

Your favour of the 28th Ult^o. is received,¹ I am fully Sensible of the disadvantage of doing public business under the Circumstances you do, I wish it was in my power to afford you any relief, or to Answer with any certainty the Several questions you ask, That Congress intend you shall be Supplied I have no doubt, but whether that Supply will be Seasonable I am Unable to Say, I have always flattered myself with prospects of Supplis equal to the business assigned us, but have hitherto been disappointed & greatly Embarrassed, I can therefore only say it is at present ~~Actually~~ wholly out of our power to Supply you with any even the Smallest sum, we have repeatedly wrote & represented the bad effects both to the Credit & Interest of the Continent, by keeping us so Short of Money,² we have about a Month agoe wrote very pressingly on this Subject, I hope this will produce the desired Effect, but the Marine Com^{tee}. dont Seem to be fully Imprest with an adequate Idea of the Extravagance of the Times, & the Extensiveness of our departm^t., I hope soon to be able to give you more pleasing Acco^{ts}. of our own Situation and am in the mean time [&c.]

J Warren—

L, Private Collection, Capt. J. G. M. Stone (Annapolis, Md., 1959). Addressed at foot: "Hon^{ble}: John Langdon Esq^r." Docketed: "Letter from the/Navy Board/April 7th. 1778."

1. Not found.

2. See John Langdon to President of Congress, 3 Mar., *NDAR* 11: 494–95.

CAPTAIN BOYD PORTERFIELD, BRITISH ARMY, TO LIEUTENANT GENERAL SIR HENRY CLINTON

Sir/

7 April 1778

I have the Honor to inform your Excellency of the proceedings of the detachment, under my Command from their leaving the Hook—¹

The 5th. about 3 O'Clock in the morning, we weighed, and at 8 O'Clock, we anchored off Squam Inlet, after reconoitring the place from the Vessells, we landed at

about one hundred yards distance from a Saltwork, on the left of the Inlet, which we immediately destroyed.—

We then proceeded, and most compleately demolished, a very considerable work on the right of the Inlet, which belonged to the Congress, and is said to have cost Six thousand pounds; likewise some others contiguous, but of less consequence.— after compleating the above, we re-embarked without opposition.—

The same day in the afternoon, we weighed and anchored off Shark. We landed a reconoitring party to examine the Country, but the Wind coming to the Eastward occasioned a very high Surf, and made it necessary in the opinion of Cap^t. Collins,² to re-embark, as he apprehended it would encrease, and render it impracticable to get the Boats off;— We immediately & with some difficulty re-embarked & proceeded to the Hook—

The dispatch that was necessary in destroying the Works, prevented our taking an exact account of everything;— but there was at least one hundred houses, each containing from 8 to 10 Kettles and Boilers, (a great part of which were copper) for the purpose of making salt.—

We also destroyed a large quantity of Beef and Bacon, mostly dried, & a great deal of ready made salt.

We likewise destroyed a Sloop partly loaded with flour belonging to Boston & a quantity of Grain, which we found on the Beach³

For particulars I refer your Excellency to Cap^t. Robertson, of the 35th. Reg^t— I have the Honour to be [&c.]

Staaten Island [N.Y.]

7th. April 1778—

Boyd Porterfield

Cap^t 71st Reg^t

Highlanders

L, MiU-C, Sir Henry Clinton Papers, vol. 33, item 15. Docketed: “R^d 8th/Report/Cap^t Porterfield 71st Reg^t/of the proceedings of the/Detachment sent to destroy/the Salt Works at Squam./—dated 7th. April 1778.—”

1. That is, Sandy Hook, N.J. According to an account provided by Capt. Alexander Robertson, an officer who accompanied the raiders, the party consisted of 150 British troops, 40 Marines, and “Provincials,” transported in three small boats. They were escorted by H.M. armed sloop *George*, Midn. Robert Lightbody, commander, and H.M. frigate *Fowey*, Comdr. Henry Collins, commander. *The New-York Gazette and the Weekly Mercury*, 13 Apr. 1778.

2. That is, Comdr. Henry Collins, R.N. In his account, Robertson said that the raiders found and destroyed at “Squam” [*Manasquan Inlet*] not less than “One Hundred different Houses, in each of which were from six to ten Coppers and Kettles, for the Purpose of boiling Salt.” Ibid.

3. For Ambrose Serle’s valuation of the salt works and supplies destroyed in the raid, see his journal entry of this date, below. Robertson reported that the raiders destroyed “immense Quantities of Salt, Beef, salted and dried Hams, Sides of Bacon, Flour, Corn and Hay.” *The New-York Gazette and the Weekly Mercury*, 13 Apr. 1778. In a letter to Gen. George Washington of 10 Apr. 1778, Col. Israel Shreve reported that the British raiders “Burnt the Buildings belonging to the Works on that River [*Manasquan River*], and Immediately Imbarked, the Salt and pans were not Destroyed.” DLC, George Washington Papers, Series 4. See also, Extract of a Letter from Kildare, Monmouth County, 9 Apr., below.

JOURNAL OF AMBROSE SERLE

[Extract]

[*Sandy Hook, N.J.*] TUESDAY, April 7th.

Two or three small armed Vessels, with Troops on board arrived last night from Egg Harbor, where they had destroyed some Salt Works, erected by the Rebels, and other Stores, to the Value of near £30,000, without the least Inconvenience.¹ Enterprizes

on the Coast, by small Detachments, would annoy the Rebels exceedingly, and with great Facility on our Part. . . .

Edward H. Tatum, Jr., ed., *The American Journal of Ambrose Serle, Secretary to Lord Howe, 1776–1778* (San Marino, Ca.: The Huntington Library, 1940), 282–83.

1. For more on the British raid on American saltworks at Squan River Inlet, see Capt. Boyd Porterfield to Lt. Gen. Henry Clinton, this date, above, and Extract of a Letter from Kildare, Monmouth County, N.J., 9 Apr., below.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN PIERRE LANDAIS,
CONTINENTAL NAVY

Sir

[York, Pa.] April 7th 1778

It would give us much pleasure could we at this time comply with your wishes by giving you a command in the Continental Navy, but it is entirely out of our power, without neglecting several good Commanders who are already in Commission but unemployed, and whose merit and former services we cannot over look. We are Sir respectfully [&c.]¹

LB, DNA, PCC, Marine Committee Letter Book, fol. 138 (M332, roll 6). Addressed at top: “Captain Pierre Landais.”

1. Despite what the committee wrote here, Landais did get a command. On 19 June, Congress appointed him captain of Continental Navy frigate *Alliance*, which was still under construction.

CONTINENTAL MARINE COMMITTEE TO AUGUSTIN LAWRENCE AND SAMUEL TUDOR

[York, Pa.] April. 7th 1778

Gentlemen We have directed the Continental Navy Board at Boston to apply to you for the Sails belonging to the frigates which were destroyed in Hudsons River & which are under your care,¹ as they will be wanted for some of the frigates in the Eastern States, you will please to follow such directions as you shall receive from that Board as to the forwarding of the Sails. We are Gentlemen [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 137 (M332, roll 6). Addressed at top: “Mess^{rs}. Lawrence & Tudor/Poughkeepsie.”

1. See Continental Marine Committee to Continental Navy Board of the Eastern Dept., 6 Apr., above. Continental frigates *Congress* and *Montgomery* had been burned in Oct. 1777 to prevent their capture.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN JAMES FERGUSON, R.N.

Roebuck at Philadelphia
the 7th. April 1778.

D^r Sir

I was extremely concerned to learn by your Letter of the 5th. Instant, which I received yesterday, that you have met with so much bad weather and been so unfortunate as to have sprung your Mainmast. If it should prove too bad, to be rendered Serviceable by fishing, the sooner You send me the Dimensions the better, as I may immediately set about providing You with a new one.—¹ The four Hay Ships are arrived at the Town;— I hope before this the rest of the Convoy with the *Isis*. are also arrived in the River.²

What can have become of the Admiral?³— It is impossible to express the anxiety we are in on his account, as ten days have elapsed since his Lordship was off New-York. I hope we shall find He has gone back thither, and that He is not all this time beating about at Sea.

The General⁴ is somewhat disappointed at his Letters not having gone to Rhode Island.— If you should leave the River before the *Eagle* comes in, You will be so good as to leave the Letters onboard the *Pearl* with Captain Linzee.⁵

The *Vulture* (which I have stationed from the Brown to the Narrows) is in want of Fuel.⁶ I have therefore sent the *Elk* down to her with Coals, and a Supply also of that Article for the *Zebra* at the Cape;—⁷ by that Conveyance you will receive this Letter.

I have no News of any importance to Send You from hence;- the Fort at Billingsport is now held by the Jersey Volunteers, under a Colonel Vandyke;⁸ and as the Country People daily come in, it seems to promise many advantages.

I have the honor to be [&c.]

AS Hamond.

LB, ViU, Hamond Papers, Letter Book (1778–1779). Addressed at bottom of the second page: “Captⁿ Ferguson—*Brune*, at Wilmington [*Del.*]”

1. The problem with its mainmast did not incapacitate H.M. frigate *Brune*, which performed convoy duty a short time later.

2. On the convoy of forage ships and victuallers escorted to Philadelphia by H.M.S. *Isis*, Capt. John Raynor, commander, see *NDAR* 11: 787.

3. On the whereabouts of Vice Adm. Viscount Howe, see his letter to Secretary of the Admiralty Philip Stephens, 23 Apr., below.

4. Gen. Sir William Howe.

5. H.M. frigate *Pearl*, Capt. John Linzee, commander; H.M.S. *Eagle*, Capt. Roger Curtis, commander, was Viscount Howe’s flagship.

6. H.M. ship-rigged sloop-of-war *Vulture*, Comdr. James Feattus, commander, was patrolling an area from the Brown Shoals, near the mouth of the Delaware River, to the Narrows, some twenty miles up the river.

7. H.M. ship-rigged sloop-of-war *Zebra*, Comdr. John Orde, commander, was cruising near Cape Henlopen.

8. The West Jersey Volunteers, raised in January 1778, numbered some 200 men and was commanded by Maj. John Van Dyke. Philip R.N. Katcher, *Encyclopedia of British, Provincial, and German Army Units 1775–1783* (Harrisburg, Pa.: Stackpole Books, 1973), 102.

“PHILADELPHIA. TO THE PRINTER OF THE ROYAL PENNSYLVANIA GAZETTE.”

SIR,

[7 April 1778]¹

THE gun boat mentioned to be taken by the *Camilla* and *Pearl*’s boats, in your paper of the 24th of March last, was taken as follows:

Lieut. Spry, commander of his Majesty’s galley, the *Cornwallis*, Mr. Bradfould master, and twenty-two of the crew; Lieut. Bogue and ten marines belonging to the *Camilla*,² and ten men belonging to the *Pearl*,³ on the 18th of March last, landed in two gun boats, a little above Red Lyon Creek, about four miles above Reedy Point, on the Pennsylvania shore,⁴ under cover of the gallies guns, marched about three miles up into the country to the head of Red Lyon creek, there surprised and took a rebel gun boat called the *Fame*, Joseph Wade commander, mounting one four pounder, four swivels, and two wall pieces, manned with twelve men. On the sight of the British seamen and marines on the top of a hill where the boat lay under, the rebels hove overboard the swivels, wall pieces, and most of the small arms, stove the boat with a shot, and made their escape over the creek, notwithstanding a heavy fire of small arms on them at the distance of about 150 yards.

The boat was got safe down the creek; and brought along side the galley, to the great credit of Mr. Bradfould, and the seamen left in charge of her.⁵

The Royal Pennsylvania Gazette (Philadelphia), Tuesday, April 7, 1778.

1. The date was taken from the date of the edition of *The Royal Pennsylvania Gazette*.

2. Lt. Thomas Bogue; H.M. frigate *Camilla*, Capt. Charles Phipps, commander.

3. H.M. frigate *Pearl*, Capt. John Linzee, commander.

4. Red Lion Creek is in Delaware.

5. For more on the capture of the Pennsylvania Navy armed boat *Fame*, see Master's Journal of H.M. galley *Cornwallis*, Lt. Thomas Spry, 18 Mar. 1778, *NDAR* 11: 692.

JOURNAL OF H.M. FRIGATE *EMERALD*, CAPTAIN BENJAMIN CALDWELL

[April 1778]

Tuesday 7th

Sowels Point SW, Back River Point

North, Old point Comfort West.

at ½ past 5 AM weigh'd & made Sail; at 8 AM anchored in Hampton Road without prize,¹ found riding here the *S^t Albans* & 2 Victuallers 10 AM employed bringing provisions onboard, Carp^s & arm^s. empl^d. onboard the *S^t Albans* in making a machine for Steering the *Virginia* Frigate.²

Hampton Church NWBN, Old Point Comfort,
NEBN, Sowels Point SBW.

Ditto Wea^r [Moderate Wea^r] employed bringing Provisions onboard, Moored Ship a Cable each way sent an anchor & Cable onboard the *Virginia*, the Carp^s & arm^s. emp^d. as before.

D, UKLPR, Adm. 51/311.

1. Continental Navy frigate *Virginia*, Capt. James Nicholson, commander, captured on 31 Mar. 1778 after running aground near the entrance to Chesapeake Bay. *NDAR* 11: 848–49.

2. *Virginia*'s rudder broke off and was lost when the ship ran aground. Carpenters and armorers from *Emerald* worked on board *St. Albans* in constructing a substitute-finished on 11 April- to allow the captured frigate to sail to New York.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Tuesday the 7th day of April 1778.—

Present.

Mr Travis.—

Ordered that Captain Robert Tompkins deliver to Captain Richard Taylor the six, six pounders with their apparatus belonging to the *Henry* Galley for the use of the Ship *Tartar*.—

Ordered that Mr John Rollinson, deliver to Captain Robert Tompkins three four pounders in his possession belonging to the navy, for the use of the *Henry* Galley.—

Ordered that Mr William Holt¹ deliver to Captain Celey Saunders sixty gallons of Lintseed Oil, three barrels of pork, five ditto of Beef, four coil of two yarn spunyarn one ditto of four inch rope three barrels of turpentine, three coil of two inch cordage, three ditto of one and half inch ditto and two pound marline for the use of the ship *Tempest*.—

DS, Vi, Navy Board Journal, p. 376.

1. Holt was the agent/contractor for the Virginia Navy on the James River. *NDAR* 5: 1220n.

MINUTES OF THE GEORGIA EXECUTIVE COUNCIL

Tuesday April 7th 1778[*Savannah*]

The Board met

Present

His Honor the Governor [*John Houstoun*]

Richard Wylly

John Fulton

John Lindsay

Charles Kent

WHEREAS it appears that there is reason to apprehend an attempt by Sea is intended against the Town of Sunbury—Ordered that it be left to the discretion of the Commanding Officer in Liberty County¹ whether to march the Militia with the Continental Troops,² or to keep them for the defence of Sunbury—

ORDERED That the said Commanding Officer draft a detachment sufficient to Mann the Gallies³ at Sunbury and that they go on board the same as Marines and that the Commanding Officer of the Gallies⁴ act in concert with the Officers of the said Militia this order Nevertheless to be left to the discretion of the said Commanding Officer of Liberty County who being on the spot will be better enabled to judge from circumstances

ORDERED That 12 9th Cannon Shot be delivered out of the Arsenal for the use of Sunbury

Revolutionary Records of Georgia 2: 72–73.

1. Col. John Baker.
2. Third and Fourth Georgia Continental Regiments commanded by Col. Samuel Elbert.
3. Georgia Navy galleys *Congress*, Capt. John Newdigate; *Washington*, Capt. John Hardy; *Lee*, Capt. John Braddock; and *Bulloch*, Capt. Archibald Hatcher.
4. Commo. Oliver Bowen, Georgia Navy.

CAPITAINE DE VAISSEAU FRANÇOIS, CHEVALIER DE LA LAURENCIE
TO GABRIEL DE SARTINE

Monseigneur

La Reparation faite au grand Mât de la *tourterelle* a été achevée le 26. Mars. dès le lendemain jappareillay du fort Royal pour aller croizer au Vent de la Martinique dans l'esperance d'y Rencontrer une fregâtte anglaise qui peu de jours auparavant avait visité un bâtiment français partie de brest le 16 fevrier. la ditte fregatte se lenvit au Milieu du Canal Courant ses bordées de la pte. des salines a celle la plus au Vent de S^{te}. Lucie, avait arboré pavillon blanc. dans la Confiance que cetait une fregatte francaise le Capitaine s'en etait approché, langlais lavait fait Visiter; comme il Netait chargé que deffets pour le Roy on le laissa passer.

Le 29 sur les dix heures du Matin j'eus Connaissance d'un brick qui M'apercevant prit chasse sans Mettre de pavillon. je le suivis sans pouvoir satteindre, quoique Ma fregâtte eut une superio[r]té de Marche il doubler la p^{te}. des salines de deux bord avant Moy et daprès sa Manoeuvre je lay jugé corsaire Royaliste.

Le 30. apres Midy je Rencontray le V^{au}. La *prothee*, et la fregatte la *blanche*. jenvoyay prendre les ordres de M^r. Le commandeur de dampierre, qui Menjoignit de venir prendre un Convois a s' pierre. je My suis Rendus le 31. et Mon depart pour le debouquement fut fixé au 3. de ce Mois Conformement a la demande qui Men fut faite par le Commerce.

pendant les deux jours que j'ay Resté a s^t pierre, il Me été parlé asses ouvertement du Convois (par les differentes question qui mont été faite, je juge qu'on désirait penetrer quel pouvait être la Conduitte que je projettais tenir Relativement aux batimens angloamericains qui profiterais de Mon escorte) le S^r bergame¹ depute du congrés dans Cette colonie sest un peu ouvert. il est venu Me voir Me demander protection pour les Navires Insurgens Ma Reponse a été que j'appareilleray a huit heures du Matin, que tous les batimens qui sortiraient sous pavillon francais fixeraient Mon attention, que je Ne Négligerais Rien pour Les Conserver. il me demandé de les defendre contre les V^{aux} de guerre anglais (je luy ay dit que surement ils Ne seraint pas attaqué si je Ne Rencontrais que des forces egalle a celles que j'avais, Mais que je Nengagerais point d'affaire si je Me trouve inferieur; cela Na pas parú le sastisfaire) il Ma demande des Signaux je luy Refusé, il a en Recour a Mr. le Marquis de boüillé qu Men a parlé, j'ay crú devoir Rendre a ce general les Raisons qui Me faisais agir ainsy. des signaux sont des [*illeg.*] qui peuvent Constaté une protection trop ouverte, embarasser les Ministres du Roy, et Me compromettre beaucoup. Le sieur bergame a demandé qu'on se séparat du Convois la Nuit plútôt que le jour, j'ay Representé au general que la separation de jour Me paraissait plus Convenable quil y avait tout a gagner pour les capitaine de la flotte. quil seraient escorté au Moins jusqua lendroit fixé; que de jour Restant en panne jusquau [Moment ?] ou je Ne les decouvrirerais par du haut des Mats, ils aurent la facilité de se Replier sur Ma fregatte en cas de [*illeg.*] dennemis.

Le S^r bergames Ma escrit au Moment de Mon depart pour Me Recommender un batteau chargé d'effets important pour l'armée de Wassinton, j'ay Repondu quil Navait que Me tenir de pres, que je le ferais observer, et que la Nuit pour la comodité des diferens capitaines j'aurais des feux allumé.

j'ay délivré des signaux a cinq batiment francais allant a bordeaux et a Nantes, Mon convois est de dix Neuf; C'est de quatorze angloamericains.² il est possible qu'une si grande quantité Reunis sous l'escort d'une seule frégatte occasionne quelque d'ostilité; Mais on Ne Me Reprochera pas d'avoir compromettre le Ministère, Ny le pavillon du Roy.

permettez Moy Monseigneur qu'en vous assurant du désir sincere de Meriter votre confiance, je vous demande quelques éclairissemens sur la Conduitte que j'auray a tener par la suite. je puis vous assurer de la plus grande discretion. Les instructions donné jusqu'a present Relativement aux Convois se borne á escorter jusqu'a Vint cinq lieues d'antigues, M^{rs}. de boüillé et de dampierre scavent qu'il y a des angloamericains dans tous les Convois, le premier Regarde comme interessant de les prôtéger. Mais le Nombre saugmentent, cela devient embarassant quand il faut passer de pres devant la dominigue, et antigue.

Le Commerce parait tres péné de la prise d'un batiment Nantais arrêté par un petit corsaire Royaliste a 30 lieues d'antigue. M^r de boüillé á envoyé le Réclamer, je doute quil soit Rendu le Navire a été Reconnu être une prise anglaise acheté en france et le capitaine avait Negligé de se Munir de suite de propriété formalité Necessaire selon les loix anglaise.

L'armée insurgente Manque de tout. un capitaine du Convois qui Commande un petit batteau francais a déposé avoir fait 26500^l dun objet qui luy en avait couté trente cinq. il luy fut permis de vendre pupliquement, il est si satisfait de cette fortune quil hazarde un second voyage. il a preté une partie de son argent aux congrés a six

pour cent.

il y a bien des corsaires Rassemblés dans le port de s^t pierre sans entrer dans les Vues politiques du gouvernement je Ne puis connaitre quel peut etre lavantage de les Reunir en si grand Nombre dans la Ville principale, en perspective a tout ce qui entre ou sort du canal, un acte dostillité commis par une Ville aussy Riche occasionerait bien du Mal aux habitans et sa baye est peu défendue, il Me semble quil serait possible de leurs donner les Memes secours en leurs fixant un lieu plus fermé.

Le 1^{er} du Mois un corsaire préparant des artifices la pipe a sa bouche fit sauter la dunette de son Navire, lexplosion fut assés considérable, quatre hommes ont été brûlé. sans la chaloupe de *letourdi* et la Mienne le feu se communiquait dans les v^{aux} a la Rade.

un batiment anglais pris et conduit a la Martinique après une traversee de vint deux jours, a déposé qua son départ [de] gibraltar on y Repandait que les generaux howe devient Recevoir ord[r]e de Rembarquer leurs troupes, et de se [passer ?] sur Nos Colonies.

en général il parait qu'on á pas une grande Confiance aux opérations de M^r Wassington ? selon le Rapport de quelques personne arrivés depuis peu de la Nouvelle angleterre. il y a de la division dans l'armee; Mais personne Ne donne de détail circumstancée.

Nous Navons Rien Rencontré sous la dominique, a la guadeloupe. Nous avons en du Cable pendent vint quatre heures. le convois sest dispersé, et ce Nest pas sans peine, et patience que je [*illeg.*] venu a bout de le Rassembler.

il y a deux batimens, un francais, et un americaine qui ont jointes le convois sous la guadeloupe.

jay trouvé la *diligente* sous Voille a la basse terre,³ jay prié M^r duchilliau⁴ de predre la queüe du convois jusqu'a ce que Nous fussion dépassé antigüe; il était tres possible que tous les batimens Nauray pú doubler Monsérá, et leurs position eut été facheuse. Mr. duchilliau me été dun grand secours. j'ay lhonneur detre [&c.]

Le ch^{ev}. de la laurencie

a bord de la *tourterelle* par
la lattitude de 18. d 20. M.
longitude 64 d. 30 M.
ce 7 avril 1778.

en passant devant antigüe Nous avons aperceu deux frégattes et un V^{au}. Mouillé dans le port s^t jean. un batteau avec pavillon et flamme anglaise a elongé tous les batimens du convois, il était armé de six canons et de quatre vint a quatre vent dix hommes. en passant pres le batimen le plus de la queue, il luy a dit que dans la Nuit il comptait le prendre duchilliau la chassé, dans la Nuit il á cherché a penetrer dans le convois la *diligente* luy a envoyé un coup de Canons.⁵

[Translation]

On board *la Tourterelle*, 7 April 1778

My Lord

Repairs to the mainmast of *la Tourterelle* were completed on 26 March. On the very next day I was under way from Fort Royal to go on a cruise to windward of Martinique, in the hope of meeting an English frigate that a few days earlier had examined a French ship that departed Brest on 15 February. I sighted said frigate in the middle of the channel tacking from the Pointe des Salines to the most windward

point of Saint Lucia; it had hoisted a white flag. Confident that it was a French frigate, the shipmaster approached it. The Englishman had it searched; as it was loaded only with articles for the King, it was allowed to pass.

On the 29th about ten in the morning I perceived a brig, which, sighting me, gave chase without raising any flag; I followed him but could not reach him despite the superior speed of my frigate. He rounded the Pointe des Salines two tacks ahead of me, and judging from his maneuver it was a Royalist privateer.

On the afternoon of the 30th I met the ship of the line *Protée* and the frigate *Blanche*. I sent for Commander de Dampierre's orders, who bid me come to St. Pierre to take a convoy. I went on the 31st and my departure for passing the narrows was set for the 3rd of this month in conformity with the request made to me by the shippers.

During the two days I remained at St. Pierre I was spoken to very openly about the convoy: Judging by the various questions asked of me, there was a desire to penetrate what might be the conduct I planned to take regarding the English American ships which would take advantage of my escort. Mr. Bingham,¹ Congress's agent in this colony, was somewhat open. He came to see me to request protection for the insurgent ships. My answer was that I would be under way at eight o'clock in the morning; that all the ships going out under the French flag would hold my attention, and that I would neglect nothing to preserve them. He requested that I protect them against English warships. I said to him that surely they would not be attacked if I were to meet only forces equal to those I had, but that I would not initiate anything if I were the weaker force. That did not appear to satisfy him. He asked me for the signals, which I refused him. He resorted to the Marquis de Bouillé, who spoke to me about it. I believed in giving this General the reasons for acting as I did. Signals are evidence that can prove a too-open protection, embarrassing the King's Ministers, and compromising me greatly. Mr. Bingham requested that they separate from the convoy at night rather than by day; I told the General that separation in daylight hours seemed more fitting; that there was everything to benefit the convoy's captains, and they would be escorted at least as far as the predetermined location; that by day, being hove to until I could no longer sight them from the top of the masts, they would be able to fall back on my frigate in case an enemy approached.

Mr. Bingham wrote me when I departed to assure the safety of a ship loaded with considerable articles for Washington's Army; I answered that it need only keep close to me, that I would have it watched, and that at night I would have the lamps lighted for the convenience of the various captains.

I have delivered signals to five French ships going to Bordeaux and Nantes. My convoy will have nineteen: Fourteen will be English American.² It is possible that such a large number assembled under escort of a single frigate will cause some act of hostility, but I shall not be reproached for having compromised the Ministry, nor the King's ensign.

Permit me, My Lord, while assuring you of a sincere desire to deserve your confidence, to ask for clarification on the conduct I should follow in the future. I can assure you of the greatest discretion. The instructions given me up to the present regarding convoys are limited to escorting out to twenty-five leagues from Antigua. Messrs. de Bouillé and de Dampierre know that there are English Americans in all the convoys; the former considers it of concern to protect them. But their number is increasing, that becomes embarrassing when one must pass close to Dominica and Antigua.

Merchant shippers appear to be very hurt by the capture of a ship from Nantes taken by a small Royalist privateer 30 leagues off Antigua. M. de Bouillé has sent to reclaim it; I doubt that it will be returned; the ship was recognized as an English prize bought in France, and its master neglected to furnish himself with the deed of ownership, a formality required by English law.

The insurgent Army lacks everything. A convoy captain who is master of a small French ship stated under oath that he earned 26,500 livres tournois from an article for which he paid thirty-five. He was allowed to sell it publicly, and he is so satisfied with this fortune that he will risk another voyage. He lent part of his money to the Congress at six percent.

There are many privateers present in the port of St. Pierre. Without discussing the political views of the government, I could not learn what advantage there may be in assembling them in such numbers in the chief city, in view of all who enter and depart the channel. A hostile act committed by such a wealthy city would cause its residents harm, and its bay is little defended. It seems to me that the same help could be given them by designating a less visible place.

On the first of the month a privateersman preparing some explosives while smoking a pipe blasted the poop of his ship.

The explosion was rather powerful; four men were burned. Without the *Etourdie's* longboat and mine, the fire would have spread to the ships in the roadstead.

From a captured English ship taken to Martinique after a passage of twenty-two days it was stated under oath that upon departing from Gibraltar it was being said that General Sir William Howe were to receive orders to re-embark their troops and invade our colonies.

In general it seems that there is not much confidence in Washington's operations. According to report of several persons recently arrived from New England, there is dissension in the army, but nobody gives specific details.

We met nothing near Dominica. At Guadeloupe we were forced to lie to for twenty-four hours. The convoy became scattered, and with some difficulty and patience I succeeded in reassembling it.

Two ships, one French and one American, joined the convoy near Guadeloupe.

I found the *Diligente* under sail off Basse Terre.³ I asked M. duchilleau⁴ to bring up the rear of the convoy until we were beyond Antigua; it was quite possible that all the ships would not have been able to round Montserrat and their position would have been uneasy. M. duchilleau was a great help to me. I have the honor of being [&c.]

The Chevalier de la laurencie

On board *la Tourterelle* in

Latitude 18° 20 [N]

Longitude 64° 30 [W]

While passing before Antigua we sighted two frigates and one ship of the line moored in the port of St. John, a vessel with an English ensign and commissioning pennant skirted all the ships in the convoy; it had six guns and 80 to 90 men. Passing close to the rearmost ship, it said to it that during the night it expected to be chased by Duchilleau; in the night it tried to penetrate the convoy, the *Diligente* gave it a cannon shot.⁵

L, FrPAN, Marine B⁴ 140, fols. 83–84. Notations: “A bord de la *Tourterelle* le 7 avril 1778./M Le Ch^{ev} de la Laurencie.”

1. Continental agent William Bingham at St. Pierre, Martinique.
2. “On the third [of April], I sailed with 21 Vessels, 15 of which were Insurgents and 6 French.” “Extrait du Journal de la campagne Le *Tourterelle*,” FrPNA, Marine B⁴ 140, fol. 88.
3. That is, Basse Terre, Guadeloupe.
4. French Navy frigate *Diligente*, Lieutenant de vaisseau Charles-Louis, Vicomte Du Chilleau de La Roche, commander, joined the convoy on 6 Apr. Ibid.
5. On 7 Apr., with no strange vessels in sight, the French Navy escorts left the convoy at 18° 4′ N, 65° W, that is, near the Danish West Indian island of St. Thomas.

VICE ADMIRAL JAMES YOUNG TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

[Extract]

Sir

Antigua 7th April 1778.

. . . His Majestys Ship *Yarmouth* being much Shattered by the Blowing up of the *Randolph* Privateer;¹ and wanting greater repairs than We can Conveniently give Her at this Yard; I propose sending Her to England, (accompanied by the *Shark* and *Comet* Sloops)² with the first Convoy from these Islands, which I have appointed to Sail from S^c Christophers the 30th April Instant.—³ His Maj: Ship *Phoenix* being now refitted⁴ (and from Capt Colpoys report nothing to be immediately apprehended from the Dutch Squadron)⁵ I shall forthwith send Her back to America to join Lord Howe.

The *Port Antonio* Naval Store Ship William M^cCulloch Master, arrived at English Harbour the 1st: Instant and shall be discharged as soon as possible. Please likewise to acquaint their Lordships I am still apprehensive there will be a want of Provisions for the necessary supply of the Kings Ships employed in these Seas; The Agents for the Victualing not having received by the present Convoy more than two Months Supply of Bread, for the Squadron, they say, more was Shipped in England, but the Vessels having it on board had the misfortune (with several others) not to join the late Convoy in time, but are soon expected to arrive here.⁶ I am Sir [&c.]

Jam^s Young

UkLPR, Adm. 1/310. Addressed at foot of first page: “Philip Stephens Esq^r.” Docketed at the top of first page: “(N^o: 3)/Rec^d. 22 May.” There is a note in Stephens’ hand at the bottom of the second page of the letter that reads: “Orig^l sent-/Weym^h. herewith/as annex to his/Letter of the—.” Thomas Thynne, 2nd Viscount Weymouth, was the Secretary of State for the Southern Department.

1. On the explosion of Continental frigate *Randolph*, Capt. Nicholas Biddle, commander, during an engagement with H.M.S. *Yarmouth*, Capt. Nicholas Vincent, commander, see NDAR 11: 576, 1175–77.

2. H.M. ship-rigged sloop-of-war *Shark*, Comdr. John Chapman, commander, and H.M. ship-rigged sloop-of-war *Comet*, Comdr. William Peacock, commander.

3. Young later pushed back the sailing date of the convoy escorted by H.M.S. *Yarmouth* to 2 May. Young to Stephens, 27 Apr. 1778, UKLPR, Adm. 1/310.

4. H.M. frigate *Phoenix*, Capt. Hyde Parker, Jr., commander, had been damaged in a storm.

5. Capt. John Colpoys, commander of H.M. frigate *Seaford*, scouted Vice Adm. Graaf Lodewijk van Bylandt’s Dutch Navy squadron that had arrived at St. Eustatius in Mar. 1778. For the report, see Colpoys to Young, 31 Mar. 1778, NDAR 11: 852–53.

6. In a letter to Stephens of 18 July 1778, Rear Adm. Samuel Barrington, Young’s successor as commander of the Leeward Islands Station, complained of the continuing shortage of provisions, noting that for some time the ships assigned to that station had been “supplied with Rice in lieu of Bread which cannot but be prejudicial to the health of the Seamen.” Barrington blamed the contractors for the shortages. UKLPR, Adm. 1/310.

April 8

JOHN BRADFORD TO CONTINENTAL MARINE COMMITTEE

Hon^{ble}. Gentlemen,

Boston 8 April 1778

I herewith transmit to the honble Board an Inventory of Goods¹ deliver'd Me by Cap^t. Hopkins,² being the Continental Part after an equal Division of the whole, I wish I could give the agreeable Intelligence of the Arrival of either of the Prizes,³ but we have not heard from them, tho a few Days ago we find they were not at Rhode-Island, the Winds & Weather being very unfavourable for a long Time past, We Still expect them. The Brig *Dispatch* is, I hope, at her Port,⁴ having had a fine time for several Days after sailing. we yesterday heard of Cap^t. Chews⁵ Death, who died bravely fighting a Ship of twenty six Pound Cannon,⁶ his Brig was arriv'd at Martinico in a shatter'd Condition the particulars you'll have no Doubt from the Board—⁷last Ev'n-ing came to Town Cap^t. Adams⁸ who was Master of the *Lynch* Pacquet which I sent to France. he arriv'd in the *Raleigh*⁹ 6th Ins^t. at Portsmouth, and says, that on the 6th last month being about eighty leagues from Antigua in Company with the *Alfred*¹⁰ they fell in with two British Cruisers one a 24,¹¹ the other an 18 Gun Sloop,¹² that the *Alfred* was attack'd by the smallest, & the other went to her Assistance at which the *Alfred* being engag'd with both bore away & gallantly supported a running Fight with the two, however she was obliged to strike after doing great honour to his Colours. Cap^t. Adams was a Witness to this Matter tho at the same time the *Raleigh* took no Part in the Action.¹³ yours &c

J B

LB, DLC, John Bradford Letter Books, vol. 2, pp. 121–22. Addressed at top: “The Hon^{ble}. Marine Board.” Bradford was Continental Agent for Massachusetts.

1. This refers to 120 bales of duck and osnaburg Capt. John Burroughs Hopkins took out of the prize *Neptune* at sea. See NDAR 11: 653, 782.

2. Hopkins commanded the Continental Navy frigate *Warren*.

3. The prizes were ship *Neptune*, J. Smallwood, master, and snow *Robert*, James Hall, master. *Neptune* was recaptured by H.M. frigate *Orpheus* on 26 Mar. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 486–87.

4. Continental packet brigantine *Dispatch*, Lt. John Brown, Continental Navy, commander, had been ordered on 16 Mar. to Charleston, S.C., by Bradford. See NDAR 11: 653–54.

5. Capt. Samuel Chew, commanding Continental Navy brigantine *Resistance*.

6. H.M. Post Office packet boat *Grenville*, Capt. William Kempthorne. For more on this engagement, see NDAR 11: 810–11.

7. Continental Navy Board of the Eastern Department.

8. Capt. John Adams.

9. Continental Navy frigate *Raleigh*, Capt. Thomas Thompson, commander.

10. Continental Navy ship *Alfred*, Capt. Elisha Hinman, commander.

11. H.M. frigate *Ariadne*, Capt. Thomas Pringle, commander.

12. H.M. ship-rigged sloop-of-war *Ceres*, Comdr. James Richard Dacres, commander.

13. The Continental Marine Committee replied to Bradford on 28 Apr., below. For more on this action, see NDAR 11: 575, 708.

JOHN BRADFORD TO NATHANIEL SHAW, JR.

Sir

Boston 8th. Ap^r 1778

Y^r fav^r. of the 29 ulti^o. is before me¹ I have seen Colo. Sears² on that business who tells me, if he Remembers Right Cap^t. Lamb³ inform'd him that the Goods on publick Account Occupied the whole of the hold, which was a Motive for Giving his

Opinion as he did, But I told M^r Sears that the Brig was floor'd with Molasses & Rum the Navy board^d thought Cap^t Lambs demand very Extraordinary and Supposed You would not pay it

The Memo^m: you inclosed was an Exact schedule of her Cargo dld me, saving an Error in the Musquet Balls. each box weighed one hundred w^t, therefore there was but three tuns. a Box the Cap^t made use of for the Brigs use, and must be Charged. I weighed the powed [*powder*] it turned out [*six*]⁵ tons twelve hundred Net weight. I think Cap^t Lamb told me he used a few four pounds Shot. Colo Sears has promised he will see Waters⁶ again on this Occasion when You shall hear from me in the Interim I am Sir [&c.]

Jn^o Bradford

I heartily deplore the Death of poor Cap^t Chew!⁷ in him his Country has lost a Gentleman & a Brave officer, and his Acquaintance a Social Companion he did honor to himself & to the Colours he fought under in his last moments.

L, CtY, Nathaniel and Thomas Shaw Papers, packet 27, no. 1689. Addressed on cover: "To Nathaniel Shaw Jun: Esq^r/Continental Agent/at/New London." Addressed below close: "Nath^l Shaw Jun^r: Esq^r" Docketed: "John Bradfords/Letter/Apr^l 8 1778."

1. Shaw wrote Bradford on 29 Mar. inquiring why freight charges were so high for the gunpowder, lead balls, and arms imported on Continental account in the brigantine *Favourite*, John Lamb, master. CtY, Nathaniel and Thomas Shaw Papers, Letter Book (Jan. 1775–July 1782).

2. Isaac Sears, merchant at Boston.

3. Capt. John Lamb.

4. Continental Navy Board of the Eastern Dept.

5. The letter is torn here and "six" is supplied from the copy in the John Bradford Letter Book, vol. 2, p. 284.

6. Josiah Waters, merchant at Boston. For more on the weight of the gunpowder casks, see Waters to Nathaniel Shaw, Jr., 8 Apr., below.

7. Capt. Samuel Chew, commanding Continental Navy brigantine *Resistance*, was killed in an engagement on 4 Mar. with H.M. Post Office packet boat *Grenville*, Capt. William Kempthorne, commander.

JOSIAH WATERS TO NATHANIEL SHAW, JR.

[Extract]

Dear Sir

Boston April 8. 1778

Your favor of the 2^d instant I rec^d p^r Cap^t Allen. . . .

Yesterday came into this Port a Cap^t Smith in 25 days from Martinico, he Brought a Letter from W^m. Leeds 1st Lieu^t of the *Resistance*¹ dated S^t Pierre's Martinico 10 March, the Contents of which though truly disagreeable I will Endeavor to give you, he Informs the Navy Board,² that soon after they saild from Martinico they fell in with a Letter of Marque Ship Mounting 20 Six & 9 pdrs,³ which they attackt,⁴ when our friend Cap^t Chew⁵ was the first who fell. he with I think three others were kill'd instantly,⁶ Cap^t Leeds receivd a Shot in his Shoulder & several others were wounded—Cap^t Leeds's Wound obliged him to go below, where M^r Geo' Champlin⁷ had been confined with severe Sickness of which he died two days after the Engagement—

From this Situation of affairs the Brig at the Same time having suffer'd Considerably twas thought best to leave the Ship, which they did, having before taken a Sloop & a Schooner—M^r Leeds's Situation was such that he intimates his apprehension of not returning in the *Resistance* he speaks very highly of the spirited Conduct of the Crew—

The Relation I had from Cap^t Smith above mentiond, was, that the *Resistance* bore down upon the Ship, with design I suppose to board her, when Cap^t Chew sitting upon the Quarter deck tying a Handcherchief about his head and demanding an imediate Surrender (for it seems the Vessells were so nigh ~~each other~~ as to ~~shout at~~ talk with each other) receivd a Shot from her Tops which immediately put an end to his Existance I most sincerely Condole with his Family & Friends this unexpected Loss—I am D^r Sir [&c.]

J Waters

P S. One misfortune after another, However it does not become an American to be disheartned—The *Raleigh*⁸ is Arrived at Portsm^o with the disagreeable Information that, on the 9th of March (I think it was) the *Alfred* was taken by two British Cruizers—⁹

You will give me leave (though I am not requested to do it) to inform you that I saw the Casks of Powder lately taken out of the Brig^t *Favourite* and really suppose their size were such as would have containd from 40 to 50 Gallons Each, mostly, which may account for their Cont^g so large a Quantity of Powder as was intimated by Cap^t Lamb¹⁰

L, CtNLHi, Nathaniel and Thomas Shaw Letters and Papers, Portfolio 21. Addressed on cover: "Nathaniel Shaw Jun^r Esq^r/Merch^r/New London." Docketed: "Josiah Waters/Letter/April 8 1778."

1. Continental Navy brigantine *Resistance*, Capt. Samuel Chew, commander.
2. Continental Navy Board of the Eastern Dept.
3. H.M. Post Office packet boat *Grenville*, Capt. William Kempthorne, commander.
4. For more on the engagement of 4 Mar., see *NDAR* 11: 810–11.
5. Capt. Samuel Chew, Continental Navy.
6. Another report of Lt. Leeds's letter of 10 or 11 Mar. from Martinique states that 12 of the *Resistance*'s crew were wounded. *The Connecticut Gazette; and Universal Intelligencer* (New London), 17 Apr. 1778.
7. Lt. George Champlin, Continental Navy.
8. Continental Navy frigate *Raleigh*, Capt. Thomas Thompson, commander.
9. Continental Navy ship *Alfred* was captured by H.M. frigate *Ariadne*, Capt. Thomas Pringle, commander, and H.M. ship-rigged sloop-of-war *Ceres*, Comdr. James R. Dacres, commander.
10. Capt. John Lamb.

MILLER & TRACY TO COLONEL JEREMIAH WADSWORTH

[Extract]

D^r S^r

Boston April 8th. 1778

Agreable to your Desire have made Application To Colo. Sargent¹ for your share of The Goods in the *Lady Gage*,² he at first told me they were Determin'd to sell the whole at Chalk due, that is a Newfangled name for Vendue, but they have since Concluded To, Divide such Articles as would handily be divided & sell the ship & The Remainder at Chalkdue, have Rec'd for you As P^r Memorandum Anex'd am still to Receive half a Pipe of Madeira, which is said to be very Good one Box Claret Mark'd Lord How & one Box Citrons, Shall agreable to your Directions To M^r Miller embrace the first oppertunity to send them into the Country. They ask for the Wine Bro^t in this prize Fifty Shillings P^r Gallon, but I believe none has been sold for that. The Maderia is of a good Quality but The most of it new, I don't think it at Present cou'd be sold for more than Forty Shilling P^r Gallon, There is at present more Wine than money here, ~~The Guinea Ship~~ by a Vessle That arriv'd yesterday from Martinico we have an acc^t That the *Cumberland*³ had Taken three more prizes, one of which was a Vessle⁴ from Belfast her Cargo not known, sent here, but not yet ariv'd another

from Ireland with provisions had got into Martineco, the Other had arriv'd at Dominico,⁵ The Guinea Ship Sail'd from Martinico bound here,⁶ about the same time the Sloop did, in Company with The *Gen^l Lincoln* privateer,⁷ but neither has yet arriv'd. The Ship had in about Thirty Hogsheads Molosses & Forty Hogsheads Rum, so much for Privateering.

But I have now a Disagreeable aco^t to give you I saw a Letter from Cap^t Leeds⁸ Dated at Martineco who was an Officer with Captⁿ Sam^l Chew, he Informs that Captⁿ Chew was kill'd on the fourth of March in Attempting to Board A Ship mounted with Twenty 6 & 9 pounders⁹ That Several more of The Officers were wounded and the Brig^t Oblidg'd to Shire off had got her into Martineco That, George Champlin¹⁰ died after her arival there, & himself is badly wounded; The *Rawleigh* Frigate¹¹ is arriv'd at Portsmouth & brings an acc^t of the *Alfreds*¹² being taken near Madeira.

Hope before this something new has taken Place in The Commiss^y Department or I know not what will become of us, We are Oblidg'd to Refuse Salt, Salted provis^s. & many other things that is much wanted for the Army for want of Cash, almost every Day, There is not more than three weeks Allowance of flour here & we cannot buy though we have been Offer'd several parcels for want of Cash. . . . I am D^r S^r [&c.]

Jared Tracey

Receiv'd From Colo. Sargent
 1 Pipe Madeira wine 146 G^s. 6 out
 1 Butt d^o 145 G^s.-3 out
 3 Boxes Clarret 3 dz each
 1 Kegg Gin 6 Gallons
 7^{lb}. or thereabouts Green Tea

L, CtHi, Jeremiah Wadsworth Papers. Addressed on cover: "To/Jeremiah Wadsworth Esq^r/At/~~Yorktown~~/~~Pennsylvania~~/Camp." Addressed below close: "Jeremiah Wadsworth Esq^r" Docketed: "Miller & Tracy Letter/April 8th. 1778." Wadsworth became Commissary General of Purchases for the army on 8 Apr. 1778.

1. Paul Dudley Sargent, merchant at Boston, and part-owner of Massachusetts privateer ship *Cumberland*.
2. Ship *Lady Gage*, Joseph Royal Loring, master, captured by Massachusetts privateer ship *Cumberland*. See NDAR 11: 159, 842.
3. Massachusetts privateer ship *Cumberland*, James Collins, master, which mounted 20 guns.
4. Brig *Lord Dungannon*, Charles Kirby, master, from Belfast and Cork bound to Antigua. For more on this capture, see Journal of H.M. frigate *Blonde*, 6 Apr., above.
5. That is, French Saint-Domingue.
6. This unidentified Guineaman was a prize of the privateer *Cumberland*. See NDAR 11: 301.
7. Massachusetts privateer schooner *General Lincoln*, John Margeson, master, mounting 10 guns. Margeson held the rank of lieutenant in the Continental Navy.
8. Lt. William Leeds, Continental Navy, first lieutenant of Continental Navy brigantine *Resistance*.
9. H.M. Post Office packet boat *Grenville*, Capt. William Kempthorne, commander. For more on this engagement, see NDAR 11: 810–11.
10. Lt. George Champlin, Continental Navy, second lieutenant of brigantine *Resistance*.
11. Continental Navy frigate *Raleigh*, Capt. Thomas Thompson, commander.
12. Continental Navy ship *Alfred*, Capt. Elisha Hinman, commander. For more on the capture, see NDAR 11: 575, 708.

LIBELS FILED IN CONNECTICUT MARITIME COURT FOR NEW LONDON COUNTY

County of New-London.

State of CONNECTICUT, ss.

To whom it may concern

Know ye, that Libels are filed before the Honorable Richard Law, Esq; Judge of the Maritime Court for the County aforesaid, in Favour of Dudley Saltonstall, Esq: Com-

mander of the armed Ship *Trumbull*,¹ against the Sloop *Industry*, — Casey, late Master; against the Two Mast Boat —, Joseph Vail, late Master; against the Two Mast Boat —, — Fordham, late Master; against a small Boat & their several Cargoes; also against a Parcel of Goods and Merchandize, found on the 19th of Feb. 1778.— Also one other Libel in Favour of Capt. John Kerr,² Commander of the armed Schooner *Mifflin*,³ against the Sloop *Dory*, Thomas Nye, late Master, and her Cargo.— All which Vessels, Boats, Goods and Merchandize were taken as it is said, for Breach of the Laws of Trade, and brought into the County aforesaid.— For the Trial of the Justice of said Captures, the Maritime Court for the County aforesaid will be held in New-London, in the County aforesaid, on the 29th Day of Instant April, at 2 o’Clock Afternoon, of which all Persons claiming Property therein are to take due Notice and Govern themselves accordingly.

Per Order,

WINT. SALTONSTALL, Register.

April 8, 1778.

Connecticut Gazette; and the Universal Intelligencer (New London), 10 Apr. 1778.

1. Continental Navy frigate *Trumbull*, in the Connecticut River.
2. Lt. John Kerr, Continental Navy.
3. Continental Navy schooner *Mifflin*.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO CAPTAIN JOHN ASHMEAD

“TO JOHN ASHMEAD, ESQ.:

“CONTINENTAL NAVY BOARD,
BORDENTOWN [*N.J.*], *April 8th*, 1778.

“Sir: Whereas, it is probable that the Enemy may make an Excursion in order to destroy, or take possession of, the Shipping at this Place, you are therefore hereby directed to prepare for sinking the *Mercury* Packet under your command;¹ you are to find immediately some suitable Place for the Purpose, and remove here there, and, when she is emptied, have two Holes bored through her Bottom, and Plugs inserted, so that in case of alarm, the Plugs being drawn, she may sink forthwith. It will be convenient to have the Plugs very long, and secret Marcks made by which they may be easily directed to the Holes in case we should have an opportunity of raising her again. Trusting to your Diligence and Discretion in conducting this Business,

“We are your friends,

“FRAS. HOPKINSON.”

The Historical Magazine, 1st ser., vol. 3, no. 7 (1859): 202.

1. Continental packet brig *Mercury*.

THE PENNSYLVANIA PACKET, OR THE GENERAL ADVERTISER (LANCASTER),
WEDNESDAY, APRIL 8, 1778

We hear from Lewistown, that on Sunday the 22d instant, at two o’clock in the morning, an English tender belonging to the *Roebuck*,¹ mounting eight carriage guns and four swivels, with twenty-one men on board, ran ashore at Cape Henlopen; it being in the night, she was not discovered by the guards until day, before which time the crew had set her on fire and left her (the guns can only be saved). When the crew was first discovered, they were paraded on the beach, and surrendered themselves prisoners of war on firing one musket.

The next morning (being the 23d) a schooner called the *Reed*, and formerly belonging to Wilmington, mounting eight carriage guns and four swivels, James Donovan, Master, from St. Christophers bound to Philadelphia, with sugar and limes, consigned to Tench Cox, Merchant, also ran on shore at the Cape: The crew, consisting of eleven white-men and one Negro, surrendered themselves prisoners. The sugar, together with the rigging and sails, are saved.

The prisoners, being the crews of both vessels, amounting to thirty-three in number, are sent under guard to Dover, on their way to General Smallwood's head quarters at Wilmington². . . .

1. H.M. frigate *Roebuck*, Capt. Andrew S. Hamond, commander.

2. Brig. Gen. William Smallwood commanded the American Continental forces in Delaware.

CONTINENTAL MARINE COMMITTEE TO THE CONTINENTAL NAVY BOARD OF THE MIDDLE
DEPARTMENT

Gentlemen

[York, Pa.] April 8th 1778

Agreeable to your application in your letter of the 21st of February last,¹ we enclose A Warrant on the Loan office of the State of New Jersey for Eleven thousand Dollars to enable you to pay M^r Taylor for the shot he furnished for the use of the Navy. We shall now answer the queries you presented for our consideration in that Letter.—

first. We have already ordered the Paymaster² to remove his Office to Baltimore when your Board removes to that place

2^d. We would by all means have the Commissarys Store at Bordenton immediately broke up. Congress has resolved that no Rations or Subsistance Money shall be allowed to any officers but such as are in Actual Service—inclosed is the Resolve dated the 20 March last.³

3rd We would have you examine the Accounts of your clerk and Treasurer yourselves, and appoint or nominate a New One just as you please.

4th The Agents at Baltimore⁴ will be notified that they are responsible to your Board for the settlement for their Accounts.

As the New Signals for the Navy have been sent to the Navy Board of the Eastern Department and have been given to several Commanders we think it would be improper to alter them at this time, however as it may be necessary hereafter to change the Signals, we would be glad if you would compose at sett.—

The want of officers at present makes it impracticable to hold a Court Martial for the trial of the officers who commanded onboard the Continental Vessels that were destroyed in the Delaware.⁵ Congress having ordered us to revise the Rules and Regulations of the Navy, we would be obliged to you to propose any alterations or amendments which you may think necessary to be adopted.⁶

We acknowledge the receipt of yours of the 12th. of March and are pleas'd to hear that you had lodged the Stores in places of greater safety. We are glad to inform you that the *Virginia* frigate has got to sea.* M^r Read the Paymaster having represented that the duties of his office did not require his constant attendance he had our permission to transact some business for the Board of war. Congress has not appointed him to any new office—you will please to write to him and advise him to return to his Office if he hath not already returned. You have enclosed an Account of

Maxwell & Loyals which we refer to you for examination.⁷ we suppose you will require them to exhibit the particulars of the Charges in the said Accounts with the vouchers we have marked the drafts paid by this Committee since our removal from Philadelphia, and you have in your Books an Account of what had been paid before. You have also inclosed a Receipt of Lieut: Robert Harris's late of the Ship *Reprisal* for 150 dollars paid him by the Navy Board at Boston which please to order to his debit in the Paymasters Books.⁸ We have your favour of the 25th. of March and approve of the offer you have made the General of Rice Codfish and oil for the use of the Army.⁹ You will take the Commissarys Receipt for those articles and charge him in your Books. The Board of war have had consideration that part of your letter which relates to Captain Robinson and we suppose will communicate their Sentiments thereon to General Washington who doubtless will take proper measure for his releasement.¹⁰ We are Gentlemen Your hble servants

*An Account since received that she unfortunately go on a Bank in the night and was next morning taken by the enemy. Captain Nicholson and nine of his Crew who were all that chose to venture in the Barge escaped to shore.—¹¹

LB, DNA, PCC, Marine Committee Letter Book, fols. 138–39 (M332, roll 6). Addressed above opening: “The Commissioners of the Navy Board/at Bordenton.”

1. Letter not found.

2. James Read.

3. See *NDAR* 11: 741.

4. William Lux and Daniel Bowly.

5. On the destruction of the Continental ships in the Delaware River, see Navy Board of the Middle Department to Gen. George Washington, and Washington to the President of Congress, both 23 Nov. 1777. *NDAR* 10: 580–82.

6. The instructions, dated 5 Mar., are above. *NDAR* 11: 518–19.

7. James Maxwell and Paul Loyall were overseeing construction of Continental naval frigates at Gosport, Va.

8. Continental Navy ship *Reprisal*, Capt. Lambert Wickes, commander, had foundered off Newfoundland on 1 Oct. 1777. *NDAR* 10: 1009.

9. The offer is in the Board's letter to Washington, 24 Mar., above. *NDAR* 11: 774.

10. The Board of War wrote Washington concerning the situation of Capt. Isaiah Robinson on 12 May, below. In his reply of 16 May, below, Washington discussed complications holding up Robinson's release.

11. The letter from Capt. James Nicholson reporting the capture of Continental frigate *Virginia* is dated 2 Apr., above.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Wednesday the 8th day of April 1778.—

Present.

Mr Travis and Mr Archer.

Lieutenant John Thomas received Orders to proceed with the Galley under his Command¹ to the head of Elk, and deliver his load to Colo. Hollingsworth,² taking a receipt for the same, and to return as soon as possible to Queen's Creek and on his arrival there to wait on the Board for further Orders.—

Lieutenant Joshua Singleton received Orders to take the command of the *Henry* Galley till further orders and to make a return of every thing on Board thereof to this Board.—

Lieutenant Stafford Lightburne received Orders to proceed with the Galley under

his command³ to Queen's Creek on York River, and to wait on the Board for further Orders.—

Ordered that the keeper of the publick store, deliver to Captain Celey Saunders, One thousand Nails for the use of the ship *Tempest*.—

Ordered that Cap^t Callender,⁴ deliver to Cap^t C: Saunders, twelve pound twine for the use of the *Tempest*.—

Ordered that Charles Groden a marine on Board the Brigantine *Northampton*, be discharged from the service, having served the time of his Enlistment.—

DS, Vi, Navy Board Journal, p. 377.

1. Virginia Navy galley *Protector*.

2. Col. Henry Hollingsworth was the Continental deputy quartermaster in Maryland and supervisor of purchases for the Maryland Board of War. On this date Gov. Patrick Henry of Virginia wrote Gen. George Washington announcing that the state was sending him supplies. The memorandum listing those supplies has not been found but their nature is suggested by an entry in the Journal of the Virginia Council of State of 7 Apr. The Council, learning that Washington lacked "articles of Living which Custom & the great fatigues to which he is constantly exposed must make necessary to the preservation of his health," agreed to send him as a gift a supply of "good rum, wine, Sugar & such other Articles as his Excellency may think needful." Va. State Council Journal, 2: 117–18.

3. Virginia Navy galley *Lewis*.

4. Capt. Eleazer Callender commanded the Virginia Navy ship *Dragon*.

JOURNAL OF H.M. FRIGATE *EMERALD*, CAPTAIN BENJAMIN CALDWELL

April 1778
Tuesday 8th

[Hampton Church NWBN, Old Point
Comfort, NEBN, Sowels Point SBW.]

[*PM*] Ditto Wea^r [Moderate Wea^r] Completed the Ship to 3 months Provisions, Carpenters and armo[*r*]ers employed as before;¹ sent our Tender up to Baltimore with some of the officers and men belonging to the *Virginia*.

D, UKLPR, Adm. 51/311.

1. Continental Navy frigate *Virginia* was captured on 31 Mar. 1778 after running aground near the entrance to Chesapeake Bay where the ship's rudder broke off and was lost. *NDAR* 11: 848–49. Carpenters and armorers from *Emerald* worked on board H.M.S. *St. Albans* to construct a substitute (finished on 11 Apr.) to allow the captured frigate to proceed to New York.

JOURNAL OF H.M. FRIGATE *GLASGOW*, CAPTAIN THOMAS PASLEY

Ap^t 1778
Wednes^y 8

Cape Maize South 3 Leagues.

At 8 (AM) saw a Sail to SW. Gave Chase.

The Island of Cuba from West to NE 5 or 6 Leagues.

Fresh Breezes and Fair Still in Chase, at 2 Fired a shot & bro^t her too. Sent an Officer to Examine her proved a French Sloop from Cape ffrancoise to Cape ffair.¹ took possession of the Prize sent a Petty Officer with Hands to take charge of her. Made Sail with the Prize in Company.²

D, UKLPR, Adm. 51/399.

1. In his private journal, Pasley identifies the sloop as *Two Friends* and writes that it was bound for Cape Fear, N.C. He also indicates that he only took possession of it as "punishment" for having forced

Glasgow to pursue it twenty leagues from its "Cruizing ground" and because the captain of the sloop was "insolent." Pasley, *Private Sea Journals*, pp. 23-24.

2. In the 9 Apr. entry, Pasley recorded that at midnight the prize sloop sprung a leak that was "impossible to be stop'd" so Pasley removed the prize crew "at no small hazard to the Boat and Boat's Crew" and "she went down without our having the power to save one individual thing." UklPR, Adm. 51/399; Pasley, *Private Sea Journals*, p. 24.

JOURNAL OF H.M. BRIG-RIGGED SLOOP-OF-WAR *BADGER*, LIEUTENANT MICHAEL JOHN EVERITT

April 1778
Wednesd: 8th

Cape Francois SS[E] 13 or 14 Leagues
6 AM bore away saw a Sail in y^c SW Gave Chace; 8 Saw Sail in y^c SW made Sail and Gave Chace, 10 Set Steering sails, D^o Weath^r [Calm]
Saw y^c W^t End of Tortuga E¹/₂S 5 or 6 Leagues.—¹
PM Saw a Sail in y^c SE Quart^r made Sail, and Gave Chace, Fir'd 16: 4 Pound^r Round Shot & 10 Round & Grape when she run on Shore about 5 Miles to Windw^d: of Jean Rabel² the Sea when whe Left her, making a fair breach over her,³ haul'd off ½ past 6 Cape Nicholas⁴ EbN 2 Leag^s:

D, UklPR, Adm. 51/78, part 2.

1. Île de la Tortue, French Saint-Domingue (present-day Haiti).

2. Jean Rabel Bay, French Saint-Domingue.

3. In Parker's Prize List, this capture, listed under the date 13 Apr., is given as an unidentified "privateer" with a cargo of gunpowder that was "destroyed." "A List of Vessels taken by His Majestys Squadron under the Command of Sir Peter Parker at Jamaica between the 3d March and the 21st June 1778," UklPR, Adm. 1/240.

4. Cap Saint-Nicolas, French Saint-Domingue.

April 9

JOURNAL OF H.M. FRIGATE *BLONDE*, CAPTAIN JOHN MILLIGAN

April 1778
Thursday 9

D^o [Cape Sable] bore North 12 Leag^s.
at 5 AM Sat^l Close Reef^t Fore Tops^l at 7 Sat Mizon Tops^l & hauld down Main Stay^{sl}: at 10 Out 3^d Reef Main Tops^l:
Cape Sable N^o40E^t 5 L^{gs}.
Mod^c & Clear at 1 PM sat the Fore Sail at 3 Saw 2 Sail to Windward Out all Reefs up Top Gall^t Yards and gave Chace at 7 TK^d Ship [at] ½ past 8 Spoke the Chace it prov'd His Majesty's Ship *Orpheus* who was in chace also. Gave Chace In Com^y with her at 11 Came up with the Chace which prov'd a brig in Ballast from Marble Head bound to Carolina²

D, UklPR, Adm. 51/118, part 3, fols. 101-2.

1. That is, set.

2. Brig *Friendship*, Nathaniel Brimblecomb, master, owned by John Glover, from Marblehead bound to Virginia in ballast, captured after a twenty-two hour chase, sent into Halifax, declared a lawful prize of H.M. frigate *Orpheus*, Capt. Charles Hudson and H.M. frigate *Blonde* on 6 May. Howe's Prize List, 30 Oct. 1778, UklPR, Adm. 1/488, fols. 484-85, 486-87; CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777-1782), 126.

JOURNAL OF H.M.S. *CENTURION*, CAPTAIN RICHARD BRAITHWAITE

April 1778
Thursday 9

D^o. [Cape Sable] N33W 23 Lgs
AM Committed the body of the deceased¹ to the Deep. At 11 Saw a Sail to the Eastw^d. Wore Ship. Out all Reefs Topsails. Up TopGall^t y^{ds}. set TopGall^t Sails, Studdingsails & Driver & Gave Chace. D^o. N25W 31 Lgs
First part fresh breezes & clear W^r. middle D^o. latter light Airs & calm. PM at 1 departed this Life W^m. Flowers. At 3 Shortened Sail, brought too, hoisted a boat out & sent her with an Officer on board the Chace which proved to be a Brig the property of Rebels.² at 7 made Sail.

D, UKLPR, Adm. 51/177.

1. John Tod.

2. Brig *Stork/Storke*, Philip Aubin, master, owned by William Coombs, bound from Martinique to Newburyport with molasses, cordage, canvas, etc., sent to Halifax, where it was condemned as a prize on 4 May. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fol. 487; CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777-1782), 125.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO
AMERICAN COMMISSIONERS IN FRANCE

The Navy Board Eastern department, present their Respects to the Hon^{ble}: Commissioners at the Court of France, & Inclose them the Gazettes to this date, by the Ship *Providence*, other Packages, they have by them for the Hon^{ble} Commissioners, they don't think proper to risque thro' the dangerous Channel this Ship is obliged to pass—¹

Boston April 9. 1778

L, PPAmP, Benjamin Franklin Papers, vol. 53, fol. 37. Docketed: "Card from the Navy Board/9 Ap. 1778."

1. Continental Navy frigate *Providence*, Capt. Abraham Whipple, commander, had been blockaded in the Providence River. To escape, it had to evade the British squadron based at Newport.

JOHN BRADFORD TO LEONARD JARVIS

Dear Sir,

Boston 9th April 1778

I have loud Call from y^e Secretary of the Board of Ordnance & War,¹ for a Return of all Ordnance & military Stores since I came into Office. I beg on Receipt of this you will be kind enough to forward me a Return as soon as may be not only of Ordnance & Stores but also of Tents Blanketts &c As M^r Secretary presses the Matter in a most earnest tho polite Manner. Sorry I am to acquaint you that so far as Cap^t. John Adams² may be credited who was a Passenger on Board the *Raleigh*³ when the *Alfred*⁴ was taken it is the most criminal Matter that has happen'd this War. Adams declares that the *Raleigh* with 230 stout fine fellows on Board lay to Windward & see the *Alfred* engage two Ships, the one he says could not be larger than a 24,⁵ & the other an 18 Gun Sloop.⁶ Hinman finding himself deserted by his Companion ~~before~~ bore right before the Wind, & continued a running Fight about an hour the wind being very light, when the very Instant Thompson order'd to let down the Foresail & bear down to them, the brave Hinman overpower'd by so superior a Force was obliged to strike,

if he has survived the Carnage he & a very large Number of very useful Members are for a time lost to the Community by such Conduct, as in Britain would bring him to his Knees to receive the like Punishment a[s] Byng suffer'd,⁷ Im sorry the Post is stopped what is the Reason. If money is wanted I will gladly Subscribe your &c

J B—

LB, DLC, John Bradford Letter Books, vol. 2, p. 122. Addressed at top: "To Leonard Jarvis Esq^r" Jarvis was Deputy Continental Agent for Massachusetts at Bedford in Dartmouth (now New Bedford).

1. Joseph Nourse. Bradford replied to Nourse on 15 Apr. and 22 Apr., below.
2. Adams had commanded the Massachusetts packet schooner *Lynch* which was captured on 9 May 1777 by H.M.S. *Foudroyant* off the French coast. For more on this capture, see NDAR 8: 866; 9: 381–82.
3. Continental Navy frigate *Raleigh*, Capt. Thomas Thompson, commander.
4. Continental Navy ship *Alfred*, Capt. Elisha Hinman, commander.
5. H.M. frigate *Ariadne*, Capt. Thomas Pringle, commander.
6. H.M. ship-rigged sloop-of-war *Ceres*, Comdr. James Richard Dacres, commander.
7. Adm. John Byng (1704–1757) was shot, while kneeling, at Portsmouth, England, on 14 Mar. 1757, after a court-martial found him guilty of not doing his utmost to relieve the French siege of Minorca in May 1756.

THE INDEPENDENT CHRONICLE, AND THE UNIVERSAL ADVERTISER (BOSTON),
THURSDAY, APRIL 9, 1778

BOSTON, APRIL 9, 1778.

The *Raleigh*¹ and *Alfred*² sailed from L'Orient the 29th of December, in Company, and proceeded to cruize off the Coast of Africa; from thence crossed [to] the Windward Island[s], and from that to Boston. Saw no English Vessel during the Cruize, except one Sloop, with Wines, which they took off Senegal Bar, from an Anchor,³ until they come to the Windward of Deseada,⁴ where they fell in with two British Ships of War. The *Alfred* bore away at a very unfavourable Time, to try to make her Escape, and was taken. They afterwards chased the *Raleigh* 19 Hours, at about 6 Miles distance, who got off by out-sailing them.⁵ The *Raleigh* and *Alfred* has taken 6 Prizes since they left America;⁶ all which are safe arrived, except one Brig, with Salt.⁷

1. Continental Navy frigate *Raleigh*, Capt. Thomas Thompson, commander.
2. Continental Navy ship *Alfred*, Capt. Elisha Hinman, commander.
3. Probably the sloop *Granville*. On 2 Feb. Thompson entered seven seamen from sloop *Granville* in *Raleigh*'s crew. These were the last entries he made in the Muster Book of Continental Navy Frigate *Raleigh*, Appendix, below.
4. Deseada I., French West Indies.
5. For an account of the engagement and chase of frigate *Raleigh*, see James Warren to John Gill, 20 Apr., below.
6. For more on prizes taken by *Raleigh* and *Alfred*, see *The Freeman's Journal, or New-Hampshire Gazette* (Portsmouth), 7 Apr., above.
7. The brig with salt may have been the brig *Eagle*, J. Morgan, master, from Yarmouth bound to Genoa and Leghorn, which was taken on 30 Dec. but escaped during the night. See NDAR 11: 1046 and n.

LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

STATE of MASSACHUSETTS-BAY. } To all whom it may concern.
Middle District. }

NOTICE is hereby given, That Libels are filed before me, against the following Vessels and their Cargoes, viz.— In Behalf of Peter Pollard, Commander of the armed Sloop called the *Independence*,¹ and all concerned therein, against the Ship *Annapolis*,² of about 350 Tons burthen, James Hamrick late Master: In Behalf of William Rogers, Commander of the armed Brigantine called the *General Washington*,³ and all con-

cerned therein, against the Brigantine *Swift*, of about 60 Tons burthen, Thomas Parks late Master: In Behalf of Edward Fettyplace, jun. Commander of the armed schooner *Dolphin*,⁴ and all concerned therein, against the Ship *Canso*, of about 50 Tons burthen, Samuel Ingersol late Master: In Behalf of John Fletcher, Commander of the armed Schooner *Success*,⁵ and all concerned therein, against the Brigantine *William and Polly*,⁶ of about 80 Tons Burthen, Edward Simons late Master: In Behalf of John Conolly, Commander of the armed Schooner *Terrible*,⁷ and all concerned therein, against the Schooner *Dove*, of about 45 Tons Burthen, John McGray late Master: In behalf of Thomas Simmons, Commander of the armed Schooner *Lively*,⁸ and all concerned therein, against the Schooner *Edward*, of about 65 Tons Burthen, —— Taylor late Master. All which Vessels, and their Cargoes, so libelled, are said to have been taken and brought into the Middle District aforesaid. And for the trial of the Justice of these Captures, the Maritime Court for the said District, will be held at Boston on Tuesday the 5th Day of May, 1778, at Ten O'Clock in the Forenoon, when and where the Owners of said Captures, or any Persons concerned therein, may appear, and shew Cause, (if any they have) why the same, or any of them, should not be condemned.

N. CUSHING, Judge of said Court.

Independent Chronicle, and the Universal Advertiser (Boston), 9 Apr. 1778.

1. Massachusetts privateer sloop *Independence*, Peter Pollard, commander, mounting 10 carriage guns, crew of 55 seamen, owned by Isaac Sears and Paschal Nelson Smith, of Boston, commissioned on 31 Dec. 1777. M-Ar, Revolutionary Rolls Collection, vol. 6, pp. 131, 134.

2. Ship *Annapolis*, J. Hendrick, master, 300 tons burthen, mounting six 6-pounders and eight 4-pounders, built at Ipswich, England, in 1767 with thorough repairs in 1777, owned by Eden & Co., of London. *Lloyd's Register of Ships, 1777–1778*. For more on this capture, see NDAR 11: 834–35.

3. Massachusetts privateer brigantine *General Washington*, William Rogers, commander, of Boston and Wilton, Conn., 120 tons burthen, mounting 18 carriage guns, crew of 130 seamen, owned by Isaac Sears and Paschal Nelson Smith, of Boston, and Samuel Broome, of Wethersfield, Conn., commissioned on 10 Nov. 1777. M-Ar, Mass. Archives Collection, vol. 139, p. 150. It had been captured on 18 Jan. 1778 by H.M. frigate *Seaford* off Barbados. For more on her capture, see NDAR 11: 157, 278, 285, 329.

4. Massachusetts privateer schooner *Dolphin*, Edward Fettyplace, Jr., commander, mounting 10 carriage guns, crew of 60 seamen, owned by Samuel Russell Gerry and others, of Marblehead, commissioned on 26 May 1777. M-Ar, Revolutionary Rolls Collection, vol. 5, p. 190.

5. Massachusetts privateer schooner *Success*, John Fletcher, commander, mounting 2 carriage guns and 8 swivel guns, crew of 14 seamen, owned by Nathaniel Tracy, of Newburyport, commissioned on 15 May 1777. M-Ar, Revolutionary Rolls Collection, vol. 7, p. 155.

6. Brigantine *William and Polly*, E. Symonds, master, 160 tons burthen, built in Great Britain in 1751, owned by W. Spurrier, of London, bound from London to Newfoundland. *Lloyd's Register of Ships, 1777–1778*.

7. Probably, Massachusetts privateer schooner *Terrible*, John Conway, commander, mounting 4 carriage guns and 10 swivel guns, crew of 35 seamen, owned by Thomas Gerry and Samuel Trevett, of Marblehead, commissioned on 28 Nov. 1777. M-Ar, Revolutionary Rolls Collection, vol. 7, p. 225; Mass. Archives Collection, vol. 168, p. 50.

8. Massachusetts privateer schooner *Lively*, Thomas Simmons, commander, mounting 2 carriage guns and 14 swivel guns, crew of 40 seamen, owned by Samuel Page and Walter Price Bartlett, of Salem, commissioned on 22 Dec. 1777. M-Ar, Revolutionary Rolls Collection, vol. 6, pp. 193, 195.

WILLIAM VERNON TO JAMES WARREN

Dear sir

Providence [R.I.] 9th April 1778

Two hours since I have y^r. fav^r. of y^e 4th.¹ I rejoice to find you at Boston, ~~and~~ was confident nothing less then indisposition cou'd be the occasion of ~~the delay~~ your not being there sooner—and glad those Men belong^g to the *Warren*² are well satisfied who kept by the ship, & hope she will be soon Man'd & sail—Leiut Hyde³ whom I

take to be a judicious good sort of a Man, and indeed every other Person that I have seen belong^s to the *Warren*, complain bitterly of the 2nd. Leiut. M^r. Page,⁴ & Tell me it will be almost Impossible to Man the ship if he is continued in her. I find by Cor^l Tillinghast⁵ ~~and~~ also by Capt. Whipple⁶ ~~from~~ in who's ship he was 3^d. Leiut., that his behaviour & Conduct was such that he had not the good will of scarce a single Man on board. I shou'd think if Capt. Hopkins⁷ finds this to be his character it wou'd be best to dismiss him from his ship, as there are many Leiut. Out of Employ belong^s to the Service. I thought but to give you these hints &c— I am glad you have wrote Capt. Deshon⁸ fuly on the Subject of the *Trumbull*.⁹ am confident he will attend to what will be best, and for the good of the cause— suppose you have advised him to secure the Duck as its probabil it may be wanted, and as you well observe its not extravagantly high as goods ar selling— The *Warrens* sails that she left at Providence, wou'd have been sent yesterday, but the Teemsters went off ~~in an express~~ sooner then expected. They will go first opy—

~~The I am glad that the~~ The *Providence*¹⁰ I believe will have 180 men. She has fell down Two Miles and is geting the Crew on board. They muster'd on board Yesterday about 80. the complaint is want of Blankets. Must confess the weather is rather cold to lodge without. Hope we shall have them here this day— in my last w^{ch}. I find you have not rec^d. I informed you shou'd want at least 1500 to dispatch s^d. ship. She will be more expensive then you can conceive. Advances to the Men will be 70 doll^s upon an averidge, besides innumerable other expences that Money is call'd fore. Hope it will be in your power to transmit me that sum first safe hand—

I also mention'd the disappointment of the Cannon at Connet^t.¹¹ and that the Browns¹² wou'd supply them &c. ~~and~~ several

Df, RNHi, William Vernon Papers. Addressee is determined by the contents; the remainder of this draft is missing.

1. See James Warren to William Vernon, 4 Apr., above.

2. Continental Navy frigate *Warren*.

3. Vernon refers to Hyde as a captain of marines in his letter to James Warren, 26 Mar. 1778, *NDAR* 11: 796–97.

4. Lt. Benjamin Page, Continental Navy.

5. Daniel Tillinghast, Continental Agent for Rhode Island.

6. Capt. Abraham Whipple, commander of Continental Navy frigate *Providence*.

7. Capt. John Burroughs Hopkins, commander of Continental Navy frigate *Warren*.

8. John Deshon, member of the Continental Navy Board of the Eastern Dept.

9. Continental Navy frigate *Trumbull*, Capt. Dudley Saltonstall, commander.

10. Continental Navy frigate *Providence*.

11. Salisbury Furnace, Salisbury, Conn. See Warren to Vernon, 6 Apr., above.

12. John, Nicholas and Moses Brown of Providence, owners of the Hope Furnace, Scituate, R.I.

CAPTAIN WALTER GRIFFITH, R.N., TO SECRETARY OF THE ADMIRALTY
PHILIP STEPHENS

Nonsuch off Newport Rhode Island
the 9th. of April 1778.

Sirs

Pursuant to my Instructions from Vice Admiral Lord Viscount Howe, I Order Captain Reddall¹ of His Majesty's Store-Ship the *Grampus* to proceed with the Ship under his Command to Spithead, and upon his arrival to inform you of it, and wait there for their Lordships further Orders.

He has likewise my directions to receive onboard Lieutenant General Bur-

goigne² & his Suite for the purpose of Conveying them to England: He is likewise to take under his Convoy, such of the Transports, as may be Reported to me unfit for further Service, and others as fall under the Description of such as are to be sent Home by my Instructions, a List of which are annexed for their Lordships information,³ as well as a Copy of my Letters to the different Civil Offices, relative to such Matters as regard their Seperate departments⁴

I do further desire to inform you that Lord Howe Sail'd from this Port in the *Eagle* (for the Delaware) the 23^d. of last Month.

On the 28th. The Rebel Frigate (*Columbus*)⁵ was destroy'd near this Port, and as it is Probable that you cannot receive this Account (being so recent) from His Lordship, so soon as thro' my Hands, I beg leave to refer you to a Copy of my Letter to Lord Howe upon that Occasion,⁶ and one to me from Captain Gardner of the *Maidstone* upon the same Subject;⁷ and likewise to One from Lieutenant Christian of the *Kingsfisher* Sloop,⁸ relative to a Rebel Brig running on Shore in the Seconnet passage⁹ of 14 Carriage Guns.

On the 27th. Of last Month, the *Isis*¹⁰ sailed from this Port for the Delaware, with a Third Division of Forage Ships for the use of the Army, the two former Divisions Preceded each other, the first under Convoy of the *Brune*,¹¹ *Dispatch*,¹² and *York-Arm'd* Sloop,¹³ the Second under Convoy of the *Diamond*,¹⁴ and what remained of the Forage Ships not ready when the *Isis* Sailed, was to follow under Convoy of the *Apollo*,¹⁵ who after seeing them safe into the Delaware (under the Protection of some Ship for proceeding to Philodelphia) was to Cruize in the Lattitude of 38°.30' and 40°.30' and 66°.00 and 70°.00 West Longitude for Six Weeks, but at Liberty to extend it, in Limits and Time, A Copy of my Instructions to Captain Pownall I do enclose,¹⁶ & such as seem General Ones in it, I mean to give to all the Cruisers in this Division for their future Guidance: The *Maidstone* after seeing the *Lord-Tow[n]shend* Ordnance Ship to New-York, is to join the *Apollo* on her Rendezvous, and Cruise together.

The *Mermaid*¹⁷ & *Sphynx*¹⁸ are Sail'd under my Orders to Convey & protect Seven Transports to Shelter Island (near Long-Island) for the purpose of Wooding for the use of the Troops here; A large Ship under French Colours (seeming to be an Old Indiaman)¹⁹ is arrived in the adjacent (Rebel) Port of New-London, (which may soon be fitted out) makes two Frigates Necessary on this Service, one to attend the Party, the other to be without to prevent any annoyance from the Sea, the Situation being such as to admit of it.

The *Diamond* Captain Fielding Sail'd from hence the 2^d. Instant with three Victuallers under his Convoy for Halifax.

The *Juno*,²⁰ *Cerberus*²¹ and Convoy of Transports arrived here the 30th. Of March from Cape Cod Harbour, being sent there to Convey General Burgoigne's Army to England; the Convention being broke they are in Consequence returned to this Port; The *Haerlem* Arm'd Sloop²² was sent with Lord Howe's directions to Land the Provisions for the use of the Army, but the Sloop going for expedition within the Shoals, and the Convoy returning without, Missed each other.

The Ships now on the advanced Posts to this Island, are the *Flora*,²³ *Venus*²⁴ and *Lark*²⁵ for the Middle passage; The *Somerset*²⁶ for the Narraganset, or Western passage; The *Kingsfisher* Sloop, *Alarm* Gally²⁷ (and soon the *Spitfire* Gally)²⁸ for the Seconnet or Eastern passage.

The *Juno* will soon relieve the *Somerset* who is to go to New-York.

The *Unicorn*²⁹ is to relieve the *Kings-Fisher* while she gets a Foremast in, then the *Unicorn* is to proceed to Halifax to heave down, the lower Pintles of the Rudder are so worn as only to be got at by that Means.

The *Strombolo* Fireship³⁰ to go to New-York (when the Season is a little more advanced) to be fitted for occasional Sea Service;

The *Greyhound*³¹ is arrived at New-York from Antigua, being Necessitated to bear away, a Sea breaking upon her, beating in part of her Stern, and Sprung a lower Mast, said to have returned to New-York from Antigua unrepared.

A Vessel reports (and Circumstances Coroborate) that the *Phoenix*³² Captain Parker is at Antigua, being obliged by Weather to bear away from this Coast.

A french Ship³³ being taken near the Chesopeak by the Ships of that Detachment, and some of the People belonging to her being brought to this Port in the *Ariel*,³⁴ I am instructed to send such Home in the *Grampus*, if in the intermediate time they behaved properly, they have so, & they go to England in the *Grampus* accordingly. I am likewise instructed to inform their Lordships, that amongst those that goes, is a Person who assumes the Title and Name of the Viscount de Sabron,³⁵ calls himself a Captain of Dragoons and Major of Infantry in the French Service, He is supposed to be an able Engineer; The Purser of the *Grampus* knew him formerly in the East-Indies, but he did not go then under his present Name, and the Purser does not recollect what Name he did go by.

I likewise enclose to you a Copy of Lord Howe's Instructions to Captain Brathwait,³⁶ and a Copy of the Resolutions of Congress,³⁷ which was to have been sent Home with the Transports from Cape-Cod Harbour had they Proceeded from thence, & returned here, after his Lordship had left this Port.

Five or Six Vessels with Provisions &c^a will be sent the soonest possible (for the use of General Burgoigne's Army) to Boston: The Oeconomy (and Service) to Government makes this Step Necessary, as will be explained by the General Himself.— They shall proceed under the Sanction of a Flag of Truce, and, therefore a Convoy needless, but to avoid the dangers attending so intricate a Navigation as between the Shoals, the *Haerlem* Arm'd Sloop shall proceed so far with them, and as General Burgoigne will (of Course) give his Commissaries, Suitable directions, for the reception, & discharging the Vessels, with proper Receipts to be given, as well as other Matters relative to it; nothing more on my Part is Necessary, but expedition in sending them, and explicit Orders for that Purpose, are already given. I am Sir with great Respect, [&c.]

Wat: Griffith

L, UKLPR, Adm. 1/1838, sect. 9, no. 13. Addressed below close: "To/Philip Stephens Esq^r/Admiralty-Office/London." Docketed: "N^o. 1/Capt^r: Griffith's/letter to/M^r: Stephens/Rhode Island/9 Ap^r 1778—/R, 13 May./ (9 Inclosures)." Notation in Stephens's hand on first page: "Read."

1. Comdr. Ambrose Reddall.

2. Lt. Gen. John Burgoyne.

3. Enclosure no. 5, not printed.

4. Enclosure no. 8, not printed.

5. Continental Navy ship *Columbus*, Capt. Hoysteed Hacker, commander.

6. See NDAR 11: 815–16.

7. Capt. Alan Gardner, commanding H.M. frigate *Maidstone*. See NDAR 11: 816–17.

8. Comdr. Hugh Cloberry Christian, commanding H.M. ship-rigged sloop-of-war *Kingsfisher*. See NDAR 11: 832.

9. That is, Sakonnet Passage.

10. H.M.S. *Isis*, Capt. John Raynor, commander.
11. H.M. frigate *Brune*, Capt. James Ferguson, commander.
12. H.M. ship-rigged sloop-of-war *Dispatch*, Comdr. Christopher Mason, commander.
13. H.M. armed sloop *York*, Lt. Thomas Walbeoff, commander.
14. H.M. frigate *Diamond*, Capt. Charles Feilding, commander.
15. H.M. frigate *Apollo*, Capt. Philemon Pownoll, commander.
16. Enclosure no. 4, not printed.
17. H.M. frigate *Mermaid*, Capt. James Hawker, commander.
18. H.M. frigate *Sphinx*, Capt. Alexander Graeme, commander.
19. Ship *Lyon*, Jean Michel, master. See *NDAR* 11: 629 and n, 659, 797 and n.
20. H.M. frigate *Juno*, Capt. Hugh Dalrymple, commander.
21. H.M. frigate *Cerberus*, Capt. John Symons, commander.
22. H.M. armed sloop *Haerlem*, Lt. John Knight, commander.
23. H.M. frigate *Flora*, Capt. John Brisbane, commander.
24. H.M. frigate *Venus*, Capt. William Peere Williams, commander.
25. H.M. frigate *Lark*, Capt. Richard Smith, commander.
26. H.M.S. *Somerset*, Capt. George Ourry, commander.
27. H.M. galley *Alarm*, Lt. Philip d'Auvergne, commander.
28. H.M. galley *Spitfire*, Lt. James Saumarez, commander.
29. H.M. frigate *Unicorn*, Capt. John Ford, commander.
30. H.M. fireship *Strombolo*, Capt. Samuel Wittewronge Clayton, commander.
31. H.M. frigate *Greyhound*, Capt. Archibald Dickson, commander.
32. H.M. frigate *Phoenix*, Capt. Hyde Parker, Jr., commander.
33. Ship *Vicomte de Veaux*, Pierre Donat de La Garde, master. See *NDAR* 11: 415 and n, 488 and n.
34. H.M. frigate *Ariel*, Comdr. John Becher, acting commander.
35. See *NDAR* 11: 658.
36. Capt. Richard Brathwaite, commanding H.M.S. *Centurion*. Enclosure no. 9. See *NDAR* 11: 407-9.
37. Enclosure no. 6, not printed.

EXTRACT OF A LETTER FROM KILDARE, MONMOUTH COUNTY, APRIL 9, 1778

"About 135 of the enemy landed on Sunday last about ten o'clock, on the south side of Squan inlet,¹ burnt all the salt-works, broke the kettles, &c. stripped the beds, &c. of some people there, who, I fear, wish'd to serve them—then crossed the river and burnt all excepting Dirrick Longstreet's: after this mischief they embarked. The next day they landed at Shark river and set fire to two small works, when they observed fifteen horsemen heave in sight, which occasioned them to retreat with great precipitation, indeed they jumped in their flat-bottomed boats in such confusion that they sunk one or two of them. One of their pilots was the noted Thomas Oakeson. The enemy consisted chiefly of Greens,² the rest Highlanders."³

The New-Jersey Gazette, 15 Apr. 1778.

1. That is, Manasquan Inlet, N.J.

2. The 36th Regiment of Foot was known as the "Saucy Greens," but it was the 35th Regiment of Foot that participated in this operation. Richard Trimen, comp., *The Regiments of the British Army Chronologically Arranged* (London: William H. Allen and Co., 1878), 81; Capt. Boyd Porterfield to Maj. Gen. Sir Henry Clinton, 7 Apr., above.

3. British 71st Regiment of Foot (Fraser's Highlanders).

JOURNAL OF H.M. ARMED SCHOONER *VIPER*, LIEUTENANT EDWARD PAKENHAM

April 1778

In Delaware River

Thursd^y 9th

at 9 AM Weigh'd & tow'd up ½ p^t Saw 3 Vessels on the Jersey Shore scuttled by the Rebels at 11 past by another D^o. at 12

Came too in 3 f^m. off Dunck's Ferry. Some Rebels fir'd at our Boats, the Galley¹ fir'd a 4 P^r. w^{ch}. Struck the House & drove them back. Bro^t a Boat on b^d. from the Shore.

In Delaware River

Mod^t & Clear W^r: At 3 PM Weigh'd at 4 Came aground near Penrose p^t. D^o Car^d. an Anch^r. out & hove off, towed down wth the 2 Gun Boats ahead at 6 Came agr^d near Pegestom Creek² as did the *Cornwallis* ½ p^t. 10 Car^d. the sm^{ll} B^r out in 2½ f^m at 11 Hove into the Channel,

D, UKLPR, Adm. 51/4385.

1. Probably H.M. galley *Cornwallis*, Lt. Thomas Spry, commander.
2. Probably, Pennsauken Creek, N.J.

JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Thursday, April 9, 1778

The Committee on the Treasury Brought in a report; Whereupon,

Ordered, That a warrant issue on the treasurer in favour of James M'Clelland, for the use of Colonel George Morgan, for 4,000 dollars, to answer a requisition from Brigadier Hand, for building armed boats on the Ohio; Colonel Morgan to be accountable:¹

The Marine Committee, to whom was referred the letter from Benjamin Tupper, of the 19 March last, brought in a report;² Whereupon,

Resolved, That a copy of the said letter be transmitted to Isaac Smith, Ebenezer Storer and William Phillips, Esqrs. of Boston, who are commissioners appointed by the Marine Committee, to settle and adjust the accounts of prizes with the agents appointed by General Washington, &c. and to require the said agents to pay the several proportions justly due to the captors, &c.³

The said committee, to whom was referred the letter of Thurmer Hoggard, brought in a report;⁴ Whereupon,

Resolved, That it be referred to Messrs. Maxwell and Loyal, superintendents, and to David Stodder, masterbuilder of the continental frigates, building in Virginia, to consider and report their opinion to the Marine Committee, whether an allowance, and, if any, what allowance should be made to Thurmer Hoggard, for the frame furnished by him for one of the said frigates, over and above the price originally stipulated, and in like manner to consider and report their opinion with regard to the frame of the other frigate agreed to be furnished by Thomas Talbut, deceased, to whom the said Hoggard is executor.⁵

JCC 10: 325–26.

1. For Gen. Edward Hand's requisition, see Hand to Col. George Morgan, 31 Mar. 1778. *NDAR* 11: 843–44.

2. Tupper's letter, addressed to Henry Laurens, is in the DNA, PCC, item 78, vol. 22, p. 557 (M247, roll 103).

3. See Continental Marine Committee to Phillips, Smith, and Storer, this date, below.

4. See Thurmer Hoggard to Continental Marine Committee, 20 Mar. 1778, above. *NDAR* 11: 744. The report, written by committee member William Ellery, is in the DNA, PCC, item 78, vol. 11, p. 297 (M247, roll 96).

5. See Continental Marine Committee to James Maxwell and Paul Loyal and Continental Marine Committee to David Stodder, both dated 11 Apr., below.

CONTINENTAL MARINE COMMITTEE TO WILLIAM PHILLIPS, ISAAC SMITH, AND
EBENEZER STORER

Gentlemen [York, Pa.] April 9th 1778.—

Enclosed is a Copy of A Letter from Col^o. Benjamin Tuper to the President of Congress with A Resolve of Congress thereon¹ You will please to enquire of M^r Watson whether the Vessels & Cargoes have been sold²— if not you will dispose of them and pay to the Captors the several proportions justly due to them. We are Gentlemen [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 140 (M332, roll 6). Addressed before opening: “Isaac Smith, Eb: Storer & W: Philips Esq^s.” Phillips, Smith, and Storer, all Bostonians, were “Commissioners appointed by the Marine Committee to settle and adjust the accounts of Prizes, with the agent appointed by General [George] Washington.” *JCC* 10: 297–98.

1. In a letter to Henry Laurens of 19 Mar. 1778, Benjamin Tupper requested assistance in obtaining a share of prize money for two ships captured by him in Oct. 1775 at Washington’s order. DNA, PCC, item 78, vol. 22, pp. 557–59 (M247, roll 103); see also, Washington to Tupper, 20 Oct. 1775, *NDAR* 2: 539. Tupper’s letter was referred to the Marine Committee, which on 31 Mar. recommended that the commissioners be ordered to pay Tupper and the other captors their fair share. *JCC* 10: 297–98. On 9 Apr., Congress approved the committee’s recommendation. See Journal of the Continental Congress, this date, above.

2. William Watson had served as Continental agent at Plymouth, Mass.; he was appointed to that position by Gen. George Washington. *NDAR* 2: 493–94.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Thursday the 9th day of April 1778.—

Present.

Mr Hutchings. Mr Travis, Mr Archer and Mr Lewis.—

This Board doth recommend to his Excellency the Governour,¹ and the honourable the Council Lieutenant John Laherty as a proper person to be appointed a Captain in the Navy of this State.—

Captain Francis Bright received Orders to go and take the command of the *Henry* Galley and proceed with her to reconnoiter the Channel of Cape Charles in order to form a judgment whether the ship *Dragon*² cannot be properly stationed there, for the protection of the trade & inhabitants. After doing this business he is to return to Queens Creek and wait on the Board for further orders.—

DS, Vi, Navy Board Journal, p. 378.

1. Gov. Patrick Henry.

2. Virginia Navy ship *Dragon*, Capt. Eleazer Callender, commander. At the time of this order, *Dragon* was stationed at Yorktown, Va. *NDAR* 11: 694.

COLONEL SAMUEL ELBERT, CONTINENTAL ARMY, TO CAPTAIN GEORGE MELVIN, CONTI-
NENTAL ARMY

Orders to Captain Melvin.

Sunbury [Ga.] 9th April, 1778.

(Dear Sir): You are to go with the detachment under your command,¹ with the Captns. Hardy & Bradock² who will proceed with you up the river Alatamaha, and take under their convoy a large flat and boat with sundry necessaries for the army which you are to forward with all expedition to me at Fort Howe.³ A Mr. Cantey

hires twenty negroes for the purpose of working the flat and boat up the river. Mr. Austin & Mr. Cantey⁴ likewise go as patroons. Let me intreat that you exert yourself in joining me with the above without loss of time, as the army can't pass the river without the assistance of the boat and flat, and without a galley to cover their retreat it will be imprudent to pass it; please consult with Captns. Hardy & Braddock and with them do all you can for the public service, I wish you success, & am, sir, Yr. most obedt. Servant.

N.B. Should it be judged improper to leave the galleys with your men, the negroes will be sufficient to carry up the vessels if they don't come as high as we are with the galleys.

"Order Book of Samuel Elbert," p. 123.

1. In After Orders of this date, Elbert directed Melvin to "make choice of twenty four men from the 2 battalions of infantry" to make up his command. *Ibid.*, p. 123.

2. Capt. John Hardy commanded the Georgia Navy galley *Washington*; Capt. John Braddock commanded the Georgia Navy galley *Lee*.

3. Formerly, Fort Barrington, Ga.

4. Probably Montgomery Cope Austen and James Cantey, Jr. The former served in the Georgia Navy; the latter owned land on the Altamaha River.

LOG OF THE MASSACHUSETTS NAVY BRIGANTINE *TYRANNICIDE*,
CAPTAIN JONATHAN HARADEN

Remarks on Thursday April 9th 1778—

No Observ^t to day—

Middle Part Pleasant Weather employd in Cleansing the Hold at 11 AM spoke the *Lyon*¹ Broached a Tierce Beef & a Hh^d Water—

[Noon] Latt^d. Pr^t. Observ^t. 25..33 N^t. [*at sea off Florida*]

These 24 Hours begins with a Fresh Breeze & Clear Weather at 1 PM saw a Sail & Gave Chace at 2 PM spoke the Chace a Schooner from S^t Augustine bound to Martinico with French Prisoners Close Reeft the Top Sails & Reeft the Main sail at 6 PM spoke with the *Lyon* at 8 PM saw a Sail & gave Chace at 9 PM Gave him a Waist Gun & he returned some Shott then hauled our Wind to the NW— we took him to be a British Frigate of 32 Guns he Fired several small Arms from his Tops into the *Hazard*² & at the *Lyon*— at last he gave Chace to the *Lyon* and then we lost sight of them— at 12 spoke with the *Hazard*—

D, MSaE, Log of the Brigantine *Tyrannicide* (November 1777–May 1778).

1. Massachusetts privateer brigantine *Lyon*, Benjamin Warren, commander.

2. Massachusetts Navy brigantine *Hazard*, Capt. Simeon Samson, commander.

April 10

JOURNAL OF THE MASSACHUSETTS COUNCIL

[*Boston*] Friday April 10th 1778

On motion Ordered that the Secretary be & he hereby is directed to take Bonds of all Persons taking out a Commission for an Armed Vessel in the sum of two thousand pounds conditioned that they shall not carry out with them any person in pay of this State or any Officer or Soldier belonging to the Continental Army—

LB, M-Ar, Mass. Archives Collection, vol. 22 (Council Records, Jan.–Oct. 1778), p. 154. Marginal note: "Order to Secretary."

MASSACHUSETTS COUNCIL TO PRESIDENT MESHECH WEARE OF NEW HAMPSHIRE

S^r [Boston] Council Chamber April 10th. 1778

I am directed by the Council to inform You that they have found it necessary in order to obtain a sufficient number of Prisoners to redeem our Suffering Brethen now Prisoners in the hands of the Enemy to take bonds of all Persons taking out a Commission for any Armed Vessel, in the Sum of Two Thousand Pounds Conditioned that they shall not carry out with them any Person in pay of this State, or any Officer or Soldier belonging to the Continental Army. And to bring home with them or deliver to some Commissary of Prisoners in some of the United States, all Prisoners by them taken—¹

I am also directed to request the State of New Hampshire will take the same Precaution the better to effect the good purposes intended to be answered thereby— In the Name & by Order of the Council I am with great Esteem [&c.]

John Avery D^y S^y

L, Nh-Ar, Meshech Weare Papers, vol. V, p. 5. Addressed below close: "The Hon^{ble}. Meshech Weare."

1. See Journal of the Massachusetts Council, 10 April, above.

MARYLAND COUNCIL TO THE MARYLAND DELEGATES IN CONGRESS

[Extract]

Gen^t

In Council Annapolis 10th. April 1778.

. . . The Commissions &^{ca}. for Privateers sent hither are all used, they are frequently taken rather with a View to ascertain the Property and prevent their being taken by Privateers under Pretences of Suspicion, as has been the Case in some Instances, notwithstanding regular Clearances, than any Expectation of making Captures. We therefore request you'll have a Supply of Commissions &^{ca}. sent us by the first Oportunity— We are &^{ca}.

LB, MdAA, Governor and Council (Letter Books) 1777-1779, S1075-6, 4007, p. 137, no. 158. Addressed at bottom: "Delegates for Maryland in Congress—."

GOVERNOR PATRICK HENRY OF VIRGINIA TO WILLIAM LEE

Sir

Virginia W^{ms}burg 10th. April 1778—

I have taken the liberty to apply to you several times lately to assist us in procurin the means of defence against the Enemies of America¹ It gives me pain to be under the Necessity of making further Application to you, but we find it will be Im-possible to Import Cloathing for our Soldiers for the Next Winter and other Neces-saries unless we Can Obtain an Extensive Credit, our Bay is so Blocked up by the British Cruisers that very few Vessels of Burthen Escape however if this was not the Case, we have not Vessels Sufficient to transport Tobacco Enough to purchase the Articles we want I flatter my self Our trade is an object of Such importance to the French that on proper Application the Court will Indulge us with a Loan Necessary to procure the Goods. The Sum we wish to Borrow, is Two Millions of Livres which will not be more than we Shall have Occation to lay out in the course of Twelve Months, in order to Discharge the Loan and the Interest arising there on, we will Ship Tobacco in such Good Vessels as may be Sent here for that purpose, and Allow what you think a proper freight, the Tobacco to be sold on Acco^t of the State I must

in behalf of the Common Wealth Intreat you Sir to use your best endeavours to Borrow the Sum Mentioned, either out of the Kings Treasury or of Individuals. I am told very few of the Merch^s of France have Large Capitals, & therefore it is improbable that you will Succeed with them— Whether the Gentlemen not Concerned in Trade will think it a Matter worthy Attention I do not know, but I am persuaded the King is Disposed to aid us & Tobacco is so Essential an Article of Commerce, I must suppose he will lend a favourable Ear to a Petition in our behalf If you can by any means procure the Money or Credit for us, you will be pleased to have the Goods Shiped as soon as Possible agreeable to the Inclosed Invoice if there is War Between France & Britain, let them be sent directly to Virginia in fast Sailing Armed Vessels with orders to fall in with the Coast rather to the Northward of Cape Charles and to go into some of the Harbours on the Sea Side of the Eastern Shore or into Chesapeake Bay as may be found most safe we shall endeavour to keep Boats at Cape Charles and on the Sea Side to look out & to Pilot all Vessels into Safe Harbours,² If there is no War between France & Britain, let the Goods be sent in French Vessels to Cape Francois, and there Delivered to our agent Rawleigh Colston Esq^r from thence we Can Import them Cannon excepted, in Small fast Sailing Vessels we have provided, and Are Providing for that Purpose, and Whether sent directly to Virginia or to Cape Francois let the Goods be Insured it will be proper to send them in Different Vessels that we may not be altogether disapointed It is Supposed many of the British Vessels will Cruise this Summer off Occracook³ and the other Inlets of N^o Carolina to intercept our Trade, we therefore think it will be best to order the Vessels that bring the Articles wrote for by Cap LeMair,⁴ & the heavy Cannon now ordered, into the Harbours on the Ea. Shore of Virginia or perhaps the Pilot may bring them into the North Chanel of our Bay⁵ which we shall endeavour to guard with our largest Gallies.

I send here with Copies of the letter & Invoice by Cap^t LeMair We mean to have the Tobacco Insured which we Ship in the Vessels you are to send, & the Mode we intend to adopt is imediately upon the Arrival of any such Vessel here to advise you of the time She will probably sail from this and of the Quantity of Tobacco to be put on Board, we Mention this matter Now that it may by no means be ever Neglected, in Case the letters of advice from the State agent Should at any time Miscarry I am [&c.]
 Copy.

P. Henry

LB, Vi, Thomas Smith Letter Book, vol. 1, pp. 35–7. Addressed at top: “William Lee, Esq^r”

1. See Henry to Lee, 13 Dec. 1777. *NCSR* 10: 727–29.

2. The portion of this sentence beginning with “of the Eastern Shore” and ending with “Safe Habours” appears as an interlineation in the original text.

3. That is, Ocracoke Inlet, N.C.

4. On the mission of Jacques Le Maire de Gimel to France and the response of William Lee, see *Benjamin Franklin Papers*, 27: 361–64.

5. Also called Cape Charles Channel.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Friday the 10th day of April 1778.—

Present.

Mr Hutchings, Mr Archer and Mr Lewis.—

Ordered that a Warrant issue to Mr James Davis for the use of Cap^t Christopher Calvert for Two hundred pounds upon acco^t for the purpose of furnishing necessities for the use of the south Quay shipyard.—

Ordered that the Keeper of the public store, deliver to Mr James Davis one thousand six penny nails two thousand eight penny ditto, and two thous^d twenty penny d^o for the use of the ship at South Quay.—

Ordered that Joseph Davis foreman, and Jn^o Rochel master Joiner at the south Quay shipyard in lieu of their former pay, be allowed ten shillings each 7s day, and that the other carpenters & Joiners who are now at six shillings, be allowed eight shillings 7s day, commence^s from this day.—

Ordered that a Warrant issue to Captain George Elliot for seventy five pounds upon account for the purpose of furnishing necessaries for the Use of the *Safe Guard* Galley.—

Captain George Elliot received Orders to proceed with the Galley under his Command to the head of Elk, and deliver his Load to Colo: Hollingsworth,¹ taking a receipt for the same, and to return as soon as possible to Queens Creek, and on his arrival there to wait on the Board for further Orders.—

Ordered that Mr Steele² have leave to be absent from his duty in the Navy till the twenty fifth day of May next.—

Ordered that a Warrant issue to Captain Charles Thomas for One thousand five hundred pounds upon account for the purpose of purchasing hemp, and furnishing necessaries for the use of the public rope Walk at Warwick.—

Ordered that Joseph Martin, and Benjamin Hoare, sailors in the Navy being infirm, are discharged from the service.—

DS, Vi, Navy Board Journal, pp. 378–79.

1. Elliott commanded the Virginia Navy galley *Safeguard*. Col. Henry Hollingsworth was the Continental deputy quartermaster in Maryland.

2. William Steele was a lieutenant in the Virginia Navy.

THE NORTH-CAROLINA GAZETTE (NEW BERN), FRIDAY, APRIL 10, 1778

NEWBERN, April 10.

On Saturday last a sloop came up with Occacock Bar and anchored, the pilots knowing the vessel, as she had lately sailed from this port, went on board her, when to their great surprise, they discovered her to be an English privateer from St. Augustine, the Capt. of which told them, that they were come after the Frenchmen, and if they did not immediately carry him over the bar into the road where lay a French ship and a brig, with a considerable quantity of tobacco on board, he would instantly put them to death.¹ The pilots accordingly carried the sloop in, when she immediately boarded the brig and ship, hoisted what tobacco was on board the ship, into the brig, and carried her, with a Bermudian sloop loaded with salt, out, and went off with them. They had taken two or three prizes off the bar before. Thus has a small sloop with 4 guns and 30 men robbed this state of two fine vessels with more than 100 hogsheads of tobacco and a considerable quantity of salt. This surely shews the necessity of keeping some force on Occacock island, otherwise our trade will be annihilated.

1. East Florida privateer sloop *Ranger*, George Osborne, commander. For another account of this incident, see the Deposition of John Adams, enclosed in Thomas Bloodworth to Gov. Richard Caswell, 20 Apr., below.

LIEUTENANT COLONEL THOMAS BROWN, PROVINCIAL TROOPS, TO BRIGADIER GENERAL
AUGUSTINE PREVOST, BRITISH ARMY

[Extract]

Sir.

Fort Tonym¹ 10th. April 1778.

. . . By a letter from Cap^t. Mowbray² I have received the following intelligence,—
April 13th.—

The new created General Elbert³ is on his march with about 700 Men and 2 thirds of the Militia, was at the Altamaha last night, he has seven field pieces with him.—

The Gallies and Transports are advanced to Sapello and that his intentions are to destroy Fort Tonym.

It is confidently reported that 800 men are on their march from the back parts of the Carolinas as friends and whether this Armament is to stop them or take you, time will tell, this is so confidently affirmed, that it is beyond a doubt;⁴ I wish you success we will endeavour on our parts to give the Gallies their deserts.—

Poor Ellis⁵ is no more he was unfortunately drowned on the 8th. instant in crossing the sound after being on the boats bottom five hours; I escaped by swimming upon an oar with great difficulty. I am &c^a. sign'd,

J: Mowbray

The number of Elberts party consists of three hundred men, upon receiving information of the march of the Carolinians he set off from Savannah for the Altamaha in order to intercept or harrass them on their march.

Part of the South Carolina and Georgia militia marched Hogechee⁶ and returned;

The above intelligence I have received from three rangers who crossed the Altamaha yesterday— I have the honor to remain [&c]

Tho^s. Brown

Copy, UKLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 8, no. 1081. Note at top, “(Copy) of a letter/from Colonel Brown to/Brigd^e General Prevost.”

1. Fort Tonym was located on the St. Marys River in present-day Nassau County, Fla., near the hamlet of Mills Ferry.

2. John Mowbray, captain of East Florida armed sloop *Rebecca*.

3. Contrary to what Brown wrote here, Col. Samuel Elbert of the Georgia Continental line had not been promoted to general.

4. In a letter of 27 Apr. to Sir William Howe, Prevost, the military commander in East Florida, wrote that 350 loyalist refugees had escaped to East Florida from South Carolina. UKLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 8, 1124; microfilm copy, ViW, British Headquarters Papers, vol. 8, 1124.

5. Lt. Alexander Ellis who had commanded H.M. brig *Hinchinbrook*.

6. That is, Ogeechee River.

CAPITAINE DE VAISSEAU CHARLES PICOT, CHEVALIER DE DAMPIERRE
TO GABRIEL DE SARTINE

Monseigneur a S^t pierre le 10 avril 1778

Il Est arrivé icy le Six de ce mois un Bateau françois de le Barbade qui a amené le capte d'une fregatte du Congres de vingt deux Canons qui En venant de L'orient a

Eté prize au vent de nos isles.¹ Ce Capte a dit que pendant Son Sejour a la Barbade il y Estait arrivé un Convoy de Trente huit B^{ts} Marchands Escortés par deux corvettes L'une de Vingt & L'autre de quatorze Canons. La quantité de fregattes & corvettes que les anglois ont icy Est Enorme, & les corsaires americains ne peuvent rien faire actuellement.

Comme on Sçait a la dominique dans les vingt quatre heurs ce qu'on fait a S^t pierre les anglois detachent des B^{ts}. Pour aller audela des debouquements & ils y prennent des B^{ts}. Convoiés a plus des Soixante lieues au large.

Je crains que nos convois ne Soient insultés parce qu'ils S'y mestent Trop d'americains parmi nos françois. Dans le dernier qui Est Sorti les deux de ce mois & qui Estait Composé de vingt deux B^{ts}. De Toutte grandeur il n'y avait que Six B^{ts}. François y Tout le reste Estait americain. Je n'estais pas a S^t pierre ; je crois que je m'y Serais opposé parce que ces insurgents mettent pavillon françois & Compromettent la fregatte qui Escorte. Je vais faire mes representations a m^r. le general.²

il n'y a pas assez de fregattes icy pour [croiser] & garder les costes Surtout Si il faut convoyer les americains.

M^r L'amiral yong³ doit Estre relevé En may. Ne Sçavons pas Encores celui qui le relevera n'y avec quelles forces ils viendront.

On prepare Tout icy comme Si on devoit y Estre attaqué & on fait Baucoup de depenses inutiles Si on n'a pas une forte Escadre icy pour Saisir au moment de la guerre des Touttes les isles angloises. Je Suis [&c.]

Le ch^{vr}. De Dampierre

[Translation]

My Lord

St. Pierre, 10 April 1778

On the sixth of this month a French vessel from Barbados arrived here, bringing the captain of a Continental Congress frigate of 22 guns, which was captured to the windward of our islands en route from L'Orient.¹ This captain said that during his stay in Barbados, there arrived a convoy of thirty-eight merchantmen escorted by two corvettes, one of twenty guns and the other of fourteen guns. The number of frigates and sloops the English have here is enormous, and American privateers can do nothing at this time.

Since what goes on in St. Pierre is known in Dominica within twenty-four hours, the English detach ships to sail beyond the narrow waters, and they capture vessels in convoy more than sixty leagues offshore.

I fear that our convoys may be insulted because too many Americans fall in among us French. In the last sortie on the second of this month, made up of twenty-two vessels of every tonnage, there were only six French ships and all the rest were American. I was not in St. Pierre; I think that I would have opposed it because these Insurgents fly the French ensign and compromise the escorting frigate. I am going to protest to the General.²

There are not enough frigates here for cruising and to guard the coast, especially if Americans must be convoyed.

Admiral Young³ is to be relieved in May. We do not know who will relieve him and with what forces they will come.⁴

Everything here is being prepared as though attack is expected and with much useless expenditure, if we do not have a strong squadron here to seize all the English islands when war breaks. I am [&c.]

The chevalier De Dampierre

FrPNA, B¹ 140, fol. 41.

1. For the capture of Continental Navy ship *Alfred*, Capt. Elisha Hinman, commander, on 9 March, see *NDAR* 11: 575.

2. François-Claude-Amour, Marquis de Bouillé, Governor General of Martinique and the French Windward Islands.

3. Vice Adm. James Young, who was in command of the British Navy's Leeward Islands Station.

4. Young's successor was Rear Adm. Samuel Barrington. His instructions from the Lords Commissioners of the Admiralty, dated 3 May, are below.

April 11

JAMES WARREN TO WILLIAM VERNON

Dear Sir

Boston April 11. 1778

I last Evening received your favour of the 9th.¹ I wrote you on the 6th: which with the money you wrote for Still remains on hand for want of a Conveyance. I hope for one this day ~~7~~ M^r Hopkins,² & will give you my opinion of many Articles of your Enquiry. I shall only Add to what I have mentioned there that I have great doubts of the Propriety of putting 18 pound^{rs}. on the Ship at Norwich.³ Hopkins says his Ship bears them.⁴ this Ship May carry them, but will they not Shake both of them to pieces if an Engagement should happen. I have been disappointed in the Pigg Iron Contracted for at Plymouth. I shall not get more than fifteen tuns where they talked of Thirty, so that we must have some more for the Ship at Salisbury.⁵ I have indeed Contracted for about ten tuns more but shall not get it soon enough to go in her bottom, therefore it may be best to send part of that at Providence down here the rest may perhaps go to Norwich if necessary hereafter. I am at a loss where it is best to send the Stores saved from the *Columbus*. It is true it will be Cheaper to send them to Norwich than Boston, but if any are sent there that will not go into the New Frigate⁶ it will Occasion a great Expencc for in that Case they must finally be removed again perhaps to this place. The wrought Iron saved would soon be used in the Ships here & not much of it perhaps would be proper to go into the New one.⁷ you will be able to Judge what is best to be done—I hope the *Providence*⁸ will not go without a very good time. Cap^t Chew⁹ is indeed dead to my Grief, having conceived a very good opinion of him from a Letter received soon after you left me which exhibited Such a Specimen of Spirit & Industry as marked him in my mind for a good officer. The *Rawleigh*¹⁰ arrived at Portsmouth on the 6th. the *Alfred* is taken.¹¹ many Censures are passed on the Conduct of Cap^t Thompson as the Account of the Matter was handed us by a passenger that came with him. I did not till yesterday receive a line from him when I received two Letters by his Clerk one of which gives a particular Account of this Matter, & the whole passage, which represents it in a more favorable View. He was in this Bay and yet went to Portsmouth instead of coming in here. I have now ordered him to proceed with the Ship Immediatly to this port knowing that she may be fixed for the Sea here with more dispatch & greater advantages than there. I wish

to have your Explicit Approbation of this Order as it is more than I like to do alone, & yet what I thought necessary to be done without delay. He has 100 men Engaged till August she wants little but Provisions, Cleaning, & manning, to fit for the Sea Again what shall we do for Men for the *Warren* & what shall we do for money. I have thoughts of Sending an Express on purpose. I wish the Small pox was gone that you Could return I hope it will soon. There must be another of us here. Do write immediatly to M^r Deshon¹² & Impress him with the Necessity of it— I am Your Friend [&c.]

J Warren

P.S. I will talk with Cap^t Hopkins about M^r Page¹³ his Second Lieut. but if recollect right he considers him as the best officer he has—

I shall send a packet of News Papers which we are desired to direct should not be drowned on any Occasion, as the Intelligence will be scattered by the Enemy, & our Commissioners will have their Share of it

Your Son¹⁴ preparing to go to Providence, Send the money by him

L, RNHi, William Vernon Papers. Addressed on cover: "The Hon^{ble}. / William Vernon Esq^r / Providence."

1. See Vernon to Warren, 9 Apr., above.
2. Possibly Acting Lt. William Hopkins of the frigate *Providence*.
3. Continental Navy frigate later named *Confederacy*.
4. Probably Capt. John Burroughs Hopkins, commanding Continental Navy frigate *Warren*.
5. Continental Navy frigate later named *Alliance*.
6. Continental Navy frigate *Confederacy*.
7. Continental Navy frigate later named *Alliance*.
8. Continental Navy frigate *Providence*.
9. Capt. Samuel Chew, commanding Continental Navy brigantine *Resistance*. Chew was killed in an engagement on 4 Mar. with H.M. Post Office packet boat *Grenville*, Capt. William Kempthorne, in the West Indies. See *NDAR* 11: 537, 623–25.
10. Continental Navy frigate *Raleigh*, Capt. Thomas Thompson, commander.
11. Continental Navy ship *Alfred*, Capt. Elisha Hinman, commander.
12. John Deshon, member of the Continental Navy Board of the Eastern Dept.
13. Lt. Benjamin Page, Continental Navy.
14. That is, William Vernon, Jr.

CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY, TO DANIEL TILLINGHAST

Ship *Providence* April 11. 1778—

Sir,

[*Providence, R.I.*]

Any Men that L^t Devol¹ or Captain Jones,² may enter I desire that you would supply them with monys to pay them. My Business detains me on board till tomorrow morning— if M^r Varnon³ or you should want me before then send word by the Boat that brings this, should be glad that M^r Varnon would give the Purser⁴ Orders so that he may come on board and serve out the Blankets, and let me know the price. Your Compliance will greatly Oblige Your friend at Command

AW—

LB, MiU-C, Abraham Whipple Papers, Letter Book (1778), p. 1. Addressed at foot: "Coll^d Dan^t Tillinghast—." Marginal notation: "A W/to/D T/[Apr]il 11. 78." Daniel Tillinghast was Continental Agent for Rhode Island.

1. Lt. Silas Devol, Continental Navy.
2. Capt. William Jones, Continental Marines.
3. William Vernon, member of the Continental Navy Board of the Eastern Dept.
4. Samuel Chace, purser of the Continental Navy frigate *Providence*.

THE PROVIDENCE GAZETTE; AND COUNTRY JOURNAL
SATURDAY, APRIL 11, 1778

PROVIDENCE, April 11.

Saturday last a large Sloop being observed from an eastern Port, standing westward, Capt. Charles Jenckes, of this Town, went in a Boat, with 7 Men, and brought her in. She proved to be a Transport from Halifax, bound to Rhode-Island, laden with Coal for the Troops, having one Swivel and two Musquets, but made no Defence. The Crew, which consisted of 4 Seamen, beside the Captain and Mate, have since been conducted here.

Sunday last about 30 Transports, under Convoy of a Frigate,¹ sailed from Newport, and steered to the Westward.

Capt. Joseph Smith, in the Sloop *Victory*,² of this Port, on his Passage from the West-Indies, was lately taken by three British Tenders, and ordered to an Enemy's Port; but he soon after re-took the Vessel, and carried her into South-Carolina.

1. H.M.S. *Mermaid*, Capt. James Hawker, commander, convoying transports bound to Shelter Island for wood. Mackenzie, *Diary* 1: 264.

2. Sloop *Victory*, 20 tons burthen, with no guns, sailed from Providence on 18 Nov. 1777 bound for Virginia in ballast. R-Ar, Maritime Papers, Outward and Inward Entries (1776-1787), 56.

MASTER'S JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

April 1778

Saturday 11^h.

Verplanks Point North $\frac{1}{4}$ Miles—

at 9. AM. Weighed & made Sail, at $\frac{1}{2}$ past 10 A:M: gave chase, to a Rebell boat crossing the river, at $\frac{1}{2}$ past 11 (A:M) the boat run on shore, sent the boats manned & armed to bring her off, fired 4: 24 P^r: round & Cannister, Shotd: & 6: 4 P^r: round & grape, to Scower the woods & Cover the boats, at noon the boats returned without Loss,¹ Hauled our wind.

Donderbarrack P^t:² as $\frac{3}{4}$ margin—

Donderbarrack P^t: North 1 Mile—

Light airs & variable, the first & middle P^{ts}. Latter P^t: fresh Gales & thick fogg, at 3. P.M. anchored in 5 f^m. W^r: Donderbarrack P^t: NBW $\frac{1}{2}$ mile,

D, UKLPR, Adm. 52/1694.

1. In the report of this capture in the Captain's Journal of *Dependence*, Clark noted that the captured vessel was a "Guard boat with all her Arms." UKLPR, Adm. 51/4159.

2. That is, Dunderberg Mt., N.Y.

RIVINGTON'S *THE ROYAL GAZETTE* (NEW YORK), SATURDAY, APRIL 11, 1778

The letter of marque ship *Levant*, Capt. Martin,¹ sailed from Sandy Hook the 5th inst. And returned yesterday with a large sloop from Virginia for Bourdeaux, Steel, master, which he took three days after he went out: She has on board 105 hogsheads of tobacco, &c. &c. &c.²

1. Ship *Levant*, Capt. John Martin, 330 tons burthen, mounting 20 6-pounder and 8 3-pounder guns, rebuilt in 1777, owned by Davis & Co., Bristol, England. *Lloyd's Register of Ships, 1777-1778*.

2. Undoubtedly, sloop *General Gates*, Thomas Steel, master. UKLPR, H.C.A. 32/339/5. Condemnation proceedings for the *General Gates*, initiated by Martin, began on 15 Apr. 1778 and concluded on 6 May. UKLPR, H.C.A. 49/92. An advertisement in *The Royal Gazette* of 20 May listed the cargo as "James River tobacco and lumber."

VICE ADMIRAL VISCOUNT HOWE TO ROYAL GOVERNOR WILLIAM TRYON OF NEW YORK

(Copy.)

Eagle, off Sandy Hook, [N.J.]

Sir,

April the 11th. 1778.

Captain Duncan¹ has delivered to me the Copy of the circular Letter from the Secretary of State,² and the Message he was charged with by Your Excellency,³ respecting your Determination to grant Letters of Marque conformable to the Tenor of it, as soon as you shall be furnished with the requisite Authorities from the Lords Commissioners of the Admiralty.

Persuaded of the dangerous Consequences that must ensue to the King's Service by the Temptation thereby offered the Seamen to withdraw from the Transports, on which the Subsistence of the Army immediately and entirely depends, as well as from the Ships of War, I trust that you will in regard thereof be prevailed on to postpone the Issue of such Letters of Marque; at least in the present Circumstances of the War, or untill the King's further Pleasure (if deemed necessary to be taken) can be had upon the Matter.⁴

I am more particularly encouraged to hope for this Testimony of your Indulgence, when I consider the Tenor and Spirit of the circular Letter, which, as I conceive, is not obligatory, nor indeed applicable to the State of this Province.

The Letter obviously respects the Province in which the civil Government is regularly exercised and the Laws are still in Force.

Application is to be made to the Assemblies regarding the Maintenance and Security of the Prisoners: And as a necessary Ground for the Operation of that civil Authority, it is presupposed that the Captures will be brought into some Port within your Government whereas, by the late restraining Acts, the special Licence of the Commissioners therein mentioned, is required for exempting this Port from the Effect of the general Prohibition extended in the case to all the Provinces not in the King's Peace. I have the Honor to be, &c.

Howe.

Copy, UKLPR, Adm. 1/488, fols. 256-57. Addressed at foot of first page: "Governor Tryon." Docketed: "Copy of a Letter from/the Lord Viscount Howe/to Gov^r. Tryon, dated/*Eagle*, off Sandy Hook./11th April, 1778./N^o. 3./In Lord Howe's N^o. 59." Enclosure no. 3 in Vice Adm. Viscount Howe's letter No. 59, 9 May 1778, to Secretary of the Admiralty Philip Stephens.

1. Capt. Henry Duncan, R.N., First Captain of Howe's fleet.

2. Lord George Germain to British Colonial Governors in America, 10 Jan. 1778. See NDAR 11: 900-901.

3. Not found.

4. Tryon replied on 12 Apr. that he would not grant letters of marque until he received instructions and authority from the Lords Commissioners of the Admiralty. UKLPR, Adm. 1/488, fols. 258-59. Tryon acknowledged receipt of such powers in a letter to Lord George Germain of 5 Sept. 1778. UKLPR, C.O. 5/1108, fol. 262.

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN GEORGE KEITH ELPHINSTONE, R.N.

Sir, *Eagle*, Sandy Hook [N.J.] April the 11th 1778.

Being informed that the Difficulties the Rebels find in attempting to make their Returns of Tobacco from Chesepeak Bay, have induced them to prosecute that Commerce through North Carolina; Putting to Sea out of Ocracoke Inlet, and receiving Supplies by the same Channel; I desire You will acquaint Captain Fanshawe¹ with my Wishes, that all the Attention which the State of his Force admits, may be had to that essential Object.

I am at the same Time informed, that a French Frigate-built Ship is now, or has lately been stationed in Cape-Look-out Harbour;² and an uninterrupted Trade carrying on there with the Rebels: It is desirable that the earliest Opportunity should be taken to obstruct this Intercourse also. I am, [&c.]

Howe

L, UkGrNMM, Adm. Viscount Keith Papers, KEI/2/2. Addressed below close: "Honble Captain Elphinstone/*Perseus*." Docketed: "*Perseus*/Lord Howes Order to/obstruct the Rebel commerce/at Ocracoke and Cape-Look-out/11th: April 1778."

1. Capt. Robert Fanshawe, Senior Naval Officer commanding the British squadron patrolling off the Carolinas and Georgia.

2. Ship *Ferdinand*, Denis-Nicolas Cottineau de Kerloguen, master. It anchored off Beaufort, N.C., and transferred its cargo to that town. See NDAR 11: 441–43, 534. See also, Cottineau to Gov. Richard Caswell, 12 May, below.

GENERAL GEORGE WASHINGTON TO THE CONTINENTAL NAVY BOARD
OF THE MIDDLE DEPARTMENT

Gen^l: Head Quarters Valley Forge [Pa.] 11th: April 1778

I am fav^d. with yours of the 31st: ult^o.¹ All the Articles which you send over are to be directed to the Comm^y Gen^l of purchases² or his deputy in Camp and they will give Receipts upon delivery.

I have never had an answer from General Howe respecting Cap^t Robinson and Galt.³ Our Commissioners are now sitting at Newtown to endeavour to procure a general Release of prisoners and to settle a more extensive Cartel than has hitherto subsisted.⁴ I am in hopes if they agree, that Cap^t Galt may be redeemed notwithstanding his indiscretion.⁵ If Cap^t Robinson is detained I shall not fail to make a demand of him in a proper manner.⁶ I am with great Respect Gen^l Your

Df, DLC, George Washington Papers, Series 4. Addressed at bottom of page: "Navy Board at/Bordentown [N.J]." Docketed on a separate page: "To/Continen^l Navy Board/at/Bordentown/11th: April 1778."

1. See Continental Navy Board of the Middle Department to Washington, 31 Mar. 1778, NDAR 11: 845.

2. Jeremiah Wadsworth. His assistant at camp was Royal Flint.

3. Washington had written Gen. Sir William Howe concerning the case of Capt. Isaiah Robinson, Continental Navy, and Capt. Nathaniel Galt, Pennsylvania Navy, on 22 Mar. 1778. NDAR 11: 759.

4. The commissioners: William Grayson, Robert H. Harrison, Alexander Hamilton, and Elias Boudinot, met in early Apr. with representatives of Sir William Howe at Newtown, Pa., to negotiate a treaty for the exchange of prisoners of war. They were unable to agree on terms. Commissioners for Prisoner Exchange to George Washington, 15 Apr. 1778, *GW Papers, Rev. War Series*, 14: 518–23.

5. For more on the "indiscretion" of Galt and Robinson, see Robinson to Washington, 17 Mar. 1778 and Howe to Washington, 19 Mar. 1778. NDAR 11: 674, 711.

6. Washington wrote Howe again on behalf of Robinson and Galt on 27 May, below.

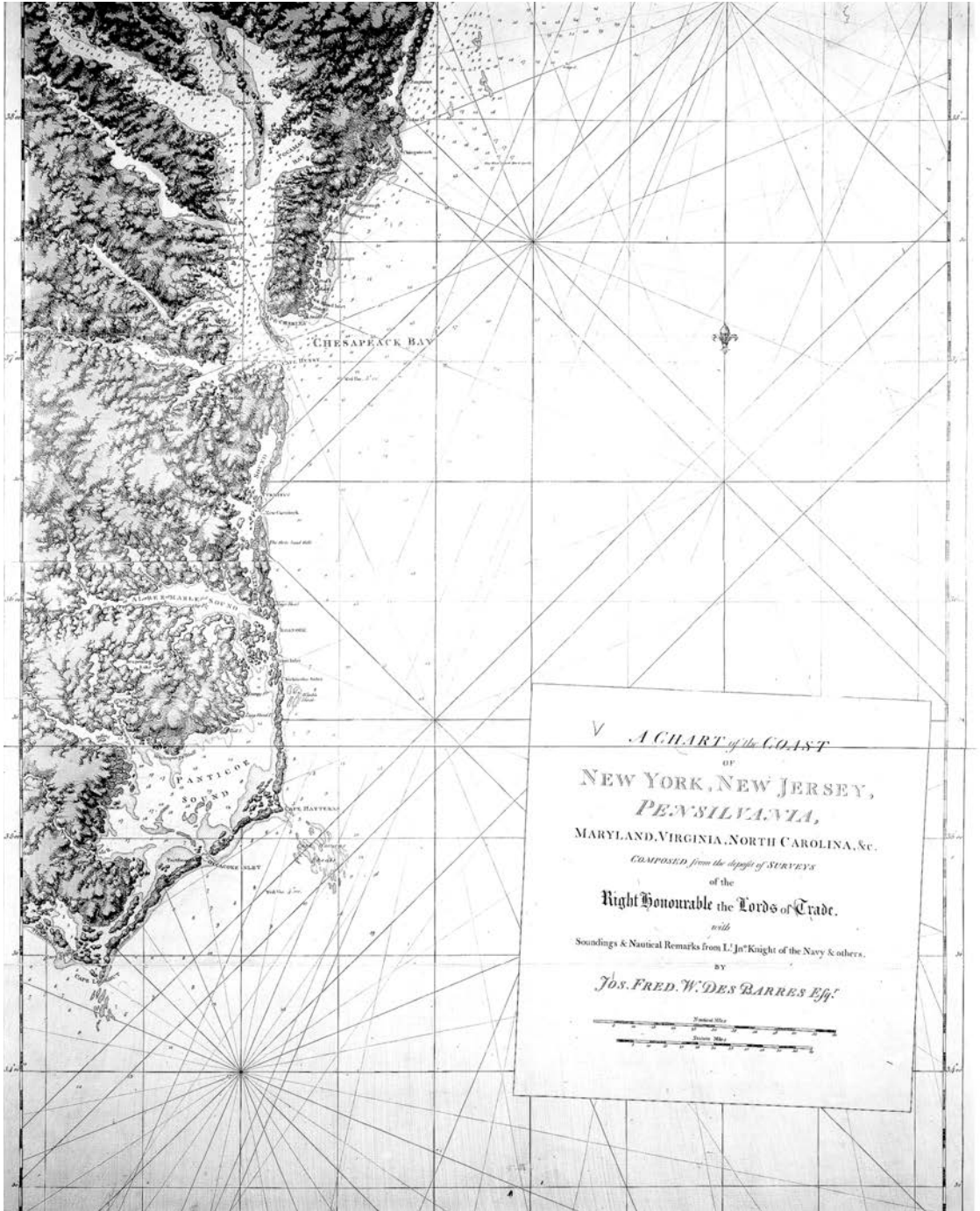


Chart of the coast from New York to North Carolina

CONTINENTAL MARINE COMMITTEE TO JAMES MAXWELL AND THOMAS LOYALL

Gentlemen

[York, Pa.] April 11th 1778

We have determined for the present to stop the building of the Frigates in Virginia. We find on examining your Account that you have neglected giving us Credit for the following Sums which will make a considerable balance in our favour.

Your draft of the 9 th July last in favour of W ^m Holt for	£390:0:0 V ^a Curr ^y
A Warrant on the Loan Office in Virginia for 10,000 Dollars transmitted you the 24 th of November last a 6/ p Doll ^r your draft of the 5 th March last in favour W ^m Holt for	3000. 0.0 <u>243.11.0</u>
	Virg ^a Currency <u>£3633.0.0</u>

M^r Stodder tells us that you have not received any Money on the Warrant on the Loan office transmitted you the 24th of November¹ If there should be no money in the office you must negotiate the Loan Office Certificates.² We enclose you A Resolve of Congress empowering you & M^r David Stodder Master builder of the Frigates to consider and Report what allowance if any you think ought to be made to Thomas Hoggard for the frames of the Frigates over and above the prices originally stipulated.³ When we shall resume the building of these Frigates we shall be glad to have your superintendancy of them in the mean time we are with great respect [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 140 (M332, roll 6). Addressed before opening: "Mess^{rs} Maxwell & Loyal."

1. See Continental Marine Committee to Maxwell and Loyall, 29 Nov. 1777. *NDAR* 10: 631–32.

2. On 11 April, Congress ordered a warrant for \$8,000 for Maxwell and Loyall, but according to a note written by Henry Laurens, the President of Congress, the order was "Postponed by desire of the Marine Committee." *JCC* 10: 338; DNA, PCC, item 136, vol. 2, pp. 215, 217 (M247, roll 145).

3. Congress had asked the committee to consider additional compensation for Thurmer Hoggard, which Hoggard had requested in a letter to the Marine Committee of 20 Mar. 1778, above. *NDAR* 11: 744. In a letter to Congress of 9 Apr., the committee recommended that the matter be referred to Maxwell, Loyall and David Stodder for determination, which Congress ordered in a resolution of the same date. DNA, PCC, item 78, vol. 11, pp. 297-98 (M247, roll 96); *JCC* 10: 326.

CONTINENTAL MARINE COMMITTEE TO DAVID STODDER

Sir

[York, Pa.] April 11th 1778

We have determined for the present to Stop the building of the Frigates in Virginia of which you are the Master builder and are willing that you should enter into the employ of the State of Virginia, and continue therein until we shall think proper to resume the building of them or you shall be ordered to build other vessels for us.¹ In the mean time we would have you take particular care of the Ships Frames and Materials for building so as to prevent any rot or embezzlement, and shall make you a reasonable allowance for your trouble therein. When we shall have an opportunity to converse with the Honorable Rich^d Henry Lee Esq^r who was the Gentleman that agreed with you respecting the terms of your employment we shall be able to determine upon an allowance to be made you. So soon as we shall have decided on this matter we will give you notice thereof, and at the same time will inform you whether the terms you have proposed for your future service is agreeable in the mean time we are Sir [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 141 (M332, roll 6). Addressed before opening: "M^r David Stodder."

1. In a short letter of this same date to the governor of Virginia, the committee informed Patrick Henry that Stodder could "be employed by your State in building small Vessels upon condition that he shall resume the building of the Frigates or build any other vessels for the Continent when we judge proper." The committee added that when work on the frigates was "again taken up," they were confident Henry would "give every assistance." LB, DNA, PCC, Marine Committee Letter Book, fol. 141 (M332, roll 6). Also, on 11 Apr., Congress ordered a warrant for "Daniel Stoddard, master builder of the frigates in Virginia" for \$800 "in part payment of wages due." DNA, PCC, item 136, vol. 2, p. 215 (M247, roll 145); JCC10: 338.

HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS, TO BARNABAS DEANE

Marine Committee

York [*Pa.*] April 11th 1778

Sir,

We have received your letter dated the 11th ul^o requiring a Remittance of 20,000 Dollars to pay off Bills against the Frigate *Trumbull*. As it is high Time that your Accounts against that Vessel were closed, we must request that you will make them up and produce them to the Navy Board at Boston¹ for examination and we shall give Orders for the payment of the balance that may be justly due to you. We are sir Your hble servants

Henry Laurens
President.

M^r Barnabas Deane.

[Superscribed] M^r Barnabas Deane Wethersfield Connecticut

[Endorsed] Hon^{bc} Henry Laurens Esq^r April 11th 1778

Connecticut Historical Society *Collections* 23, p. 126.

1. That is, Continental Navy Board of the Eastern Department.

CAPTAIN JOHN BARRY, CONTINENTAL NAVY, TO GENERAL GEORGE WASHINGTON

D^r. General

I send by the bearer the things I have Purchased for Your Excellency.¹ It wood have gave me grate pleasure to have had it in my power to have Complated the whole, but some of them selling so high and others not good was the Occasin— the men I have here that your Excellency Ordered me from Camp Wants close² and the[y] Grumble Very much About it— I fear thare Is some of them that will not stay unles the[y] can be suplyed With them— I think in a little time our Crusing will be At an end but I want to have one sweep more among them before we give up, we have being unhappilly blocked up here for this few days past but if the men stay will be out in a few days— Should be glad if Your Excellency wood let Me know the time you wood want the men and the Gratest Care shall be taken that the[y] Join thare Respectave Regiments— Your Excellency will oblige me Very much if you will desire General Varnum³ to send the men and Close by the Bearer as soon as posable if the[y] dont Come soon it will brake up my cruising which I should be Very Sorry for as I think we can be of use for some little time yet—⁴ I Remain [&c.]

John Barry

Wilmington [*Del.*]

April 11: 1778

L, DLC, George Washington Papers, Series 4. Addressed below close: "His Excellency General Washington." On the cover sheet: "His Excellency General Washington/Commander in Chief &c. &c.—." In a different hand, "on publick Business/by M^r Chiltun/Captain Barry." This was John Chilton, reputedly a Continental warrant officer. *GW Papers, Rev. War Series* 14: 107n. There is also docketing on the address sheet: "From/Cap^t Barry/6th. & 11th. april."

1. The items undoubtedly came from the British Army armed schooner *Alert* and the British transport ships *Mermaid* and *Kitty*, all of which Barry had captured, and included sugar, tea, and hair powder amounting to \$356. Barry to Washington, 6 Apr. 1778, DLC, George Washington Papers, Series 5.

2. That is, clothes.

3. Brig. Gen. James Mitchell Varnum commanded the Rhode Island Continental brigade.

4. Washington replied on 15 Apr., below.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis] Saturday 11th April 1778.

[Ordered] That the said Commissary of Stores¹ Pack up forty Blankets, and send them onboard the *Dolphin* Capt. Rich^d Bryan, to be delivered to George Keeports in Balt^o.²

That the said Commissary of Stores deliver to James Boyle³ of the Galley *Baltimore*, 40 pair Shoes, 10 Shirts, 20 Coarse d^o. 20 check D^o. or Check to make them, 50 yds Ozn^a. 4½ yds black serge Denim, ½ yd Buff Cloth 12 yds russia Drab, 3 yds Stript Holland & 4½ yds red Cloth with Thread and Trimmings—

D, MdAA, Governor and Council Proceedings, 3842, S1071-23, p. 191.

1. John Muir was officially appointed commissary of stores on 21 Apr., but may have been functioning in the office before that date.

2. Keeports was the storekeeper in Baltimore.

3. Boyle was a lieutenant of marines.

MARYLAND COUNCIL TO CAPTAIN JAMES NICHOLSON, CONTINENTAL NAVY

Sir. In Council Annapolis 11th. Ap^l. 1778.

The *Dolphin*¹ goes up for such of the *Virginia*'s Crew as are at Baltimore² The *Plater*³ will lie ready for a Part of them. If it can be done instantly perhaps the *Dolphin*'s Bottom had better be cleaned in Baltimore: We wish to see her return as quick as possible, with a full double set of Men. It had better be given out that the Design is to Man the *Johnson* Galley.⁴ If Cap^t Nicholson is gone to York, we hope he has said enough to make this intelligible.— We are &^{ca}

LB, MdAA, Governor and Council (Letter Books) 1777-1779, S1075-6, 4007, p. 139, no. 163. Addressed at bottom: "Capt. James Nicholson or the 1st Officer now at Baltimore of the *Virginia*." The first lieutenant of *Virginia*, Joshua Barney, had been captured with the ship.

1. Maryland Navy schooner *Dolphin*, Capt. Richard Bryan, commander.

2. Continental Navy frigate *Virginia*, Capt. James Nicholson, captured by H.M.S. *St. Albans* near the entrance to Chesapeake Bay on 31 Mar. 1778. See Nicholson to the Continental Marine Committee, 2 Apr., above.

3. Maryland Navy galley *Plater*, Capt. Richard Murrow, commander.

4. Maryland Navy galley *Johnson*. As seen in Maryland Council's journal entry of 16 Apr., below, *Johnson* had been removed from active service.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Saturday the 11th day of April 1778.—

Present.

Mr Hutchings, Mr Travis, Mr Archer, and Mr Lewis.—

Ordered that a Warrant issue to Mr John Lewis for the use of Fielding Lewis esquire for one thousand five hundred pounds upon account for the purpose of furnishing necessaries for the use of the ship *Dragon*.—

Captain James Barron received orders to proceed with his Boat¹ to Cape Charles as a look out if he has provision for this expedition, but if he has not then he is to come round to Queens Creek, and take in such as may serve. But if in consequence of orders given some time ago to Capt Rich^d Barron he shou'd have come away from Hampton, then he is to apply to Cap. Allen or the commanding Officer of the fort² for the rigging sails &c which belong to the Brig^a. *Liberty*,³ and bring them to the College Landing.—

Ordered that Captain Elliot,⁴ deliver up his Pilot to Lieutenant James⁵ for the use of the Brigantine *Northampton* —

Captain Richard Barron received orders if he has not left Hampton to take on Board his Boat⁶ the Rigging, sails, &c, belonging to the Brigantine *Liberty* and proceed up to the College Landing that Cap^t James Barron may the sooner comply with his Orders.—

Captains Taylor, Callender and Bright,⁷ recieved Orders to proceed to Cape Charles on the eastern shore for the purpose of taking a survey of every channel and harbour there, which they are to report in writing to the Board.—

DS, Vi, Navy Board Journal, p. 380.

1. Virginia Navy armed pilot boat *Liberty*.

2. Presumably, Fort Nelson at Portsmouth, Va.

3. Virginia Navy brigantine *Liberty*, Capt. Thomas Herbert, commander.

4. Capt. George Elliot commanded the Virginia Navy galley *Safeguard*.

5. Lt. Michael James.

6. Virginia Navy armed pilot boat *Patriot*.

7. Virginia Navy captains Richard Taylor, Eleazer Callender, and Francis Bright.

JOURNAL OF H.M.S. *EMERALD*, CAPTAIN BENJAMIN CALDWELL

April 1778
Saturday 11th

[Hampton Church NWBN, Old Point
Comfort, NEBN, Sowels Point SBW.]

at 10 AM anchor^d. here a Sloop from New York;¹ got the machine from the *S^t Albans* to the *Virginia*,² at Noon employed fixing it.

[Hampton Church NWBN, Old Point
Comfort, NEBN, Sowels Point SBW.]

Ditto Wea^r: [Moderate Wea^r] at 2 PM departed this life Jn^o. Reynolds Seaman, at 6 PM got the machine fixed onboard the *Virginia*;

D, UklPR, Adm. 51/311.

1. In the journal entry of H.M.S. *St. Albans* for this date, Capt. Richard Onslow identifies this vessel as “the *Nautilus* Tender,” which presumably means it was the tender of H.M. ship-rigged sloop-of-war *Nautilus*, Capt. John Collins, commander.

2. Continental Navy frigate *Virginia*, Capt. James Nicholson, commander, was captured on 31 Mar. 1778 after running aground near the entrance to Chesapeake Bay where the ship’s rudder broke off and was lost. *NDAR* 11: 848–49. Carpenters and armorers from *Emerald* worked on board *St. Albans* in constructing a substitute rudder to permit the captured frigate to sail to New York.

PETITION OF DAVID ROSS AND COMPANY TO DON BERNARDO DE GÁLVEZ,
GOVERNOR OF SPANISH LOUISIANA

[*New Orleans, 11 April 1778*]

The Petition of David Ross & Company English Merchants in the Mississippi, Most Humbly Sheweth.—

That the Schooner *Dispatch* commanded by Cap^t. James M^c. Craight coming from Kingston in Jamaica, last from Pensacola with a Cargo of fifty prime Negroes, a hundred Quarters of flour belonging to David Ross and Company, about the 24th of last March, was seized in the river Mississippi, about four Leagues above the South West pass, by an Armed Boat, belonging to the Rebel Subjects of his Britannic Majesty, and Commanded by one Joseph Calvert, who pretended to Act under the Authority of the Confederate Rebels in his Said Majestys Colonies.—¹

That the Said Joseph Calvert, as soon as he had Seized the said Schooner, Conducted her from the River, where she had Anchored, into the Bay of Barataria to the westward of the entrance of the Mississippi where he discharged, in the Territory of his Catholic Majesty, the Negroes and Flour abovementioned, as with the personal Effects of David Ross, and Others that were upon freight belonging to the Passengers.— That on Sunday last the 6th of this Month, the Said Joseph Calvert being at Barataria embarked the said Negroes as well as the Flour, on Board the said Privateer, and four Periaguas,² and Conducted them by a Canal that leads from the Bay of Barataria to a habitation about a League above New Orleans.—

That he still Continues at this habitation with a part of the Slaves; and that the Rest have been Conducted higher up the River by land (Supposed) to the habitation of Oliver Pollock, who calls himself Agent for the American Congress.—

That the Said Oliver Pollock has already offered to Sell a part of the Slaves, and that he and his accomplices have Sequestered all the Negroes, as well as the Rest of the effects of the Cargo.— That at the time of the Surprize of the said Vessel he had on board (belonging to a M^r. Barnardie, an Inhabitant of your province) Two Negroes who had taken a passage for their Masters Habitation and which Negroes were put in Irons, and Carried off in the Said Vessels.—

That those who have been on board, the Schooner at Barataria since she has been Seized, have seen neither Captain M^c. Craight, his Crew, or the passengers and from the Character of the Said Joseph Calvert, there is Reason to fear they have been destroyed by him, and his Accomplices, in order that the Act they have Committed (in Violation of the Rights of Men) may not be discovered And this Suspicion is Strengthened from the Said Joseph Calvert's having Endeavored to engage People at New Orleans by offering exorbitant Wages, to Conduct the Said Schooner to Campeche.—³

As this Act of hostility, or Piracy, had been committed in the Part of the Mississippi, which is bounded on both sides by the Territories of his Catholic Majesty, and which has been declared by your Excellency to be in every Respect a Spanish Port.—

Your Petitioners most humbly intreat that your Excellency will be pleased to take this affair into Consideration, and give Orders that the Said Privateer (now in the Canal which leads from Barataria to the house of the Lieutenant Governor) be seized; as well as the Captain & Crew.—

That the Bodies of Oliver Pollock, who calls himself Agent for the American Congress, and James Willing in the Service of Said Congress, be arrested as Encouragers and Accomplices of the Acts above mentioned and they may be obliged to Produce the Subjects of his Britannic Majesty, who were on board the Schooner as well as the Vessel and Cargo, seized in Violation of the Rights of Men, and in Contempt of Treaties, and good harmony that Subsists between their Sacred Catholic and Britannic Majesties.—

Your Excellency was so good as to grant a protection for this Vessel, as soon as she should be in the River, and there is every Reason to believe that She was in possession of the Captain, at the time of the Capture.—

Your Petitioners, trusting in the humanity and Justice, of your Excellency, hope to find the Reparation they have Solicited, and their Gratitude for this favor shall finish but with their Lives.—⁴

Copy, UklPR, Adm. 1/241. Addressed before opening: “To His Excellency Don Bernard de Galvez/Governor of Louisiana &c. &c.” Docketed: “A Copy of Governor/Galvez’s Mandate/15th April 1778.” Docketed in another hand: “In Sir Pet^r Parker’s Letter/Dated 27th July 1778.”

1. The South West Pass was one of three entrances into the Mississippi River from the Gulf of Mexico. Capt. Joseph Calvert commanded the privateer schooner *Reprisal*.

2. That is, piragua, which was a kind of dugout canoe or a two-masted flat-bottomed boat undecked or decked only at the ends.

3. Campeche is in present-day Mexico.

4. As seen in his letter to Gov. Peter Chester of West Florida of 1 May, below, Gálvez ordered the schooner returned to Ross.

EXTRACT OF A LETTER FROM GRENADA, APRIL 11

“We have no late news from America; the French in these islands (notwithstanding all their protestations to the contrary) still continue to assist the Americans openly; prizes are still carried in there and sold, and every protection given them. Last week 16 sail of vessels, American and French, left St. Pierre’s, Martinico, for America, under convoy of a 14 gun brig, a 10 gun sloop, and a French frigate.¹ This is a fact, and what they do frequently. Nine sail left it about a month ago, under convoy of a French 64 gun ship, who saw them clear of the islands.² We are much plagued with French privateers round this island.— They have lately taken a sloop called the *Fly*, with 21 hhds. Rum, 10 hhds. Sugar, and 6 negroes; also another sloop.

“The *Botetourt* government sloop³ has brought in a schooner from Carolina, with 219 tierces of rice, and the *Delight*, a small schooner privateer of 14 swivels, belonging to this port, has sent in here and into Tobago prizes to the amount of 20,000l. currency.”

The London Packet; or New Lloyd’s Evening Post, 1–3 June 1778. The paper’s masthead bears the date 1–3 June, but someone has crossed through those printed numbers and written 3–5 June above them. The latter dates are correct as certain of the reports in the paper are headed 4 June.

1. Probably the convoy discussed in the letter of Chevalier de La Laurencie to Gabriel de Sartine, 7 Apr., above.

2. Probably, French Navy ship of the line *Protée*, Capitaine de vaisseau Chevalier de Dampierre, commander.

3. Grenada government sloop *Botletourt*, Capt. James Connor, commander.

April 12 (Sunday)

CAPTAIN WALTER GRIFFITH, R.N., TO
SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Nonsuch off Newport Rhode
Island 12th. April 1778.

Sir/

Since the making up my Pacquet by Captain Reddall of the *Grampus*,¹ (the Wind continuing to blow in, that they cannot Sail) I have thought proper to give him directions to take onboard, or distribute amongst the Ships of his Convoy Forty Sea Prisoners, that were taken in Arms, and belonging to the Port of Boston; and I desire to explain to you the reason for sending such to England, as from a Cursory View of the Papers, and Conversation, on the Subject, I judge to be the Case.—

Sir George Collier at Halifax having Heretofore Charter'd the Ship *Royal Bounty*, for the purpose of sending Prisoners to this Port, for Exchanging (the State of the Province of Nova-Scotia making such a Step necessary,) he fitted her in every respect as a Cartel & Sail'd under that Sanction for this Port, in Company with other Vessels that were under Convoy of the *Cabot* Arm'd Brig,² but between the Time of the Prisoners being Embarked, & Sailing, a Flag of Truce arrived from Boston to Halifax with English Prisoners for Exchange, but Sir George Collier, I believe, having already Charter'd the *Royal Bounty*, for a Stipulated Price and for a Stipulated Time, and the Number of English brought, not adequate to the Number he had Embarked, He continued his intentions and Order'd her to proceed accordingly.³ Having lost Company with the *Cabot*, the Prisoners Rose and took possession of the *Royal Bounty*, and went immediately to Salem, upon that information Lord Howe directed the Commissary of Prisoners here (M^r. Waller)⁴ to remonstrate, and Demand, that the *Royal Bounty* shou'd be returned, as being been under a Flag of Truce, & that the Men shou'd be accounted for, by Exchange. And it being his Lordships intention, that if this just and Elegeble mode was not adopted on their Part, that the Prisoners here taken in Arms, belonging to Boston, (the Culpable Port) shou'd be sent to England; The inclosed Copy of M^r. Wallers Letter,⁵ and the answer from their Commissary,⁶ on that Subject will evidently Manifest, that the Truce is broke on their Side.

I am further to add that the Men sent Home are such as may in future be most able to injure our Trade, & as far as I can learn, there's none at Boston of Our Seamen to Exchange in lieu of them. I am Sir [&c.]

Wat: Griffith

L, UKLPR, Adm. 1/1838, Section 9, no. 20. Addressed below close: "Philip Stephens Esq^r." Docketed: "12 April 1778/Rhode Island/Capt. Griffith/R, 13 May/(2 Inclosures)." Marginal note in Philip Stephens' hand: "Read."

1. H.M. storeship *Grampus*, formerly H.M.S. *Buckingham*, Comdr. Ambrose Reddall, commander.

2. See NDAR 11: 73–74, 94–95.

3. See NDAR 11: 147–48.

4. Charles Waller.

5. For Inclosure no. 1, see NDAR 11: 461–62.

6. For Inclosure no. 2, see NDAR 11: 801–2.

JOURNAL OF H.M. FRIGATE *APOLLO*, CAPTAIN PHILEMON POWNOLLAp^l 1778

Saturday 11

Cape Henlopen NE 25 Leagues Sandy Hook NNW

6 AM out 2^d Reef Topsails, at 10 employd Hogging Ship.Cape Henlopen E^t [35 Leags.?] S^o. Part of Nantucket [NE]
40 [Leags.][Light] Winds and hazey, ½ past 5 PM saw a Schooner to the
Northw^d. set Studding sails [½] past 7 fired a Shot at her; a
Schooner from Cape Ann in Ballast bound to Virginia took her
in tow;

Sunday 12

from 7 AM to Noon clearing her of Provisions, Wood & Water
&c &cS^o. Part of Nantucket NE 30 Leagues[D^o.] Winds and Clear, 1 PM to 6 employd breaking the Prizes
upper Works for fire wood, at 6 set her on fire and made sail.

D, UKLPR, Adm. 51/52, part 2, fol. 11.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *STORK*, COMMANDER FRANCIS
L'MONTAISApril 1777¹At Sing^le. Anchor in Isabella Bay

Sunday 12

Mod^t & Cloudy with rain, [A.M.] saw the *Southampton* Tender²
board a Sloop, Prov'd French Sloop from Cha^s. Town to Cape
Franc^s took D^o & Sent her to Jamaica Hoisted in our Boats & at 10
AM weigh'd & Came to Sail, found the Halm of the Sm^{ll}. B^r. Broke
Isabella Point East, Dist^c. 2 LeaguesFresh Breezes & Clear W^r. at 2 PM Reeft TS, TK^d Occasionally

D, UKLPR, Adm. 51/930, part 7.

1. L'Montais mistakenly wrote 1777 instead of 1778.

2. The tender of H.M.S. *Southampton*, Capt. William Garnier, commander, has not been further identified.3. Sloop *Swallow*, ——— Kohue, master, 20 tons burthen, with a cargo of tobacco. The prize was credited to H.M.S. *Southampton*, Capt. William Garnier, commander. "A List of Vessels taken by His Majestys Squadron under the Command of Sir Peter Parker at Jamaica between the 3d March and the 21st June 1778," UKLPR, Adm. 1/240.JOURNAL OF H.M. ARMED BRIGANTINE *ANTIGUA*, LIEUTENANT BILLY DOUGLAS

April 1778

S^t Martins S^o. 49:00 W^t. Dis^t. 100 leagues

Sunday 12

at 1 (AM) Bro^t too a Brig too a Brig from Philadelphia bound to
Antigua at ½ past 5 Saw a Sail Gave Chace as did the *Beaver*¹ at ½
past 11 Fired 2 Four P^{dr}s. Shotted to bring too the Chace, She
proved to be a Schooner from Virginia bound to Martinique with
Tobacco flour & Lumber Sent an Officer & 4 Men to take Charge
of her & Bro^t the Prisoners on Board—²S^t Martins S^o. 77:00 W^t. Dis^t. 80 leaguesD^o. W^r. [Light Breases & Cloudy] at 1 PM Gave chace at ¼ past
1, the *Beaver* made our Signal to leave of [f] Chace Shortened sail

& Bro^t too, at 2 the *Beaver* came up with us & took charge of the Prize at $\frac{1}{2}$ past 2 make sail in Company with the *Beaver* & prize at 6 PM Close Reeft the Topsails.

D, UklPR, Adm. 51/4117.

1. H.M. ship-rigged sloop-of-war *Beaver*, Cmdr. William Truscott, commander.

2. As seen in Young's Prize List, 27 Apr., below, the prize was schooner *Hope*, Jacob Bentson, master, and a crew of seven. *Antigua* and *Beaver* shared credit for its capture.

April 13

LIBEL FILED IN MASSACHUSETTS MARITIME COURT OF THE EASTERN DISTRICT

State of Massachusetts-Bay } Maritime Court, Eastern-District. }	{ To all whom it may concern.
---	----------------------------------

NOTICE is hereby given, That a Libel is Filed before me, by George Deake, in Behalf of this State, himself, and others, against the Schooner *TWO BROTHERS*, burthen about 50 Tons, Thomas Loudon, late Master, her Appurtenances and Cargo. And for the Trial of the Justice of said Capture, a Maritime Court, for said District, will be held at Falmouth,¹ on Wednesday the Sixth Day of May, 1778, at the Hour of Ten in the Forenoon, when all Persons concerned may appear and shew Cause, if any they have, why the said Vessel, her Cargo and Appurtenances, should not be condemned.

TIM. LANGDON, Judge of said Court.

Boston-Gazette, and Country Journal, 13 Apr. 1778. The Eastern District of Massachusetts became the State of Maine in 1820.

1. Falmouth is today Portland, Me.

ADVERTISEMENT FOR SURGEONS FOR THE CONTINENTAL NAVY

[*Boston, April 13, 1778*]

ANY Gentleman qualified to serve as Surgeon on board a Continental Cruizer, may be provided for, by applying to the Navy-Office.

Boston-Gazette, and Country Journal, 13 Apr. 1778. This notice appeared in *The Boston-Gazette, and Country Journal* for three weeks.

BRIGADIER GENERAL WILLIAM SMALLWOOD TO GENERAL GEORGE WASHINGTON

[Extract]

Dear Sir

Wilmington [*Del.*] April 13th. 1778

. . . Yesterday morning 50 men from a Frigate and Sloop¹ landed at one Porters² below Newcastle 6 miles, and were getting Grain & Stock off, I detached a Party and all the Waggons to be had— (except such as are always held ready for a sudden Move)— with Orders to remove the Grain to Christiana Bridge w^{ch}. is within three or four Miles. This man has 1000 Bushells of Corn, & 2000 of Wheat ~~which~~ lying on the Shore, which he has had repeated Orders to move, but hitherto to no Purpose, The Grain will be moved Tomorrow & I have ordered the Party to burn his Hay if he does not also move it— these Waggons will be a draw back to the Object in View but

as they were at this Duty Yesterday I thought it best not to order them off till Tomorrow when I expect it will be finished— We have drew latterly chief of our Supplies from that part of the Country to Christiana from whence they are brought down in one of the Captured Sloops—³ this Measure I judged best as the Stores & Forage in that part lye most exposed to the depredations of the Enemy— As you seem to recommend a Circular March to avoid a possibility of being intercepted I don't know but I shall touch at Fags Manor⁴ in my way up— but shall submit this to further Inquiry.

50 Sail have passed up within this two Days 30 of which are Transport Ships & Brigs the remainder Sloops &c which seem to be loaded[;] the Transports are light and appear to have no Troops on Board they passed up under Convoy of a 64 & a Frigate—⁵ in haste remain with sincere Regard [&c.]

W Smallwood

L, DLC, George Washington Papers, Series 4. Addressed below close: "Gen^l Washington." In the portions of the letter not printed here, Smallwood acknowledged receiving Washington's orders of 12 Apr. and discussed the removal of his detachment's wounded and stores.

1. H.M. frigate *Thames*, Capt. Tyringham Howe, commander; H.M. frigate *Brune*, Capt. James Ferguson, commander; and H.M. ship-rigged sloop-of-war *Dispatch*, Comdr. Christopher Mason, commander, were all operating in the area mentioned by Smallwood, though none of the logs of these vessels mentions any such expedition. UKLPR, Adm., 51/982; 51/117; 51/253.

2. Probably Alexander Porter.

3. On the captured sloop, see News from Burlington, New Jersey, 7 Jan. 1778. *NDAR* 11: 54–55.

4. That is, Faggs Manor, present-day Londonderry, Pa. In his letter to Smallwood of 12 Apr., Washington ordered the stores at Faggs Manor moved unless Smallwood "think them safe." DLC, George Washington Papers, Series 4.

5. In his journal entry for 11 Apr., Capt. John Montresor reported the arrival in Philadelphia of "40 Sail of Transports &c. from New York under Convoy of the *Nautilus* Ship of War." Montresor, *Journals*, 485. The H.M. ship-rigged sloop-of-war *Nautilus*, Comdr. John Collins, commander, was a 14-gun sloop. Also, an eleven-ship convoy was proceeding up the Delaware River at that time, escorted by H.M.S. *Isis*, Capt. John Raynor, commander, and by H.M. frigate *Pearl*, Capt. John Linzee, commander. UKLPR, Adm. 51/484.

JOURNAL OF H.M. FRIGATE *EMERALD*, CAPTAIN BENJAMIN CALDWELL

April 1778
Monday 13th

[Hampton Church NWBN, Old Point
Comfort, NEBN, Sowels Point SBW.]

Ditto Wea^r: [Moderate Wea^r:] at 2 PM anchored here His Majesty's Ship *Richmond*,¹ at 5 PM the *S^t. Albans*² made a Signal for seeing 5 strange Sail, & we answered it Unmoored Ship & hove Short; at 7 PM the *Richmond* Weigh'd & Gave Chace, at 8 PM departed this life M^r Conway Spencer (Mid)³ at 9 PM sent our Barge [to] board one of the Sail, which was the *Dunmore* Tender,⁴ with a French snow,⁵ and a Schooner,⁶ her prizes & a French Polacker which She chased up & run her aground upon the Willoby's Shoal;⁷ and the *S^t. Albans* Tender boarded her;⁸

D, UKLPR, Adm. 51/311.

1. H.M.S. *Richmond*, Capt. John L. Gidoin, commander.

2. H.M.S. *St. Albans*, Capt. Richard Onslow, commander.

3. That is, Midshipman.

4. H.M. brig tender *Dunmore*, Lt. John Wright, commander.

5. Snow *Francois*, Jean Ettiene La Fontaine, master.

6. Schooner *L'Source*, Joseph Ratty, master.

7. The journal entry of H.M.S. *St. Albans* for 13 Apr. gives the following information about this unidentified polacca: "from Cadiz bound up James River load'd with dry goods and Salt." UKLPR, Adm. 51/828.

8. Presumably tender schooner *Dasher*.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Monday the 13th day of April 1778.—

Present.

Mr Hutchings, Mr Travis, and Mr Archer.—

Ordered that Mr Armistead,¹ be desired to purchase for the use of the Navy twelve tons of ship Iron, three d^o. of nail Iron of different sizes, and one ditto of iron plates for Cambooses.—²

Ordered that the Keeper of the public store, deliver to Lieutenant Joshua Singleton five hundred pump Tacks for the use of the *Henry Galley*.—

Ordered that the Keeper of the publick magazines, deliver to Lieutenant Michael James eighteen pound of Lead for the use of the Brigantine *Northampton*.—

Mr Isaac Mercer received Orders to proceed with the Boat *Nicholson* under his command to Cabinpoint, and call on Mr Belches for ten thousand weight of Bacon, and as much pork as will fill up his Boat, observing to be careful to receive none but what is good, and to be particular as to the quantity, returning as soon as possible and wait on the Board for further Orders.—

DS, Vi, Navy Board Journal, p. 381.

1. William Armistead, Jr., Virginia's Commissary of Stores.

2. A camboose or caboose was a small deck house used as a galley on larger vessels or, on small coasting vessels, a cooking-stove usually used on the open deck.

THOMAS SMITH TO SAMUEL PHILLIPS SAVAGE, PRESIDENT OF
THE MASSACHUSETTS BOARD OF WAR

Honble Sir

Virginia Williamsburg 13 April 1778

I received your Favour of the 31st Jan^y and 6th & 6th February last,¹ and observe the Contents, am sorry it has not been in my power to have answered you before now the ~~necessary~~ requisitions made by your Honble Board naturally led me to make the ~~necessary~~ inquiries after the papers which were supposed to have been in the care of Captⁿ Thomas Herbert (who Captured the *Portland Prises*),² but, Sir after my most earnest desire of obtaining the necessary papers and every proof essential for the Condemnation of the Vessel. I find myself defeated,—

therefore ~~it~~ the matter must rest on the papers you have now in your Possession; and which I hope will be suff^t to prove her British property at least amount to a presumption equal to our wishes and should I be happy enough to discover anything in future which may Beam a light on the affair you may be assured of my earliest transmittance of the same.

You would, Sir, have been addressed in this Subject by a dif^f hand had there have been a Board of War in this State, but that not being the Case Your Address came, and under the Cognizance of His Excellency the Governor and his Honble Council,

who have given me Instructions to answer your sundry favors which I shall think my self Honord in doing as Occasion requires from particular desire I have drawn on you, Favor M^r Henry R^d Harvey of Salem, New England for 333 Dollars which I flatter myself will meet due Honor having rec^d. ₹ Value here, the Balance of the Nett proceeds of the Prise you'll please Remitt to the Honble the Members in Congress for the State of Virginia³ I am with due respect [&c.]

Thomas Smith

LB, Vi, Thomas Smith Letter Book, vol. 1. Addressed at top: "The Hon^{ble} the President of the Board War Boston." Smith was Virginia's State Agent.

1. The letter of 31 Jan. 1778 from the Board of War to Gov. Patrick Henry is in *NDAR* 11: 243.

2. Capt. Thomas Herbert formerly commanded the Virginia Navy brigantine *Liberty*. The prize, sloop *Portland*, T. Bayley, master, 100 tons burthen, had been taken into Boston by Prize Master Seth Cobb.

3. On 20 Apr., Smith wrote the Virginia delegates to Congress informing them that he had requested the Massachusetts Board of War to send them the net proceeds of the prize and asking that they inform him when they received it. Vi, Thomas Smith Letter Book, vol. 1. On 25 July, Smith wrote to his assistants on Virginia's Eastern Shore that reportedly 382 barrels of raisins and figs, the cargo of the prize *Portland*, had arrived on board the schooner *General Smallwood* but that his assistants had sent Smith neither notice of it nor information concerning the distribution of the goods. Smith to Isaac and Thoroughgood Smith, 25 July 1778, Vi, Thomas Smith Letter Book, vol. 3.

RETURN OF OFFICERS AND MEN ON BOARD GEORGIA NAVY ARMED GALLEY *CONGRESS*
FROM MARCH TO APRIL 1778

A Return of Officers and Men doing duty on Board the *Congress* Galley From 13th
March to 13th April 78

John Newdigate—	Capt———	3 Rations
S. Watson——	Lieut———	2 D ^o
Lewis Mumford——	Clerk———	1
Ja ^s . Sutor——	Boatswain——	1
Jn ^o . Bigot——	Gunner——	1
Jn ^o . Brown——	Carpenter——	1
E Morton——	Steward——	1
Jn ^o . Manly——	—————	1
Har ^d . Russel———		1
Joseph White———		1
G. Scott———		1
B. Brown———		1
N. Pirrett ¹ ———		1
Jn ^o . Robinson———		1
Negroes——— 12		<u>12</u>
		28 Rations ²

1 days Rations for 9 Additional Seamen ₹ . Order Com^r Bowen

1 Days Rations for 28 of the Artillery Cap^r Young ₹ Comodores Order

M^r Sheftal. S^e dl^d. the above twenty eight Rations for the Crew of the *Congress* and the additional thirty seven rations served as above specified.

13th March 1778

O Bowen
Comm^c

Received March 13th. 429^{lb}. Beef 3 BBl^s. Rice & the Within Rations of Salt 8^{lb}. Can-

dles & 54 Gallons Molosis in part of the Within Rations.
 And 163^{lb.} Beef March 24 &
 96^{lb.} Pork—6^{lb.} Soap

Lew^s Mumford

Rec^d 103^{lb.} Beef
 & 125 d^{o.}
 & 45^{lb.} Pork

820^{lb.} Beef
 372^{lb.} pork

Received the Within Rations in fact April 3^{d.} 1778

Lew^s Mumford

D, NNAJHS, Mordecai Sheftall Papers, D-92. No place is given but for much of this time, the armed galleys of the Georgia Navy were stationed at Sunbury, Ga.

1. On a return for the Georgia Navy galley *Washington* for August 1778, his name is given as "Nickles Parrot." NNAJHS, Mordecai Sheftall Papers.

2. The column actually totals 29 rations.

PROVISION RETURN FOR THE CREW AND MARINES SERVING IN
 GEORGIA NAVY ARMED GALLEY *CONGRESS*

A Provision Return of Officers and Men, including Marines doing duty on Board the *Congress* Galley commanded by Capt Jn^{o.} Newdigate—Monday April 13^{th.} 1778—

1	Jn ^{o.} Newdigate	Captain	3 Ra ^s	
2	M. De Songy—	1 ^{st.} Lieut—	2 do	
3	Lewis Mumford	Clerk	1 do	
4	John Manley	Boatswain	1 do	
5	John Bigot—	Gunner	1	
6	Jo ^{s.} White—	Armourer	1	
7	Benj. Brown	Seaman	1	
8	Har ^{s.} Russel	D ^{o.} —	1	
9	Geo: Scott—	d ^{o.}	1	
10	John Robinson	d ^{o.} —	1	
25	15 Negroes—	— — —	<u>15</u>	
	28 Ra ^s <i>Congress's</i> Crew—			
26	Jn ^{o.} Alcock, Serg ^{t.}	4 th Battlion ¹	1	Marines
27	Jn ^{o.} Cully D ^{o.}	3 ^{d.} do— ²	1	on Board
28	Rob ^{t.} Cass Cor ^{l.}	4 ^{th.} Do	1	the
29	Laury Harrison d ^{o.}	do	1	<i>Congress</i>
30	W ^{m.} Bishop Priv ^{te.}	Do	1	Galley
31	Hen ^{y.} Grayon do	do	1	
32	Roger Carrol do	do	1	
33	Ja ^{s.} Moore— do	do	1	
34	Rawly Griffiths do	do	1	

35	Jesse Smith— do	do	1
36	Jn ^o . Tomlinson— do	do	1
37	Mooreman Dobbs do	do	1
38	John Junior— do	do	1
39	John Philips do	do	1
40	Geo: Stapleton do	do	1
41	Tho ^s Elliot— do	do	1
42	John Bartrap do	do	1
43	Mich ^l . Cockburn do	do	1

46—

Total—46 Ration

1 Weeks Rations for 46 Men

483^{lb}. Beef. 322^{qt}. Of Rice, 20 Gall^s. Molasses, 3^{lb}. Candles, 3^{lb}. Soap: Salt 16 Quarts
Rec^d the Above In full

Lew^s Mumford

D, NNAJHS, Mordecai Sheftall Papers, P-12. No place is given but the *Congress* galley was stationed at Sunbury, Ga. There is a note on the first page of the return that reads: "Mr. Sheftal/dl^d one weeks Rations agreeable/to the within return. O Bowen Commo." This list of the crew and marines differs from the list dated 13 March 1778 to 13 April 1778, this date, above.

1. That is, Fourth Georgia Continental Battalion, Col. John White, commander.

2. That is, Third Georgia Continental Battalion, the commander of which, Col. James Screven, resigned on 21 Mar. 1778, and his successor, Col. John Stirk, did not assume command until 9 May 1778. Searcy, *Georgia-Florida Contest, 1776-1778*, p. 139.

JOURNAL OF TIMOTHY BOARDMAN, CARPENTER'S MATE OF
CONNECTICUT NAVY SHIP *OLIVER CROMWELL*

[1778, April] 13th Cros^d the Tropic^l Shav^d & Duck About 60 Men.²

Log-Book of Timothy Boardman, p. 51.

1. That is, the Tropic of Cancer (Lat. 23° 27' N).

2. This passage refers to the traditional "crossing-the-line" ceremony in which sailors who had never crossed into the tropics (polliwogs) were initiated into the ranks of veteran mariners (shellbacks). For an account of another "crossing-the-line" ceremony, see Diary of John Adams for 7 Mar. 1778 in *NDAR* 11: 1068.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *SNAKE*, COMMANDER WILLIAM YOUNG

April [1778] [At Sea, off St. Eustatius]¹

Sunday 13: [AM] Chaced a Brig to the Sow^d: Fresh breezes and squally. [PM] fired a shot to bring too the chace. She brought too and return'd a broadside fired a broadside into her. She struck & proved a brig from Carolina loaded with rice & indigo.² Exchanged her people & made sail in chace of a schooner. In a squall carried away the Main and fore topmasts. Employed all night clearing the deck.

D, UKLPR, Adm. 51/906, part 1.

1. The location of H.M. sloop *Snake* is taken from the noon reading for 14 Apr.

2. Brig *Friendship*, Archibald Young, master, 100 tons, carrying 6 guns and a crew of 12, from South Carolina. Young's Prize List, 27 Apr., below.

April 14

JOHN WENDELL TO ROBERT MORRIS

Sir

Portsmouth N: Hampshire April 14th 1778

I did myself the Honour to write You under the 4th November last, in which I took the Liberty to write you on the Subject of the Impolicy of not supporting Gentlemen of the Navy, in proper Rank, and just hinted that John P. Jones Esq^r of the *Ranger* thought Himself degraded, that others were no ways connected in the Service, when he was the Eldest Lieutⁿ: & yet they superseded Him, He felt the Degradation, & could scarce yield to it, however he was perswaded to do it, & from the personal Respect he bore to You, and the Presumption you was not consenting to it he made himself contented, I have the Pleasure to assure you, that from a Number of Letters from the Officers under his Command, they give him an excellent Character, both as a Gentleman & Seaman, a Man of Resolution & Prudence and give me Leave to add, worthy of y^r Patronage. He looks to You for the Preservation of his Rank. I have a Number of Friends in Congress but not in the marine Department, that it is not in their Way to serve him; The *Raliegh* Frigate is arrived here, tho' the *Alfred* is not, she being taken by two Frigates (both of which she engaged in sight of the *Raliegh* but without her giving Assistance, Capt Henman is suppose'd to be carried into Antegua, & I hope will be soon discharged, That if there is any bad Management, it will be known, the Passengers & Sailors make great Complaints I forbear my own Thoughts till a fair Examination of the Case, but this I will say, I dare believe Cap^t Jones would not have suffered this Disgrace without the Risque of a Battle¹

I am now to beg your Pardon for the trouble I give you in perusing this Letter & the Freedom I have taken in writing it, being unknown to you, but I have done it from a Principle of doing Justice to Cap^t Jones's Merit I have the Honour to be with singular Respect [&c.]

John Wendell

I have a Family Connection with the Morris Family in Morrisania how so with Yours I know not—²

L, NHpR, Naval History Collection, Correspondence Regarding Naval-Maritime Matters, 1775–1783, no. 72. Addressed below close: "The Hon^{ble}/Robert Morris Esq^r." Docketed: "Portsm^a New Hampshire/April 14th. 1778—/John Wendell Esq^r/relative to Cap^t J.P. Jones." John Wendell (1737–1808) was a Portsmouth, N.H., merchant. His son, David Wentworth Wendell, served as a midshipman on the Continental Navy ship *Ranger*, commanded by Capt. John Paul Jones. *NDAR* 10: 338-39.

1. On the capture of the Continental Navy ship *Alfred*, Capt. Elisha Hinman, commander, by the H.M. frigate *Ariadne* and H.M. ship-rigged sloop-of-war *Ceres*, see *NDAR* 11: 575, 624. Capt. Thomas Thompson, who commanded the Continental Navy frigate *Raleigh*, was tried by a court-martial in early July for his role in the affair.

2. Robert Morris, a delegate to the Continental Congress from Pennsylvania, was not related to the Morris family of Morrisania, N.Y., which included Gouverneur Morris, a delegate to Congress from New York in 1778. Gouverneur Morris later served as assistant superintendent of finance under Robert Morris. *DAB*.

JAMES WARREN TO WILLIAM VERNON

Dear Sir

Boston April 14, 1778

I received yours of the 10th. Instant last Evening.¹ the money was delivered to your Son last Saturday, and I dare say received by you on Monday Morn-

ing. I was and am Still unable to say anything of the Cost of the Blanketts. The truth is I received them and a much larger Number, with some Stockings, and a quantity of Ravens Duck, from Bilboa on Acco^t of the Continent, and Ventured to reserve 300 blanketts, one bale of Stockings, and forty pieces of ravens duck for our Board. one hundred and forty of these blanketts were forwarded to you.² they are very good and you'l be able to set a proper price on them. I suspected the late Movements would Excite the Vigilence of the Enemy. Would it not be good policy to give out in such a manner as will reach them, that we mean only to keep in port a larger Number of their Ships, and to Guard Providence River. If they get it and it Succeeds it may put them off their Guard, and at the same time their laying there may make many objects for our fireships if you think proper to improve them. I have already wrote you on the Subject of the *Columbus's* Stores.³ I cant think of a better disposition of them than sending to Boston or some Secure place this way. I don't at present know of any birth for M^r Brown.⁴ he must be remembered when we have. I will mention M^r Dunham to Cap^t Hopkins⁵ as you desire. We have not any News of any kind. I am Your Friend and hum^{ble}. Serv^t

J Warren

"Papers of William Vernon and the Navy Board," p. 234. Addressed at foot: "Hon^{ble}. Will^m Vernon Esq^r [Providence]."

1. Not found.
2. The blankets were for the Continental Navy frigate *Providence*, Capt. Abraham Whipple, commander, which was fitting out for a cruise.
3. Continental Navy ship *Columbus*.
4. Possibly Lt. John Brown, Continental Navy.
5. Capt. John Burroughs Hopkins commanding Continental Navy frigate *Warren*.

RHODE ISLAND COUNCIL OF WAR TO CHARLES WALLER

State of Rhode Island &c.
Sir,

In Council of War
Providence April 14th. 1778.

We wrote you yesterday proposing the Exchange of sundry Prisoners,¹ since which we are inform'd that the Ship *Neptune* —— Smallwood² Master lately Captured by the *Warren* Frigate³ has been since retaken and carried into Newport Harbour.⁴ We would therefore propose to exchange the said Cap^t Smallwood and his Crew, for Allen Brown & his Prize Master and the Crew of the said Ship *Neptune* now Prisoners in Newport, And upon your sending us the said Allen Brown and his Crew or assuring us that the Exchange shall be made agreeable to this Proposal we will see that the said Cap^t Smallwood & his Crew be immediately sent to Newport. We are Sir [&c.]

Signed by Order and in Behalf of
the Council of War by

Df, R-Ar, Letters from the Governor, vol. 3 (1778–1779), 26. Waller was commissary of prisoners at Newport. Addressed at foot: "Charles Waller, Esqr." Docketed: "Council of War to Charles/Waller Esqr; Commissary of/Prisoners, April 14th. 1778."

1. Not printed.
2. Capt. Joseph Smallwood was master of the English merchant ship *Neptune*.
3. Continental Navy frigate *Warren*, Capt. John Burroughs Hopkins, commander.
4. *Neptune* was recaptured by H.M. frigate *Orpheus* on 26 Mar. UKLPR, Adm. 1/488, fol. 486–87.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

The Council met

Lancaster, Tuesday, April 14, 1778.

Present. His Excell^y. Tho^s. Wharton, jun., Esq^r, President. Joseph Hart, Esq^r, Jonatⁿ. Hoge, Esq^r, James Edgar, Esq^r, & Jacob Arndt, Esq^r,

Francis Bryan, a private belonging to the *Chatham* Galley, having lost his Arm in the Service, made application to the Council, for a present Supply of Money, (& producing a furlow for one Month) On consideration, An Order was drawn on the Treasurer in favor of the said Francis Bryan, for the Sum of Five Pounds to be charged to William C, Bradford, Paymaster of the Fleet.

D, PharH, RG 27, Minute Books of the Supreme Executive Council, vol. 6: 252.

CONTINENTAL MARINE COMMITTEE TO WILLIAM SMITH

Sir

[*York, Pa.*] April 14th 1778

Enclosed is Captain David Porters receipt for Ten thousand Dollars paid him by this Committee which he will deliver to you and you will apply towards purchasing the flour and Iron for the use of the Navy in the Eastern Departm^t.¹ We are Sir [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 141 (M332, roll 6). Addressed before opening: "William Smith Esq^r."

1. On 11 Apr. Congress ordered that a warrant be issued "in favour of the Marine Committee" for \$10,000 to pay Smith. DNA, PCC, item 136, vol. 2, p. 215 (M247, roll 145); JCC 10: 338.

JOURNAL OF THE MARYLAND COUNCIL

[*Annapolis*] Tuesday 14th April 1778

[Ordered] That the Said Treasurer Pay to Captain John David five hundred and Thirty Eight Pounds, seventeen Shillings and four Pence due to the Crew of the Galley *Conqueror* lately under his Command and the further sum of Twenty six Pounds one Shilling & five Pence per Accounts passed by the Auditor General¹

D, MdAA, Governor and Council Proceedings, 3842, S1071-23, p. 193.

1. Zephaniah Turner.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Tuesday the 14th day of April 1778.—

Present.

Mr Hutchings, Mr Travis and Mr Archer.—

Ordered that the Orders given to Captain George Elliot of the tenth instant, be countermanded, and that he now proceed in Consequence of fresh Orders with the Galley under his command¹ to the head of Elk, taking with him thither under Convoy the Brigantine *Northampton*, and deliver his Load to Colo Hollingsworth, from whom he must have a particular receipt for the same as its for the Grand Army,² then he is to apply to Mr Tobias Rudolph for as much ship iron as he can conveniently bring for the use of the Navy and to return as soon as possible to Queens Creek and wait on the board for further Orders—

Lieutenant Michael James receives Orders to proceed with the Brigantine *Northampton* under his Command, under the Convoy of Captain George Elliot to the head of Elk, and deliver his Load to Colo Hollingsworth taking a receipt for the same, then he is to apply to Mr Rudolph for as much ship iron as he can conveniently take on Board for the use of the Navy, and to return as soon as possible to queens Creek, and to wait on the Board for further Orders.—

Ordered that the Keeper of the public store, deliver to Lieutenant John Laherty one hundred yards of light duck for the use of the ship *Dragon*.—

Ordered that a Warrant issue to Mr David Anderson for the use of Captain Eliezer Callender on account for fifty pounds for the purpose of furnishing necessaries for the use of the Ship *Dragon*.—

This Board doth recommend to his Excellency the Governour, and the honourable the Council Mr John Richards as a proper person to be appointed a Lieutenant in the Navy of this State.—

DS, Vi, Navy Board Journal, p. 382.

1. Virginia Navy galley *Safeguard*.

2. The "Grand Army" was Gen. George Washington's Continental Army. On 5 June, the Council of the State of Virginia instructed that an order be drawn on the state's delegates in Congress for \$7,784½ "in favour of M^r Tobias Rudolph for a Quantity of Bar Iron purchased by him for this State." H.R. McIlwaine, et. al., eds., *Journals of the Council of the State of Virginia*, 4 vols. to date (Richmond, Virginia State Library, 1931-), 2: 145.

COMMANDER JOSEPH NUNN, R.N., TO GOVERNOR PETER CHESTER OF WEST FLORIDA

Copy (A)
Sir

On Board His Majestys Sloop *hound*
off New Orleans 14th. April 1778—

I take the Earliest opportunity to acquaint your Excellency that I arrived here on the 12th. Instant after a very Tedious and painful navigation. I have not yet had time to make myself perfectly acquainted with the Situation of the Kings affairs in this Country, therefore I think it necessary to send, for your Information Copies of Captain Ferguson's Correspondence with the Governor of Louisiana, and with his Majestys Subjects now under the protection of the Spanish Government—¹ I will at Present confine myself to the following observations That the head Quarters of the Rebels is now at New Orleans from whence they make their plundering Excursions both by Land and water, in so private a manner that it is not possible for the Kings Ships to prevent it, I most earnestly wish to know what your Excellency would recommend in such a Situation. Do you think I should Commence hostilities with Spain—² or would you have His Majestys Ships proceed up the River, where there is Scarce a Subject left— and the most fertile parts of the Province are laid waste— Manchack is Totally Stript, and only the bare walls of the houses remain as a Monument of the Cruel depredations that have been committed by a Rebel Banditti— A number of His Majestys Subjects have Escaped with a Considerable part of their property, and Sought Protection on the Spanish Territory; and I am well assured, that they will not return to their Plantations 'till they Can have the protection of a Sufficient Military Force; if such Protection can be afforded from Pensacola the officers

and Crews of His Majestys Ships under my Command, will be happy in Cooperating with the Kings Troops in bringing about so desirable an end— I heartily wish such a measure may be adopted, if not I have only to lament the loss of the most Fertile parts of West Florida— and perhaps a number of Industrious People who will be under the necessity of becoming Spanish Subjects. I beg leave further to observe to your Excellency that I think all British Commerce to this River, should on our part be prohibited, whilst an Enemy is in Possession of the Country. I am well assured that Goods have been lately Introduced into this place by British Merchants, which Goods have been purchased by the Spanish Commissary for Indian Affairs expressly for the purpose of gaining over the Indian Nations, a Circumstance that may prove fatal to the peace and welfare of your Province

Captain Fergusson by his good Conduct and perseverance has succeeded so far as to prevail on the Merchants, to draw all their Ships from the Town of New Orleans. M^r Campbells Brig³ that was taken is given up, and will fall down the River this day, the only British Ship remaining here is the *Rebecca* Still under the protection of the Spanish Governor, in Consequence of her having been taken upon English Territory.

I could wish to know whether your Excellency conceives this affair, is to be Settled by Arms, or by Negotiation; if the latter I think it would be highly necessary, that your Excellency should send deputies from your Council, who I think would have much more weight than possibly could be expected from the Commander of a Kings Sloop, whose line of Service is quite Foreign to such Business. Neither Captain Fergusson or myself have heard a Word of M^r Burdon since he has got his reinforcement,⁴ but I have the Mortification to learn that a Party of Rebels (under the Command of one Rumsey formerly an officer in His Majestys Service)⁵ have plundered Several Plantations, and burned Houses near the Lakes— For any further Information I refer you to the Bearer who is a good Subject and has His Majestys Service much at heart— I have the honor to be &c.

Jo^s. Nunn

P.S. Since writing the above I have received an account of the Capture of a Schooner in the Mississippi and that you may be fully acquainted with the Particulars I have enclosed to you, a Copy of a Petition from M^r Ross to Governor Galvez on that Subject—⁶ The very difficult Situation that I am in in Consequence of the part that the Spanish Governor has taken in this affair renders it unnecessary for me to point out to you how far it may be requisite to take some Speedy and Spirited measures to prevent a growing evil—⁷

This I am Convinced, of that you have more force in the Province than the Spaniards have in Louisiana, altho Joined by their associates— I had forgot to tell your Excellency that your Letter was delivered to Governor Galvez Yesterday.—

Copy, UKLPR, C.O. 5/594, fol. 553–56. Enclosed in a letter from Chester to Lord George Germain of 7 May 1778, below. Rear Adm. Sir Peter Parker also enclosed a copy of this letter in his letter to the Secretary of the Admiralty, 27 July 1778. UKLPR, Adm. 1/241.

1. Nunn forwarded twelve letters that passed between Comdr. John Fergusson, commander of H.M. ship-rigged sloop-of-war *Sylph*, and Gov. Don Bernardo de Gálvez, covering the period 14 Mar. through 6 Apr. 1778. He also forwarded four proclamations and/or letters between Fergusson and the British subjects residing in Louisiana and New Orleans, spanning the period 23 Mar. to 3 Apr. 1778. Copies of all of these documents were enclosed in Chester to Germain, 7 May 1778, and can be found in UKLPR, C.O. 5/594, fols. 559–90.

2. Chester referred this question to Germain in his letter of 7 May, below. As seen in a note at that letter, Germain expressly forbade initiating hostilities with Spain.

3. On the release of the brigantine *Neptune*, see Gálvez to Chester, 1 May, below. John Campbell was the brigantine's owner.

4. Lt. George Burdon, commander of H.M. armed sloop *West Florida*, then operating on Lakes Pontchartrain and Maurepas.

5. For more on Captain Rumsey, see Willing to Continental Marine Committee, this date, below.

6. See Petition of David Ross and Company to Gálvez, 11 Apr., above.

7. As seen in Gálvez to Chester, 1 May, below, Gálvez ordered its American captors to return the schooner *Dispatch* to its owner.

8. Nunn delivered Chester's letter to Gálvez of 21 Mar. That letter is discussed in Gálvez's reply of 1 May, below.

CAPTAIN JAMES WILLING, CONTINENTAL ARMY, TO THE
CONTINENTAL MARINE COMMITTEE

Gentlemen of the Committee of Congress for the Navy Board New Orleans 14th. Ap^l
1778

Copy

Sirs

I have scarce time even to give you an imperfect sketch of my route to this place, for the particulars of which I must refer you to some future occasion by which I propose sending my Journal agreeable to the Instructions I had the honor to receive from You.¹ I left Fort Pitt with your Dispatches the 11th. Jan^y taking with me 24 Privates Two Serjeants and a M^r M^cIntyre² whom I appointed to act as Lieu^t until your Pleasures was known, whose prudent and courageous conduct since will recommend him to your Notice when Known beyond any thing I can possibly advance.—

After making the best of my way I found on my arrival at the English Aux Arc opposite the River Arcansaw,³ The British Flag was hoisted in Defiance by the Indian Commissary whom I made Prisoner took his Goods, and notwithstanding the opposition I met with from several Chickasaws carried with me also sundry Traders

The Spanish Commandant Mons^r DeVillier⁴ received me with uncommon Politeness and offer'd me every service or assistance in his Power against the Indians detached by Stewart against any Americans they might fall in with. from hence I pushed to the Walnut Hills where I was informed lay a Body of 60 Indians with some British Soldiers to attack Us— I took prisoners 50 Indians and four white Men the Indians namely Chactaws where sent to their Nation upon a promise of laying down the Hatchet and the white Men I carried along with me to the Natchez which I took possession off the 20th. February[.] The Inhabitants all except the Magistrates taking an Oath of Neutrality a Copy of which I inclose,⁵ from hence I proceeded down the River taking all the British Property in my way to Manchac where Hen^y Stewart the Indian Com^y narrowly escaped being my Prisoner by saving himself in his Shirt and crossing the Ibberville—⁶

To this place was detached Lieu^t M^cIntyre with 12 Men whose Conduct has gained him immortal honor for it was owing to his success that we did not loose in a great Measure the honor and property we acquired. He took by a most resolute and well conducted Plan a large Ship belonging to London called the *Rebecca* mount^s 8 Dble fortified 3 Pounders 6 dble fortified 4 pounders 12 Swivells (and 10 Men on-board) besides small Arms[.]⁷ I likewise took a Brig⁸ with a load of Lumber burnt a considerable quantity of Staves &c As I delivered the whole into the hands of the Agent⁹ I must refer you to his Letters at this time for particulars.— I am sorry to inform you that Yesterday I received an account from the Natchez that One Colonel

Hutchins who had made his escape from this place had by his Storys & influence got a number of Men assembled to protect their Property pretending to apprehend Danger from the Americans, But as One M^r. Hiorn¹⁰ one of the Delegates is arrived and has in a great measure as I understand removed their prejudices and fears I apprehend no bad consequences, however I shall depart from here speedily to settle matters and from thence proceed to the Illinois where I shall endeavour to secure myself (perhaps take possession) of the Country until you send me the necessary succours to mount the Ohio, As we have good information the Enemy intend to interrupt and cut us off if possible I imagine I may be able to carry back with me about 150 Men owing to the junctions of the Two M^r. Harrison & Eliot¹¹ who have enter'd with alacrity into the service as Lieutenants and who have since lost their Property for their noble and spirited behaviour. Captain Rumsey formerly an Officer and Engineer in the British Service has joined me at the particular recommendation of the Agent and approbation of Captain Will^m. Pickles— and as we have the strongest reason to conceive him a valuable acquisition to the States, We have conjointly signd assured and recommended him to be confirmed in the Rank of Captan of Engineers, He acts as Adjutant here and will be of considerable utility in forming my work that may be necessary upon the River or at the Illinois, he has already been out upon the Lakes in search of the Kings Sloop of War but she was returned to Pensacola—¹² However it has had this good Effect that most of the Inhabitants along the Coast as far as Mobile are bringing in their Cattle to this place by which means Pensacola will in some measure be Distressed— If it was not for four Frigates that are now in the River and seem to intimidate a little our Protector¹³ I proposed sending a Detachment to Mobile, at present I believe we must think of our Retreat Captⁿ. Calvert has taken a Vessell belonging to a M^r Ross the property of the Capture is as yet disputed¹⁴ But for the particulars I must again refer You to Your Commercial Agent and remain wth the greatest Respect [&c.]
Ja^s. Willing

Since writing the foregoing I am sorry to inform You that Lieu^{ts}. Rueben Harrison and Ellis with 20 Men of our Party were cut off at the Natchez who went up with an intent to pacify the minds of the People and remove their prejudices. Both Officers and five Men agreeable to the best information I have yet [got?] were kill'd on the Spot four wounded and the rest made Prisoners—¹⁵ I refer you to the Agents Letters for particulars & to Lieu^t. George who has charge of this— As the Enemy have posses'd themselves of all the passes on the River and there is Two Frigates now lying here I am incapable as yet of determining how to act; We want assistance both Men and Boats: I shall do myself the honor of writing You sirs in a few days in expectation of better News, as I hear Gen^l. Hand is on the Wabashe—¹⁶ The Ship *Rebecca* is put under protection of the Spanish Gov^r. and we are in all about 70 in Number

The party who cut off our Men as above consisted of about 300 Men backed by about as many Chactaws headed by one John M^cGillivray of Mobile and Alex^r. M^cIn-tosh of the Natchez¹⁷ I am—Sirs/Yours-&c

J W—g

3^d. [May, 1778]

Copy, DNA, PCC, item 78, vol. 23, pp. 491–94 (M247, roll 104). Notation at the bottom of the last page: “Copy.”

1. Willing's journal has not been found.

2. On 8 Mar. 1779, Congress not only confirmed Thomas McIntire's appointment as lieutenant, but promoted him to the rank of “captain in the army of the United States.” *JCC* 13: 291–92.

3. At the site where the Arkansas River flowed into the Mississippi River were the posts of Aux Arc. On the east side of the Mississippi stood English Aux Arc; on the west side of the river stood the post of Spanish Aux Arc.

4. Don Baltasar de Villiers, commander of the post at Aux Arc or Spanish Arkansas.

5. For the text of the capitulation signed by the residents of the Natchez District, see Minutes of the Governor's Council of West Florida, 17 Mar. 1778. *NDAR* 11: 678–80.

6. On the escape of Henry Stuart, British Deputy Superintendent of Indian Affairs, Southern District, see *NDAR* 11: 524, 526. As seen there, Stuart took refuge inside the fort at Spanish Manchac.

7. On the capture of the *Rebecca*, John Cox, master, see *NDAR* 11: 490–92.

8. On the capture of the brig *Neptune*, see *NDAR* 11: 699. As seen there, the capture was credited to Thomas McIntire and Richard Harrison.

9. Oliver Pollock, Continental Commercial Agent.

10. William Hiorn, one of the delegates named by the residents of Natchez to treat with Willing, had accompanied Willing to New Orleans as surety that the residents would abide by the agreement. *NDAR* 11: 679, 682.

11. Richard and Reuben Harrison, James Eliot.

12. H.M. armed sloop *West Florida*, Lt. George Burdon, commander.

13. Only two Royal Navy vessels, H.M. ship-rigged sloop-of-war *Sylph*, Comdr. John Fergusson, commander, and H.M. ship-rigged sloop-of-war *Hound*, Comdr. Joseph Nunn, commander, were in the Mississippi River. As seen at Gálvez to Don Diego Josef Navarro, this date, below, the report that two additional British frigates were approaching the river was false. The "Protector" was Don Bernardo de Gálvez.

14. Capt. Joseph Calvert commanded the privateer schooner *Reprisal*. The prize was the schooner *Dispatch*, which was owned by David Ross & Co. Gálvez later ordered that it be restored to its owner, Robert Ross, because it was taken in Spanish-controlled territory.

15. There were conflicting claims concerning this engagement, but it appears that Anthony Hutchins laid a trap for the Americans at White Cliffs, some five leagues below Natchez. Lt. Reuben Harrison learned of the ambush from a resident and sent word via that resident that he had come to enforce the oath of allegiance and not to stir up trouble and therefore would approach Hutchins' position peaceably. Upon arriving at Hutchins' position, the Americans recognized the trap and ordered "friends of the United States to separate themselves." In the confusion that followed, one of Hutchins's more ardent disciples fired on the Americans, which precipitated a general exchange of gunfire. Hutchins's force of thirty men, who were less exposed, got the best of the exchange and the Americans, who had five killed (including Harrison) and four wounded, were forced to surrender. "Deposition of William Ferguson, November 6, 1797," in Andrew Ellicott, *The Journal of Andrew Ellicott*. [Philadelphia: William Fry, 1814]; Hutchins to Lord George Germain, May 21, 1778, in Davies, *Documents of the American Revolution*, 15: 123–26.

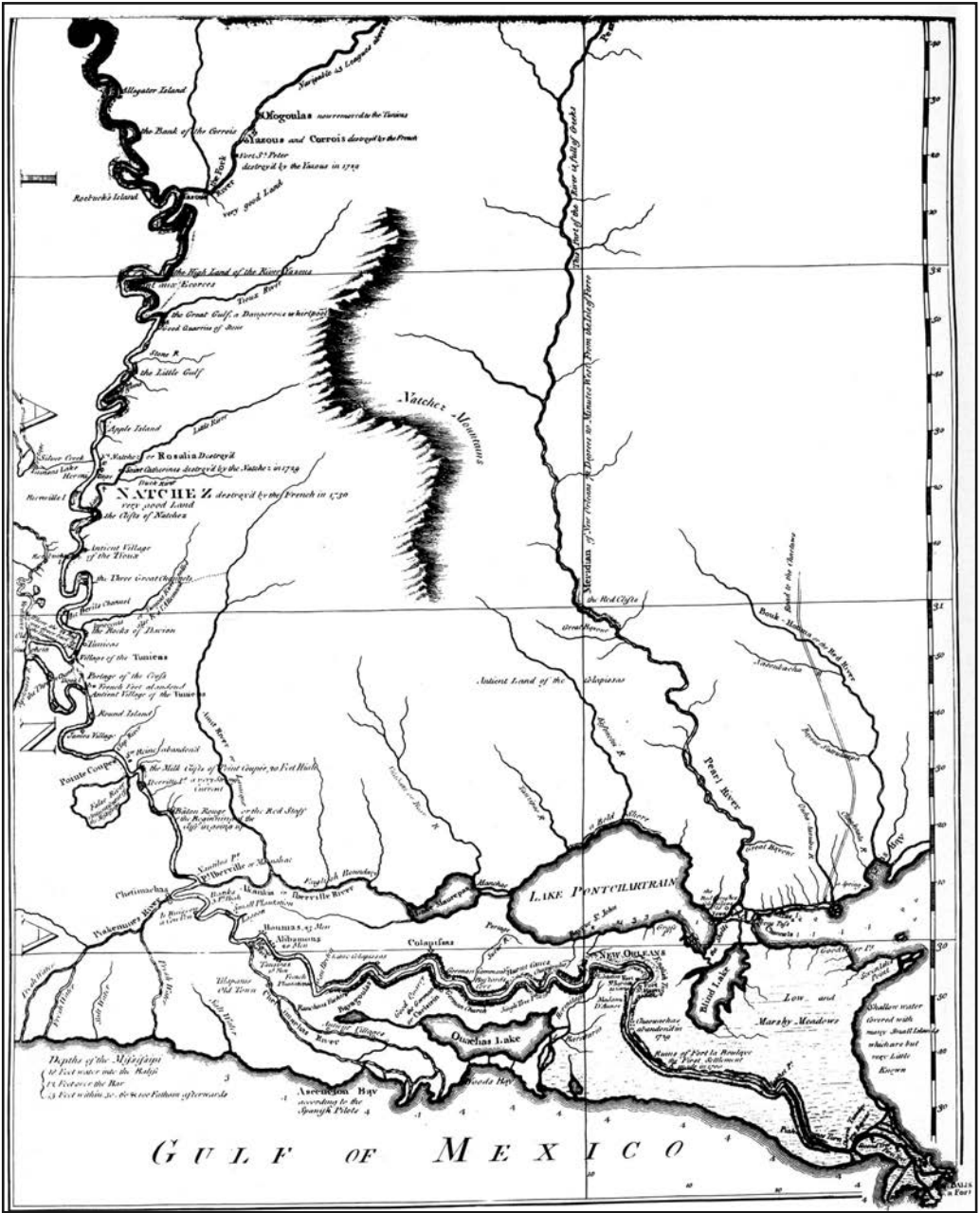
16. Brig. Gen. Edward Hand, the commander at Fort Pitt, was not at the confluence of the Wabash and Mississippi rivers en route to reinforce Willing.

17. As seen in note 15, the force that captured the Americans at White Cliffs numbered only thirty men and was commanded by Anthony Hutchins. McGillivray and his subordinate, Capt. Alexander McIntosh, did not arrive at Natchez with reinforcements until 28 May, more than a month after the engagement. Farquhar Bethune to John Stuart, 16 June 1778, Davies, *Documents of the American Revolution*, 15: 145.

DON BERNARDO DE GÁLVEZ, GOVERNOR OF LOUISIANA, TO DON DIEGO JOSEF NAVARRO,
GOVERNOR OF CUBA

Reservada—

Muy Señor mio: Segun varias noticias secretas, y que por distintos sugetos he recebido parece que los Yngleses proyectan un atentado contra esta Ciudad por haver recibido en ella a los Americanos, y sus presas,¹ y aunq^c: La recepcion hecha a dhos Americanos es la misma q^c: Se verifica en los Puertos de Europa, y en las Yslas de America, contra los q^c: Dhos Yngleses no han tomado venganza alguna, quizá se atreverán con esta Plaza por verla indefensa: Nada tendria de cuerdo dho proceder, y mas quando no parece q^c: Ellos estan en estado de procurarse la Guerra, pero las



The Mississippi River from Balize to Fort Chartres

apariencias se conforman con las noticias, pues ya tengo al frente de esta Ciudad dos Fragat^{s.2} y según los avisos deven venir otras dos. ò tres, de las cuales la una se considera en las pasaje este Rio, y se dice qe. Es de 32.. Cañones, cuya Artilleria la pasará otro buque para poder entrar por ellas;³ Si esto és, asi no pueden dhas Fragatas tener otro objeto q^e el esta Plaza, pues ã Manchak, Natches, y los demas establecim^{tos}. Yngleses, no tienen que Subir, ni q^e hacer p^r. q^e no ay nadie en ellos: El que manda estas Fragatas se dice és un hombre brutal, y capaz de cometer qualquier atentado, sin pararse en consequenc^{a.4} Su intencion parece q^e és la de pedirme las presas de los Americanos, y sus personas particularmente la del Comandante, Ofiziales de su partida, y si no combengo en ello, hacer fueo sobre la Ciudad, y destruirla: Ya se deha ver, y Vs. Conocerá q^e yo no devo asentir ã tal demanda, (que ya me la hace el Governador de Panzacola en carta q^e acavo de recibir)⁵ y q^e devo estar como efectivamente lo está Resuelto ã defender dhos Americanos, y sus presas, y emplear p^a ello todas las fuerzas que tengo aunque son bien pocas, pues seguramente el Rey no aprovaria el que yo dejase impunemente violar el Asilo que dhos Americanos pidieron en su Real nombre, y que bajo la misma proteccion se la ha Concedido; pero como moralmente és casi imposible que yo pueda hazer una gran defensa con poco mas de 200.. hombres casi todos Cumplidos y acrehedores ã Ymbalidos, y quatro Artilleros que aun estan divididos, uno destacado, y los tres en esta Plaza, se hace indispensable, q^e Vs. me auxilie con algunas Compañias, ò piquetes de esos Regimientos, y algunos Artilleros,⁶ esto es por lo que hace ã fuerzas de tierra, pues p^r las de Mar és preciso tambien q^e Vs. pida ã el S^{or} Comandante General de ese Departamento el que embie tres ò quatro embarcaciones de Guerra ligeras, y manejables en este Rio, ã fin de que con estos auxilios no sean inutiles mis esfuerzos, y q^e en caso de Ataque queden con honor, y ventaja las armas del Rey.

No creo sea menester q^e yo Suplique ã Vs la prontitud con que deva venir el refuerzo (sea qual fuese) q^e Vs. me dé pues mis ideas son las de entretener las Contextaciones, y valerme de todos los medios que tengo premeditados para ganar tiempo.

No obstante los bien fundados Rezelos que tengo, aun no creo que los Yngleses se atrevan ã Ynzultarme pero al mismo tpõ no devo Confiarme de una nacion q^e ha dado pruebas de poco escrupulosa en guardar feé quando se le antoja.

La situacion de esta Plaza és la mas rara, y Critica que puede haver; ella esta abierta, y és la unica frontera q^e la España tiene con los Yngleses: si la Guerra estubiera declarada estaria mas Segura, por que las defensas empezarian desde la Baliza, pero no estandolo yo no puedo imperdirlo el que den fondo en la misma Levé, ò Muelle y esta és una ventaja como la de tener la Punta de la Espada sobre el pecho, y esperar ã que el Enemigo hiera, y me atraviere para desembainar la mia; Por fin ninguna fatiga ni precaucion perdonare que pueda Contribuir ã la mejor defensa de esta Provincia que el Rey me ha Confiado: Deme Vs. los auxilios que pueda con la mayor prontitud, y ãl mismo tiempo este sin Cuidado, pues como ya he dicho en nada cederé q^e pueda perjudicar el honor de la nacion.⁷

Dios Gué ã Vs. m^s. a^s. c^o. Deseo. Nuevo Orleans 14. de Abril de 1778/ B Lm. de V.S. su m^s. at^o. serv^t.

Bern^{do}. de Galvez

[Translation]

Private

My Very Dear Sir: According to various secret reports I have received from different individuals, it seems that the English are planning an attack against this City in retaliation for the refuge given to the Americans and their prizes.¹ And although the reception given to said Americans is the same as in the ports of Europe and the Islands of America, against which the English have taken no revenge, they will perhaps venture to do so here because they see the town as defenseless. That action would not be prudent particularly since they do not appear to be prepared to wage war. Nevertheless, appearances seem to confirm these reports as I already have two frigates in front of the City² and according to reports, an additional two or three are expected, one of which, said to be a vessel of thirty-two guns, is at the mouth of the river; her armament will be transferred to another vessel to allow her passage.³ If this is true, these frigates cannot have any other object but this town, as there is no need to move upward and no business to attend to in Manchac, Natchez, and the other English settlements given that no one is there. I have been informed that the commander of these frigates is a brutal man, willing to commit any kind of transgression without regard to the consequences.⁴ It appears he intends to demand I turn over the Americans and their prizes, especially the Commander and the Officers in his party, and to open fire and destroy the city if I do not accede to it. His intention is clear, and Your Lordship knows I cannot accede to such a demand (which the Governor of Pensacola has already made in a dispatch I have just received)⁵ and that I should be, as in fact I am, determined to defend these Americans and their prizes and to use all the forces at my disposal, although they are few, for this purpose; surely the King would not approve of my allowing the violation of asylum and protection granted to the Americans in his Royal name to go unpunished. But, since in practicality it is nearly impossible for me to mount a strong defense with a few more than two hundred men, the majority of whom have served their full terms and are eligible for retirement allowances, including four artillery men who are separated, one on detachment and the other three in this town, it is indispensable Your Lordship assist me with several companies or a detachment from your regiments as well as some artillerymen.⁶ These will be used for land defense while for the defense of the sea it will be necessary that Your Lordship request from the General Commander of that department to send three or four shallow-draft vessels that may be suitable for navigation in this river, so that with this support my efforts will not be futile and that the King's arms may stand victorious and with honor.

Your Lordship, I do not believe it necessary to point out the immediacy with which these reinforcements should arrive (whatever your Lordship may send me). In the meantime, my idea is prolong the negotiations, making use of every means at my disposal to gain time.

Although my suspicions are well founded, I still cannot believe the English would dare attack me. At the same time, one must not trust a nation that has proven less than scrupulous in keeping faith when it serves their purpose.

The situation in this town is as critical and unusual as it could be. It is exposed and is the only border that Spain has with the English. It would be more secure if war was openly declared, as its defenses would begin at Belize, but since it is not, I cannot prevent vessels from anchoring at the levee or wharf, and this is as disadvantageous as having the Tip of a Sword at your chest, just waiting for your enemy to strike, while trying to unsheathe one's own. Be sure, I will forego no precaution that may contribute to the best defense of this province entrusted to me by the King. Your Lordship, give me as soon as possible whatever support you can, and at the same time, rest assured I will not accede to any demands that may jeopardize the honor of the nation.⁷

May God protect Your Excellency for many years. New Orleans 14 April 1778./
Your most loyal servant kisses Your hand

Bern^{do}. de Gálvez

L, SpSAG, Cuba, Legajo 1232, no. 65. Translation by Alexander Hidalgo, 2011. Don Diego José Navarro García de Valladares served as captain general and governor of Cuba from 1777 to 1780.

1. The "Americans" were the expeditionary force commanded by Capt. James Willing.

2. The H.M. ship-rigged sloop-of-war *Sylph*, Comdr. John Fergusson, commander, and H.M. ship-rigged sloop-of-war *Hound*, Comdr. Joseph Nunn, commander.

3. The report that other frigates were then en route to the Mississippi River was false as Gálvez acknowledged in a letter to Navarro of 27 April. Kinnaird, ed., *Spain in the Mississippi Valley*, pp. 269–70.

4. Comdr. Joseph Nunn.

5. The letter from Gov. Peter Chester of West Florida has not been found.

6. In a letter to José de Gálvez of 12 Apr., Bernardo de Gálvez wrote that the threat to New Orleans had caused him to construct a battery of eight cannon. He hoped the King of Spain would approve this "pequeno gasto" or small expense. SpSAG, Santo Domingo, Legajo 2596, no. 140.

7. The requested reinforcement had arrived at the Balize by 22 May. Gálvez to Navarro, 9 June, SpSAG, Papeles de Cuba, Legajo 1232, no. 86.

April 15

AFFIDAVIT OF THOMAS CARRUTH

Know All Men by these Presents—

That I Thomas Carruth of Marblehead in the County of Essex Marriner for And in Consideration of the Sum of Eighteen pounds Lawfull [*money*] to Me in hand paid By Ebenezer Graves of Marblehead, in Said County, Blacksmith the Receipt Whereof I do hereby Acknowledge, do here by Sell and assign and Make Over to him the Said Ebenezer Graves and his heirs, or Attrony, One Quarter part of A Single Shear of All prizes that Shall be taken By the Brigganteen *General Gates*¹ Cap^t John Skimer Comnd in the Continential Service, Bound A Cruise Against the Enemy's of the United States of America, for the Space of five or Six Months—Further More I Do promise that he Shall be Intitled to all the One Quarter of A Share of All prizes that Shall be taken in Company or Any Other Ways Concern'd this Said Cruse And I the said Thomas Carruth, do hereby Covenant and promise the Said Ebenezer Graves, that I the Said Thomas Carruth, Will proceed in the Said Briggantteen and do My Duty th[*thorn*] there As to Intitle the Said Ebenezer to the Said of Quarter of A Share During the Whole of the Said Cruse be it Longer Or Shorter and I do hereby fully Impower, the Said Ebenezer Graves in My Name to demand and Receive of the Agent

or Agents for the Said Briggateen During the whole of the Said Term and in My Name to pass Ample Receipts and Discharge for the Same, In Witness Whereof I have hereunto Set My hand & Seal this fifteenth Day of Aprill Anno Domini one thousand Seven hundred & Seventy Eight—

Signed Sealed and
Delivered in presents
of us—
Benjⁿ. Wormsted
Thomas Vinning

thomas Carruth

Marblehead [Mass.] April the 15th 1778

To the Agent

Sir Please to Deliver to Ebenz^r Graves of Marblehead Or his Order² All that May Be Due On the One Quarter of A Share that May be taken By the Brigganteen *Genarall Gates*, Or Any prize Or prizes she May be Concerned in this Cruse and So doing you will Oblidge your Hble Ser^{vt}

thomas Carruth

DS, MMhHi, Privateers-Power of Attorney, no. 3593, Affidavits concerning Brig *General Gates*. Docketed: "Thomas Couth Obligation."

1. Continental Navy brigantine *General Gates*, Capt. John Skimmer, commander, which was fitting out for her first cruise at Boston.

2. In a postscript of 6 July Ebenezer Graves designated Maj. Richard Reed his attorney to receive all monies arising from Thomas Carruth's service during the cruise of brigantine *General Gates* in the summer of 1778.

JOHN BRADFORD TO CONTINENTAL MARINE COMMITTEE

Hon^{ble}. Gentlemen,

Boston 15 April 1778

I have the honour to transmit by this Opportunity the Schooners Acc^{ts}. as compleat as Circumstances would admit, there being a Number of the *Warren & Lynchs* Men yet absent, which prevents my closing their Accounts at present.¹ I've the pleasure to acquaint you of the Arrival of the *Snow Robert*,² at Bedford,³ a prize to the *Warren*,⁴ laded with Flax Seed & Fustic the non appearance of the Ship⁵ makes me apprehensive she is retaken, the Cargo of the *Robert* is four puncheons, with three hundred & eighty six tierces of Flax Seed, & fifty Tons of Fustic, having nothing material I'm yours &c

J B—

LB, DLC, John Bradford Letter Books, vol. 2, p. 123. Addressed at top: "The hon^{ble} Marine Board."

1. These are the final accounts of Washington's Fleet schooners that Gen. Washington first placed in operation in the fall of 1775. In June, 1776, Bradford, as Continental Agent, became responsible for all charges concerning the fitting out and provisioning of the remaining schooners as well as the final accounts of all prizes taken by Washington's Fleet schooners from June onward. *Warren* was captured on 26 Aug. 1776 by H.M. frigate *Liverpool* and her crew carried into Halifax. *Lynch* was taken off the French coast by H.M.S. *Foudroyant* on 9 May 1777 while sailing as a packet. The Continental Marine Committee on 30 May requested that Bradford turn over to the Continental Navy Board of the Eastern Department copies of his final accounts of Washington's Fleet schooners for settlement and adjustment by that board.

2. *Snow Robert*, James Hall, master.

3. Bedford in Dartmouth (now New Bedford), Mass.

4. Continental Navy frigate *Warren*.

5. Ship *Neptune*, Joseph Smallwood, master, which was recaptured by H.M. frigate *Orpheus* on 26 Mar. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 486–87.

JOHN BRADFORD TO CONTINENTAL COMMERCE COMMITTEE

Hon^bl Gentlemen,Boston 15th April 1778

I have the honour to transmit by this Opportunity to the hon^bl Committee my Acc^t. Curr^t with ye particular Acc^{ts}. of each Vessell as by the Schedule inclos'd, when the Goods belonging to the *Dispatch*¹ are dispos'd of I will forward that Acc^t together with her Outfit for Carolina,² as likewise the Acc^t of Sales of a parcell of Blanketts recei'd from Bedford³ which arriv'd at Nantuckett to the Address of Mess John & Nic^o. Brown of Providence with the Acc^t of the half of Brig *Friendship* & half her Cargo of Salt when sold. M^r Grant⁴ the Owner of the Brig left orders to sue Me for half what she sold for, which was accordingly done,⁵ tho Ive charg'd in my Acc^t the Ballance paid Cap^t. Cleveland⁶ I've not paid him but £400 chusing to keep the Remainder in my hands 'till he produces his Vouchers & till I know if his Accounts receive the Approbation of the honble Committee, every Account has been carefully check'd & I believe them free from Errors. I shall be very glad if they are acceptable to those to whom I'm under the highest Obligations yours &c

J B—

P S. The Number of Acc^{ts}. sent forward as followsviz N^o 1. Supplies to Major Chace⁷2 Cost of [*blank*]3 Brig *Robert's* Cost⁸4 Brig *Fanny*⁹5 Brig *Tryton*¹⁰6 Brig *Elizabeth*¹¹7 Schooner *Lynch Voyage*¹²8 Sales Salmon¹³9 Brig *Trytons* Invoice

LB, DLC, John Bradford Letter Books, vol. 2, p. 124. Addressed before opening: "The Honble Commercial Committee."

1. Continental packet brigantine *Dispatch*, Lt. John Brown, Continental Navy, commander.

2. That is, South Carolina.

3. Bedford in Dartmouth (now New Bedford).

4. Thomas Grant.

5. For more on the sale of brig *Friendship*, see NDAR 11: 653, 654n.

6. Capt. Stephen Cleveland, formerly commander of Continental packet *Dispatch*.

7. Maj. Thomas Chase, Deputy Quartermaster General at Boston.

8. Brig *Lively*, Nicholas Martindale, master, was captured by Washington's Fleet schooners *Franklin*, Capt. John Skimmer, commander, and *Hancock*, Capt. Samuel Tucker, commander, on 29 Oct. 1776. Bradford purchased it on 13 Mar. 1777 for the Continental Secret Committee and renamed it *Robert*. See NDAR 7: 137, 139, 232–33.

9. Brig *Fanny*, William Tokely, master, owned by the Continental Secret Committee, was taken illegally by Massachusetts privateer schooner *Eagle*, Capt. Elijah Freeman Payne, commander, and sent into Boston. See NDAR 7: 470–71, 809, 906, 1216.

10. Brig *Triton*, Thomas Brinton, master, was captured on 7 Nov. 1776 by Washington's Fleet schooners *Hancock*, Capt. Samuel Tucker, commander, and *Franklin*, Capt. John Skimmer, commander. See NDAR 7: 104, 105, 137, 139, 1014.

11. Probably brig *Elizabeth*, Thomas Edwards, master, taken on 7 Nov. 1776 by Washington's Fleet schooner *Lee*, Capt. Daniel Waters, commander. See NDAR 7: 104, 105n, 139.

12. Schooner *Lynch's* accounts for voyage to France as a packet under the command of Capt. John Adams.

13. This refers to 426 tierces of salmon, part of the cargo of the brig *Triton*.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present— Boston April 15th 1778—
 Sam^l Ph[']ps Savage Esq^r Jonathan Glover Esq^r
 John Brown Esq^r Isaac Phillips Esq^r
 Thomas Walker Esq^r Eleazer Johnson Esq^r
 George Williams Esq^r

Sam^l Ph[']ps Savage Esq^r President—

Order'd, That Eben^r W Calf be paid for Water for Brig^t *Favorite*¹ 9/.— Also for Brig^t *Dolphin*² £1.. 7.—as p^r his Bill—

Order'd, That Jon^a Glover³ Esq^r be paid for Spy Schooner *William* sundries as p^r Bill17.—

Also, d^o for d^o for Sch^r *Orne* Cap^t Dennis .. 6.—
1.. 3.—

Order'd, that Benj^a Cushing be paid Sundrys for Brig^t *Favorite* Seven Pounds, seventeen Shillings & Six. 7..17.. 6

d^o for Brig^t *Massachusetts*⁴ 3.—.—

d^o for Schooner *Starks*⁵ 1..12.—

d^o for Brig^t *Dolphin* 21..17.—

Order'd, That Col^o Glover be paid Sundry Disbursements &c. for Brig^t *Favorite* commanded by Cap^t Bartlett as p^r said Bartletts several Bills am^g to 75.—. 1—

Also for 30 yards old Canvas he supplied s^d Brig^t £9.—.—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), p. 281.

1. Massachusetts State trading brigantine *Favorite*, Nicholas Bartlett, Jr., master.
2. Massachusetts State trading brigantine *Dolphin*, Israel Turner, master.
3. Col. Jonathan Glover of the Massachusetts Militia and member of the Board of War.
4. Massachusetts Navy brigantine *Massachusetts*, Capt. John Lambert, commander.
5. Massachusetts State trading schooner *Starks*.

NATHANIEL SHAW, JR., TO ANDREW PERKINS

Sir/

New London [*Conn.*] April 15^h 1778

I sent up a Quantity of Cordage by Nath^l Harris which I purchas'd of Cap^t Michel,¹ and a Great part of it I Suppose will be for the Continental Use,² and you must Send me the Inclos'd Receit, and deliver it out to my Orders, as I may have Occasion for it—and also Inclose the Receit you gave Harris— have given M^r Potter³ orders to Bring down such as he has Occasion for— I am Sir [&c.]

Nath^l Shaw Jun^r

L, Phi, Frigate *Confederacy* Papers, 1776–1779. Addressed on cover: “To/Cap^t Andrew Perkins/Merch^t/In/Norwich.” Docketed: “Nath^l Shaw Jr/Letter & order to/Andrew Perkins/Ap^l 15 1778.”

1. Capt. Jean Michel, commanding the French ship *Lyon* lying at New London.

2. This cordage was for the Continental Navy frigate, later named *Confederacy*, building at Norwich, Conn.

3. Probably Richard Potter, master of the Connecticut privateer ship *General Putnam* fitting out at New London.

ANDREW ELLIOT TO VICE ADMIRAL VISCOUNT HOWE

Superintendents office New York

15 April 1778

My Lord

I just now had the honor of receiving Your Lordships letter of yesterday with the enclosures. The complaint in Mr. Martins letter is consistant with those I heard daily even before the Act came over making it lawfull to send prizes into New York and before the prizes were condemned.¹ to take pains to convince but interest is blind

After that Act of Parliament² came over pointing out the method of sending home prize Goods and the court of Admiralty opened; the most ignorant was convinced that without lycense from one or other of the Commissioners prize goods could not be shipt. I received the 23^d of December last a letter from Capⁿ Duncan³ dated on board the *Eagle* at Chester on Delaware the 3^d Decmber enclosing me a form for the blank licenses Your Lordship proposed for the sending home of prize goods desiring me to get a number printed, which was immidiately done and the Blanks sent to Rhode Island. Your Lordship returnd them sign^d in your letter of 9th Jan^r: which I received the 19th of January. As soon as I received Capⁿ Duncans letter of 3 Decmber I made it know publickly that lycenses were to be sent me; by an advertizement at the Coffeehouse I informed the moment I received the lycenses which was the 19th January & a London Ship sailed with one of the licenses 30th of January; every step to forward the shipping of prize Goods I made my particular study agreable to Your Lordships orders. The Court of Admiralty open^d the 16th Sep^r last, from the first libelling a vessell to condemnation requires near one month, so that no great number of prizes could have lain any considerable time when M^cClean & Kelsicks letter of the 16th Decmber was wrote as there was but two months from 16^h Oct^r: to 16^h Dec^r:.⁴ There is one part of M^r Kelsicks letter I positively deny, I never did write to the Commissioners about Prize Goods till I had Capⁿ Duncans letters, for two reasons—as Superintendent I had nothing to do with Prize Goods the act confining it to the Commissioners from whom I had no orders on the head—and secondly because I was certain from every part of their conduct they would give the proper orders, as soon as attention to things of greater moment allowed; I therefore never did tell Mess^r. M^cClean and Kelsick that the Commissioners would take it into their consideration. The attending to Acts of Parliament, and regulations of trade made by Commanders in Chief in America for the publick good, will ever occasion complaints from individuals where particular interests cannot always be attended to—I have the honor [&c.]

LB, N, Andrew Elliot Papers, Letterbook B, pp. 38–39. Elliot was superintendent of the port of New York.

1. In a letter to Lord George Germain of 20 Jan. 1778, Samuel Martin, a merchant of Whitehaven, England, complained that prize goods could not be shipped from New York without the consent of Vice Adm. Viscount Howe and Gen. Sir William Howe, which consent had been withheld. He added that denying permission to ship prize goods might be “sport” to the Howes but was death to Martin “and suchlike.” Germain referred the letter to members of the Carlisle Commission. Davies, *Documents of the American Revolution* 13: 235.

2. Elliot is referring to “An Act to prohibit all Trade and Intercourse with the several Colonies therein mentioned,” which was passed by Parliament in 1777.

3. The letter from Capt. Henry Duncan has not been found.

4. This letter has not been found, but Samuel Martin had enclosed extracts of letters from “Maclean and Kelsick” of 19 Aug. and 14 Nov. 1777 complaining about the treatment of prize goods at New York in his letter to Lord George Germain of 25 Dec. 1777. Davies, *Documents of the American Revolution* 13: 215.

GENERAL GEORGE WASHINGTON TO CAPTAIN JOHN BARRY, CONTINENTAL NAVY

Sir

Head Quart^{rs}. 15th. April 1778¹

In a letter rec'd from you some days past were inclos'd the Paroles of some Officers—these I have deliver'd to the Commissary Gen^l of Prisoners—² yesterday I rec'd the Articles agreeable to the Bill sent me by Major Burnet & by him, or when he sends down you shall receive the amount—³

The men at present under y^e Command belonging to Gen^l Varnums Brigade I cannot think of suffering to remain with you so long as you perhaps may wish, & have to desire that you will send them by a careful Officer to Camp by the first day of next month—⁴ Their time of stay will be so short, that I cannot think it necessary or right that they should receive their cloaths untill they join their Corps— I am &c
GW——n.

Df, DLC, George Washington Papers, Series 4. Addressed below close: "Capt Barry."

1. Washington's headquarters was at Valley Forge, Pa.

2. These were undoubtedly the paroles of the officers from the ships *Kitty* and *Mermaid* and the British armed schooner *Alert*, all of which Barry had captured on 9 Mar. 1778. *NDAR* 11: 560–61.

3. See Barry to Washington, 11 Apr., above.

4. Barry's request concerning the men of the Rhode Island Continental brigade serving with him is in his letter to Washington of 11 Apr., above.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Wednesday the 15th day of April 1778.—

Present.

Mr Hutchings, Mr Travis and Mr Archer.—

Ordered that William Mullock and Robert Hamilton sailors on Board the *Safeguard* Galley be discharged, having served the time of their Enlistment.—

Ordered that the Keeper of the publick store deliver to William Plume as many necessaries not exceeding thirty pounds in value for the use of Amelia, the daughter of Captain John Harris late of the *Musquetto* who is now a prisoner, on his paying for the same.—¹

DS, Vi, Navy Board Journal, p. 383.

1. As worded, this order is confusing. What it meant was that Amelia Harris was to receive £30 worth of supplies and that amount was to be deducted from the wages owed to Capt. John Harris, who was captured in the brig *Musquetto* off Bermuda on 4 June 1777 and was then in Forton Prison, Portsmouth, England. John Harris to Benjamin Franklin, 14 July, in *Benjamin Franklin Papers* 27: 92–94.

GOVERNOR RICHARD CASWELL OF NORTH CAROLINA TO THE NORTH CAROLINA GENERAL ASSEMBLY

[Extract]

To the Honorable, the General Assembly
Gentlemen.

. . . A Letter from the Governor of Virginia of the 23^d of February, respecting the Ship *Caswell* was delivered me a few days ago¹ And a pay roll of the Crew belonging to the said Ship with the Captains remarks on the usefulness of a Tender;² these I also lay before you for Consideration; And think it necessary to Acquaint you that Captain Wilson informed me he had one hundred & forty five Men on Board the

said Ship, that the Ship was properly fitted to proceed to Ococock³ Bar and waited my orders,

But as I was not fully Acquainted with the Contract made by the Commissioners of this State with the State of Virginia in Respect of the two Gallys⁴ Sayed to be Built at the Joint expence of the said States, I could not tell how far I might be Justifiable in giving Capt. Wilson Orders, therefore only advised him to proceed with his Ship immediately to Ococock and protect the Trade in the best manner in his power untill he heard further from me; And that in the mean Time I would lay this Business before the Legislature— The defenseless Condition of Ococock and the recent Behavior of the Enemy there, shew the necessity of a Speedy determination in the Measures you shall think proper to take

New Bern 15th. April 1778.

R^d Caswell

LS, Nc-AR, Revolutionary War Collection. Docketed: "Message from His Excell^y/to Gen^l Assembly/re-spect^s sundry Resolves/of Congress: Letters &c &c./15 April 1778."

1. The letter from Gov. Patrick Henry has not been found.

2. The payroll and the letter from Capt. Willis Wilson have not been found, but on 29 Apr. the General Assembly sent to the Senate for approval a resolution to issue a warrant on the state treasurers to cover "the additional pay voted by the General Assembly in December, 1777" that was due the crew as demonstrated in the "pay roll." *NCSR*, vol. 12: 637. On the same date, the House empowered John Easton to "purchase a small fast sailing vessel and rig and fit her to serve as a tender to the *Caswell*." *Ibid.*, p. 636.

3. That is, Ocracoke.

4. Virginia Navy galleys *Caswell*, Capt. Willis Wilson, commander, and *Washington*, Capt. Goodrich Boush, commander.

JOURNAL OF H.M. FRIGATE *CARYSFORT*, CAPTAIN ROBERT FANSHAWE

April 1778

Charles Town Barr N71°W 25 miles

Wednesday 15th.

at ½ past 7 AM Saw a Sloop bearing S½E Standing to the W^{ward} D^o made Sail & gave Chace At 11 Out 1st Reef Topsails At Noon Still in Chace.

Charles Town Lighthouse N36°W 31 miles

First & Middle part Mod^{te} & Hazy Latter Foggy Wea^r. At 1 PM fired a Shott at the Chace— At 2 Made Sail— At 5 the Chace br^t too D^o found her to be a Sloop Cape Francois for Charles Town, loaden Sundry's Merchandize¹ D^o took the Prisoners on board & Sent a Midshipman & 6 Men on board the Prize & Dispatched her for S^t Augustine

D, UKLPR, Adm. 51/168, part 7, fols. 372–73.

1. Sloop *General Gates*, Eaton Rudolph, master, owned by Valentine & Co., with salt and dry goods, taken off St. Helena I., S.C., sent into St. Augustine. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 486–87.

JOURNAL OF TIMOTHY BOARDMAN, CARPENTER'S MATE OF
CONNECTICUT NAVY SHIP *OLIVER CROMWELL*

[19°..18' Nth Latt]¹

15th [April 1778] At Day Break We² saw two Sail Bareing SEBS Distance 2 Leagues We Gave Chase Under a Moderate Sail At 9 oclock P.M.³ Came Up with them they at First Shew French Colours to Decoy us when we Came in About half a Mile of us⁴ the[y] Ups with English Colours We had Continental Colours Flying We Engaged

the Ship *Admiral Kepple*⁵ as Follows When We Came in About 20 Rods of her We Gave her a Bow Gun She Soon Returned us a Stern Chaise & then a Broad Side of Grape and Round Shot Cap^t Orders Not to fire till we Can See the white of their Eyes We Got Close Under their Larboard Quarter they Began Another Broad Side & then We Began & he^l^d Tuff & Tuff for About 2 Glasses & Then she Struck to Us at the Same time the *Defence*⁶ Engaged the *Cyrus*⁷ who as the *Kepple* Struck Wore Round Under our Stern We Wore Ship & Gave her a Stern Chase at which She Immediately Struck. The Loss on our Side was One Kill^d and Six Wounded one Mortally Who Soon Died.⁸ Our Ship was hull^d 9 times with Six Pound Shott Three of which Went through Our Birth one of which wounded the Boatswains yoeman the Loss on their Side was two Kill^d & Six wounded their Larboard quarter was well fill^d with Shott one Nine Pounder went through her Main Mast. Employ^d in the After-noon Takeing out the Men & Maning the Prise The *Kepple* Mounted 20 Guns 18 Six Pounders & two Wooden D^o with about 45 Men, the *Cyrus* Mounted 16 Six Pounders with 35 Men Letters of Marque Bound from Bristol to Jamaica Laden with Dry Goods Paints &C.

Log-Book of Timothy Boardman, pp. 51–52.

1. The bearing is taken from “Sailing Directions on Second Cruise,” *Ibid.*, p. 54. Latitude 19° North is in the latitude of the Leeward Is.

2. Connecticut Navy ship *Oliver Cromwell*, Capt. Timothy Parker, commander.

3. Obviously an error for “A.M.”

4. That is, “them.”

5. British letter of marque snow *Admiral Keppel*, Abraham Brown, commander.

6. Connecticut Navy ship *Defence*, Capt. Samuel Smedley, commander.

7. British letter of marque ship *Cyrus*, Christopher Deake, commander.

8. Capt. James Day, Connecticut Marines.

April 16

SIMEON DEANE TO AMERICAN COMMISSIONERS IN FRANCE

Casco Bay Falmouth [Me.] 16 Apl 1778

Honorable Gentlemen

I have the Pleasure to inform you of my arrival here yesterday in the Frigate *L'Sensible* & do this day set out for Congress—¹ It wou^ld be with much satisfaction could I write whatever News there may be now Current but the short Time I am here previous to my departure gives me no Opportunity of any particular inquiry, further than that no very Considerable Transaction between the Two Armies has lately occurred—

The Continental Fleet which left France in Feb^{ry} last we have not yet any intelligence of nor of Captⁿ. Courter from Spain²

Chevalier Marigny³ being very apprehensive of the British Cruizers who are so plenty here is desirous of leaving this Place as soon as Possible for which reason am not able to be more particular in my Intelligence.

I beg leave to observe in behalf of that worthy Officer that I have experienced the utmost Politeness & Civility from him as well as the other Officers of the Frigate—

From Boston I shall send to this Port (Express) if any thing particular occur & hope to be in Season for the Ship—I am happy to inform your Honors that I hear the Spirits of the People are very high & I make no Doubt the good News which I have the Honor to be bearer of will give the greatest Satisfaction—

I must at the same time add that a report prevails that Quebec is in our Hands by a revolution in Canada.⁴ As the News is not yet Confirmed I have desired the Gent^l of the Committee here to write if they obtain any further Intelligence that may be authentick—& Inclose it (if in Season by this Frigate) To the Hon. Commissioners at Paris—I am [&c.]

Simeon Deane

L, PPAmP, Benjamin Franklin Papers, vol. 9, fol. 53. Addressed: "The Honorable/The Commissioners for the/United States/of North America/at Versailles—." Docketed: "M. Simeon Deane/Falmouth Ap. 16./1778."

1. Simeon Deane carried copies of the Franco-American treaties. He had departed from Brest, France, on 8 Mar. *Adams Papers*, 6: 36n. He arrived at Congress on 2 May. Charles Carroll of Carrollton to Charles Carroll, Sr., 3 May 1778, Smith, *Letters of Delegates* 9: 570–71.

2. The "Continental fleet" was the vessels that departed from Nantes in late February under the protection of a French squadron commanded by Chef d'Escadre La Motte-Picquet, which accompanied the vessels part of the way across the Atlantic. The "fleet" then broke up and sailed to various American ports individually. For the make-up of this "fleet," see Lord Stormont to Lord Weymouth, 6 Feb. 1778. *NDAR* 11: 977–79. Capt. Harmon Courter had also been dispatched with copies of the Franco-American treaties. Courter sailed from El Ferrol, Spain, on board the French Navy frigate *Nymphé*, Lt. Commandant Nicolas-Antoine, Chevalier de Beaudot de Sainneville, commander, and arrived in Boston on 5 May and at Congress on 18 May. See Harmon Courter to Franklin, 13 March and 5 May 1778 and James Lovell to Franklin, 20 June 1778, *Benjamin Franklin Papers* 26: 105–6 and n; 400; 662–63.

3. Lt. Commandant Charles-Louis-René, Chevalier de Bernard de Marigny, commander of the French Navy frigate *Sensible*.

4. The report was false.

ADVERTISEMENT FOR DESERTERS FROM CONTINENTAL NAVY FRIGATE *RALEIGH*

DESERTED from the Continental Ship of War *Raleigh*,

John Frost, Midshipman.	Sam. Demerit, Ordinary.
Daniel Lang ditto.	Benjamin Prince, do.
Francis Little, G'rs Mate.	Rob. M'Daniel, Ordinary.
Hen. Frost Cate, Master at Arms	Rob. Williams, do.
Phillip M'Cann, Boatswain Mate	Rob. Furnass, do.
Mathius Bell, do. Yeoman.	George Shaw, do.
Peter Messuere, Qr. Mastr.	John Mills 1st, Corporal
Mark Pitman do.	Marines.
Michaiel Everet, Seaman.	John Mills 2d, Marine.
John Simpson, do.	Timothy Gleeson, do.
Robert Spencer, do.	Satchivel Runlet, do.
James Wright, do.	John Hill, do.
James Richardson, do.	John Davis, do.
John Spinley do.	Moses Swombly, do.
	John Sloopier, do.

WHOEVER shall apprehend any of the above Deserters, so as they may be confin'd in any of the Goals in the New-England States, shall be paid 10 Dollars Reward for each, and all Charges— All Commanders of Privateers, Merchant Ships and others, are forbid to harbour, secrete or carry away the said Deserters; as they may depend on being prosecuted agreeable to the Resolutions of Congress for harbouring Deserters from the Continental Service— 'Tis hoped that the Legislative Authority will do their Endeavour to apprehend and bring to Justice such villainous Offenders,

who avail'd themselves of the Indulgence given them to see their Friends, and basely deserted their Duty—Every Person discharg'd from the *Raleigh*, will have a Certificate sign'd by me,

THOMAS THOMPSON.

Portsmouth, April 16th, 1778.

The Freeman's Journal, or, New-Hampshire Gazette (Portsmouth), 21 Apr. 1778.

THE INDEPENDENT CHRONICLE, AND THE UNIVERSAL ADVERTISER (BOSTON)

THURSDAY, APRIL 16, 1778

BOSTON, April 16, 1778.

Four Prizes arrived last Thursday at a safe Port,¹ to the Southward of this, viz. A Ship, a Snow, a Brig, and a Sloop. The Snow² is the Prize the *Warren* Frigate³ took on her Passage round from Providence; but the other three we cannot learn who captured by, what laden with, or where from.

Since our last, arrived in an Eastern Port, a Prize Schooner, taken by a SNAKE Privateer, but whether by the *Rattle*⁴ or *Black*,⁵ cannot, at present, be ascertained.

We hear from Salem, that on Tuesday se'nnight arrived there, two Prizes, taken by a small Privateer from the Eastward, commanded by Capt. McDaniel, viz. a Schooner laden with Rum and Molasses, bound from Hallifax for Fort Cumberland;⁶ and a Sloop laden with Salt and dry Goods.

Same day arrived at Salem, a Schooner, taken by a Boat, with six Men. The Schooner was fitted out as a Tender to the *Albany*,⁷ commanded by the noted Capt. Mowatt, and was in pursuit of a French Vessel in one of the Eastern Ports, where the Men boarded and carried her, and brought her safe into Port, as above. The Schooner was commanded by one Brown, a Midshipman of the *Albany*,⁸ and had eight hands besides, who were brought to this Town, and put on board one of the Guard Ships in this Harbour, on Wednesday last.

1. Bedford in Dartmouth (now New Bedford), Mass.

2. Snow *Robert*, James Hall, master.

3. Continental Navy frigate *Warren*, Capt. John Burroughs Hopkins, commander.

4. Massachusetts privateer sloop *Black Snake*, Henry Phelps, commander, of Salem.

5. Massachusetts privateer sloop *Rattle Snake*, Joshua Stone, commander, of Falmouth, Casco Bay, Me.

6. Fort Cumberland, Nova Scotia.

7. H.M. ship-rigged sloop-of-war *Albany*, Comdr. Henry Mowat, commander.

8. Midn. John Brown.

LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

State of Massachusetts-Bay, } To all whom it may
Middle-District. } concern.

NOTICE is hereby given, That Libels are Filed before me, in Behalf of Thomas Simons, Commander of the private armed Schooner *Lively*,¹ and all concerned therein, against the Brigantine *Eliza*, her Cargo, &c. of about 100 Tons burthen, Robert Jack, late Master:—And against a certain Shallop named the *Barbara*, her Lading, &c. of about 20 tons burthen, ——— Lister, late Master:—In Behalf of James Hovey, Commander of the armed Brigantine *Fairfield*,² and all concerned therein, against the Ship *Whim*,³ of about 70 Tons burthen, Dominick French, late Master:—In Behalf of

John Dixey,⁴ against the Schooner *Two Brothers*, of about 50 Tons burthen, Joseph Lowder, late Master.—Which Vessels, and their Cargoes so libelled, are said to have been taken, and brought into the Middle-District aforesaid. And for the Trial of the justice of these Captures, the Maritime Court for said District, will be held at Boston, on Wednesday, the 6th Day of May, 1778, at 10 o'Clock in the Forenoon; when and where the Owners, of said Captures, and any Person concerned, may appear and shew Cause, if any they have, why the same, or either of them should not be Condemned.

N. CUSHING, Judge of said
Court.

Independent Chronicle, and the Universal Advertiser (Boston), 16 Apr. 1778.

1. Massachusetts privateer schooner *Lively*, Thomas Simmons, commander.
2. Rhode Island privateer brigantine *Fairfield*, James Hovey, commander, owned by Amos Hubbard and others, of Rhode Island, was commissioned on 28 Oct. 1777. William Paine Sheffield, *Rhode Island Privateers* (Newport, R.I.: John P. Sanborn, Printer, 1883), p. 60.
3. Ship *Whim*, Dominick French, master, owned by Thomas Case, of Liverpool. For more on its capture, see *NDAR* 11: 61.
4. John Dixey, of Marblehead, was part-owner of the Massachusetts privateer schooner *Spring Bird*, James Dennis, commander.

NATHANIEL SHAW, JR., TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

Sir/

New London April 16th 1778

Cap^t Michel¹ the Command^r of the French Ship *Lyon* who lately Arived in this Port from France, has been landing, and almost Completed the Sale of his Cargoe² and is Preparing to go out on a Cruse, and this day a Recruiting Officer, of the Continental Army, Inlisted Several of his Men, and many more have a Disposition to leave him— The Captain says that unless your Excellency will Interfear in the Matter, he shall be Oblig'd to lay up his Ship, as he Cannot git any more hands, and as he is a Commisioned Vessell³ he thinks that his Men, Cannot be taken from him and that Congress would not allow of it, as it would be the means of Discouraging any more Ships from Comeing here, should be Glad to know your Excellency's Opinion ~~of~~ the Return of the barer M^r Brook who Comes on purpose—⁴ This day Cap^t Peter Griffin⁵ sent Six Prisoners hear, that he had taken on Long Island belonging to a Fleet who are now att Shelter Island getting wood— they Consist of Twenty Five Sail Convoy'd by a Frigate of Thirty Six and a Ship of Twenty Guns, and are to Return to New Port. I am Sir Your hum Serv^t

N Shaw Jun^r

LB, CtY, Nathaniel and Thomas Shaw Papers, Letter Book (Jan. 1775–July 1782). The addressee is determined by the use of "Your Excellency" as a term of address.

1. Capt. Jean Michel.
2. See Shaw to Andrew Perkins, 15 Apr., above.
3. Although Michel traveled to Hartford to meet with the Governor and Council of Safety, there is no record of *Lyon* being commissioned as a Connecticut privateer. See *NDAR* 11: 628–29, 659.
4. See Michel's Advertisement for Deserters from Ship *Lyon*, 21 Apr., below.
5. Capt. Peter Griffing (or Griffin).

NOTICE TO SEAMEN OF CONNECTICUT PRIVATEER BRIG *NANCY*

THE Gentlemen Volunteers that have engaged to go a Cruize in the Privateer Brig *NANCY*,¹ MICHAEL MELLALY, Commander, are desired to repair on Board immedi-

ately, as she is now compleatly fitted and ready for sailing.

New London, April 16, 1778.

Connecticut Gazette; and the Universal Intelligencer (New London), 17 Apr. 1778.

1. Connecticut privateer brigantine *Nancy* was commissioned on 23 Apr. 1778 and was owned by Nathaniel Shaw, Jr., of New London. It mounted 16 guns and was manned by a crew of 199 seamen. DNA, PCC, item 196, vol. 10, p. 107.

ROYAL AMERICAN GAZETTE (NEW YORK), THURSDAY, APRIL 16, 1778

NEW-YORK, April 16.

The following particulars relating to the taking the schooner *ALERT*, are just arrived from Philadelphia.¹

That on the 6th of March last, she entered Delaware-bay, being joined by the ships *Mermaid* and *Kitty*, from Rhode-Island,² and at three o'clock in the afternoon, three half-gallies or armed boats attacked and engaged them till sunset, when the boats left them— with light wind, they all continued standing up the bay till seven o'clock, when they came to anchor. At day-light next morning they made sail together, and at seven o'clock, seven half-gallies came off from the Pennsylvania shore, six of which attacked the *Kitty*, being the most defenceless, the other being the largest of the gallies, lay a-head of the schooner so as to rake her fore and aft, whereupon a severe firing began between the ships, schooner, and the enemy's boats or gallies, which continued until 10 o'clock, when a breeze springing up, (they having had little or no wind, and a calm during the engagement) they obliged the boats to sheer off, and stand for the Jersey shore; the schooner chasing them as near as she could venture to the shore, and would have taken or destroyed five of the boats, had there been sufficient depth of water to have followed them a little further; the ships and schooner then proceeded up the river, the boats also rowed up, keeping in shoal water, until 9 o'clock when they reached the lower end of Reedy-island, it becoming calm, the boats crossed a head of them and got into Reedy-island in a thick fog; a breeze springing up soon afterwards, and the enemy being joined by two more boats, making nine in number, they again attacked the ships *Kitty* and *Mermaid*, boarded and took them, notwithstanding all endeavours used by the schooner, by setting every sail he could to get to their assistance, but was prevented for want of wind; the enemy then manned the ship *Mermaid*, nearly of equal force with the *Alert*, and with the ship and boats together attacked the schooner, endeavouring to board her, Captain Moore perceiving this, hauled his wind, when the third engagement began, in which his pilot was wounded, and incapable of keeping the deck, and the larboard clue of the schooner's main-topsail being shot away by the *Mermaid*, together with the fore-brace; the boats, some a-head and some a-stern, firing incessantly into her, and having no wind to work his vessel, it being quite calm, and the nine boats making a disposition to board him, having but about six rounds of powder, and eight rounds of grape shot left, and it being near night, when a flag came from the boats to demand a surrender of the schooner. Capt. Moore consulted his mate, the pilot, and Mr. James Stratton, lieutenant of engineers, who was on board, and they agreed with him, that it was impossible in their situation to defend the schooner against such superior force, (the boats having from 16 to 20 men each) and therefore it was best, (to prevent the loss of lives that must necessarily happen on being boarded) to deliver her up, making the best terms he could, which he did, and by that means saved

the baggage and cloaths belonging the passengers.³

1. British Army armed schooner *Alert*, Daniel Moore, commander.

2. British transport ship *Mermaid*, Jacob Snowball, master; British transport ship *Kitty*, J. Mallet, master.

3. The articles of surrender of *Alert*, dated 7 Mar., are printed in *NDAR* 11: 539–40. The American flotilla that captured *Alert* was commanded by Capt. John Barry. His report on the taking of *Alert*, *Mermaid*, and *Kitty* is in his letter to Gen. George Washington, 9 Mar., also in *NDAR* 11: 560–61.

PENNSYLVANIA NAVY BOARD TO PRESIDENT THOMAS WHARTON, JR., OF THE PENNSYLVANIA
SUPREME EXECUTIVE COUNCIL

S^r State Navy Board [*Trenton, N.J.*] April 16 1778
We rec^d. your Excellency's¹ by Cap^t Houston,² also one from General Washington,³ which Cap^t Blewer⁴ will shew you. On receipt of that Letter, we applied to Governor Livingston⁵ for advice: he told us, that he was very Sorry the Galleys should be dismantled, but as it was out of his Line he declined to give Advice. We then applied to him for Power to press Waggons, he said he had not that Power; on which we presented a Memorial to the Governor, praying he would lay it before the Council & Assembly, who soon after empowered the Governor to give orders to press such Waggons as we wanted. Six Galleys being then dismantled, as well as the Brig *Convention*, we carried off the Stores and Cannon to different Places, and put them under the Care of such Inhabitants as we could trust and depend on. While we were carrying off these, an order came from General Washington to send the Men that were on board the Galleys which were sent from his Camp,⁶ many of which were sent off; on which two more Galleys were dismantled; They are now all in a proper Creek ready plugged, and can be sunk in Half an Hour. Four Galleys and four armed Boats are now as low as Burlington. The Shot we have buried in a good Place near the Water, For any other particulars must refer your Excellency to Cap^t. Blewer.

A large Quantity of Powder was sent to Pitts Town, since which we gave an Order to M^r Pearson⁷ to remove most of it to Allen Town, at which Place there is a Quantity of Duck and other Stores an Inventory of which Cap^t Blewer has. I am By Order of the Board your Excellencys [&c.]

W^m. Bradford

L, PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. Docketed: "1778 rec'd April [22^d from?]/Colonel William Bradford/of the State Navy Board."

1. Pennsylvania Supreme Executive Council to Pennsylvania Navy Board, 11 Mar. *NDAR* 11: 603–4.

2. Cap^t. Thomas Houston, Pennsylvania Navy.

3. Gen. George Washington to Pennsylvania Navy Board, 15 Mar. *NDAR* 11: 647–48.

4. Cap^t. Joseph Blewer, member of the Pennsylvania Navy Board.

5. Gov. William Livingston of New Jersey.

6. Gen. George Washington to Pennsylvania Navy Board, 18 Mar. *NDAR* 11: 690.

7. This may have been George Pearson, who served in the Continental Quartermaster department.

JOURNAL OF THE MARYLAND COUNCIL

Thursday 16th. April 1778.

[Ordered] The *Johnson* Galley, Ship *Defence* & Brig *Friendship* are to be removed to Baltimore Town their Sails to be lodged in a Sail maker loft, labelled so as to be distinguished and receipts taken for them.¹ Their Rigging to be sent into a Convenient warehouse, and inventoried the Inventory & Receipts to be returned to the Governor and Council the Vessels to be carried as near the Falls as convenient and

moored by each other— The *Chester* Galley is to have the *Johnson's* Anchor & Cables. The Gunner of the *Defence* is to be left in Charge of the Vessels. The Invalid at Baltimore belonging to the *Independence* and one of the most indifferent Hands belonging to the *Baltimore* Galley are to be left with the Gunner to wet the Decks and Assist him in taking care of the Vessels

D, MdAA, Governor and Council Proceedings, 3842, S1071-23, p. 195.

1. On 15 Apr. at Annapolis, Capt. Bennett Mathews acknowledged receipt of “one Mainsail and Four sail one Messon and Messon Stay Sail, Four Stay Sail” from *Defence* and “one Four Sail one Top Sail and one Main Top Stay Sail” from the brig *Friendship*. MdAA, Executive Papers, 6636-11-32. The following day he acknowledged receiving “Four hundred weight Junk” from *Friendship* for the use of Maryland Navy galley *Independence*. MdAA, Executive Papers, 6636-11-39. In August, Capt. John Gordon, commanding the Maryland Navy galley *Conqueror*, acknowledged taking boatswain’s stores, gunner’s stores, and cook’s and cabin stores in addition to the rigging from *Defence*. MdAA, Executive Papers, 6636-12-20.

LOG OF THE MASSACHUSETTS NAVY BRIGANTINE *TYRANNICIDE*,
CAPTAIN JONATHAN HARADEN

Remarks on Thursday April 16th. 1778

Latt^d. Pr. Observ^t. 36..54 N^t. [*at sea in the latitude of North Carolina*]

Middle Part small showers of Rain and Hazy Weather at 6 AM saw a Sail in the NE and gave Chace at 7 AM set Studden Sails squally with Rain carried away our Fore Topmast Studden Sail Boom at 12 on Meridian spoke with the Chace a Privateer Sloop¹ from Rhode Island Govern^t returning from a cruize out 4 Months

[*At noon*] No Observatⁿ. to Day

D, MSaE, Log of Brigantine *Tyrannicide* (November 1777–May 1778).

1. Probably Rhode Island privateer sloop *Sally*, Lemuel Bishop, commander.

CAPTAIN THOMAS JORDAN, R.N., TO GOVERNOR PATRICK TONYN OF EAST FLORIDA

(Copy)

Galatea Frederica Sound 16th April 1778

It was not before the 13th Instant the favour of your Excellency’s duplicate of the 27th March reached me, and was sent in by the Watering Brig¹ from Captain M^c Kenzie.

The *Lizard*² did not call off here as I expected, he passed this place the 11th in his way to New York, and the next day to our great joy the Express Schooner arrived with Provisions for the *Rebecca*, and the original Packett your Excellency was pleased to honour me with—and beg leave to return my thanks for the Civilities therein contained.

As Lieutenant Ellis³ could not find sufficient Water on to Sapelo within Land for the *Hinchinbrook*, and *Rebecca*, I ordered them to go as far with them as they could, and then to proceed to Sapelo with their Boats, if they found it prudent, as I thought it of Consequence to get a knowledge of that Bar, and Harbour, and gather intelligence— this they effected very properly with their Boats but I am sorry to acquaint you after their return Ellis and Mowbray with five men in the Boat overset within about a Mile and half off the *Galatea*, coming to give an account of their Expedition, and poor Ellis, and one of the Seamen were most unfortunately drowned.— We had seen the Boats two sails— but the weather unluckily for them was very Hazy, and the Boats sails disappearing we concluded they had lowered them to row round a

Shoal, which a boat they had sent before confirmed, and said they meant to dine with me, and after having waited sometime I concluded they had foun[d] themselves too late, and had gone to Frederica to shoot— The Weather being so moderate I had not the least idea of their being upon the bottom of the Boat, and driving up one of the Rivers, which they did 'til near dark— At about nine oClock we heard a voice in the Marsh at a great distance— I sent the Boat to follow the Sound, and she returned with Mowbray and four Men, who informed me, Ellis was weakened by being so long in the Water, and the Boat rolling over a little, he was washed off by which the Service was deprived of an active good officer.

Your Excellency requests me to consider of a Matter relative to the fixing of a Couple of Vessels to act as Galleys with heavy Ordinance, if you recollect it was a subject I entered upon so long ago as last Summer— there is no doubt of the utility of such Galleys at present—but a necessity also, and in my opinion it might be easily executed—by taking two of the stoutest of the Prize Schooners or Brigs, cutting them down and strengthening them so as to carry a Twenty four pounder in each, in which case you would have heavier Mettal than Yankeys which must ever succeed in river Work— nothing would make me more happy than to have it in my power to assist your Excellency in this, and every other Service— I have but one Carpenter I can trust, and he is at present in a high fever.— the lowering and strengthening those Vessels might I should imagine be executed with common workmen, and the strength required to support the resistance of a Twenty four pounder— I should suppose an Artillery officer the best judge of— to construct a proper Galley I grant requires able hands but the Cutting down one of these Vessels, that she may row the faster, and of course draw less water and taking out her Bowsprit that her Gun might act, fixing two Latteen sails with short masts— to execute this I should think your Excellency will find many in St. Augustine to be taken hold of for so essential a Service, for every day convinces me the more, that nothing else can effectually stop the inland navigation or get at their Galleys.

I had flattered myself from the information I had gathered, that I should have succeeded in cutting them off, but I now find that to be false, for I can't ever stop them, if they chuse to push for it, for these Marshes are so cut, and lead into back rivers, which they at high water can get along in, and out of the power of either of us to follow them a mile— I have just now learnt they can get into one of those Rivers, and not come near Frederica Fort, which the people of that Island, and others before assured me could not be— therefore that Post under this circumstance cannot be of that consequence, I before thought it, and I cannot as yet learn where to place the *Galatea*, to that advantageous situation I could wish, for I hear nearly the same accounts of Sapelo, but even that would not be a safe move to make just now, for three of their Galleys shewed themselves the other day, and came to a place called Doo Boy,⁴ the next day the 15th Instant they disappeared, and its most probable they are gone up one of the branches of the altamaha— I expect to know tomorrow and therefore detain the Schooner otherwise should dispatch her, as our wants will come of course, and unless we can get a supply of bread from Augustine, we must soon leave this place— The *Hinchinbrook* will have hers also, she and the *Rebecca* from the above information, I have thought proper to order down to the dividing⁵ where the Galleys must come if they wish to get to the Southward, but even these I can't get to assist them if these Galleys prove too heavy for them.

I was informed the 13th when they advanced to Sapelo they had several small Vessels with them as transports for their Troops, but neither of those appeared with their Galleys— I shall spare no pains to stop them coming on, or preventing their getting back, but your Excellency is pleased to say you shall be disappointed, if we do not get one of them, if that could happen we certainly should get the three, but be assured neither can happen if they are not fools— I will answer for it, they will never suffer deep water to run between them, and a Kings Ship.

The party of Rangers your Excellency mentions as sent hither to act with us its true— Colonel Brown⁶ was good enough to send a Captain, and I think Seven Men in a Petuaga⁷ to know if we wanted assistance, but on his joining the *Galatea*, Captain Wheatley⁸ shewed me an order from Colonel Brown, not to be absent more than ten days, on which I asked him, what time he had been in coming— he said five days— and will it not take you the same time to return— he thought it might— on which I told him I would not detain him longer, than just to write a few lines to Colonel Brown— he wished to get ashore to kill a Bullock and refresh his people, which he did and returned the next day morning, but his party were too few to be of real Service, otherwise I should have wished them in the Fort, and would have given them a couple of Guns for its defence.

A Fever we brought to this, has gone near through the Ships Company I buried two before I got in, and five since upon Jekyl Island, a few days ago I had forty odd down since which they have been mending— I had many stout men before I left S^t Augustine, that can't now crawl up a Ladder, notwithstanding the fever has left them since that time I have with the utmost respect [&c.]

Signed Tho^s: Jordan

Copy, UKLPR, C.O. 5/588, fols. 133–38. Docketed: “East Florida/Copy of a Letter from/Captain Tho^s: Jordan/of the *Galatea*/to/His Excellency/Governor Tonym/N^o. 3.” Notation in another hand: “In Gov^r: Tonym’s of Ap^l: 24th 1778/N^o. 54./3.”

1. Extrapolating from information found in the April-May 1779 Muster book of the H.M. frigate *Galatea*, it appears that the watering brig was a tender to H.M. frigate *Carysfort*. At the time of this letter, the watering brig was commanded by Acting Master Robert Cauzsar.

2. H.M. frigate *Lizard*, Capt. Thomas Mackenzie, commander. Mackenzie was the officer who carried Tonym’s letter for Jordan.

3. Lt. Alexander Ellis, then commander of H.M. armed brig *Hinchinbrook*. East Florida Provincial armed sloop *Rebecca* was commanded by Capt. John Mowbray. Sapelo Island is a sea island on the coast of Georgia.

4. Jordan is referring to Doboy Sound at the southern end of Sapelo Island.

5. That is at the Frederica River dividings, above Fort Frederica. “Dividings” was the term for what oceanographers today call “tidal nodes.” For a discussion of these nodes and their significance, see Virginia Steele Wood, “The Georgia Navy’s Dramatic Victory of April 19, 1778,” *The Georgia Historical Quarterly* 90 (Summer 2006), 179n.

6. Col. Thomas Brown, commander of the East Florida Rangers.

7. Presumably, Jordan is referring to a pettiauger, which is another name for a piragua or pirogue, which was a two masted sailing barge fitted with lee boards. *Encyclopedia of Nautical Knowledge*, p. 398.

8. Capt. Moses Whitley, East Florida Rangers.

April 17

JAMES WARREN TO WILLIAM VERNON

Dear Sir

Boston April 17 1778

I received yours of the 13th Instant,¹ I hope the money sent came to hand in Season to prevent any great disadvantage.² The pigg Iron from Providence is

daily coming in but under a Circumstance that Strikes me disagreeably. I find the Neat Weight is mentioned instead of Gross, which seems Calculated to Answer the purposes of Extortion, and to have Consequences that Extend into futurity. what the Computations or Customs are I know not, but I think it would be best for the public to make no Estimates but by Gross Weight, if it even Cost a little more at present. I hope Capt^t. Whipple³ will Succeed in getting his Ship out both for his own reputation and the good of the public. I have made large purchases here. so has Cap^t Deshon⁴ at N London. I have purchased Thirty two Shot, some duck, a Cable and many other things. Where the money is to come from to pay for them we all know, but when and how we are to Comply with the Contracts remain Uncertain. An Express to Congress for money might be Effectual, but it is a Measure for several reasons I would avoid if possible. I wish to have your Sentiments on the Matter. Our Business is now Extensive and grows very fast upon us, and our Treasury is very low. I must go home⁵ next week, or have no Gardens and no Farm this Year. What am I then to live on. the Extortion of the Country and Town takes all I get here to maintain me in the Simplest manner without any Connection with a family. my Letter to Cap^t Deshon which went by Cap^t Hopkins⁶ and now inclosed to you, give my opinion of the *Columbus's*⁷ Stores and Several other Matters. I hope you have wrote to Cap^t Deshon and shall be obliged to you for it. M^r Blodget⁸ has been with me repeatedly about the Pursers birth in the *Warren* and Claims our promise. Cap^t Hopkins has another in that place, and I understand by him Cap^t Deshon agreed to or made his appointment. Conceiving it improper that one of us should Countermand the doings of another, I have given him no Encouragement till I see Cap^t Deshon. you will speak to Cap^t Hopkins on this Subject. I am sorry the Enemy have got one of the *Warrens* prizes and glad that another has arrived Safe.⁹ I am Your Friend and Serv^t

J Warren

P.S. Do Expedite your Contract for the Cannon as much as possible. have them cast and sent forward on the Ship. will certainly wait for them. if you write to the Navy Board at Bo[r]dentown wont it be well to desire them to forward to us the Resolutions of Congress relating to the Navy Board as ordered by the Marine Committee.¹⁰

"Papers of William Vernon and the Navy Board," 235–36. Addressed at foot: "Hon^{ble}. Will^m Vernon Esq^r [Providence]."

1. Not found.

2. See James Warren to William Vernon, 11 Apr., above.

3. Capt. Abraham Whipple, commanding the Continental Navy frigate *Providence*.

4. John Deshon, member of the Continental Navy Board of the Eastern Dept.

5. That is, Plymouth, Mass.

6. Capt. John Burroughs Hopkins, commanding the Continental Navy frigate *Warren*.

7. Continental Navy ship *Columbus* which ran aground and bilged on Narraganset Beach on 28 Mar. and was subsequently burned by the British. See *NDAR* 11: 802, 803n, 812–18.

8. Probably Nathan Blodget who later became the purser of the Continental Navy frigate *Alliance*.

9. On 26 Mar. H.M. frigate *Orpheus* recaptured *Warren's* prize, ship *Neptune*, Joseph Smallwood, master. The snow *Robert*, James Hall, master, had arrived safely at New Bedford. See *NDAR* 11: 782n, 783n, 796n.

10. The Continental Marine Committee had been ordered by Congress on 5 Mar. to revise the Rules and Regulations of the Navy. On 6 Apr., above, they sent the Continental Navy Board of the Eastern Dept. the Rules and Regulations of the Navy and requested suggestions for any new rules or alterations that they might think necessary, above. On 8 Apr. the committee sent a similar request to the Continental Navy Board of the Middle Dept., above.

THE CONNECTICUT GAZETTE; AND THE UNIVERSAL INTELLIGENCER (NEW LONDON)
FRIDAY, APRIL 17, 1778

NEW-LONDON, April 17.

One Day last Week, a Sloop from Halifax, laden with Coal, some Coffee and other Articles, was taken by a Boat with seven Men and one Swivel, from Coaxet,¹ in Dartmouth: the Sloop had three Swivels and eight Men, but made no Resistance: the Boat was out but three Hours, and the Men it was said would share upwards of 1000 Dollars each.

1. That is, Acoaxet on Westport River, Mass.

VICE ADMIRAL VISCOUNT HOWE TO COMMODORE WILLIAM HOTHAM

Private

D^r. Sir/

Eagle Off Sandy Hook. [N.J.]

April the 17^h 1778

The Wind being favorable to put to Sea for the Delaware where my earliest presence is necessary, I have not time to finish the Official Instructions You would otherwise have received before I left the Hook.

By the *Andromeda*, I am advised that R. Ad^l. Gambier¹ is to be daily expected. I mean that he should be charged with the Services of this Port at present; As some time will probably be requisite to get his Ship in condition for other Service after his passage from England.² And I propose (which I am sure will be more agreeable as being a more active Scene) that you should take the Command in Chesapeake Bay;³ where three of the large ships bringing European Cargoes, are said to be destined, in order to load back with Tobacco.

Capt. Onslow⁴ is apprized of the necessity for his Stay in Chesapeake Bay, by your Tender.⁵ And I mean a 50 Gun ship to be sent immediately from the Delaware, if I find the Circumstances of the Service such upon my arrival as to admit of it.

By this earlier notice of your probable Appointment, You will have leisure to prepare the necessary Information on the different Branches of the Service of the Port and adjacent Stations, in readiness for the R. Admirals arrival; And as I shall have time to finish the Official authorities on my way to the Delaware, they will be very soon sent back to you. I am with the greatest regard D^r Sir [&c.]

Howe

L, University of Hull, England, Brynmor Jones Library, William Hotham Collection, Letters from Viscount Howe, 1776–1780 (DDHO/5/1). Addressed at foot of first page: "Com^d Hotham." Docketed: "17th. April 1778./Private Letter from/Lord Howe." Docketed in a different hand: "Answ^d by the *Andromeda* April 1778."

1. Rear Adm. James Gambier.

2. Gambier's "ship" was H.M.S. *Ardent*, Capt. George Keppel, commander.

3. Hotham did not succeed Onslow in command of the squadron in Chesapeake Bay.

4. Capt. Richard Onslow, commanding H.M.S. *St. Albans* in Chesapeake Bay.

5. Probably sloop tender *Hotham*.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

[Extract]

The Council met

Lancaster, Friday, April 17, 1778.

Present. His Excell^y. Tho^s. Wharton, jun., Esq^r. President. Joseph Hart, Esqr., Jonatⁿ. Hoge, Esq^r., James Edgar, Esq^r., & Jacob Arndt, Esq^r.

A Certificate signed by Will^m. Crispin, Commissary, setting forth, that he had took by force 121 Gallons of Jamaica Spirits, for the use of the Fleet, on the 20th of November, being laid before the Council, and it appearing to have been very old Spirit, for which he could have had Five Pounds $\frac{7}{8}$ Gallon; whereupon, An Order was drawn on the Treasurer in favor of Elias Boyce, for the Sum of Six hundred & five Pounds, to be charged to Will^m. Crispin, Commissary. . .

D, PHarH, RG 27, Minute Books of the Supreme Executive Council, vol. 6: 253.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis] Friday 17th April 1778

Ordered That M^r Crysall¹ supply the *Dolphin*² with a Barrel of Beef a Barrell of Pork two Barrells of Bread and 12 b Candles— M^r Harris³ is requested to furnish the *Dolphin* with 40 Gall^s. Whiskey— Capt Campbell⁴ is requested to furnish the *Dolphin* with half a Barrel of Musket powder 200 Swivel Balls and 400 Musket Cartridges— . . .

Ordered That the western shore Treasurer⁵ Pay to Capt Thomas Coursey one thousand four hundred and fifty two Pounds, fifteen Shillings and eight Pence due himself & Crew of the *Chester* Galley per Pay roll exam^d & passed by the Auditor General⁶. . . .

Lieut Gale,⁷

You are to proceed with all Expedition to Chester Town with your Detachment of Artillerists, Artillery & small Arms & be subject to the Orders of Col^o Bordley⁸ it is designed you should act in Concert with the Militia against the Insurgents.—⁹ If the wind should prove unfavourable so that Attempting to get to Chester may occasion delay you are to land at Queen's Town call on any Militia Officer immediately for Assistance of Carriages &^{ca.} and proceed forward to join the Militia collected some where we expect in the Head of Queen Annes County sending an Express as soon as you get to Queen's Town to Col^o Hemsley¹⁰ and another to Col^o Bordley— the Arms & Cartouch Boxes may be delivered to either of them. We trust your Activity will be equal to the Occasion

Ordered that Capt Matthews¹¹ deliver to Capt. Coursey out of the *Johnson* Galley what Rigging & Pig Iron he may want for the *Chester* Galley.¹²

Lieut, Cox,¹³

You are to proceed to Cambridge with the *Baltimore* Galley and there deliver the Arms you have in under the care of such Person as Robert Goldsborough Esquire shall direct you, who is requested to write to the Lieut^s of Dorchester and Caroline Counties¹⁴ the six Boxes marked D are for Dorset and the five marked C for Caroline 150 Stand for each County, You are to receive at Cambridge what Continental and State Goods are there and with them return to Annapolis with all Dispatch none of the Goods must be taken on board loose and if any of the Packages want repair it must be done by those who have the Care of the Goods take every precaution to prevent embezzlement.

D, MdAA, Governor and Council Proceedings, 3842, S1071-23, pp. 196–98.

1. That is, John Crisall.

2. Maryland Navy schooner *Dolphin*, Capt. Daniel Bryan, commander.

3. Isaac Harris.

4. Capt. William Campbell commanded a company of matrosses in the state service.

5. Thomas Harwood.

6. Zephaniah Turner.

7. Lt. Edward Gale of the Independent Company, Maryland Artillery.

8. In a letter of this date, the Council informed Col. William Bordley, commander of the Kent County militia regiment, that the detachment consisted of “thirty two Artillery Men, two field pieces” and that the Council was sending “two Hundred stand of good Arms and all the Cartouch Boxes we have fit for Use about 130.” *Ibid.*, p. 40.

9. In early April, noted Delaware Loyalist Cheney Clow sparked a Tory uprising in Queen Anne’s and Kent counties in Maryland. Reportedly, between 600 and 700 Loyalists joined Clow on Jordan’s Island at the head of the Chester River, began to erect a fort, and were disarming anyone who refused to join them. Edwin M. Jameson, “Tory Operations on the Bay,” in *Chesapeake Bay in the American Revolution*, ed. Ernest M. Eller (Centreville, Md.: Tidewater Publishers, 1981), p. 386. On the suppression of this uprising by Delaware militiamen, see Brig. Gen. William Smallwood to Gen. George Washington, 17 May, below.

10. Col. William Hemsley commanded the Queen Anne’s County militia regiment.

11. Capt. Bennett Matthews, commander of the Maryland Navy galley *Independence*.

12. On the Maryland Navy galley *Johnson*, see Journal of the Maryland Council, 16 Apr., above.

13. Lt. John Cox who was temporarily in command of the Maryland Navy galley *Baltimore*.

14. These were the County Lieutenants who were responsible for organizing and training the militia of their county.

CAPTAIN BENJAMIN CALDWELL, R.N., TO COMMANDER MATTHEW SQUIRE, R.N.

Emerald.

Sir

off Tangier & Watts Islands 17th April 1778

You will please, to receive such Americans, enlisted for General Sir William Howes Army,¹ as will be sent you from the *Senegal*;² Victualling them at two thirds allowance, taking the first opportunity of sending them to New York, or Philadelphia; sending a list to the Command^r Officer. I am [&c.] B.C.

LB, UkGrNMM, Benjamin Caldwell Papers, CAL/110 Letter Book (May 1776–June 1779), p. 22. Addressed at bottom: “To/Captain Squire/Otter.”

1. On these enlistees for the British Army, see Caldwell to Capt. Richard Onslow, 31 Mar. 1778. *NDAR* 11: 848.

2. H.M. ship-rigged sloop-of-war *Senegal*, Comdr. Anthony James Pye Molloy, commander.

LOG OF THE MASSACHUSETTS NAVY BRIGANTINE *TYRANNICIDE*,
CAPTAIN JONATHAN HARADEN, COMMANDER

Remarks on Friday April 17th. 1778

No Observtⁿ. to Day

from 12 to 5 AM Moderate at 6 AM saw a Sail and gave Chace at 8 AM spoke with the Chace the Privateer Brig^t. *Oliver Cromwell* Cap^t. — Richardson from Salem out 8 days bound upon a Cruize—¹ at 10 AM handed the Top Sails and hove too—

Latt^d. P^r. Observ^t. 38..20 N^t. [*at sea in the latitude of southern Delaware*]

[PM] Latter part squally with a Fresh Breeze Broached a Hh^d of Water—

D, MSaE, Log of Brigantine *Tyrannicide* (November 1777–May 1778).

1. The petition for a letter of marque, the commission and the bonds for this Massachusetts privateer cannot be found. There was a privateer brigantine from Salem named *Oliver Cromwell*, William Coles, commander, which was commissioned on 29 Apr. 1777.

April 18

THE PROVIDENCE GAZETTE; AND COUNTRY JOURNAL

SATURDAY, APRIL 18, 1778

PROVIDENCE, April 18.

The Snow¹ lately taken by the *Warren* Frigate² is safe arrived at a neighbouring Port.³ Her other Prize, a Ship from Whitehaven,⁴ was retaken by the *Orpheus* Frigate, within six Hours Sail of Boston, and brought into Newport.

1. Snow *Robert*, James Hall, master.
2. Continental Navy frigate *Warren*.
3. New Bedford, Mass.
4. Ship *Neptune*, Joseph Smallwood, master.

RIVINGTON'S *THE ROYAL GAZETTE* (NEW YORK), SATURDAY, APRIL 18, 1778

NEW-YORK, April 18.

Yesterday a sloop from Cape Franchoise, for Virginia, arrived in this harbour;¹ she was taken by the Letter of Marque ship *Rose*, Capt. Duncan;² and is laden with rum, sugar, molasses, duck, calicoe, chintzes, medicines, &c.

1. Probably, sloop *Dolphin*. The *Dolphin* and its cargo were advertised for sale in *The Royal Gazette* on 16 May.

2. British letter of marque ship *Rose*. James Duncan, master, 305 tons burthen, owned by James Duncan & Co. *Rose* was armed with twenty-two 6-pounders, two 4-pounders, and two 3-pounders. *Lloyd's Register of Ships, 1777-1778*.

JOURNAL OF THE CONTINENTAL CONGRESS

[*York, Pa.*] Saturday, April 18, 1778

The Marine Committee brought in a report; Whereupon, Congress came to the following resolution:

Whereas, it is expedient that a speedy enquiry be made into the causes of the loss of the *Virginia* frigate, and a competent number of officers belonging to the navy cannot, at present, be obtained for that purpose:

Resolved, That the navy board in the middle district, with William Smith, Esq. of Baltimore, and Stephen Stewart, Esq. of West river, in the State of Maryland, or any three of them, be, and they are hereby appointed and fully authorized to make a strict enquiry and examination into the causes of the loss of the said frigate, and the conduct of James Nicholson, late commander of the said frigate; and that to that end they repair to Baltimore as speedily as possible, and call before them the said James Nicholson, and examine all persons, evidences and papers necessary, and make report of such their enquiry, together with the evidences, to the Marine Committee, to be laid before Congress.¹

JCC 10: 363-64

1. See Continental Marine Committee to the Continental Navy Board of the Middle Dept., 16 May, below. As seen in a note at that letter, the inquiry was still pending in Mar. 1779.

BRIGADIER GENERAL JOHN DAGWORTHY TO GOVERNOR CAESAR RODNEY OF DELAWARE

Dagsberry¹ April 18th 1778

A Commander of a Schooner² with his Mate and eight Sailors having been made prisoners and their Vessel taken by a Number of the inhabitants of Indian River I send to recieve your orders in relation to them.

Rodney Letters, p. 260. Dagworthy commanded the militia in Sussex County, Del.

1. That is, Dagsboro, Del.

2. As seen at Rodney to Dagworthy, 7 May, below, the schooner was *Fortune*.

CAPTAIN BENJAMIN CALDWELL, R.N., TO COMMODORE WILLIAM HOTHAM, R.N.

Emerald

Sir

off Tangier & Watts Islands 18th April 1778.

I beg leave to Inclose you Captain Symonds's Letter to me,¹ relative to the situation of the *Solebays* Anchors and Cables, and to request She may be supplied, with those material Articles;— Should She be so unfortunate as to loose, another anchor, She will then be obliged to leave the Station, and there are too few Ships here at present, to Guard the Bay,² if more could be had.

This Ship has been here very near a year,³ and is in great want of Sails, and Cordage, and the upper Works being Caulked. I am [&c.] B. C.

LB, UkGrNMM, Benjamin Caldwell Papers, CAL/110 Letter Book (May 1776–June 1779), p.22. Addressed at the foot: "To/Commodore Hotham."

1. Letter not found.

2. Chesapeake Bay.

3. H.M. frigate *Emerald* had arrived in Chesapeake Bay on 5 June 1777. D, UKLPR, Logbook of H.M. frigate *Emerald*, Adm. 51/311.

BRIGADE ORDERS OF COLONEL SAMUEL ELBERT, CONTINENTAL ARMY

Brigade Orders.

Washington Galley, 18th April, 1778.

Parole-Liberty.

The division of troops on board the *Washington* under the command of Lieut. Colo. Rae¹ are the first to land at the place called Pikes Bluff, on the north west extremity of Frederica, including the first division of riflemen; the latter lead the vans and are immediately to take post in the woods, and cover the landing of the rest. Canty's boat will attend for the purpose.²

Major Roberts with the division on board the *Bullock*,³ with the second division of riflemen is next to land, and are to proceed agreeable to the orders for the first. They are to form on their left. The above boat with what can be spared from the galleys is to attend their landing.

As soon as the above two divisions have effected their landing and taken possession of the woods in front, Captn. [*George*] Young is to land with the Artillery, and get in order for action with all possible expedition.

All the boats are next to rendezvous with the *Lee*, where the commanding officer will be ready to debark with the rest of the troops.⁴

Officers and soldiers are earnestly entreated to pay the strictest attention to their duty, in which case the commanding officer will insure them success against the plun-

derers of their country and the common enemies of the rights of mankind.

Colo. White on board the *Lee*, Captain Melven on board the *Washington*, and Lieutenant Patty on board the *Bullock*⁵ are to remain with the detachments under their command, and assist in fighting and navigating those vessels.

By order of the C. C.,⁶

JOHN HABERM., B. M.⁷

“Order Book of Samuel Elbert,” pp. 127–28.

1. As seen in his letter to Maj. Gen. Robert Howe, 19 Apr., below, Elbert put some 300 rank and file and two pieces of artillery on board the galleys. Lt. Col. Robert Rae’s detachment was on board the Georgia Navy galley *Washington*, Capt. John Hardy, commander.

2. For more on James Cantey, Jr., and his flatboat, see Elbert to Capt. George Melvin, 9 Apr., above.

3. Maj. Daniel Roberts’ detachment was on board the Georgia Navy galley *Bullock*, Capt. Archibald Hatcher, commander.

4. Georgia Navy galley *Lee*, Capt. John Braddock, commander.

5. Col. John White; Capt. George Melvin; Lt. Bernard Petty.

6. That is, Colonel Commanding, which was Col. Samuel Elbert.

7. That is, Brigade Major John Habersham.

JOURNAL OF H.M. FRIGATE *GALATEA*, CAPTAIN THOMAS JORDAN

April 1778

Moor’d in S^t Simons Sound.

Saturday 18th. Mod^{te}: and Cloudy W^r: Emp^d: working up Junk. Rece’d Fresh Beef—
At Single Anchor off Frederica Island.—

Light Breezes and Calm, at 5 PM Received Information by a Boat from the *Hinchinbrook* & *Rebecca* (which was there upon the Advanced Post) that three Rebel Rowe Gallies¹ had Anchored of [f] the Town of Frederica, that they were Perceived from our Advanced Guards to Embark a Number of Men on their Boats, About ½ p^r: 5 PM Lieu^t: Merrick went in the Pinnacle Man’d and Arm’d and was soon after followed by the Watering Vessel.²

D, UKLPR, Adm. 51/4197.

1. Georgia Navy galleys *Washington*, *Lee*, and *Bullock*.

2. Lt. William Augustus Merrick. The “Watering Vessel” appears to have been a brig tender of H.M. frigate *Carysfort*, Capt. Robert Fanshawe, commander.

April 19 (Sunday)

TRIAL AND CONDEMNATION IN VICE ADMIRALTY COURT OF NOVA SCOTIA
OF MASSACHUSETTS PRIVATEER SCHOONER *HAMMOND*

[Halifax, Nova Scotia]

Cause.

Sir George Collier Commander of His Majesty’s Ship *Rainbow*

VS. the Schooner called the *Hammon*.¹

9th April } Libel filed & Entered & Order made thereon as on
1778 } file.

Registers Office 13th April 1778.

Edward Dalton Lieu^t: of the *Rainbow* being duly Sworne Deposeth that being on a Cruize in the *Rainbows* Tender² they fell in with the Schooner *Hammon* at

L'Have³ Arm'd with 12 Swivels & Small Arms, & 28 Men, that the Rebels ran the Schooner ashore & got away all but Six, that the Deponant took Possession of her & brought her into this Port.

E. Dalton

Sworne before me.

Charles Morris Jun^r Reg

19th. April }
1778. }

Court opened as usual, The Libel Order & Return thereon Read, the Evidence taken before the Register also Read, the Judge then Ordered Proclamation to be made for all Persons Claiming property in the Schooner *Hammon* & her Appurtenances to Appear and Assert their Claims, none appeared, The Advocate General then moved for a Decree, which was pronounced as on file, whereby the said Schooner & her Appurtenances were Condemned as Lawfull Prize to the Captors thereof.

Court Adjourned without Day.

D, CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), p. 120.

1. Privateer schooner *Hammond*, Jonathan Woodman, commander, taken on 22 Mar., sent into Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 483–84. Massachusetts privateer schooner *Hammond* mounted two carriage guns and was manned by a crew of twenty-five seamen. It was commissioned on 24 Dec. 1777 and was owned by Robert Shillaber and others, of Danvers, Mass. M-Ar, Revolutionary Rolls Collection, vol. 6, p. 108, vol. 8, p. 16; Mass. Archives Collection, vol. 168, p. 112.

2. H.M. schooner tender *Arbuthnot*. UKLPR, Adm. 51/762, part 1, fols. 30–31.

3. La Have, Nova Scotia.

COMMANDER HENRY MOWAT, R.N., TO CAPTAIN THOMAS FITZHERBERT, R.N.

Copy

Albany, River S^t John [*New Brunswick*] 19 April 1778

Sir,

Major Studholme¹ the Officer Commanding at Fort Howe having by this opportunity laid before General Massey² a plan describing the Situation of this place, as also the intelligence he has procured since his last Dispatches, leaves with me only to remark, that the *Albany* is now placed agreeable to the tenor of your Orders,³ and I wish very Sincerely that the Navigation of this River⁴ would admit of a full extension of them, which I am sorry to observe it does not, owing principally to the interruption of the Bar which allows of Vessels passing only at certain periods of the Tide: this circumstance I think incumbent on me to lay before you, and I also think it necessary to make known, that the Major has been pleased to shew me the Orders he is under, by which he is instructed, in case he is obliged to leave his Post to repair immediately with his Party &^{ca}. on board the King's Ship, and as no mention is made in my Orders respecting him or his Post, I pray you will be pleased to signify your directions on that head, in case he should be forced to that Alternative, which he certainly will should any Cannon be brought against the Blockhouse, and on that Supposition I think it my Duty to observe, that the Ship's retreat will entirely depend upon a leading Wind and a favorable time of the Tide.

The intelligence which goes to the General at this time will no doubt be laid before you Sir, and you may rest assured that no exertion of the *Albany* shall be wanting in co-operating with the Major Should the service require it; although I must beg leave to observe as my opinion that if the Rebels have any design against Cumberland

or any part on that Shore, they never will make any attempt at this Post in consequence of that Measure; my reason is thus, because they have Mechias, Passamaquady⁵ and Several other open Harbors to assemble at and favor their designs much more than this place could do were they in possession of it, and they also have it in their power to annoy and even destroy the upper Settlements on this River without appearing here, which you will See they intend doing if the intelligence be just. I have the honor to be, Sir [&c.]

H. Mowat

Copy, MiU-C, Sir Henry Clinton Papers. Addressed below close: "Thomas Fitzherbert Esq^r." Docketed: "Copy M Mowat/Letter to Captⁿ. Fitzherbert/19 April 1778."

1. Maj. Gilfred Studholme, brigade major at Halifax, was, at the time of this letter, commanding Fort Howe, an outpost at the mouth of St. John River.

2. Maj. Gen. Eyre Massey, commanding the British Army in Nova Scotia.

3. Capt. Thomas Fitzherbert, commanding H.M.S. *Raisnable*, which was operating out of Halifax.

4. That is, St. John River, New Brunswick.

5. That is, Machias and Passamaquoddy Bay, Me.

COLONEL SAMUEL ELBERT, CONTINENTAL ARMY, TO MAJOR GENERAL ROBERT HOWE,
CONTINENTAL ARMY

Frederica Harbour on board the

Ship *Rebecca* 19th. April 1778

D^e General

I have the happiness to inform you that about Ten OClock this forenoon the Brigantine *Hinchinbrook*,¹ the Sloop *Rebecca*² & a prize Brig³ of theirs all struck the British Tyrants Colours & Surrendered to the American Arms

Being informed that the above Vessels were at this place, I put about Three hundred men, by Detachments from the Troops under my Command at Fort Howe on board the three Galleys, the *Washington*, Capt Hardy, the *Lee* Cap^t Braddock, & the *Bullock* Capt Hatchet:⁴ a detachment of Artillery with two Field Pieces under Capt Young, I also put on board a boat & with this little Army embarked at Darien, I last Evening effected a landing at a Bluff about a mile below the Town, leaving Col^o White on board the *Lee*, Capt Melvin on board the *Washington* and Lieut^t Petty on board the *Bullock* each with a sufficient Party of Troops— immediately on landing I despatched L^t Col^o Rae & Major Roberts with about one hundred men, who marched directly up to the Town & made prisoners of three marines & two Sailors belonging to the *Huntingbrooke*.—⁵ It being late the Galleys did not engage till this morning, You must Imagine what my feelings were to see our three little men of War going on to the attack of those three Vessels, who have spread Terror on our Coast, & who were drawn up in order of Battle. But the weight of our metal soon damped the courage of those Heroes, who took to their Boats & as many as could abandon'd their Vessels & every thing on board, of which we immediately took possession. What is extraordinary, we have not one man hurt. Capt Ellis is drown'd & Capt Mowbray made his escape.⁶ As soon as I can see Col^o White (who has not yet come to us) with his prize I shall consult with him, the other Field Officers & the three Capt^s of the Gallies, on the expediency of attacking the *Galatea* now laying at Jekyl.⁷ I send you this by my Brigade Major Habersham who will inform you of other particulars I am [&c.]

(Signed) J Elbert Col Comd^g

LB, ScHi, Henry Laurens Papers, Copy Book.

1. H.M. armed brig *Hinchinbrook*, Second Master and Pilot James Murray, acting commander. Merrick had been sent the morning of 18 Apr. from H.M. frigate *Galatea* to be the senior naval officer present.

2. East Florida armed sloop *Rebecca*, John Mowbray, commander.

3. This vessel was unnamed but was probably a tender to H.M. frigate *Carysfort*. In the account of the capture given by Capt. Thomas Jordan in the log of the H.M. frigate *Galatea* of this date, below, it is called simply "watering Brigg."

4. Georgia Navy armed galleys *Washington*, Capt. John Hardy; *Lee*, Capt. John Braddock; and *Bulloch*, Capt. Alexander Hatcher, commanders.

5. That is, *Hinchinbrook*.

6. *Hinchinbrook's* former commander, Lt. Alexander Ellis, had drowned on 9 Apr.

7. That is, Jekyll Island, Ga. The Georgia Navy galleys did not attack *Galatea*.

JOURNAL OF H.M. FRIGATE *GALATEA*, CAPTAIN THOMAS JORDAN

April 1778

Sunday 19th.

At Single Anchor off Frederica Island—

AM Rece'd the following Information by the Return of the Boats—
At the first dawn of day the Gallies¹ were perceived about a Mile & Half from the *Hinchinbrook*. Advancing down the Creek. it was then Calm and a Strong Ebbtide Running, and having Approach'd within the Point Blank Range of their Shot came to Anchor, and begun a heavy Cannonade upon the *Hinchinbrook*; *Rebecca* & watering Brigg, the Circumstances of the Weather and tide Rendering it Impossible for the *Hinchinbrook* to Advance towards the Gallies, (her Guns which were four Pounders were useless,) In this Situation the Vessels Lay near an hour & half Exposed to a very Gallig fire, still Hoping that a Breeze of wind would Spring up to Enable them to Stem the tide & Board the Gallies, but it still Continuing Calm their rigging much disabled & one of their Boats sunk, it became Necessary for them to Move their Birth, they therefore weighed their Anchor and Dropt Lower down the Creek the Gallies following them and Kept up a Constant fire, but taking Great Care Never to Approach nearer the *Hinchinbrook* than the Range of their shot. In this Manner the *Hinchinbrook*, *Rebecca*, & Brigg Continued Dropping down Anxiously Waiting the turn of the tide or a favourable wind, and having Proceeded about a Mile, all three Vessels Most unfortunately Got a ground at the same time, the tide still Running very Rapidly down the Creek, rendering all the Effects to get them afloat useless, or even their Broad sides to the Stream. The Gallies Instantly Perceiving the Situation of the Vessels, and taking advantage of it, Advancing with all speed to get Possession of them. In this Critical Moment no time was to be lost the Least delay would have Made them all Prisoners. they had therefore no Alternative but to Abandon the Vessels & retreat in their Boats which with Great Difficulty they Effectuated & Returned to the *Galatea*. At 11 AM unmoor'd, Weighed and came to Sail out of the Inlet. at Noon Anchored in 8½ f^m. about a mile & half from the Entrance. The *Hinchinbrook* and *Rebecca's* People Victualled onboard this Day the latter Returned in their Boats to S^t Johns—



Colonel Samuel Elbert

At Single Anchor of Frederica Island—
 Fresh Breezes and Cloudy W^r: at 6 [PM] Shifted our Berth. Guard
 Boats Emp^d during the Night.

D, UKLPR, Adm. 51/4197.

1. Georgia Navy galleys *Washington*, Capt. John Hardy, commander, *Lee*, Capt. John Braddock, commander, and *Bulloch*, Capt. Archibald Hatcher, commander.

REAR ADMIRAL SIR PETER PARKER TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

[Extract]

Bristol Port Royal Jamaica

the 19 April 1778.

Sir

The *Diligence* Packet arrived the 13 ins^t from Pensacola and brought me Dispatches from Governor Chester and the Commanding Officer of His Majestys Ships on that Station,¹ informing me that the Rebels had actually attacked our Settlements on the Mississippi— The Governor has desired some assistance from me, and has also applied to General Dalling for a re-enforcement of Troops—²

I propose to send the *Active* from hence which with the *Hound*, *Sylph*, *West Florida*, and *Florida* Surveying Schooner,³ that will be soon ready, and may be employed on her arrival at Pensacola if found necessary, will I think be a sufficient force by Sea— However as the Province of West Florida is actually invaded, I shall also send the *Stork* when she comes in from her Cruize—⁴

Enclosed you will receive copys of the Letters and Papers mentioned in the margin for their Lordships information,⁵ and as I coincide in opinion with the Governor and Council at Pensacola, that a Sloop stationed near Manchac wou'd not only be a great protection to that part of the Province and the British Vessels in the Mississippi but also a means of preventing the Rebels from penetrating through the River Iberville and the Lakes Maurepas and Port Chartrain,⁶ either to Mobile or Pensacola; and also that another small armed Vessel in the Lakes Commanded by a Lieutenant would be an additional security to the Province

I shall direct Captain Williams of the *Active* who will Convoy the Troops to Pensacola to continue til all apprehensions of an Invasion are over, and the Province secure, and then return to this Port with His Majestys Ship under his Command and the *Stork*, leaving the *Hound* on the Pensacola Station, and the *Sylph* near Manchack in the River Mississippi—

I shou'd not do my duty or answer the end of my Appointment to this Command were I [to] neglect laying before their Lordships my opinion as circumstances may arise for their Lordships Consideration; The extent of this Station and the various services expected from the Kings Ships are well known to their Lordships, and require perhaps more Vessels than can be conveniently spared from England; and Vessels may be purchased here fit for the Service.

Their Lordships may think it requisite to Station one Sloop in the Bay of Honduras—one at Turks Island and one in the River Mississippi and another Armed Vessel on the Lakes.—

The *Hornett* is now at Turks Island— the *Cupid* on the Mosketo shore from whence She proceeds to S^t Georges Key—⁷ remains on that Station four Weeks and then is to return here, taking her route through the Gulph of Florida, with such

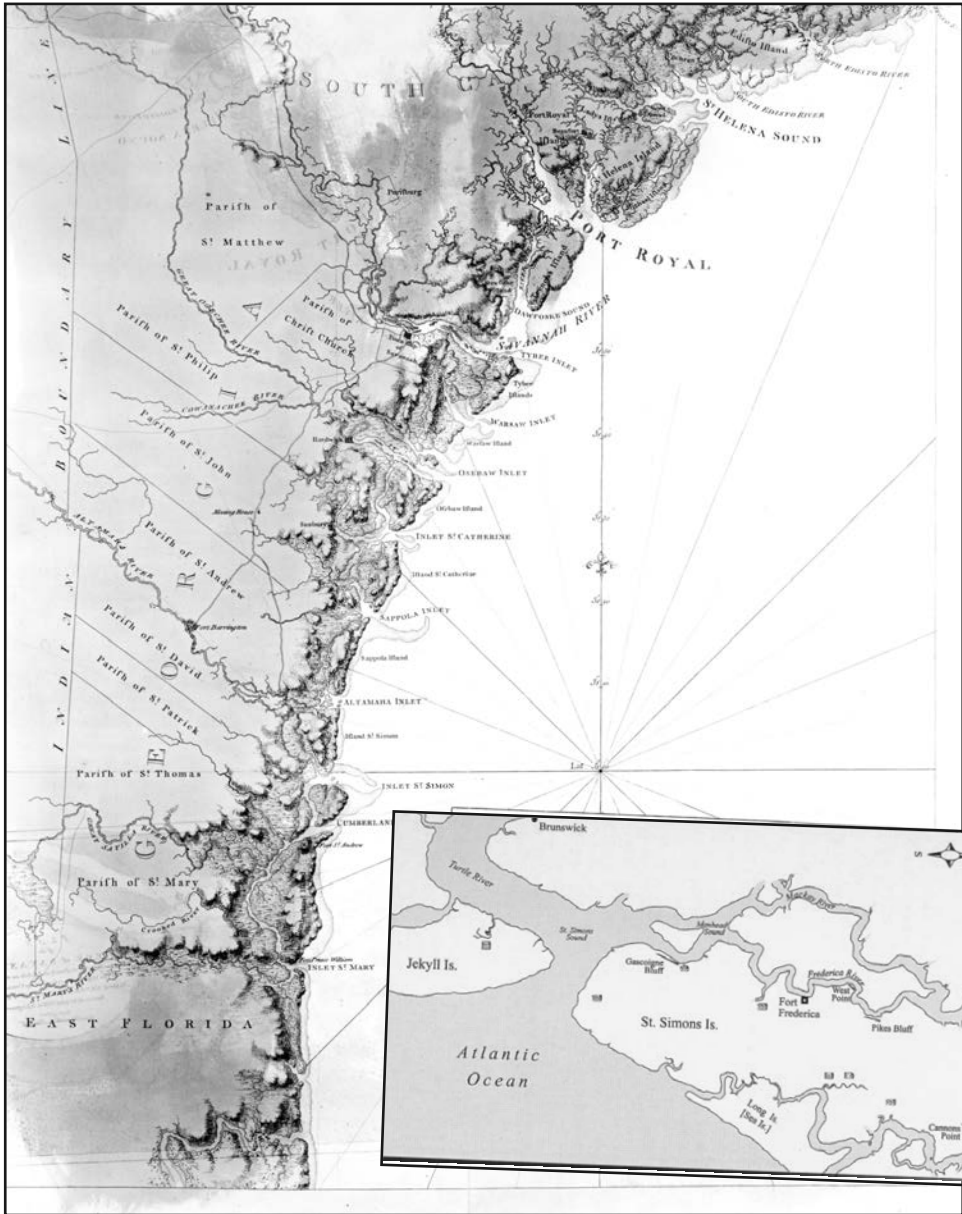


Chart of the coast from South Carolina to Florida

Trade under her Convoy that may be willing to avail themselves of her protection so far on their way to Europe.—

A Copy of my Order to Captain Haswell of the 28 of Feb^r will explain the correspondence between the Lieu^t Governor of the Bahama Islands⁸ and myself without troubling their Lordships with Cops of the Letters—

You will please to observe that Vice Admiral Gayton gave up the Command of the Fleet to me the 27 of Feb^r tho' he did not sail til the 3^d of March.—

Since Admiral Gayton sail'd the Squadron has taken (25) Vessels of different denominations some of them more valuable than the general run lately;⁹ many have escaped by outsailing some of our foul Vessels, which proves the Utility of the scheme their Lordships have adopted to Sheath some Frigates with copper, a few on this Station wou'd clear these Seas of Privateers, and besides the annoyance to the Trade of the Rebels, and the considerable expences saved in heaving down— it wou'd be the means of preserving many Lives and preventing desertions—

The 5^h of last Month the *Friendship* a Letter of Marque in company with two ships— the *Thomas* of London & the *Byron* of Bristol¹⁰ took off the Isle of Ash on the South side of Hispaniola a Privateer Sloop of fourteen Six Pounders named the *General Gates*—¹¹ The *Rattle Snake* a Rebel Privateer Ship of Sixteen or Eighteen Six & four pounders appear'd lately off the East end of Jamaica¹² & took a small Tender belonging to the Company of the *Bristol*—¹³ She then ranged along the South side of the Island put most of the Men she had taken on shore, and made prize of two small Vessels of little value— an Express was immediately sent off to the *Cameleon* & *Racehorse* on the North side of the Island to endeavour to intercept her, but they had not the good fortune to meet with her—¹⁴

I have sent the *Druid*¹⁵ off the different Lading Ports between this and Bluefields 'til the Convoy sails from thence, least the *Rattle Snake* shou'd return as She threatend and attempt to Cut some of the Ships when loaded, out of the open Bays—

I have met the Governor and Council twice— they have consented to the Impressing of Seamen when wanted to complete the Compliment of His Majestys Squadron on this Station, agreeable to the Act,¹⁶ in that case, made & provided—

Guns are to be sent to some of the principal Lading ports, and the *Camel*¹⁷ has now a Schooner under Convoy for that purpose, She is afterwards to proceed to S^t Lucia at the NW^t end of Jamaica and bring if possible the *Racehorse* from thence; She has been condemned as unserviceable by her Own Officers and some Masters of Merchantmen, when she comes here, she shall be regularly Surveyed, and if found as bad as represented, I shall trespass on their Lordships indulgence and purchase as soon as possible Another Vessel in her room and move Lieu^t M^cNamara (if he chuses it) with his Crew into her—

I have the pleasure to assure their Lordships that the greatest harmony subsists among all degrees of People, and that they seem well disposed to second the views of the Governor and Council in discouraging and preventing Supplies or Intelligence from being sent to the Rebels, which I am told at the beginning of these disturbances was not sufficiently attended to, but was carried on by a few Ill disposed Americans settled in this Island. . . .

Their Lordships will probably have heard before this reaches you that His Majestys Ship the *Yarmouth* on the Lew^d. Island Station fell in with five American Privateers. One of which, the *Randolph* of Thirty Six Guns in engaging the *Yarmouth*

blew up and every Soul on board perished—¹⁸ One of her Consorts struck to the *Yarmouth* but the remaining three escaped.¹⁹

The *Alfred* an American Privateer of Twenty Guns is taken by the *Ceres* and sent into Barbadoes—²⁰ I give credit to this whole account, but the Blowing up of the *Randolph* cannot from the information I have received be doubted.—

The Trade will sail from Bluefields the 30 ins^t under Convoy of the *Winchelsea* & *Porpoise* and will be accompanied by the *Bristol* and *Niger* as far as the Latt^d. of 32—²¹

Governor Dalling has Ordered a Detachment of One Captain, two Subalterns with One hundred Men to embark immediately for Pensacola, and I expect they will sail in two or three days, the *Florida* Surveying Schooner will be ready to accompany the *Active*. I am sir [&c.] P: Parker

L, UKLPR, Adm. 1/241. Addressed at bottom of first page: "Philip Stephens Esq^r." Docketed: "Sir Peter Parker/19th April 1778." There are several notations throughout the letter. Under the date line is: "Rd 6 July." In the margin on the first page is a list of enclosures, which are discussed in note 6, below. At points throughout the rest of the letter are other notations, presumably inserted by clerks in the Admiralty office to facilitate their creating a synopsis of this letter.

1. Gov. Peter Chester of West Florida; the ranking naval officer at Pensacola was Comdr. Thomas Lloyd, who commanded H.M. ship-rigged sloop-of-war *Atalanta*.

2. Gen. John Dalling was governor of Jamaica.

3. H.M. frigate *Active*, Capt. William Williams, commander; H.M. ship-rigged sloop-of-war *Hound*, Comdr. Joseph Nunn, commander; H.M. ship-rigged sloop-of-war *Sylph*, Comdr. John Fergusson, commander; H.M. armed sloop *West Florida*, Lt. George Burdon, commander. There were two armed schooners named *Florida* then in Peter Parker's command. The newer, commanded by Lt. James Kirkland, was then fitting out at Jamaica. The older *Florida*, Lt. John Osborne, commander, was at the time of this letter laying at Pensacola, condemned as unfit, but still in service. It was presumably the former *Florida* to which Parker referred.

4. H.M. brig-rigged sloop-of-war *Stork*, Lt. Francis L'Montais, commander.

5. In the left margin is a list of enclosures: "N^o (1) Letter from the Governor of Florida," which is Gov. Peter Chester to Parker, 25 Mar. 1778 (UKLPR, Adm. 1/241). "N^o (2) Substance of Intelligence respecting the transactions of the Rebels on the Mississippi," which is a summary of intelligence concerning the activities of the force commanded by Capt. James Willing as compiled by Chester and the Governor's Council of West Florida. According to the heading on the document, the summary was taken from depositions given under oath by "several Inhabitants of that part of the Province" and from "different Letters received." (UKLPR, Adm. 1/241). There is also a letter from Lt. George Burdon to Chester, 3 Mar. 1778 (NDAR 11: 698). "N^o (3) Letter from Cap^t Nunn of the *Hound* Sloop Pensacola," which is Comdr. Joseph Nunn to Parker, 19 Mar. 1778 (NDAR 11: 719). "N^o (4) Letter from Cap^t Nunn of the *Hound* Sloop Pensacola," which is Nunn to Parker, 21 Mar. 1778 (NDAR 11: 755–56). "N^o (5) Letter from L^t Jn^o Osborne of the *Florida* Surveying Schooner Pensacola," which is Osborn to Parker, 25 Mar. 1778 (UKLPR, Adm. 1/241). "N^o (6) Letter from Capt. Lloyd of the *Atalanta* Pensacola, which is Comdr. Thomas Lloyd to Parker, 26 Mar. 1778 (NDAR 11: 800–1). "N^o (7) Letter to Cap^t Haswell of the *Hornett* dated the 29 Feb^r 1778.—," which is Parker to Comdr. Robert Haswell of H.M. ship-rigged sloop-of-war *Hornet*, 28 Feb. 1778 (NDAR 11: 469–70).

6. That is, Lakes Maurepas and Pontchartrain in present-day Louisiana.

7. H.M. ship-rigged sloop-of-war *Cupid*, Comdr. William Carlyon, commander. Parker is referring to the Mosquito Coast, which was a British protectorate that stretched along the coast of present-day Nicaragua and Honduras. St. George's Cay is a small island off the coast of Belize.

8. Lt. Gov. John Gambier. As can be seen in Parker's letter to Robert Haswell, 28 Feb. 1778, Gambier had requested assistance because "American Privateers are very troublesome." NDAR 11: 469.

9. "A List of Vessels taken by His Majesty's Squadron under the Command of Sir Peter Parker at Jamaica between the 3d March and the 21st June 1778," UKLPR, Adm. 1/240.

10. British letter of marque ship *Friendship*, Duncan Fisher, master, 250 tons burthen, carrying 16 carriage guns both 4 and 6-pounders and a crew of 25 men. It was on a voyage from Liverpool to Jamiaca with a cargo of provisions, herring, and coal. It was owned by Liverpool merchants John and James Roberts. UKLPR, H.C.A. 26/61, p. 125. British letter of marque ship *Thomas*, James Barton, master, 177 tons burthen, carrying ten 6-pounders, 2 cohorns, 4 swivel guns, and a crew of 30. It was on a voyage from Liverpool to the West Indies with a cargo of provisions, Irish linen, cottons, fustian, shoes, and cordage. The owners were Liverpool merchants Thomas Tarleton, John Tarleton, and Daniel Backhouse. UKLPR,

26/61, p. 149. Ship *Byron*, J. Russel, master, 280 tons burthen, carrying six 4-pounders, built in Bristol in 1768, and owned by Champion. *Lloyd's Register of Ships, 1777–78*.

11. That is, Île à Vache in present-day Haiti. Georgia privateer sloop *General Gates*, Casper Rowx, commander. According to a newspaper account of its capture, *General Gates* carried fourteen 6-pounders, two 4-pounders, 12 swivel guns, 4 cohorns, and a crew of 85 men. See News from Jamaica, 13 Mar. 1778, *NDAR* 11: 633–34.

12. Pennsylvania privateer ship *Rattlesnake*, David McCulloch, commander.

13. H.M.S. *Bristol*, Capt. John Raynor, commander.

14. H.M. ship-rigged sloop-of-war *Cameleon*, Comdr. John Douglas, commander; probably H.M. armed sloop *Racehorse*, Lt. James McNamara, commander.

15. H.M. ship-rigged sloop-of-war *Druid*, Comdr. John Bouchier, commander.

16. Parker might be referring here to the Act of 15 George III, c. 31, sect. 19, repealing Anne 6, c. 37, which had protected American merchant seamen against impressment.

17. H.M. frigate *Camel*, Capt. Richard Rodney Bligh, commander.

18. On the destruction of Continental Navy frigate *Randolph*, Capt. Nicholas Biddle, commander, during its engagement with H.M.S. *Yarmouth*, Capt. Nicholas Vincent, commander, see Journal of H.M.S. *Yarmouth*, 7 Mar. 1778. As seen at *Yarmouth's* journal of 12 Mar., four survivors from *Randolph* were found. *NDAR* 11: 543–44; 623.

19. None of the other ships comprising *Randolph's* squadron was captured by *Yarmouth*.

20. For the capture of Continental Navy ship *Alfred*, Capt. Elisha Hinman, commander, by H.M. frigate *Ariadne*, Capt. Thomas Pringle, and H.M. ship-rigged sloop-of-war *Ceres*, Comdr. James Richard Dacres, commander, see Journal of H.M. frigate *Ariadne*, 9 Mar. 1778. *NDAR* 11: 575.

21. H.M. frigate *Winchelsea*, Capt. Nathaniel Bateman, commander; H.M. ship-rigged sloop-of-war *Porpoise*, Comdr. Thomas Haynes, commander; H.M. frigate *Niger*, Capt. Robert Lambert, commander.

JOURNAL OF TIMOTHY BOARDMAN, CARPENTER'S MATE OF
CONNECTICUT NAVY SHIP *OLIVER CROMWELL*

[19°. 46 Nth Latt]¹

[April] 19th [1778] Cap^t Brown of The Ship *Adm^l Keppel²* & Cap^t Dike of the *Cyrus³* with Three Ladies & 8 Men Sett off in a Long Boat for S^t Kitts O^f Capt^{ns} Parker & Smedleys⁴ Permutation

Log-Book of Timothy Boardman, p. 52.

1. The bearing is taken from "Sailing Directions of Second Cruise." *Ibid.*, p. 54. Latitude 19° North is in the latitude of the Leeward Is.

2. Capt. Abraham Brown of the British letter of marque snow *Admiral Keppel*.

3. Capt. Christopher Deake of the British letter of marque ship *Cyrus*.

4. Connecticut Navy captains Timothy Parker and Samuel Smedley.

April 20

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO JOHN LANGDON

Navy Board Eastern Department

Boston April 20. 1778

Sir

We have the pleasure to inform you, that we have this day received a Warrant on the Loan office of your State for Thirty thousand dollars, a large share of which we propose for you. We shall soon send it forward, & as soon as the money can be procured shall order a part of it to be left with you. be pleased to dispose matters so that the money may be ready in the office when called for, and if the whole cannot be had in Current bills to Negotiate as many Certificates as you possibly can— The Marine Committee have directed us to order the Building of the 74 Gun Ship at Portsmouth¹ to be Stopt for the present, & the Timber prepared for her to be Sea-

soned. You will therefore please to Observe & Execute those orders as soon as they reach you. it is also their determination that Cap^t. Roach² should be paid off his wages. you will therefore Settle with him & pay his wages to the time the report was made by our Board in his favour. no provision can be made for him as a Commander of a Ship in the American Navy. if he should incline to take a Lieutenancy it is left with us if we think him a proper person to Appoint him. otherwise he is to be Considered as no Longer in the Service of the Continent. you will please to Inform him of this and if he should Incline to take a Lieutenancy he will Inform us of his determination, & procure a recommendation for that purpose. The *Raleigh*³ Arrived here Yesterday— I am [&c.]

J Warren

I Give you Joy on the Great & good News from France

L, Private Collection, Capt. J. G. M. Stone (Annapolis, Md., 1959). Addressed at foot of second page: "Hon^{ble}. John Langdon Esq^r." Docketed: "April 20th. 1778—/James Warren Esq./Letter Answ^d."

1. Continental Navy ship of the line later named *America*.
2. Capt. John Roche, Continental Navy.
3. Continental Navy frigate *Raleigh*, Capt. Thomas Thompson, commander.

JAMES WARREN TO WILLIAM VERNON

Dear Sir

Boston April 20, 1778

Not having met with an Opportunity to send forward my last it is hereinclosed, Since which the *Raleigh*¹ arrived Safe on Yesterday. I shall proceed with her as fast as I can. shall leave proper orders during a Short Absence I propose. The *Warren*² lays in a most destitute and forlorn Situation. It is Necessary Cap^t. Hopkins should return immediatly.³ I have just received a packett from Congress. have time only to Inform you that there are inclosed three Certificates amounting to 100,000 dollars on Loan Office, Boston for 40,000, Connecticut for 30,000, New Hampshire for 30000. I shall send them forward as soon as possible. We have great and agreeable News here. For want of time must refer you for particulars to the papers. I give you Joy on the Occasion and am Your Friend and hum^{ble} Serv^t.

J Warren

"Papers of William Vernon and the Navy Board," pp. 236–37. Addressed at foot: "Hon^{ble} Will^m Vernon Esq [Providence]."

1. Continental Navy frigate *Raleigh*, Capt. Thomas Thompson, commander.
2. Continental Navy frigate *Warren*, Capt. John Burroughs Hopkins, commander, most of the crew of which had deserted.
3. Capt. Hopkins had gone home to Providence about 15 Apr. See James Warren to William Vernon, 15 Apr., above.

JAMES WARREN TO JOHN GILL, PRINTER OF *THE CONTINENTAL JOURNAL*,
AND *WEEKLY ADVERTISER* (BOSTON)

Mr. Gill:

BOSTON April 20, 1778.

AS the loss of the *ALFRED* is a subject of much speculation, and has given rise to severe censures on the conduct of Capt. Thompson;¹ the regard which is due to the reputation of a Gentleman, whose character until now, merited the esteem of the public, and entitled him to the distinction conferred on him, induces me to offer you the following paragraph of a letter received from him; which by being published in your paper, may exhibit to your readers a view of that matter as stated by him to

the Navy Board in this department,² and may enable such as don't choose to suspend their judgment 'till a proper enquiry is made, to form perhaps a more compleat one than they could do from the variety of circulating reports. I am, &c.

J. WARREN.

"ON the 9th March, lat. 16, 31, N. long. 55, 40, W. at six o'clock in the morning, saw two sail from the mast-head, in the W.N.W. at half past seven hove too for the *Alfred*, discovered that the sails were two ships standing to the Northward close upon a wind;³ I spoke Capt. Hinman,⁴ he asked me "what I thought of the two ships," I told him "we could not determine at that distance, but we would go down and see what they were, and then determining accordingly, desired him to go down to the aftermost ship, except I should discover her to be the larger than the other, in that case I would make for her;" he reply'd "he would go down and observe my motions"; at ten we were within five or six miles, and could plainly discover them to be ships of force: I then haul'd the wind upon the same tack with them, keeping the wind of them, the *Alfred* did the same; she was then upon our weather quarter, and the two ships upon our lee; by this I thought we should have more time to discover their force, and see what difference there was between their sailing and our's:— Two things requisite to know previous to commencing any engagement.— On seeing us haul the wind the headmost ship tack'd,⁵ then the other tack'd;⁶ by this we found they were trying to work up and get our wakes; the *Raleigh* I found sailed nearly as well as they, but the *Alfred* dropt a-stern and to leeward withal.— As the weathermost ship passed under the *Alfred*'s lee, standing to the Southward on the third tack, Capt. Hinman hoisted his colours and fired several shot, which were returned under English colours; they were then two miles apart, and the other ship four miles to leeward of her consort; the *Alfred* was about three miles a-stern of us. I had before determin'd to tack to the Southward, and on seeing the firing I order'd the master to put the ship in stays immediately, and stand towards the *Alfred*, that we might be close together, when the weather ship stood to the Northward again, which would have been a favorable opportunity to attack her if she chose to come up, as the other ship to leeward could not have fetch'd up to his assistance in less than two hours. The instant our helm was put a-lee (without waiting any signal from me) I saw the *Alfred* right before the wind, and set studdingsails, and every other light sail she could set, it was then half past twelve, wind E.N.E. light breeze. I had not then determin'd in my own mind what was best to be done, as I knew not their real force, but I imagin'd either was an overmatch for the *Alfred*, which I suppose Capt. Hinman discover'd, being near them, and knowing the *Alfred*'s best sailing was on one mast, thought that was his only chance to escape; he might likewise think the ships would pursue us, being the largest ship, and that we could trust to our sailing; and by that means both ships might be saved. All my concern was for the *Alfred*, I was not at all concerned for ourselves, I was sure we had an equal chance to attack one, or to escape from them both by sailing; On the contrary the *Alfred* was neither able to engage one, nor to escape by sailing. I am sorry he tried to effect his escape at that time as I plainly saw the leewardmost ship⁷ bearing then S.W. would cut him off before he could pass her, or I could give any assistance. As I saw the *Alfred* bear away I did not go about just then, but ordered the courses to be haul'd up, thinking that would tempt the weathermost ship⁸ to stand on for us, but found in a few minutes they were determin'd to act more cautiously,

as they both made towards the *Alfred*: I then ordered the master to veer and make sail toward the *Alfred*, and run between her and the other ship to take off her fire, and give the *Alfred* an opportunity to escape, whom I thought gain'd upon them, but in a few minutes the two got up and began a furious fire, which was return'd by the *Alfred* as fast as they could; just as we had got studdingsails hoisted we had the mortification to see the *Alfred* haul down her colours; it was then one o'clock, the firing lasted about ten minutes; we were then within three miles of the ships. This sudden and unexpected motion in the *Alfred*, left nothing for us to do, but to try to effect our own escape from them, (certainly a superior force) we veer'd and haul'd our wind to the Northward; being smooth & light winds, they soon finished with the *Alfred*, then both together pursued us; they gained upon us as the wind was light, & I imagine they were clean ships; As soon as night came on I edged away and set all our light sails, and kept all sails drawing. I thought by thus altering the course we should loose them, but at eight o'clock by the help of our glass we saw them both a-stern; the moon shone very bright and clear all the night. Thus they pursued us all night, sometimes they seemed to gain, and sometimes to go a-stern, at day-light they were about four or five miles a-stern, crowding all they could set; at seven they seemed to gain upon us. I gave orders to lighten the ship, we threw over all the lumber on [or] the booms and things we could spare, started water, &c: the whole weight about 35 tons, from tight to midships; after this we gained upon them: at ten they gave over chase and haul'd their wind to the Southward, after chasing us nineteen hours. One of the ships sailed faster than the other considerably, and would have come up with us; but so very cautious were they of separating, that whenever she got a little a-head, she would heave too and wait for the other: This they did repeatedly."

Continental Journal, and Weekly Advertiser (Boston), 30 Apr. 1778.

1. Capt. Thomas Thompson, commander of Continental Navy frigate *Raleigh*.
2. Continental Navy Board of the Eastern Dept.
3. H.M. frigate *Ariadne*, Capt. Thomas Pringle, commander, and H.M. ship-rigged sloop-of-war *Ceres*, Comdr. James Richard Dacres, commander. See Journal of H.M. frigate *Ariadne*, Captain Thomas Pringle, 9 and 10 Mar., and Journal of H.M. ship-rigged sloop-of-war *Ceres*, Commander James Richard Dacres, 9 and 10 Mar. *NDAR* 11: 575, 596, 596–97.
4. Capt. Elisha Hinman, commander of Continental Navy ship *Alfred*.
5. H.M. frigate *Ariadne*.
6. H.M. ship-rigged sloop-of-war *Ceres*.
7. H.M. ship-rigged sloop-of-war *Ceres*.
8. H.M. frigate *Ariadne*.

PETITION OF ELIAS HASKET DERBY, FRANCIS CABOT, AND JOB PRINCE, JR., TO
MASSACHUSETTS COUNCIL

State of Massachusetts Bay

To the Hon'ble the Council of the State aforesaid—

The Petition of Elias Hasket Derby, Francis Cabot, Job Prince jr^r & others

Humbly Sheweth

That your Petitioners have fitted out the Brig^t called the *Franklin* burthened two hundred Tons mounting Eighteen Six Pounders and navigated by One hundred Men—having on board as provisions One hundred and twenty Brls Beef & Pork & three thousand W^t Bread—as ammunition two thousand W^t Powder and Shot in Proportion—

Officers on Board are as follows

Thomas Connolly Commander

J. Leach 1st Lieut.

J. Sellman 2^d D^o

Jn^o. Stevenson Master

Said Brig^t is intended to cruise against the Enemies of these United States—

Your Petitioners therefore humbly request your Honors to commission the said Thomas Connolly as Commander of the Said Brig^t for the Purposes above mentioned and as in Duty bound shall ever pray— In behalf of the Owners &c

Job Prince jr.

Boston April 18^t 1778

In Council April 20^t 1778 Read & Ordered That a Commission be issued out to Tho^s. Connolly as Commander of the within mentioned Vessel—he complying with the Resolves of Congress—

Jn^o. Avery D^y Secy

DS, M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777–1778), fols. 264–64a. Docketed: “171/Petition of Job Prince &/others for a Commission for/a Privateer with Order/thereon—/April 20th. 1778/D.”

CAPTAIN JOHN LAMB TO NATHANIEL SHAW, JR.

Dear Sir

Boston April 20th 1778

I Did Expect a line from you before this but am disapointed. the Vessel¹ will Be ready Soon I now have all my water and Provisions in. Shall take in my Guns in the morning. as their will be no Greate to Do after that Shall take the oportuntly to come up and Settel my affaires (if Possible to Settel them when up) by the norwich owners of the Sloop *Trumble*² I have been us^d: as a Villing. but as I can't make heard money this matter must be Settel^d by Prouveing to you a Suffitent Surty to be Paid in westindies. I Still [remember] the Ingratitud of Cap^t: Sestora. when Saving the Ship Out of the most Greatest Difficulty and never Receiving one Sol for the affaire.³ that he Should behave with So much Uncture is brutal. I Shall be Oblg^d. to make a Disadvantageous Purchase of money hear to Get the brig^t to Sea as The cost is much more than I Expect^d. I am Deceiv^d. from my Expectations of the [*costs of*] her outfit they Am^t to much more than I could Expect with Respect

John Lamb

PS as to the bills you mention^d. I have Out the bill of captⁿ: Billings^{s.5} 30 half Jo^{s.6} the other I believe I Left with m^r: Moore.⁷ I am Extreemly Sorry I wrote on the back of the company^s. bill at that time I suppos^d. 50 P. C^t would be making the Interest Good but find now I was deceiv^d..if they are dispos^d. to do Justice they will but I doubt

L, CtY, Nathaniel and Thomas Shaw Papers, packet 24, no. 1542. Docketed: “John Lamb/Letter/April 20th. 1778—.”

1. Massachusetts privateer brigantine *Favourite*, John Lamb, commander, bonded by William Shattuck, merchant at Boston, John Lamb, mariner of Norwich, Conn., and Patrick Moore, of Martinique, was commissioned on 27 May 1778. M-Ar, Massachusetts Archives Collection, vol. 139, pp. 172, 221.

2. Connecticut privateer sloop *Trumbull*, Henry Billings, commander, mounting 10 carriage guns, a crew of 50 seamen, was commissioned on 20 May 1777 and was owned by Andrew and Ebenezer Huntington, of Norwich. DNA, PCC, item 196, vol. 15, p. 49. On 20 Nov. 1777 Lamb purchased a one eighth

share in the privateer on account of Nathaniel Shaw, Jr. See *NDAR* 10: 554–55.

3. Lamb appears to be referring to damage sustained by the privateer *Trumbull* in the West Indies in Nov. and Dec. 1777, causing her to be sold as a wreck at Martinique. See *NDAR* 10: 829, 830. A sol is an old French copper coin equal to 12 deniers or 1/20 of a livre.

4. Massachusetts privateer brigantine *Favourite*.

5. Capt. Henry Billings, commander of privateer *Trumbull*.

6. A Portuguese gold coin, or a “half Johannes,” equivalent in Apr. 1778 to eighteen Continental dollars.

7. Patrick Moore, of Martinique, who had been part-owner of Connecticut privateer sloop *Trumbull*. See *NDAR* 10: 554–55.

LIEUTENANT’S JOURNAL OF H.M. FRIGATE *MAIDSTONE*, CAPTAIN ALAN GARDNER

April 1778

D^o. [Nantucket Shoals] West Dist 35 Leagues

Monday 20th. Fresh Gales & Cloudy PM Chaced fired at & br^l too a Rebel Privateer Sloop of 8 Guns & 39 Men,¹ took the Prisoners out, & sent a Midⁿ. & 8 Men onboard her,²

D, UKLNMM, ADM/L/M/27. Journal kept by Lt. George Countess, second lieutenant of H.M. frigate *Maidstone*.

1. Rhode Island privateer sloop *Greenwich*, Joseph Gardner, commander, owned by Jacob Greene and others, bound for New Bedford, taken in Lat. 40°.22 and Long. 67°.02, sent into Rhode Island. Howe’s Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 485–86; or more on the cruise of Rhode Island privateer sloop *Greenwich*, see *NDAR* 10: 567; 11, 496.

2. On 22 Apr. the Journal notes the privateer sailed for Rhode Island. UKLNMM, ADM L/M/27.

THE NEW-YORK GAZETTE AND THE WEEKLY MERCURY, MONDAY, APRIL 20, 1778

NEW-YORK, April 20.

On Monday last was sent in here the Sloop *Pennsylvania Farmer*, Benjamin Allen, Master, of and from Baltimore, in Maryland, bound for Coracoa,¹ loaded with 108 Hogsheads of Tobacco, and 200 Barrels of Flour and Ship Bread; taken by the Letter of Marque *Loyal Subject*, Capt. Andrew Sym; she mounts 4 carriage Guns and 6 Swivels, and had 15 Men on board.

Advice was received from the Leeward, that on the 1st inst. the *Seaford*, Capt. Colpoys, took a Rebel Privateer Ship of 16 Guns, called the *Hammond*, after chasing her into a Bay in Martinique, where there was a small Fort, called the Fonoko Porte, which fired upon the *Seaford*, Capt. Colpoys returned the Compliment and sent a Party of his Marines and Sailors on shore, who spiked up the Guns of the Fort, dismounted them and broke the Carriages.²

On the 26th of February, arrived at Carlisle-Bay his Majesty’s ship *Fly*, Captain Garnier,³ with the Prize Sloop *Polly*, Eleany Cobb, Master, belonging to New-London, and bound for Guadaloupe, with Horses and Provisions, which she took off Descada⁴ about a Fortnight before.

1. That is, Curaçao, Dutch West Indies.

2. This is a much exaggerated version of an incident that took place on 28 February 1778 involving H.M. frigate *Seaford*, Capt. John Colpoys, commander; Massachusetts privateer brigantine *Hampden*, John Bartlett, commander; and Fort Royal, a French fort on Martinique. See Journal of H.M. frigate *Seaford*, Captain John Colpoys, 28 Feb. 1778, and Capitaine de Vaisseau Charles Picot, Chevalier de Dampierre to Gabriel de Sartine, 9 Mar. 1778, *NDAR* 11: 471, 571–73.

3. H.M. ship-rigged sloop-of-war *Fly*, Comdr. Edward Garner, commander. Carlisle Bay was in Barbados.

4. Presumably, La Désirade, Guadeloupe.

EXTRACT OF A LETTER FROM NEW YORK, APRIL 20.

“His Majesty’s ships *Perseus*, *Carysfort*, and *Lizard*,¹ have taken and destroyed 35 prizes on the coast of Carolina and Florida, several of them armed vessels from France and the West Indies, laden with cloathing, ammunition, and salt. The *Galatea*² has sent eight prizes into Augustine; the *Greyhound* and the *George* Privateer, with the *Active*,³ have sent in twelve.”

Williamson’s Liverpool Advertiser and Mercantile Chronicle, 12 June 1778.

1. H.M. frigate *Perseus*, Capt. George Keith Elphinstone, commander; H.M. frigate *Carysfort*, Capt. Robert Fanshawe, commander; H.M. frigate *Lizard*, Capt. Thomas Mackenzie, commander.

2. H.M. frigate *Galatea*, Capt. Thomas Jordan, commander.

3. H.M. frigate *Greyhound*, Capt. Archibald Dickson, commander; British letter of marque ship *George*, James Askew, commander; Guernsey privateer schooner *Active*, Peter Agnew, commander.

GENERAL GEORGE WASHINGTON TO COLONEL JOSEPH KIRKBRIDE, PENNSYLVANIA MILITIA

[Extract]

Head Quarters [*Valley Forge, Pa.*]

20th April 1778.

Sir

. . . I have already given my opinion on the subject of dismantling the Galleys,¹ in concurrence with the Sentiments of Governor Livingston and Commodore Hazelwood²— it is understood that those Galleys only are to be dismantled that are destitute of crews— . . .

Df, DLC, George Washington Papers, Series 4. Addressed at foot of last page of text: “Joseph Kirkbride Esq^r/Lieutenant of the County of Bucks.” Addressed on a separate sheet: “Joseph Kirkbride Esq^r/Lieutenant of the County/of Bucks/Belle vue.” Docketed: “Copy to J. Kirkbride/Esq^r/Lieu^t of the C^y of Bucks/20th April 1778.” Joseph Kirkbride was a Bucks County, Pa., justice of the peace and a delegate from the county to the Pennsylvania General Assembly. In 1775 he was chosen colonel of the First Regiment of Bucks County militia and in 1777 he was named county lieutenant.

1. See Gen. George Washington to the Pennsylvania Navy Board, 15 Mar. 1778. NDAR 11: 647–48.

2. Gov. William Livingston of New Jersey and Commo. John Hazelwood of the Pennsylvania Navy.

CONTINENTAL MARINE COMMITTEE TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

Sir

[*York, Pa.*] April 20th 1778

We have the honor of acknowledging your Letter of the 2^d ins^t and very unhappy in not being able to comply with the request of your Excellency and your Council of Safety. The gallant conduct of Captain Harding intitles him to notice; but when you Sir, and your Council of Safety consider that by the destruction and Capture of Several of our frigates their Captains are thrown out of actual Service, you will easily perceive that it would be doing not only injustice to those officers some of whom at least are very valuable, but to the Continent to pass by them, and appoint to the command of the frigate at Norwich any Gentleman who hath not had a Command in the Continental Navy let his merit be ever so great. It would particularly disapoint the expectations of Captain Hinman¹ who hath wrote to us on the subject should we honor Captain Harding with the Command of that frigate. Indeed it is not with us to appoint it is our it is our duty only to nominate and recommend. We beg leave to answer the last paragraph in your Excellencys letter to observe, that it is not the practice of States to recommend Navy Officers, and that Captain Saltonstal² was nominated to Congress by the Marine Committee in conse-

quence of recommendations from the Delegates of your States.³ We are with great respect [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 142 (M332, roll 6). Addressed before opening: "His Excellency Governor Trumbull."

1. Capt. Elisha Hinman, Continental Navy.
2. Capt. Dudley Saltonstall, Continental Navy.

3. Despite what the committee wrote here, on 25 September 1778 Congress appointed Seth Harding to be captain of the "frigate at Norwich," which was later named *Confederacy*. JCC 12: 951.

THOMAS BLOODWORTH TO GOVERNOR RICHARD CASWELL OF NORTH CAROLINA

Sir,

Wilmington Ap^l. 20th: 1778.

Inclosed I send your Excellency the Deposition of Cap^t. John Adams & others brought to me by Major Dunbibin who took them out of a Prize (taken by the Enemy and bound to S^t Augustine) that was drove a Shore about seven Miles from this Town, there being no Gaol in this County I have ordered them on board the Brig^a. of War (*Washington*)¹ till your Excellency will please to communicate some further instructions Respecting them, whether being forced into the British Service, they may be considered & treated as prisoners of War agreeable to Resolve of Congress, or otherwise may be permitted to enter on Board the *Washington* as Subjects to the United States (of which they affect a great desire) on proviso they take the State Oath agreeable to Law, In the cases above mentiond your Excell^y will be able to Judge by Reading the depositions, and shall wait your Instructions.—² I am with due Respect.—
[&c.]

Tho^s Bloodworth

[Enclosure]

State of North Carolina }
New Hanover County. }

Before me Tho^s. Bloodworth— one of the Justices for the County aforesaid personally appeared John Adams who made Oath on the Holy Evangelists of Almighty God and sayeth—

That he was at S^t Eustatia in February 1777 and there took a Passage in the Sloop called *Heart of Cedar* commanded by Richard Minors which was going from that place to Cha^s. Town S^o. Carolina—and arrived at that place in a passage of Twenty Eight days, and left the vessell in a few days and entered as Mate on board a Schooner commanded by Cap^t. Wyat belonging to Mess^{rs}. Gillion & Mays³ of that place bound on a Voyage to S^t Eustatia and fell in with S^t. Thomas's and was taken by a Tartola privateer sloop called the *Rose*, commanded by John Adams of Liverpool and was carried into Tartola and remained there four Weeks, and being much in distress was obliged to commence mate of a brig^a. bound for Liverpoole Commanded by John Canning of that place, after my arrival there had several offers of employ, did not take up with any of them but went passenger on board of a ship bound for Tartola James Lee master after my arrival quited said Vessell and ship'd mate of a Sloop belonging to S^t A Croix when I arrived there was offered the command of a Schooner belong^g to Nathaniel Cruger of that place loaded with Salt and bound for Edenton in North Carolina which offer I accepted of and sailed as

master of the said Schooner called the *Favourite*, on the 28th. December last, and was taken by the Ship *Galatea* commanded by Thomas Jordan on the 8th. January⁴ and was detained as prisoner on board said Vessell one Month & a half and then sent to Augustine and from the Misconduct of the Master of the Prize going to Augustine the *Hinchinbrook*⁵ took Charge of her at which time I was Robbed of my Clothes &c I was put on Shore a few days after my arrival at Augustine I took Lodgings at a Tavern and not having money enough to Satisfy my Landlord was then obliged to take up with the offer of Cap^t. Osborne who Commands the *Ranger*⁶ to ship with him as a Prize Master on proviso he would pay what I was then indebted— That he saild with said Osborne from Augustine on a Cruize the 16 March last and the third day after sailing we Took a Schooner belonging to Georgia loaded with Rice & Indigo bound for S^t A Croix commanded by a Cap^t. Forster After which we proceeded to Occacock and on the passage came Across a Small Sloop commanded by Cap^t Savory with some Salt on board she being of little Value stript her of the Sails & Scuttled her— Took the pilot on board at Occacock who promised to Conduct us in and out we then went over the bar & dropt Anchor between a Ship & a Brig^a. laying in that harbour we Mann'd the Pilot Boat & our own and went on board y^e ship and took possession of her and hoisted out 19 Hdds of Tobbacco and left her— And then went on board the Brig^a & Took Possession of her and Cargoe and carried them out of the Harbour at that time there was coming in a Mudian⁷ Sloop loaded with Salt which the Sloop boarded and took which two Vessels was sent to Augustine—⁸ We the next day came of [f] Beaufort and took a Schooner loaded with Tobbacco &c which this deponent had the Command of and was proceeding to Augustine with her And the Wind blowing hard all day on Saturday the 11 of this Instant and great part of the night I being below about 12 OClock was Called up by one of the men and was told I was on shore & Verily Believe from the Misconduct of the Sailors that the Vessell got on shore, And further Sayeth not.—

John Adams

Taken & sworn to
this 18th. Ap^l. 1778 }
Before me—

Tho^s. Bloodworth.

L, Nc-Ar, Governor's Papers, State Series 111, Richard Caswell, 3, 1778, Apr. 20-Oct. 17, G.P. 3, p. 1. Addressed below signature: "To/His Excell^y./R^d. Caswell Esq^r." On a separate sheet is the note: "Enclosures: 1778, Apr 78 deposition of John Adams./Peter Geroe/John Joseph." Docketed "Letter from Thomas/Bloodworth/20th April 1778." As indicated in the notation, Bloodworth enclosed depositions from John Joseph, a Portuguese sailor, and Peter Geroe, a French sailor, both of whom swore, like Adams, that they had been captured, taken to St. Augustine, and forced to serve on *Ranger*.

1. Virginia Navy galley *Washington*, Capt. John Forster, commander.

2. Caswell's reply has not been found, but Adams was still in jail when he petitioned Caswell and the North Carolina Executive Council on 30 June 1778. NCSR 13: 454.

3. Schooner *Splatt*, Jacob Wyatt, master, and owned by Charleston merchants Alexander Gillon and Florian Charles Mey.

4. In his journal entry of 8 Jan., Capt. Thomas Jordan of H.M. frigate *Galatea* lists Samuel Smith as master of the schooner *Favourite*. NDAR 11: 68.

5. H.M. armed brig *Hinchinbrook*, Lt. Alexander Ellis, then commander.

6. East Florida privateer sloop *Ranger*, George Osborne, commander.

7. That is, Bermudian.

8. For another account of this episode, see *The North-Carolina Gazette*, 10 Apr., above.

MINUTES OF THE NORTH CAROLINA SENATE

[Extract]

[New Bern, Monday, 20, April 1778.]

Received from the Commons the follow^s MessageM^r. Speaker & Gentlemen of the Senate—

We herewith send for your concurrence the Report of the joint Committee appointed to consider the Dispatches Letters &c laid before the Assembly by His Excellency the Governor¹

concurr'd with by this House with the alterations thereto annexed—

Jn^o. Williams, S. C.²

At the same time Received the Report referred to in the above Message which is as follows—

Report of the joint committee appointed to consider the Dispatches Letters &c laid before the Assembly by His Excellency the Governor

The Committee having considered the matters to them referred, came to the following Resolutions—

1st Resolved that it is expedient to sink the old money³ & that a Bill be brought in for that purpose—

2^d Whereas the Terms agreed upon between the Commissioners of this State and the Assembly of Virginia,⁴ respecting a naval Armament to be kept up for the Defence of Ocacock, have not been complied with by this State insomuch that the Frigates which were stipulated by the said Commissioners to act on the part thereof in concert with two Row Gallies to be built by the commonWealth of Virginia, have been sold, or otherwise employed; and whereas, the Protection of Ocacock is essentially necessary to the Trade of this State

Resolved therefore that this State will take one of the said Gallies, to wit the *Caswell*, at the original Cost thereof and pay and victual the Officers & Men thereto belonging from this Date forward, & that the pay of the said Officers & Men shall be as follows vizt. For the Commander p^r Day 3 Dollars & $\frac{1}{4}$, Lieutenant 2 Dollars & $\frac{1}{4}$ Master 2 Doll^s Doctor 2 Dollars & $\frac{3}{4}$ Captain of Marines 2 Dollars & $\frac{1}{4}$ Lieutenant of Marines 2 Dollars, Masters Mates 1 Dollar & $\frac{1}{2}$ Midshipman 1 Dollar & $\frac{1}{2}$ Boatswain 1 Dollar & $\frac{1}{2}$ Common Sailors 35 Dollars per month— Resolved also that a small fast sailing Vessel ought to be purchased and fitted as Soon as ~~fast~~ possible to act as a Tender to the *Caswell*⁵

D, Nc-Ar, Colonial and State Records.

1. Gov. Richard Caswell.

2. That is, Senate Clerk.

3. By sinking the money, it meant allowing it to depreciate in value.

4. For more on this agreement, see Journal of the North Carolina Senate, 26 Apr. 1777. *NDAR* 8: 446.

5. For more on the purchase of a tender to serve *Caswell*, see Caswell to Capt. Willis Wilson, 26 May, below, and Capt. John Easton to Caswell, 29 June, Nc-Ar, Executive Letter Book, p. 494.

SOUTH CAROLINA NAVY BOARD TO CAPTAIN PHILIP SULLIVAN

Captⁿ. Philip Sullivan

Sir/

You'll please Order a Num[ber] of Men from on board the *Gen^l Moultrie* to assist in Landing her Guns out of the Schooner¹ and have all the powder, and Gunners

Stores Landed & delivered to the proper Officers appointed to Receive them—² I am [&c.]

Monday 20th April 1778—

Edward Blake first Commiss^r.

Salley, ed., *South Carolina Navy Board*, pp. 149–50.

1. Presumably, South Carolina Navy armed schooner *Rattle Snake*, Capt. James Woodhouse, commander.

2. On 23 Apr. the board ordered Sullivan to unload the remaining stores on board *General Moultrie* belonging to South Carolina and to have his warrant officers submit “proper Return of all the Stores expended.” The board sent similar instructions to Capt. Charles Morgan of the brigantine *Fair American*. *Ibid.*, p. 150.

CAPTAIN TIMOTHY PARKER, CONNECTICUT NAVY, TO GOVERNOR JONATHAN TRUMBULL
OF CONNECTICUT

Oliver Cromwell 20th april 1778 Latt^d 20°. Long^d 50 W.

May it please your Excellency

Should the Ship *Admiral Kepple*¹ come Safe to port, M^r John Tilinghast my third Lieu^t whom I have put in command of her, will give a more particular Account of the Value of both Ships and their Cargoes than I at Present have time to do— On wednesday the 15th Instant about 10 in the Morning fell in [*with*] the Ships *Adm^t Kepple* and *Cyrus*² from Bristol for Jamaica—both Letters of Marque & Mounting 18 excellent 6 pounders Each—The *Kepple* made a verry warlike appearance and was the best mand Ship by Some considerable odds— I run close along Side of her in the *Cromwell* receiving the first fire at Some Distance but did not return it till I came close on board— She gave me a warm reception for about three glasses, when she thought proper to Strike I unfortunately had one man killed outright M^r James Day my Captain of Marines mortally wounded—since dead I have two others with their thighs broke which I fear will not Recover—three more wounded, one thro the arm, one thro the leg, the other in the Shoulder, like to do well— The Courage and Bravery of my raw Undisiplin’d men Cannot fail of Doing honour to their Country— The merit of my Officers must be Conspicuous to Every Deserving man in keeping Such unExperienced young boys as many of them were, to their Quarters, with out the Show of fear or noise of Confution, thro whole Short the warm Action— M^r Peas³ the Lieu^t of the *Defence* comes in the *Cyrus*— Captain Smedley has been unfortunate in a leaky Ship Likewise in having Smallpox on board by which means his Ship is much weakend I think have been always Ready to Render him any Services in my power— there is a great harmony Subsisting Between us and I think we have been mutually Serviceable to Each other— All the Invo[*i*]ces that could be procurd from on board the *Adm^t Kepple* have Inclosd to Cap^t Jabez Perkins—⁴ have Sent your Excelency a packett of late news papers with A printed Bill with its Amendments to Enable his Majesty to send Comissioners to America—⁵ all which I hope will come Safe to hand— Shall Cruize a little longer in these Latitudes and then proceed According to Orders &c— Should my Conduct hitherto and for the future meet with the approbation of your Excelency and the Publick Tis the Only and highest Reward I am Seeking I am Sir [&c.]

Tim^y Parker

L, Ct, Connecticut Archives, 1st Series, vol. 9, p. 249a–b. Addressed below close: “His Excellency Gov^r Trumbull.” Parker sent this more detailed letter to Trumbull by Lt. John Tillinghast, prize master of snow *Admiral Keppel*.

1. British letter of marque snow *Admiral Keppel*, Abraham Brown, commander.
2. British letter of marque ship *Cyrus*, Christopher Deake, commander.
3. Lt. Joseph Pease, prize master of ship *Cyrus*.
4. Jabez Perkins was the prize agent for Connecticut Navy ship *Oliver Cromwell*.
5. The Commission for Quieting the Disorders in America, known as the Carlisle Commission.

CAPTAIN TIMOTHY PARKER, CONNECTICUT NAVY, TO GOVERNOR JONATHAN TRUMBULL
OF CONNECTICUT

Oliver Cromwell 20th april 1778

Latt^d. 20 [N] Long^d 50 [W]

May it Please your Excelency

In the Ship *Cyrus* comes Leu^t Peas¹ of the *Defence* as Prise Master— M^r Peas will Inform of our Falling in with and Taking the two Ships *Adml. Kepple*² and *Cyrus*.³ and of the Contents of their Cargoes in a more particular maner than its in my power to do at present— have wrote by Leu^t Tilinghast⁴ Comander of the *Kepple* more fully. of the loss I Sustained in men— I Reciv^d Some Damage in the hull and Riging— had four Shot Betwen wind and water through the Side had Several Shroud Shot in two. together with Braces Bowling⁵ and other Runing ropes. Sails a little tater^d &c I take them both to be Valuable Ship[s] and hope theye both come Safe to port— I am Sir [&c.]

Tim^y Parker

L, Ct, Connecticut Archives, 1st Series, vol. 9, p. 251. Docketed: "20th. April 1778 Lat 20°. Long 50—/Cap^t Timothy Parker."

1. Lt. Joseph Pease, Connecticut Navy.
2. British letter of marque snow *Admiral Keppel*, Abraham Brown, commander.
3. British letter of marque ship *Cyrus*, Christopher Deake, commander.
4. Lt. John Tillinghast, third lieutenant of Connecticut Navy ship *Oliver Cromwell* and prize master of *Admiral Keppel*.
5. That is, bowline.

CAPTAIN TIMOTHY PARKER, CONNECTICUT NAVY, TO GOVERNOR JONATHAN TRUMBULL
OF CONNECTICUT

Oliver Cromwell [at Sea] 20th Ap^l. 1778

May it please your Excellency

The Fortune of War has thrown M^r Henry Shirley with his Lady and family into my hands, he having taken passage in the *Admiral Keppel*, Cap^t Brown¹ from Bristol to Jamaica to Settle the affairs of his Estate in that Island.—

M^r Shirley appears to be a Man of Amiable Character [and] was formerly Ambassador from the Court of Great Britain to that of Russia.—

I have two Letters from M^r Shirley, one address^d to Lord Howe² and another to Sir Peter Parker³—the other to His Excellency Lord M^cCartney⁴ Governor of Grenada, which in case I should by the Fortune of War fall into the hands of the Enemy, I have no doubt but they would be of infinite Service to me— When I see and consider the anxiety of mind of that poor M^{rs}: Shirley and her young daughter as considering themselves in the hands of their Enemies Suffer—I think their case truly pityable.— Your Excellencys Well known Character of Humanity and generosity leaves no doubt on my mind of his being treated with the Respect due to his Character, and that your

Excellency will render him every Service in your power.— Your Excellencys most Obed^t Humble Servant

Tim^y Parker

L, Ct, Connecticut Archives, 1st Series, vol. 9, p. 252.

1. Capt. Abraham Brown.
2. Vice Adm. Viscount Howe, commanding the North America Station.
3. Rear Adm. Sir Peter Parker, commanding the Jamaica Station.
4. George, Lord Macartney, governor of Grenada, The Grenadines and Tobago.

CAPTAIN SAMUEL SMEDLEY, CONNECTICUT NAVY, TO GOVERNOR JONATHAN TRUMBULL
OF CONNECTICUT

Ship *Defence* at Sea
[In Lat. 19°: 30' N, Long. 49° W]¹ 20th April 1778

Sir

Amidst the Greatest of Troubles and Difficultys of this World I find their is at times some Pleasure I Shall Indeavour in the first Place to give your Excellency a Short Detail of the former and Conclude With the Pleasing Circumstance of the Latter— On my first Weighing Anchor in Boston harbor I found a man on board With the Small Pox and to Prevent its Spreading I thought Proper to Send him a Shore in the Pilot boat but to my sorrow it had Not the Desired affect for on 13th Day from Boston I had Six break out With the Same Disorder two of Which is Since Ded my Chief Carpenter² and a Petty Officer belonging to Cape- Cod I held a Council ov [of] the Officers and as we had upwards of fifty on board Which Never had it I thought Proper to Inoculate them all According it Was Done and are in a fare way to do Well but as it happen'd they Ware taken Down ~~With the~~ at a Time when they Ware most Wanted for on Tuesday 13th at Night we brought too a french Ship from france bound to the Cape³ which give us an Acc^t of their Parting with with two Large Ships from Bristol bound to Jamaica that Same Day mounting twenty and Eighteen Guns Each we Immediately Drove on the Course We thought best to fall in With them— and accordingly the Next Day in the morning Discoverd them we Soon was a Long Side and A Warm Combat Insued Which Lasted for three Glasses When they Struck Cap^t Parker⁴ Engag^d the Warmest Ship⁵ Which to his honour be it Spoken Behave'd with that Conduct which Would have Done honour to the Greatest Admiral In Europe—and I have the Pleasure to inform your Excellency that Ever Since Our Acquaintance there has been the Greatest Union Between us and in my Distressed Situation Given me much Assistance— Considering the warm Reception my Antagonist Gave me—Come of[f] much better then one Could Expected all tho. Hull and Riging of my Ship was much Damaged we had but two men Wounded Which am in hopes will Do well— I must Conclude by Wishing them both Safe in and for further Perticu[lars] Shall Refare to the Officers On board I am your Excellencys [&c.]


Samuel Smedley

N B: my Ship Ever Since I have been Out has been very leakey therefore Shall be Oblig^d to go in Some Port Soon— the Ships Ware the *Admiral Keppell* mounting eighteen Six Pounders & 47 Men the other the *Cyrus* Sixteen Ditt^o. 36 Men two Letters of Marque—

L, Ct, Connecticut Archives, 1st Series, vol. 9, pp. 250a–d. Addressed on cover: “His Excellency Jont^h. Trumbull Esq^t/Govn^t, State Connecticut/Lebanon.” Docketed: “Cap^t Sam^l Smedley/de, Capture of



Captain Samuel Smedley

Ships, *Cyrus*/ and *Admiral Keppel*/ rec^d. 27th May—." Notation on cover: "  *Admiral/Keppell*—." On 20 Apr. Smedley wrote a similar letter to Trumbull by the prize ship *Cyrus*, Lt. Joseph Pease, prize master. L, Ct, Connecticut Archives, 1st Series, vol. 9, p. 248.

1. These bearings are taken from Smedley's letter to Gov. Jonathan Trumbull, 20 Apr., by prize ship *Cyrus*. Ct, Connecticut Archives, 1st Series, vol. 9, p. 248a–b.
2. Possibly Jonathan Darrow, carpenter on *Defence* during her last cruise in 1777.
3. Cap François, Saint-Domingue.
4. Capt. Timothy Parker, commanding Connecticut Navy ship *Oliver Cromwell*.
5. British letter of marque snow *Admiral Keppel*, Abraham Brown, commander.

JOURNAL OF TIMOTHY BOARDMAN, CARPENTER'S MATE OF
CONNECTICUT NAVY SHIP *OLIVER CROMWELL*

[at sea in Lat. 19°..30' N, Long. 50° W]¹

[April 1778] 20th Employ^d in taking things out of the *Prise*² Viz. One Chist of Holland³ a Quantity of Hatts & Shoes Cheeses Porter & Some Crockery Ware Small Arms Pistols Hangers⁴ two Brass Barrel Blunderbusses a Quantity of Rigger & C.

Log-Book of Timothy Boardman, p. 53.

1. The bearing is taken from Capt. Timothy Parker to Gov. Jonathan Trumbull, 20 Apr., above.
2. British letter of marque snow *Admiral Keppel*.
3. A cotton or linen fabric in plain weave usually heavily sized and glazed.
4. A small sword used by mariners in the eighteenth century.

April 21

MAJOR GENERAL EYRE MASSEY TO LORD GEORGE GERMAIN

[Extract]

My Lord,

Halifax 21st April 1778

As I have had no opportunity of writing to your Lordship since 25th January, I now take the advantage of a Provision Ship belonging to the Navy, to inform your Lordship, that I have detached Lieutenant Colonel Hierlihy¹ with as many of the new raised Independent Companies as he could muster, to protect the Colliery, boats, tools and implements at Spanish River, belonging to His Majesty; left there under the care of the Barrack Master of Louisburgh.

Having received information yesterday, of two Rebel Pirates² proceeding to destroy every thing and fire the Works at that place, the Naval Commander having been lately changed,³ I cannot say too much of Captain Fieldings alertness, who now commands that Department, in assisting me for that Service; so much so, that in twenty four hours, they set off for the support of that place, which may be of so much importance, to the further supply of the British Army, and I am certain will be there [*in*] time enough to prevent the mischief intended.

I think this the more necessary to report to your Lordship, as Sir Henry Clinton, sent these Companies under the command of Lieutenant Colonel Hierlihy to be forwarded to the Island of Saint John's:⁴ and to be under my Command: they were detained here on account of the frost: and I thought I could not employ them upon a better service: their Sick are left behind here, and I will report it to Sir Henry Clinton who commands at York,⁵ as they are so far on their way to the Island of Saint John's, to receive his further Orders.

I yesterday had a Report from Major of Brigade Studholme⁶ at the River Saint John's, where he said all was well, which Post I am determined to support, as I think it of the utmost consequence.

Every thing here goes on to my wish, since the pleasing change has been made, in the Command of the Navy. I blush for what has happened, and I will now take upon me to say, that no Superior of mine shall ever hear, that all points for the good of His Majesty's Service, are not carried on here, with spirit and vigour. I am My Lord, [&c.]

Eyre Massey Ma^r Gen^l

....

L, UKLPR, C.O. 217/54, fols. 72–73.

1. Lt. Col. Timothy Hierlyhy, commanding Hierlyhy's Corps of Provincial Troops.
2. That is, Massachusetts privateers.
3. Capt. Charles Feilding, commanding H.M. frigate *Diamond*, had superceded Capt. Sir George Collier as commander of the Halifax squadron.
4. Now, Prince Edward I.
5. That is, New York City.
6. Maj. Gilfred Studholme.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT

[*Boston*] Tuesday April 21st. 1778

In the House of Representatives. Resolved, that the Board of War be and they hereby are Directed, immediately to employ some suitable person or persons, to build for the service of this State, One Ship to mount Twenty Guns on one Deck,¹ taking especial Care to procure the most approved plan from some able Shipwright, or other Person, well acquainted with such Business;² and to have the said Ship completed and fixed for Sea as soon as may be, giving timely notice to this Court, that they may appoint some suitable person seasonably to take the Command of her.

In Council Read and Concurred.

Consented to by Fifteen of the Council.

LB, M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records, 1777–1778), p. 469.

1. This frigate was named *Protector* in 1779.
2. The Board of War chose Mr. Stephen Cross & Co. to begin collecting timber and plank for the frigate. See Minutes of the Board of War, 23 Apr., below. On 9 July the Board of War asked Stephen and Ralph Cross and Jonathan Greenleaf, shipbuilders at Newburyport, to supply them with drafts for Continental Navy frigate *Boston* for their consideration.

JOSIAH WATERS TO NATHANIEL SHAW, JR.

[Extract]

Dear Sir

Boston 21 April 1778

. . . On Saturday last I paid Cap^t Allons¹ draft on me for 219.8/- in favor of D^r Tillinghast;² have also attended to the other matters of which he wrote, to him refer you as I shall write him by this conveyance—

I have this day been able to procure for you some Cart Boxes,³ and as they were hard to be obtaind & I supposed much wanted, I have purchased 12 Setts, which shall forward to Norwich, with Sundry Articles for the *Putnam*—⁴

Permit me to congratulate you On the Agreeable tidings from France—the sum of which you have in the Paper of Yesterday— I am Sir [&c.]

Josi Waters

PS. Cap^t Lamb's Brig^t is }
 just ready for Sea⁵ She }
 is very much admired. }

L, CtY, Nathaniel and Thomas Shaw Papers, packet 24, no. 1573. Addressed on cover: "Nathaniel Shaw Jun^r Esq./Merchant/New London." Docketed: "Josiah Waters/Letter/April 21st 1778."

1. Thomas Allon, commander of Connecticut privateer ship *General Putnam*.
2. Dr. Henry Hendren Tillinghast of Providence, R.I.
3. That is, cartouche boxes.
4. Connecticut privateer ship *General Putnam*.
5. Massachusetts privateer brigantine *Favourite*, John Lamb, commander.

RESOLVE OF THE RHODE ISLAND COUNCIL OF WAR

State of Rhode Island } In Council of War.
 and Providence Plantations. } April 21st 1778.

Whereas this Council have been advised by Elias Boudinot Esq^r Commissary General of Prisoners that he hath Negotiated the Exchange of Cap^t Manley¹ late of the *Hancock* Frigate for Cap^t Furneaux² late of the *Syren*, and requested that said Cap^t Furneaux might be sent to Newport as soon as possible.³ It is therefore Voted and Resolved that Daniel Mowry junr. Esq^r; be and he is hereby directed to convey the said Cap^t Furneaux by the Country Road to Warwick Neck and deliver him to the Commanding Officer at that Post, who is hereby requested to convey him on board the British Frigate⁴ lying in the Narragansett Passage.

D, RHi, Rhode Island Historical Society Manuscripts Collection, vol. 12, p. 101, no. 1287.

1. Capt. John Manley, Continental Navy, had been captured in July, 1777. See *NDAR*, vol. 10: 269-73.
2. Capt. Tobias Furneaux, R.N. On his capture in November 1777, see vol. 11: 428.
3. For more on Manley's exchange, see Continental Marine Committee to the Continental Navy Board of the Eastern Department, 9 May, below. Furneaux arrived at Newport on 25 Apr. Mackenzie, *Diary* 1: 271.
4. H.M. frigate *Juno*.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

[*Lebanon, Conn.*]

At a meeting of the Governor and Council of Safety, April 21st, 1778.

Voted, To draw on the Pay-Table for the sum of six thousand pounds, L. money, in favour of Samll Elliot jun^r Esq^r, agent to this State at Boston, to be in account of business transacted by him for this State in the naval department.

Order drawn and d^d to Mr. Elliot himself, April 21st, 1778.

Voted, That Mr. Sam^{ll} Elliot jun^r, agent to this State in Boston, be and he is desired to prepare his accounts and lay them before this Board for settlement at Hartford at some time during the session of Assembly in May next, if the same can be conveniently done.

Voted, That Sam^{ll} Elliot jun^r, Esq^r, be and he is hereby directed to sell the guns, tallow, fat and bad bread in his hands belonging to this State, to the best advantage he can for the benefit of this State, and render his account thereof as soon as may be. Also, that the said Mr. Elliot be and he is hereby instructed to act his discretion for securing the stores in the State of the Massachusetts Bay belonging to this State, in such manner from time to time as he shall judge prudent, that they may not fall into the hands of the enemy.

Voted, To draw on Capt. Samuel Squire, commissary, for four tons of flour, in favor of Samuel Elliot jun^r, Esq^r, that he may replace the same where borrowed by him for the use of this State.

Order d^d to Mr. Elliot April 21st, 1778.

Voted, That Capts. Niles¹ and Smith² do immediately refit the *Dolphin*³ and *Spy*,⁴ lately under their respective commands.

Voted and Resolved, That Capt. Robert Niles be and he is hereby appointed to the command of the sloop *Dolphin*, and that he do immediately refit and prepare her for the sea in a suitable manner and engage sea-men necessary to man her for a merchant voyage to the West Indies and in order to take in such loading as may be prepared therefor.

Voted and resolved, That Capt. Zebadiah Smith do immediately refit and prepare for the sea the schooner *Spy* in a suitable manner and engage sea-men necessary to man her for a voyage to the West Indies, and in order to take in such loading as may be prepared for that purpose, and to apply to Capt. Jabez Perkins for money and advice in the business.

Voted and resolved, That Capt. Jabez Perkins be and he is hereby appointed to procure and have ready a suitable quantity of staves and hoops to load said vessells *Dolphin* and *Spy*, for a voyage to the West Indies, and that he also collect all the hog's lard that belongs to this State in the care of Col. Champion⁵ and others, to be disposed of as he shall be ordered, and to attend to such further directions as he shall receive from this board.

Hoadly, ed., *Public Records of the State of Connecticut* 1: 581–82.

1. Capt. Robert Niles, Connecticut Navy.

2. Capt. Zebadiah Smith, Connecticut Navy.

3. For details of sloop *Dolphin*'s last voyage to the West Indies, see *NDAR* 11: 436 and *n*, 533, 660 and *n*.

4. For more on schooner *Spy*'s recent movements, see *NDAR* 11: 773.

5. Col. Henry Champion, Sr., sole purchaser of livestock for the Continental Army in the Eastern Department.

JOURNAL OF RHODE ISLAND NAVY SCHOONER-RIGGED ARMED GALLEY *SPITFIRE*,
CAPTAIN JOSEPH CRANDALL

April 1778

Remarks at Tiverton [*R.I.*]

Tuesday 21st.

This 24 Hours, Clear weather wind at WNW Rec^d. on Board 1 Barrell Tar, 1 ditto Flour 1 Cask Bread, (Some bad) ½ €¹ Sugar 7^{lb} Coffee 20^{lb} Match Rope, Borrowed of M^r. Commissary Child, 22^{lb} Salt pork

D, UKLPR, H.C.A. 32/455/1.

1. A symbol for hundredweight.

WILLIAM SMITH TO JOSHUA HUNTINGTON

Dear Sir

Fishkill [*N.Y.*] April 21st 1778.

the twelve Tons of refined Iron I contracted with the Hon'ble Navy Board to deliver at Norwich,¹ has bin laying by this Month owing to the scarceness of Forage, that the Team's cannot Traviel. I have now a Prospect of Sending the Iron on very soon. this may inform you that the Team's will want Money to pay them of[f] on their

arrival, agreeable to the Hon'ble Board's Order. should have sent it sooner, but have meet with the utmost difficulty to procure Team's. I am, with respect [&c.]

WM. SMITH

Contractor to Con't Navy.

Connecticut Historical Society *Collections* 20: 88.

1. This iron was for the Continental Navy frigate *Confederacy*, building at Norwich, Conn.

THE CONNECTICUT JOURNAL (NEW HAVEN), TUESDAY, APRIL 21, 1778

NEW-HAVEN, April 21.

On the 11th instant, were taken from Stony Brook Harbour, on Long-Island by two Whale Boats, mann'd with 13 Continental Troops, a Sloop and Schooner, loaded chiefly with Wood; the Schooner is about 60 Tons and arm'd with 4 Swivels; the Sloop about 40 Tons; both are arrived in safe Ports, with four Prisoners.

Last Week some persons from Guilford, landed on Long-Island, and took from thence six prisoners, viz. Two masters of vessels, three seamen, and a certain noted Tory Captain, named Fairbanks,¹ who is sent to Norwich goal; the other five are sent to Newport, to be exchange'd.

Captains Manly² and Waterus,³ who had been for some months prisoners in New York, and were lately exchange'd last Week, passed through this place, on their way home.

1. Probably, Capt. Phineas Fairbank, an officer in the King's American Regiment. King's American Regiment Permission to Pass, by Edmund Fanning, 30 Mar. 1777. UKLPR, Audit Office 13/42, fol. 267.

2. Capt. John Manley, Continental Navy.

3. Capt. Daniel Waters, Continental Navy.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO COMMANDER JAMES WATT, R.N.

[*Philadelphia*]

By &a &a

You are hereby required and directed to receive onboard His Majesty's Armed Ship under your Command,¹ and Victual at the same Allowance as the Ships Company, all such Men belonging to the *Andromeda* as the Prize Masters of the several Vessels in this River Prizes to the said Ship, shall think fit to send to You for Security, until further Order.²

Given &a 21st April 1778.

AS Hamond.

LB, ViU, Hamond Papers, Orders Issued (1778–1780), p. 35. Addressed below close: "Capt^l. Watt/—*Delaware*."

1. Watt commanded H.M. armed ship *Delaware*.

2. According to Vice Adm. Howe's prize list, H.M. frigate *Andromeda*, Capt. Henry Bryne, commander, had captured three prizes in Apr. 1778: brigs *Chaumont*, *Charlotte*, and *Dolly*. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 487–88.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO COMMANDER JAMES WATT, R.N.

By &a &a.

[*Philadelphia*]

Peter Toney The six Men named in the Margin, taken in the Brig, *Charmont*, a
 Barnel Fountin Prize to His Majesty Ship *Andromeda*,¹ being willing to Serve on-
 Francis Millar board the Kings Ships; You are hereby required and directed to
 Valentine Baron receive them onboard His Majesty's Armed Ship the *Delaware*
 W^m. Le Fam under your Command, and Enter them as part of the Complement
 Jn^o. Leweson. of the said Ship.

Given &a 21st. April 1778.
 AS Hamond.

LB, ViU, Hamond Papers, Orders Issued (1778–1780), p. 35. Addressed below close: “Capt J. Watt/—
Delaware.”

1. For more on *Andromeda* and its prize *Chaumont*, see Hamond to Watt, this date, above.

JOURNAL OF THE MARYLAND COUNCIL

[*Annapolis*] Tuesday 21st. April 1778.—

Commission issued to John Gordon appointed Capt. of the Galley *Conqueror* of the
 State of Maryland—

D, MdAA, Governor and Council (Proceedings), 3842, S1071-23, p. 202.

RESOLVE OF THE MARYLAND HOUSE OF DELEGATES

[*Annapolis*] [TUESDAY, April 21, 1778.]

POST MERIDIEM.

The house met.

Resolved, That the governor and the council¹ be authorised, empowered, and
 requested, to put such of the gallies and armed boats as they may think best into com-
 mission, under the direction of a commodore or commander in chief,² and may direct
 the others to be employed in transporting troops, provisions, or other stores; and that
 the commodore have power to appoint a fit and proper person in the capacity of
 clerk, to have the care of slops, and deliver the same out to the sailors and marines;
 also to purchase whiskey and other necessaries, and to pay the wages that may be due
 to the sailors and marines, deducting what may be advanced them in account.³

Resolved, That the governor and the council have full power and authority to
 cause a warehouse to be hired at Annapolis or Baltimore-Town, or such other place
 as they make think proper, for the purpose of holding naval stores; and that the clerk
 appointed by the commodore be directed to purchase and lay up rigging, tar, tur-
 pentine, and such other materials as may be necessary for the fitting out and keeping
 in repair the gallies and other vessels belonging to this state.

Resolved, That the pay of the officers and sailors be as followeth, viz. Commodore
 (common money per calendar month) 27*l*. Captain 20*l*. Lieutenant, 12*l*. 10*s*. Master,
 12*l*. 10*s*. Boatswain, 9*l*. Gunner, 7*l*. 10*s*. Gunner's mate, 7*l*. Surgeon, 15*l*. Surgeon's
 mate, 12*l*. 10*s*. Carpenter, 12*l*. 10*s*. Midshipman, 7*l*. 10*s*. Cook, 6*l*. Seamen, 6*l*.

Resolved, That the governor and the council have full power and authority to
 cause the vessel now on the stocks at Baltimore-Town to be fitted out for a voyage to
 sea, in partnership with such person as they may think proper, or otherwise may
 cause her to be sold, under the power heretofore given.⁴

Votes and Proceedings of the House of Delegates of the State of Maryland. March Session, 1778. Being the Second Session of this Assembly. (Annapolis, 1778), p. 114.

1. Gov. Thomas Johnson, Jr., and the Maryland Council.
2. On 8 June, the Council appointed Thomas Grason commodore. MdAA, Governor and Council Proceedings, 3842, S1071-23, p. 231.
3. Jacob Gibson, Jr., called himself Grason's clerk in a letter he wrote for Grason on 9 Sept. 1778. Grason to John Gordon, MdAA, Lands Collection.
4. Probably the galley *Annapolis*.

DON BERNARDO DE GÁLVEZ, GOVERNOR OF SPANISH LOUISIANA, TO COMMANDER JOSEPH NUNN, R.N.

Sir

[*New Orleans*]

By your Letter of the 16th Instant I see that you are surprised that the Englishmen which are fled to this town for refuge have taken the Oath of allegiance, and I am Sorry that you should be so easily astonished.¹

The Oath is Voluntary and momentaneous, one of its conditions being that they shall be at liberty to disengage themselves as soon as their personal Interest calls them out of this province.

If you have perceived some motions of precautions in this place, you might have thought that as there are two parties of enemies in it which have an inveterate hatred against each other,² I ought to take the necessary measures to secure the interior good order & tranquility of an Asylum which ought to be respected as being under the Dominion of my Sovereign, of Course you will give me leave to repeat to you that you have Nothing to see in the precautions which I take; & that I have no reason to be afraid of you, & that consequently, tho' the occasion is trifling, your question to know whether myself and my people are Alarmed to see two Men of War before this town is superfluous & very offensive be assured that we can see very clearly; and that there is a great difference between Men of War as you call them & Sloops of War³ which they really are and that I neither ought nor chuse to answer to the question regarding the Alarm which they may give, Our respective Courts are in such perfect harmony that it is impossible for me to give you any Explication of the Sensation your two Vessels cause me, therefore you may uttergo for the present in this uncertainty, or wait for the opportunity (if you think it may present its self) being assured that your Vessels cause me neither Allarm nor uneasiness.

You say that if you were come as an Enemy to Spain that you would not have remained so quiet & peaceable; give me leave to Ask you if you can persuade your self that I would have remained inactive if I had been of that opinion.

finally you mention that the late damages which the Subjects of his Britannic Majesty have received have been with my assistance; If you have been informed So who has made such a Supposition has not told the truth and your listning to, & believing such falcities with so much readiness will perhaps lead us by Degrees to the extremity of acting the one & the other, Contrary to the Intentions of our Courts. I may perhaps be the most Sorry for it tho' I am resolved not to disuade you from a Willfull Error, if you do not take the first step towards it, in letting me know which is the Said assistance, & being sincerely willing to verify a mistake which is of great consequence to us both. Votre tres affectiouni Sevr.

Bernard De Galvez

Le 21st April 1778

Copy, UklPR, Adm. 1/241. Addressed below close: "M^r D Joseph Nunn." Docketed: "Governor Galvez's/Letter to Captⁿ. Nunn/21st April 1778/Translated by Don Galvez's/Interpreter/In Sir Pet Parker Letter/Dated [July] 27th."

1. Nunn's letter to Gálvez, dated 16 Apr., is in UklPR, Adm. 1/241.
2. Gálvez was referring to the British and the Americans.
3. H.M. ship-rigged sloop-of-war *Hound*, Comdr. Joseph Nunn, commander; and H.M. ship-rigged sloop-of-war *Sylph*, Comdr. John Fergusson, commander.

JOURNAL OF TIMOTHY BOARDMAN, CARPENTER'S MATE OF
CONNECTICUT NAVY SHIP *OLIVER CROMWELL*

[1778 April] 21st [20°..20 Nth Latt]¹ At Three oClock Afternoon we wore Ship² to the Southward The Prises³ Made Sail to the Northward we Lost Sight of them at Six.

Log-Book of Timothy Boardman, p. 53.

1. The bearing is taken from "Sailing Directions of Second Cruise." Ibid., p. 54. Latitude 20° North is the latitude of the Leeward Is.
2. Connecticut Navy ship *Oliver Cromwell*, Capt. Timothy Parker, commander.
3. British letters of marque *Admiral Keppel* and *Cyrus*.

April 22

CONTINENTAL BOND FOR NEW HAMPSHIRE PRIVATEER SHIP *PORTSMOUTH*

[*Portsmouth, N.H., 22 April 1778*]

KNOW all Men by these Presents, That WE, Thomas Roach Commander of the Arm'd Ship *Portsmouth*,¹ John Langdon & Will^m. Gardner Merch^{ts}, all of Portsm^o. in New Hampshire are held and firmly bound to His Excellency Henry Laurens Esq^e President of Congress or to his Successors in Office, in Trust for the United States of New-Hampshire, Massachusetts-Bay, Rhode-Island, Connecticut, New-York, New-Jersey, Pennsylvania, Delaware, Maryland, Virginia, North-Carolina, South-Carolina and Georgia, in North-America, in the Penalty of Three thousand Pounds Lawful Money—to be paid to the said Henry Laurens Esq^e or his Successor in Office—or to their certain Attorneys, Executors, Administrators or Assigns: To which Payment well and truly to be made and done, We do bind Ourselves, our Heirs, Executors, and Administrators, jointly and severally, firmly by these Presents. Sealed with our Seals, and dated the Twenty Second Day of April in the Year of our Lord One thousand Seven hundred & Seventy Eight.—

THE Condition of this Obligation is such, That if the above bounden Thomas Roach who is Commander of the Ship called *Portsmouth*, belonging to the said John Langdon & others—mounting Twenty Two Carriage Guns, and navigated by One hundred & twenty Men, and who hath applied for a Commission or Letters of Marque and Reprisal, to arm, equip, and set forth to Sea, the said Ship—as a Private Ship of War, and to make Captures of Vessels and Cargoes belonging to the Crown and Subjects of Great-Britain, shall not exceed or transgress the Powers and Authorities which shall be contained in the said Commission, but shall in all Things observe and conduct himself, and govern his Crew, by and according to the same; and shall make Reparation for all Damages sustained by any Misconduct or unwarrantable Proceed-

ings of himself or the Officers or Crew of the said Ship Then this Obligation shall be void, or else remain in Force.²

Sealed and Delivered }
in the Presence of }

Samuel Briard
Sam: Penhallow Jr.

Tho^s Roach
John Langdon³
Wm. Gardner.⁴

DS, Private Collection, Capt. J. G. M. Stone (Annapolis, Md., 1959). The handwritten portions of the printed form are underlined.

1. For a history of its building, see Captain Tobias Lear's Accounts for Superintending Construction of New Hampshire Privateer Ship *Portsmouth*, 23 May, below.

2. *Portsmouth* was captured on 11 May by H.M.S. *Experiment* off Chedabucto Head, Nova Scotia. See Master's Journal of H.M.S. *Experiment*, 11 May, below.

3. Continental Agent for New Hampshire.

4. Deputy Continental Agent for New Hampshire.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN THOMAS READ, CONTINENTAL NAVY

Sir

[*York, Pa.*] April 22^d 1778

We have received your Letter of the 13th instant¹ and are now to observe that the Captains of the *Chace* & *Snow George* were not considered as Continental Officers in the agreement the Committee of Commerce made with them therefore no arguments can be drawn from that agreement to support the unreasonable demands of your Lieutenants, who if they will not go with you at the Continental pay must quit the service.² We have directed M^r Steward to pay the wages due to the Seamen belonging to the *Virginia* and trust that Captain Nicholson will co-operate with you in getting such a number of those Seamen to enter onboard the *Baltimore* as you may want.³ We shall send down the Hemp wanting for your Brig very soon & are sir [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 142 (M332, roll 6). Addressed before opening: "Captain Thomas Read."

1. Read's letter has not been found.

2. On the ship *Chace* and *snow George*, in which Robert Morris had arranged to transport tobacco to France, see Morris to the Continental Commerce Committee, 17 Feb. 1778. NDAR 11: 364. The agreements involving these ships have not been found.

3. Stephen Steward, Continental Navy agent. Continental frigate *Virginia*, Capt. James Nicholson, commander, had run aground while trying to escape from Chesapeake Bay and had been captured by the British. A few of the crew escaped capture by fleeing the grounded ship with Nicholson in a longboat. See Marine Committee to Continental Navy Board of the Middle Dept., 8 Apr. 1778, above. Other crewmen had been left behind on the *Virginia's* tender when the frigate left Annapolis. See Continental Marine Committee to Thomas Plunkett, 6 Apr., above.

CONTINENTAL MARINE COMMITTEE TO RICHARD ELLIS

Sir

[*York, Pa.*] April 22^d 1778

We have received your Letter of the 2^d of March last advising us of your having received from the Marshal of the Court of Admiralty at your place Two hundred & Sixty nine pounds 12/ for the two thirds of the Net Sales of the Prize Sloop *Tryall* taken by the Continental sloop *Providence* and sent into your port.¹ we are now to inform you that by the Rules and Regulations of Congress the Captors are intitled to one half of the Prize, and that you had omitted to inclose in your Letters the Account Sales, nor have we received your letter of the 9th febr^y.² considering the high prices at which Vessels are sold, we cannot help being surprized at the small sum which the Sloop sold for, therefore we must request you

will inform us on that head and whether she had any Cargo on board or not. We are [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 143 (M332, roll 6). Addressed before opening: "Richard Ellis Esq^r."

1. The letter of 2 Mar. from Ellis, the Continental Navy agent at New Bern, N.C., has not been found. On the capture of *Tryall* by Capt. John Peck Rathbun of the Continental Navy sloop *Providence* and its dispatch to New Bern, see *NDAR* 11: 335–36.

2. Ellis' letter of 9 Feb. has not been found.

JOURNAL OF CAPTAIN JOHN MONTRESOR, ROYAL ENGINEERS

[*Philadelphia*, April] 22^d. This day arrived at Chester, A fleet of 35 sail from New York with Forage &c., also arrived the *Eagle*, Lord Howe.¹ This morning the *Hussar* Galley launched. This morning the Commander in Chief² went out in the front of the lines and approved of my Project for its further Defence. Wind S. S. West. The Rebels consisting of 500 men and 4 pieces of cannon advanced within 4 miles of the Town on the Lancaster road and returned, killing and plundering the market people. This morning sailed the *Ld. Hyde* packet for Falmouth.³ A heavy shower this night.

Montresor, *Journals*, p. 486.

1. H.M.S. *Eagle*, Capt. Roger Curtis, commander, served as Vice Adm. Viscount Howe's flagship.

2. Gen. Sir William Howe.

3. In his journal entry for 28 Apr., Montresor reported that the packet *Lord Hyde*, Capt. Henry Jeffrey, commander, had not sailed from Chester, Pa., until "this morning." Montresor, *Journals*, p. 487.

April 23

JAMES WARREN TO WILLIAM VERNON

Dear Sir,

Boston April 23. 1778

I Rec^d. yours of 21st: April last Evening¹ & Cap^t. Manley² shall send you 2,000 dollars in Certificates ☞ first safe Conveyance that presents. the small Pox still remains in Town in such a manner as renders it Unsafe for you to Come in. I therefore for your own sake don't wish to see you here. but our Business in the Office is such that it is Absolutely necessary Another Member of the Board should be present. if therefore M^r. Deshon³ don't Attend I think you must come & take Lodgeings in Roxbury in the Neighbourhood of the Town that you may at least give your Sanction to matters of Importance Agreeable to the Constitution of [*the*] Board. we have no News I am Your Friend [&c.]

J Warren

L, RNHi, William Vernon Papers. Addressed at foot: "[Hon^{ble}: William] Vernon Esq^r."

1. Not found.

2. Capt. John Manley, Continental Navy.

3. John Deshon, the third member of the Continental Navy Board of the Eastern Dept.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present—

Sam^l Ph'ps Savage Esq^r

Jn^o Brown Esq^r

Boston April 23^d 1778

Thomas Walker Esq^r

Geo: Williams Esq^rIsaac Phillips Esq^rEleaz^r Johnson Esq^rSam^l Ph[']ps Savage President—

Order'd, That M^r Stephen Cross & C^o.¹ of Newbury-Port be paid in Continental Money £1000—& in State Notes £500.—..— to pay for Timber, Plank, &c. purchas'd by them for building a twenty Gun Ship.—²

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), p. 287.

1. The other members of the company were Ralph Cross and Jonathan Greenleaf.

2. This frigate was named *Protector* in 1779. For more on its construction, see *NDAR* 11: 627; Acts and Resolves of the Massachusetts General Court, 21 Apr., above; and Messrs. Greenleaf, Cross & Cross to Massachusetts Board of War, 4 May, below.

LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE SOUTHERN DISTRICT

State of Massachusetts-Bay,
Southern District. }

To all whom it may
concern.

NOTICE is hereby given, That Libels are filed before me, against the following Vessels and Cargoes, viz.— In behalf of Isaac Freeburn, Commander of the armed Sloop *Revenge*,¹ and all concerned therein, against the Schooner *Mary Ann*, of about 50 Tons burthen, Edward Dikins, late Master: In behalf of John Leech and Silas Smith, Commanders of the armed Schooners *Dolphin*² and *Cutter*,³ and all concerned therein, against the Schooner *Neptune*, of about 50 Tons burthen, William Wallace, late Master: In behalf of Edward Bube, Commander of the armed Sloop *Adams*,⁴ and all concerned therein, against the Brigantine *Active*, of about 80 Tons burthen, George Clarke, late Master: In behalf of John Rathburn, Commander of the armed Sloop *Providence*,⁵ in the Service of the United States, and all concerned therein, against the Ship *Mary*, of about 250 Tons burthen, Henry Johnson, late Master:⁶ In behalf of John Hopkins, Esq; Commander of the Ship *Warren*,⁷ in the Service of the United States, and all concerned therein, against the Snow *Robert*, of about 180 Tons burthen, James Hall, late Master:⁸ In behalf of Nathaniel Bently, Commander of the armed Schooner *Hornett*,⁹ and all concerned therein, against the Ship *Neustra Senora del Carmen*, of about 200 Tons burthen, William Stacey, late Master, taken as a Prize by the British Ship *Carysford*,¹⁰ and retaken by the *Hornett*,¹¹ and also against the Schooner *Henry*, of about 60 Tons burthen, John Shephard, late Master.¹² All which Vessels, and their Cargoes, so libelled, are said to have been taken and brought into the Southern District aforesaid; and for the Trial of the Justice of said Captures, the Maritime Court, for the said District, will be held at *Plymouth*, on Tuesday, the 19th Day of May, 1778, at Ten o'Clock in the Forenoon, when and where the Owners of said Captures, or any Persons concerned therein, may appear, and shew cause (if any they have) why the same, or any of them, should not be condemned.

N. CUSHING, Judge of said Court.

Independent Chronicle, and the Universal Advertiser (Boston), 23 Apr. 1778.

1. Massachusetts privateer sloop *Revenge*, Isaac Freeborn, commander, mounting 10 carriage guns, a crew of 60 seamen, owned by John Dean and Mungo Mackay, of Boston, was commissioned on 30 Apr. 1777. M-Ar, Revolutionary Rolls Collection, vol. 7, p. 50; Mass. Archives Collection, vol. 166, p. 376.

2. Massachusetts privateer schooner *Dolphin*, John Leach, commander, mounting 8 swivel guns, a crew of 25 seamen, owned by Samuel Ward and Joseph Sprague, of Salem, was commissioned on 30 Sept. 1777. M-Ar, Revolutionary Rolls Collection, vol. 5, p. 109; Mass. Archives Collection, vol. 165, p. 299.

3. Massachusetts privateer schooner *Cutter*, Silas Smith, commander, mounting 8 carriage guns, a crew of 20 seamen, owned by John Norris & Co., of Salem, was commissioned on 6 Aug. 1777. DNA, PCC, item 196, vol. 3, p. 57 (M247, roll 202).

4. Connecticut privateer sloop *Adams*, Edward Beebe, commander, mounting 14 carriage guns, a crew of 80 seamen, owned by Samuel Broome, John Broome, Andrew Rowland and Jeremiah Platt, of Hartford and Wethersfield, Conn., was commissioned on 30 July 1777. DNA, PCC, item 196, vol. 1, p. 24 (M247, roll 202).

5. Continental Navy sloop *Providence*, Capt. John Peck Rathbun, commander.

6. For more on the capture of ship *Mary*, see NDAR 11: 247, 335, 336*n*, 400 and *n*, 401, 431 and *n*, 444, 445*n*.

7. Continental Navy frigate *Warren*, Capt. John Burroughs Hopkins, commander.

8. For more on the capture of snow *Robert*, see John Bradford to Continental Marine Committee, 15 Apr., above.

9. Massachusetts privateer schooner *Hornett*, Nathaniel Bently, commander, mounting 10 carriage guns and 8 swivel guns, a crew of 50 seamen, owned by John Tracy, of Newburyport, and Samuel White, of Boston, was commissioned on 22 Jan. 1778. M-Ar, Revolutionary Rolls Collection, vol. 6, pp. 54, 55; Mass. Archives Collection, vol. 168, p. 156.

10. H.M. frigate *Carysfort*, Capt. Robert Fanshawe, commander, captured ship *Nuestra Señora del Carmen*, Francisco Pruna (or Bruna), master and supercargo, off Charleston, S.C., on 28 Mar. For details of this capture, see NDAR 11: 822–23 and *n*.

11. The ship *Nuestra Señora del Carmen*, referred to as “the Ship *CARMEN*, of about 300 tons,” was advertised for sale on 25 June at New Bedford. *Independent Chronicle, and the Universal Advertiser* (Boston), 18 June 1778.

12. Schooner *Henry*, John Shephard, master, 70 tons burthen, mounting six 3-pounders, built in Virginia in 1773, owned by John Blackburn, bound from London to Halifax. *Lloyd’s Register of Shipping, 1777–1778*.

MAJOR GENERAL ALEXANDER MCDUGALL, CONTINENTAL ARMY, TO HENRY LAURENS,
PRESIDENT OF THE CONTINENTAL CONGRESS

[Extract]

Sir,

Fish Kill [N.Y.] April 23rd. 1778

I am honored with your favor of the 24th. Ultimo, covering an Act of Congress, directing General Conway to repair to these posts and authorising me to draw on the Paymaster of the Northern Department or his Deputy for money to answer such Demands as relate to the Army on Hudson’s River.¹ As the Act confine my Warrants, to Demands which relate to the Army; some person should be authorised to draw for the Payment of the Officers and men, who are to man the Gun Boats; and the Rate of Pay to be allowed determined; otherwise the End of building those Vessels will prove abortive. For men have been so embarrassed to get their Wages, when they engaged at an uncertainty, that none will listen to any importunity to enter on board of them; unless the Terms are particularly stated: And to man them from the marching Regiments, will mutilate those Corps, discourage the Officers, weaken our Infantry, and not give that Strength to the River Service, which is taken from the other; for Soldiers are not Sailors. . . .

The Position of the principal work is far from being secure, and independent:² It is commanded by Heights in Chain for some Distance, the nearest not more than half a mile; so that near an Equality in the Field, will be necessary to render the works tenable. As the principal Force on that side must take post on Hills, we are now erecting works on them— Important as these Objections are, all the Points on the River, on which it would be proper to erect Works to annoy Shipping, are subject to similar Difficulties—

If we are favored with moderate weather I hope in ten Days to have the Chain across³. . . . I am with great Truth and Regard [&c.]

Alex^r. M^cDougall
M General

L, DNA, PCC, item 161, p. 87 (M247, roll 179). Addressed: "Honorable Henry Laurens Esq^r President/of Congress." Docketed: "No. 3/Letter from Major gen McDougall/at Fish Kill—April 23.1778/read 28./To board of War."

1. See Henry Laurens to Alexander McDougall, 24 Mar. 1778. DNA, PCC, item 13, vol. 1, p. 240 (M247, roll 23).

2. The principal work was the fort at West Point; it was on the west side of the Hudson River.

3. On 30 Apr. 1778, a heavy chain was stretched across the Hudson River at West Point to obstruct vessels trying to sail up the river. Paul K. Walker, *Engineers of Independence, A Documentary History of the Army Engineers in the American Revolution 1775–1783* (Washington, D.C., n.d.), p. 213.

ROYAL AMERICAN GAZETTE (NEW YORK), THURSDAY, APRIL 23, 1778

On [Friday]¹ last a sloop from Cape Francois, for Virginia arrived in this harbour;² she was taken by the letter of Marque ship *Rose*, Capt. Duncan;³ and is laden with rum, sugar, molasses, duck, calicoes; chintzes, medicines, &c.

On Sunday was sent in here by the privateer sloop *General Howe*, Captain Carey,⁴ a large French ship called the [*San*] *Jago* of 500 tons, with 1000 tierces of rice; which he took the 12th instant, on her voyage from South Carolina for Nantz: She was taken under Spanish colours, but is supposed to have a commission from the Congress, having six 6 pounders and 20 men: This ship was some time since taken by a rebel privateer and carried into Martinica with slaves. The present Captain says he purchased his cargo at Carolina with snuff and dollars, and that he was allowed four for one for all his hard money.⁵

1. The word is faded and unreadable. It was taken from a report of the prize's arrival in *Rivington's New-York Loyal Gazette*, 25 Apr.

2. Maryland sloop *Dolphin*, Robert Dashiell, master. For more on it and its capture, see *ibid.*, 18 Apr.

3. British Letter of Marque ship *Rose*, James Duncan, master.

4. New York privateer ship *General Howe*, mounting 12 guns, John Ceary, commander. (Carey is the modern spelling of his name).

5. French merchant ship *St. Jago*, Joseph Ventesse, master. UKLPR, H.C.A. 32/359/21. There is no evidence that *St. Jago* had been commissioned a privateer by the Continental Congress.

VICE ADMIRAL VISCOUNT HOWE TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Number 57.

Eagle In the Delaware

Sir,

April the 23^d: 1778.

Not being able, from the Severity of the Weather and other Obstructions, sooner to make the requisite Provision in the several Branches of the Service to be regulated at Rhode Island, I put to Sea from that Port the 23^d: of last Month.

Proceeding for New-York, to receive the recovered Men of the *Eagle's* Complement from the Hospital, and to obtain more particular Information of the Progress made in the current Services of the Port, I was prevented by the unfavorable State of the Weather from getting to Sandy Hook until the 4th: Instant; And had not an Opportunity to move the Ship back over the Bar for the Delaware, until the 16th:—

During my Stay at Rhode-Island, it was necessary to provide for the Conveyance of a considerable Quantity of Forage procured there for the Army at Philadelphia.

The two Transports named in the Margin,¹ and sent in the first Division ordered for this Service under Convoy of the *Brune*, were taken by the Misconduct of their Masters and afterwards destroyed as stated in the Extract of Captain Ferguson's Letter herewith enclosed.²

Amongst³ the Papers referred to in this Dispatch, You will receive a List of the Captures lately made (with several foreign Ships included) by the Detachments of the Fleet stationed in Chesepeak-Bay under the Orders of Captain Onslow, and on the Coasts of the more Southern Provinces with the *Carysfort*.⁴

The Copies of Captain Fanshawe's Letters⁵ will explain the Cause of his Inability longer to continue that Restraint upon the Armed Vessels of the Rebels who put to Sea from Charles Town soon after he left the Coast.

The Consequences of being made answerable for the Value, in case of Accident to any of the foreign Ships before their Detention had been authorised by the Judgment of a Court of Admiralty; and the necessary Care of the Men taken out of them, appear to have prevented the Captains of the Frigates from keeping their Stations so uninterruptedly as might otherwise have been practicable. But it is to be observed also that they have not scrupled in repeated Instances to dispose of such Captures for a very reduced Amount at St^t Augustine, to be sooner released from further necessary Attention to them. The Loss, however, to the Abettors of the rebellious Colonists, will not prove less considerable in the Number of such Ships taken or destroyed.

The Naval Stores obtained by this Means have been reserved for the Use of the Ships of War. And the *Virginia* Frigate, when moved to New-York, will be examined with Reference to the Propriety of having her fitted and employed in His Majesty's Service. But it does not appear that the same Use can be yet made of the Cannon taken Notice of in Captain Onslow's Letters,⁶ as no Carriages were sent with them.

I have not the Satisfaction of being able to add, that the Ships stationed on the Coasts of the Northern Provinces, have been equally successful.

The *Greyhound* suffering much by bad Weather at the Beginning of the Year, was forced off of her Station, together with the *Vulture*, to the West Indies; and did not return until the End of last Month.

The *Renown* in a still greater degree of Distress from the same Cause, and the *Phœnix* (not being able to recover the American Coast for a Supply of Provisions &^{ca} then wanting) were reduced to the same Necessity. The Extract from Vice Admiral Young's Letter⁷ will inform the Lords Commissioners of the Admiralty more particularly of the State of those Ships and the Retardment that will probably ensue in their Arrival on this Station.

The *Perseus* lost her Rudder on the Passage from the Southern Coasts to New-York, The Iron-Braces being corroded and decayed; And the same Accident was nearly taking place lately in the *Unicorn*. But as no Appearance of a similar Defect has yet been discovered in the Ships where the Composition-Metal has been used; I presume the great Advantages derived from the Copper-Sheathing may, by that Expedient, be retained.

I am advised by Captain Griffith⁸ that the Rebels attempted towards the End of last Month to put to Sea from Providence in an Armed Ship named the *Columbus* supposed of 16 Guns. But not chusing their Time with the same Judgment as in the preceding Instance the Ship was driven ashore by the *Maidstone* off of Point Judith, and burnt by the Boats of the Squadron under Cover of the Frigate, tho' exposed to a very considerable Fire from the adjacent Heights. Lieutenant Vashon⁹ of the *Maid-*

stone appears to have distinguished himself much on that Occasion. Captain Griffith further informs me, the *Juno* and *Cerberus* were returned with the Transports from Cape-Cod Harbour, the Rebels persisting in their Refusal to Comply with the Terms of the Convention. And he sent me the Information respecting the Armed Vessels fitting at Boston, contained in the Paper enclosed.¹⁰

On the 13th: Instant by the *Andromeda*, I received your Letters of the 14th:, 15th:, and 19th: of February¹¹ at Sandy Hook; A Duplicate dated the 15th: of January.¹² Together with their Lordship's Orders to appoint a Ship to receive Sir William Howe and his Suite when he shall be ready to embark, for his Conveyance with all possible Expedition to England; And for the *Andromeda* to be employed under my Direction.

Upon my Arrival off of Newcastle¹³ the 21st: your Dispatches of the 7th: and 9th: of January¹⁴ with the Original of the Duplicate above-mentioned (but dated the 5th: of January, instead of 5th: of February.¹⁵ as I judge by the Contents) were delivered to me.

The Packet by which this is forwarded being on her Passage down the River; And as their Lordships' Inquiries are partly answered by the Report of the Condition of the Fleet transmitted since the Commencement of the present Year, I must beg leave to postpone the further Particulars to be offered on the Matter of those several Dispatches, to a future Opportunity. But their Lordships not having been pleased therein to honor me with their Notice of the Conditional Request made in my Letter of the 23^d: of last November, I am under a Necessity of soliciting that I may be relieved in the Command of the Ships of His Majesty's Fleet on this Station, for the due Conduct of which I am unable in my present Situation to undertake, and be permitted to return to England for the Recovery of my Health. I am, with great Consideration, Sir, [&c.]

Howe

L, UklPR, Adm. 1/488, fols. 206–10. Addressed at foot of first page: "Philip Stephens Esq^r/Secretary of the Admiralty." Docketed: "23 April 1778/In the Delaware/Lord Visc^t: Howe/R, 1. June/(10 Inclosures)." Docketed in Philip Stephens' hand: "Copy^d for L^d. G. Germain."

1. Marginal note: "*Kitty*; *Mermaid*." The transports were the ship *Kitty*, J. Mallet, master, and the ship *Mermaid*, Jacob Snowball, master.

2. See "Extract of a Letter from Captain James Ferguson to the Viscount Howe, dated *Brune* at Sea the 27th: March 1778," *NDAR* 11: 803–5.

3. Stephens inserted brackets at the beginning and end of this paragraph with the notation "leave out in the Copy."

4. See "List of Vessels seized or destroyed by His Majesty's Ships stationed in Chesapeake Bay and on the Parts of the American Coast Southward thereof, according to the Accounts transmitted to the Viscount Howe, Since the Date of the General Return of Captures made by the American Squadron of the 25th: October 1777," this date, below.

5. See Capt. Robert Fanshawe to Vice Adm. Viscount Howe, 13 Feb. and 13 Mar. 1778, *NDAR* 11: 337–42, 632–33.

6. See "Extract of a Letter from Captain Onslow to the Viscount Howe," 9 Mar. and 27 Mar. 1778, *NDAR* 11: 562, 806–7.

7. See Vice Adm. James Young to Vice Adm. Viscount Howe, 23 Mar. 1778, *NDAR* 11: 770–71.

8. Capt. Walter Griffith to Vice Adm. Viscount Howe, 28 Mar. 1778, *NDAR* 11: 815–16.

9. Lt. James Vashon.

10. See Intelligence Concerning American Armed Ships at Boston, 23 Mar. 1778, *NDAR* 11: 763–64.

11. For Stephens' letter of 14 Feb. 1778, see *NDAR* 11: 1003.

12. For Stephens' letter of 15 Jan. 1778, see *NDAR* 11: 911–12.

13. That is, Newcastle, Del.

14. For Stephens' letters of 7 Jan. and 9 Jan. 1778, see *NDAR* 11: 879–81, 898–99.

15. The correct date of this letter is 15 Jan.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

[Extract]

The Council met

Lancaster, Thursday, April 23, 1778.

Present. His Excell^{ty}. Tho^s. Wharton, junior, Esq^r, President. Hon^{ble}. George Bryan, Esq^r, Vice President. Joseph Hart, Esq^r, Jonatⁿ. Hoge, Esq^r, James Edgar, Esq^r, Jacob Arndt, Esq^r & — Mackay Esq^r

. . . Peter Sommers laid before the Council, an order drawn by Will^m. C, Bradford, in favor of Henry Shriver, for the Sum of One hundred & Sixty Seven Pounds & five Shillings, to be charged to the said Will^m. C, Bradford: And an order was drawn by William Crispin, Commissary of the State Fleet, in favor of Lasky & Shriver,¹ for the Sum of Eleven hundred & Twenty eight pounds, Seventeen Shillings & Six pence, for sundry Cattle delivered for the use of the Fleet, the said Sum to be charged to the said Will^m. Crispin, These order not being endorsed to Mr. Sommers & therefore not payable to him, the Council found a difficulty in granting an order on the Treasury; but Capt. Joseph Blewer² having represented that the Money had been long due, & that Sommers was in partnership with Lasky & Shriver, On consideration, An Order was drawn on the Treasurer in favor of Capt. Joseph Blewer, for the Sum of One hundred & Sixty Seven Pounds, five Shillings to be charged to Will^m. C, Bradford, Paymaster of the Fleet: Also an Order was drawn on the Treasurer, in favor of Capt. Joseph Blewer, for the Sum of One Thousand, One hundred & Twenty Eight Pounds, Seventeen Shillings & Six pence, the same to be charged to Will^m. Crispin, Commissary. . . .

Capt. Joseph Blewer of the Navy board attended the Council and informed, that it was intended to have Sunk the Gondola's &ca. on Tuesday last, near Trenton, & therefore, there cannot be any farther use in continuing the Men belonging to them at Trenton; and that there is about twenty Sick & wounded, belonging to the Boats, which require care & attention— That the Ammunition, Sails, Arms, Stores, belonging to the boats, are at Pitts-town in New Jersey and require Some guards to be kept over them;— That the Cannon & Shot are sunk in different places in New Jersey;— That about 76 pieces of Canvas & some Oznabrigs which were on board the Store Sloop, was at Northampton under the care of Capt. Joseph Stiles.— Ordered That all the Linens in the possession of Capt. Joseph Stiles at Northampton, suitable for the purpose, be made up into Shirts for the Soldiers; & that he be requested to get them made as expeditiously as possibly & acquaint this Council of his progress therein.

On consideration of the State of the Navy made by Captain Blewer, Ordered, That the men belonging to the Navy be ordered up to this bourough, under the direction of such Officers, as the Navy board, to whom they are best known, may judge most proper, & that two Months Pay, over & beside what is due to them, be paid to the remaining Officers & then discharged, as there appears not to be any further service for them at present.— That a small guard be left at Pitts-Town, until the Stores be removed.— That the Sick be ordered to this Borough by way of Reading.— That the Ammunition & most valuable Stores be removed from Pitts-town to Easton in the County of Northampton & the remainder committed to the care of Mr. Moore Furman.—³ That the Waggon Master of the County of Bucks, furnish Waggon to the State Navy board, for the removal of Sick & baggage from Trenton to this bor-

ough.— That the Waggon Master of the County of Northampton furnish Waggon to the State Navy board, for the removal of the Stores from Pitts-town in New Jersey to Easton in this State.⁴

D, PHarH, RG 27, Minute Books of the Supreme Executive Council, vol. 6: 257–59.

1. Peter Summers, Edward Laskey, and Henry Shriver were partners in a merchant firm. See *NDAR* 11: 805.

2. Capt. Joseph Blewer was President of the Pennsylvania Navy Board.

3. Moore Furman was deputy quartermaster in New Jersey. On 24 Apr., the Council wrote Furman asking him to “have an Eye to” the “bulky” stores of the Pennsylvania Navy that would be left in Pittstown and to hire men to remove those stores if threatened with capture. The Council promised that “any expence” Furman incurred in removing stores would be “repaid with thanks.” PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council.

4. The Council conveyed these instructions to the Pennsylvania Navy Board in a letter of this date, below.

PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO PENNSYLVANIA NAVY BOARD

Gent:

Lancaster 23 April 1778

As the Gallies, & other Vessels, on the Delaware, lately under your direction, have been dismantled the further continuance at Trenton of the Seamen & others¹ who served in them, is become needless.² They may be usefully employed as guards in the interior parts of this state, or in assisting in the transporting over the greater Rivers, stores & soldiers.

For this End, I desire you will send the privates ~~with their necessaries~~ of this Corps by the most direct road to Reading in Bucks County, & thence to this place. Herewith you have an order to the Waggon master of Bucks County, to furnish a sufficient number of Carriages for the transportation of their necessary Baggage & of the sick & ~~wounded~~ disabled. As to the Officers, you are to dismiss the whole save [~~6~~ ~~or 7?~~] 15 or 20 with a bounty of two months pay, over & above the pay in arrear. They have been supported thro’ the winter, & have now the benefit of the best season to look out for new Employment. I think they must be satisfied with the Council.³

These (~~six or seven~~) 15 or 20 Officers are to take the command of their people, keep good order & discipline among them, & proceed hither as soon as may be. An order from you, to the senior officer, will be requisite. M^r Crispin, the Commissary will, ~~we~~ I hope, be able to provide rations for their march

M^r Blewer⁴ informs Council, that a Considerable number of Musquetts, & other small Arms, & some Gunpowder belonging to this State are lodged at Pitts-Town in New-Jersey. These stores ~~w~~ I wish to be in a more convenient situation, & within our jurisdiction. You are to procure a sufficiency of Carriages from the Waggon-master of Northampton County for this purpose. On delivery on the inclosed Letter, M^r Crider will send you the necessary Teams.⁵ send them to the care of Joseph Deane, Esquire of Easton. It is left to your prudence to judge, whether our sails at Pitts-Town, ought to be secured at Easton also. One officer & some few privates should be continued at Pitts-Town whilst the more valuable & less cumbrous goods remain there. He may attend the Waggon to Easton, & then march his party to this place. I write to Moore Furman, Esquire, of Pitts-Town to take care of the stores which may be left behind[.]⁶ it will be very proper, that a prudent Person residing near the Falls of Delaware be engaged to ~~the~~ give some attention to the Vessels left in ~~the~~ that neighbourhood, & to the ~~Cans~~ Guns & Cannon & Shot, which belonged to them. Perhaps

Joseph Kirkbride, Esquire, may be induced to undertake this. Council would be very happy in hearing that M^r Kirkbride had said he would do it.⁷ for this purpose I write to him on the subject. It will be proper that the person appointed, be informed, how the Vessels ~~& stores are~~ & other articles are disposed of.

I send down by M^r Blewer to be deliver^d to M^r Crispin⁸ a supply of money to discharge the most urgent demands, & to pay off the officers who may be dismissed.⁹

Df, PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. Docketed: "1778 April 23 To the Navy/Board of Pennsylvania/in the State of New Jersey." Notation at top of first page: "Council to State Navy Board—1778."

1. At this point in the draft there is a crossed-through interlineation that is illegible.

2. For background on this order, see Minutes of the Pennsylvania Supreme Executive Council, this date, above.

3. The officers were not satisfied and successfully petitioned the legislature to remain in service. See Minutes of the Pennsylvania General Assembly, 25 May, below.

4. Capt. Joseph Blewer, President of the Pennsylvania Navy Board.

5. In their reply of 18 May, below, the Pennsylvania Navy Board acknowledged having sent a letter to "Mr. Thompson," who was undoubtedly John Thompson, Wagonmaster of Bucks County. Crider was presumably one of Thompson's assistants.

6. On the letter to Furman, see note at Minutes of the Pennsylvania Supreme Executive Council, this date, above.

7. Kirkbride operated a ferry and store on the Delaware River, opposite Bordentown, N.J.

8. William Crispin was commissary for the Pennsylvania Navy. In their letter to him of 24 Apr., the Council discussed the recall of the seamen from New Jersey and instructed Crispin to provide provisions for them on their march from New Jersey to Lancaster. They also ordered him to use the money carried to him by Joseph Blewer to settle his own debts and those of the Pennsylvania Navy Board. In a postscript, the Council informed Crispin that the commissary was allowed six rations and directed him to "deduct those already furnished—." PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council.

9. On 28 Apr., the Council sent £3,000 to William C. Bradford, Paymaster of the Pennsylvania State Navy, "for the payment of the state fleet concerning which you will please to receive directions from the Navy board." PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council.

JOURNAL OF THE CONTINENTAL CONGRESS

[*York, Pa.*] Thursday, April 23, 1778

Ordered, That the Marine Committee take into consideration the state of the river defence of Delaware, and the measures which they may judge best and proper for defending that river above Philadelphia.

JCC 10: 380.

SAMUEL AND ROBERT PURVIANCE TO JOHN CUSHING AND SAMUEL WHITE

Gentlemen

Baltimore 23^d. April 1778

When M^r Archibald Blair of your place was here in February on his way to Charlestown South Carolina, we purchased from him 1/16th. in the Privateer Ship *Minerva*¹ being a Quarter (as he inform'd us) of what he held in s^d. Ship, of which he told us you were Ships Husbands. We expected from what he then said on the subject, that she was nearly ready & woud sail in a month or soon after: but were much surprized to learn from our Neighbour M^r Dugan lately returnd here, that she was not sailed when he left Boston about the end of March.— Permit us to request you will be so kind as to inform us whether said Privateer is yet gone to Sea, the Cruize on which you have ordered her, the force of Men, Guns &c, which she carries; & the Directions given concerning the Payment or Remittances of such Prize-money as may be paid in the W^t. Indies, or any foreign Ports.—

We shoud likewise desire to know whither it is to you as Agents or to M^r Blair as an original owner that we are to look for the future state of accounts. The manner of conducting such Business has been various, and we presume is so with you,— If as we expected from what M^r Blair told us, you are to hold the acct^s with us in future for our Share, we will send the Bill of Sale to our friend M^r Black to prove our Interest, if that is necessary— In the mean time must request you when the vessels acc^{ts} of Outfit & Cost are compleated to furnish us with a Copy thereof, which becomes necessary as by agreem^t we were to pay M^r Blair a certain Advance $\text{7}\frac{1}{2}$ Cent on the same.— We are, Gent^m. [&c.]
 Copy) Sam^l & Rob^t Purviance

Copy, NjP, Andre de Coppet Collection, Papers of John Cushing and Samuel White, 1775–1787, Papers relating to the Ship *Minerva*. Addressed on cover: “To/Mess^{rs} Cushing & White/Merch^s In/Boston.” Addressed at top: “Mess^{rs} Cushing & White.”

1. Massachusetts privateer ship *Minerva*, John Grimes, commander.

JOURNAL OF SOUTH CAROLINA NAVY BOARD

[Extract]

Navy Board

Thursday [23^d April 1778]

The Board Met According to Adjournment.

Present.. Edward Blake Esq^r first Commission[break]

George Abb^t Hall Josiah Smith }
 Edward Darrell Roger Smith } Esq^{rs}—

. . . *James Mayberry of The Gen: Moultrie* was Nominated by the Board to the *Command* of the *Beaufort Galley*¹ and the Following Orders were given him— Sir/ You are to take Charge of the *Beaufort Galley* early tomorrow Morning and be as Expeditious as possible in getting her ready to Clean, taking out her Two Guns & Landing them on Gibbes’s Wharf before you lay her a Shore

By Order of the Board

Edw^d Blake first Commiss^r

. . . . The Board Agreed to allow Captⁿ Thomas Shubrick for his Negroe Carpenters at the State Ship Yard Forty Shillings $\text{7}\frac{1}{2}$ day for Each from the first Ins^t—

Salley, ed., *South Carolina Navy Board*, pp. 149–51.

1. See also, South Carolina Navy Board to President Rawlins Lowndes, this date, below.

SOUTH CAROLINA NAVY BOARD TO PRESIDENT RAWLINS LOWNDES

To his Excellency the President

Sir/

Navy Board 23^d April 1778—

Immediately after rece^t of your Letter¹ the Commissioners of the Navy Board sent to Lieut. James Mayberry the first Lieu^t of the *General Moultrie* to know if he would Accept the Command of the Galley which he agreed to do,² the Commissioners therefore beg leave to recommend him to your Excellency as a fit person for that Command

By Order of the Board

Edw^d Blake first Commiss^r

To his Excellency }
 the President } }

Salley, ed., *South Carolina Navy Board*, p. 150.

1. The letter has not been found, but it presumably announced that Capt. James Doharty had resigned as captain of the South Carolina Navy galley *Beaufort*.

2. See *Journal of the South Carolina Navy Board*, this date, above.

COLONEL SAMUEL ELBERT, CONTINENTAL ARMY, TO COLONEL JOHN WHITE,
CONTINENTAL ARMY

Headquarters, Fort Howe, 23rd April, 1778.

(Dear Sir) I have this moment recd. intelligence that General Provost¹ is on his march to attack this place; you are therefore to conduct the prizes² to Sunbury and after putting them in a secure place and the directions of them given to Mr. Jno. Jones, who I know to be a gentleman of honor & who I will authorize to take the necessary steps with them. You are to land the men, leaving only such as are necessary to put the galleys³ in a posture of defence, and by forced marches join me at this place. I know your anxiety for the safety of the State is such that no time will be lost. I am, dr. sir, Yr. most obedient servt.,

S. ELBERT.

P.S. Pray recommend to Captn. Hardy⁴ to take on board the three galleys what rice they can conveniently carry, and impress a boat or two as large as he can get, loaded with the same, and proceed with all speed into this river⁵ with them. Tell him bring a barrel or two of salt.

Colo. White

“Order Book of Samuel Elbert,” p. 128.

1. Brig. Gen. Augustine Prevost, British military commander in East Florida.

2. H.M. armed brig *Hinchinbrook*, East Florida Provincial armed sloop *Rebecca*, and an unidentified watering brig, captured on 19 Apr. 1778.

3. Georgia Navy armed galleys *Washington*, *Lee*, and *Bulloch*.

4. John Hardy commanded the Georgia Navy armed galley *Washington*.

5. Altamaha River.

PATRICK MOORE TO NATHANIEL SHAW, JR.

Sir

S^t Pieres [*Martinique*] April 23rd. 1778

I have to acknowledge receipt of your favours of the 26th Feb^y P Cap^t Champlin¹ & Canklin² who arived here a few days agone understand they took a Valuable prize³ on their way here & dispatched her to the Continent hope she is safe arived ere this, they are heaving down & will proceed to sea with all possible expedition & shall give them every assistance in my Power

Observe Lamb⁴ has sold you part of the Brig⁵ am well pleased you are concern'd in her as she is certainly a fine vessell & have no doubt of her doing well provided Lamb continues in her hope he is at sea ere this— The *Ranger*⁶ Cap^t Kenyon has brought in here a fine Ship from London to S^t Christophers Laden chiefly with Provisions her N^t sales will be above £7000.. shall furnish you with all her Acco^{ts} soon as Possible, am preparing to send the Brig to the Continent with a small Cargo & order her immediately out here with a Cargo of Tobacco as there is a great deal of trouble & expence in Maning Privateers here.

M^r Hutchinson⁷ has not paid me any money on your A/c nor do I know when he will however shall advise you more Particularly next Opp^y & am Sir [&c.]

Patk. Moore

Copy 2^d

Copy, CtY, Nathaniel and Thomas Shaw Papers, packet 28, no. 1740. Docketed in Thomas Shaw's hand: "Patrick Mores/Letter/Apr^l 23 1778." Addressed at top: "M^r Nath^l Shaw."

1. Capt. Samuel Champlin, Jr., commanding Connecticut privateer sloop *American Revenue*.
2. Capt. Joseph Conkling, commanding Connecticut privateer sloop *Revenge*.
3. Ship *Lovely Lass*, Andrew Waid, master.
4. Capt. John Lamb.
5. American letter of marque brigantine *Irish Gimblet* which was renamed *Favourite* and commissioned as a Massachusetts privateer on 27 May 1778. See *NDAR* 11: 438*n*.
6. Connecticut privateer brigantine *Ranger*, which was formerly Connecticut privateer sloop *Trumbull*, Henry Billings, commander. See *NDAR* 11: 164, 278 and *n*, 437, 438*n*.
7. Probably Godfrey Hutchinson, merchant at Martinique.

April 24

JOURNAL OF H.M. FRIGATE *BLONDE*, CAPTAIN JOHN MILLIGAN

April 1778
Friday 24

[off *Cape La Have*, *Nova Scotia*]

½ past 4 AM Saw a large Ship to the North^d standing to the SW made the Private Sig^l which she not answering, fir'd to bring her too, no respect being paid to our Colours, fir'd 4 others (on which she Hoisted a French Ensign & Pendant TK^d: & stood in for the Land.) We pursued her into Liverpool Bay, where they Designedly ran her onshore at ½ past 9 Came to an Anchor & fir'd to make her pay respect to our Colours, which she ret^d: & kept up the Engagement for an hour & a ¼ without doing much Damage We had Shot away her Ensign Staff, but Observing a Man attempting to strike the Pendant, ceas'd firing. She then renew'd the Action which we ret^d: with Several Broad sides & Totally Silenc'd her At the latter part of the Action she hoisted out her boat & attempted to land, which we sunk Instantly at 11 Sent an Officer to take Possession which he did & landed the Frenchmen, We having many Prisoners onb^d & the French being very drunk. She provd the *Duc D'Chasseul* of 24 Guns Mons^r: Herreaud Commd^r: with 105 Men from Nants {with all kind of Military Stores & Cloathing for 5000 Men^l

Moor'd in Liverpool Bay

Fresh Breezes & fair W^r: PM Emp^d heaving off the Prize [&[?]] mooring our Ship, at 6 the Prize begun to fleet² hove in the Hawser which parted and found it impracticable to get her off that Tide, Carried out Anchors and Hawsers to attempt it next flood before which Time she filld and at Midnight fell suddenly on her broadside by which Accident Math^w Rogers, Pet^r: Clarke, & Edw^d: Fenwicke where either kill'd or Drown'd

D, UKLPR, Adm. 51/118, part 3, fols. 105–6.

1. Ship *Duc de Choiseul*, Jean Heraud, master, owned by Jean Peltier-Dudoyer, from Nantes with cannon, arms, ammunition and clothing. The salvage of *Duc de Choiseul*, began on 25 Apr. and continued until 13 May. Items recovered included: 24 mounted carriage guns, 12 brass cannon, 8 iron cannon, 44 chests of arms, 10 slabs of block tin and many casks of clothing. On 1 and 3 May, the British attempted unsuccessfully to right the ship. H.M. schooner tender *Arbuthnot* arrived on 3 May with three schooners and departed on 6 May, transporting much of the salvaged cargo to Halifax. *Arbuthnot* returned on 12 May for more salvaged items, at which time its crew and that of *Blonde* completed stripping the wreck of its masts and rigging. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, 484–85; UKLPR, Adm. 51/118, part 3, fols. 105–9. For more on this capture, see *Extract of a letter received by a Gentleman, from an Officer on board his Majesty's ship Blonde*, this date, below.

2. That is, move.

EXTRACT OF A LETTER RECEIVED BY A GENTLEMAN, FROM AN OFFICER ON BOARD HIS MAJESTY'S
SHIP BLONDE, DATED LIVERPOOL BAY, AMERICA, 24TH APRIL, 1778.

“On the 23d inst. after a long chace to the Eastward, we took a sloop privateer belonging to Salem, with six carriage guns, swivels, &c. and 33 men on board.¹ And this morning about day-light, as we were standing to the Northward, with the wind at W.S.W. saw a ship close in with the land, which we also took, and proves to be the *Duc de Choiseul*, J. Herand, from Nantz, with 24 guns mounted, but can fight 32, (having the other 8 in her hold) between 3 and 400 tons burthen and 105 men; she sailed the 25th of February, from Quiberon Bay, in company with several other merchant ships, under escort of a squadron belonging to the French King.² Many of the common people belong to her make no scruple of owning they were going to Piscataway; tho' the Captain says to St. Domingo. Her cargo consists of 12 brass cannon, 5000 stand of arms, canvas, tea, drugs, &c. &c. with all kinds of necessaries for the field and camp.

“All our endeavours, assisted by Pilots, to preserve this French ship and cargo, proved ineffectual, as she overset, and settled on her larboard beam end, so that at full tide the best part of her upper deck was covered; we have, nevertheless, saved 12 pieces of brass cannon, 32 ditto iron, 22 six and 10 four pounders, 4000 stand of arms, great quantities of cloathing, and of pig-metal, 3000lb. weight.”

Lloyd's Evening Post, 29–31 July 1778. Postscript.

1. For more on sloop *Polly* and its capture, see Journal of H.M. frigate *Blonde*, Captain John Milligan, 23 Apr., above. *Polly* was not a commissioned Massachusetts privateer. Allen, *Massachusetts Privateers of the Revolution*.

2. Ship *Duc de Choiseul*, Jean Heraud, master, was carrying 200,000 *livres tournois* worth of goods purchased “on Account and Risque of Congress.” NDAR 11: 894–95; *Benjamin Franklin Papers* 25: 494n. It sailed from Quiberon Bay on 25 Feb. 1778 escorted by Continental Navy frigates *Deane* and *Queen of France* and, on the first part of its voyage, by a French squadron commanded by Chef d'Escadre Chevalier de La Motte-Picquet. Later, *Duc de Choiseul* became separated from the convoy. NDAR 11: 1000, 1001n; *Benjamin Franklin Papers* 25: 494n.

JOURNAL OF THE MASSACHUSETTS COUNCIL

[Boston] Friday April 24th 1778

Capt John Clouston's Roll for service onboard the Brigantine *Freedom*¹ amounting to Nine hundred thirty six pounds sixteen shillings— Read & Allowed & Ordered that Warrants be drawn on the Treasury in full discharge of each of the foregoing Rolls— Warrants drawn accordingly—

LB, M-Ar, Mass. Archives Collection, vol. 22 (Council Records, Jan.–Oct., 1778), pp. 177–78. Marginal note: “Cap^t John Clouston/ £936..16/..—/War^t £ —.”

1. Massachusetts Navy brigantine *Freedom*, Capt. John Clouston, commander, was taken by H.M. frigate *Apollo* on 16 Sept. 1777. For more on its capture, see *NDAR* 9: 932.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

[Extract]

The Council met

Lancaster, Friday, April 24, 1778.

Present. His Excell^y Tho^s. Wharton, junior, Esq^e, President. Hon^{ble}. George Bryan, Esq^e, Vice President.— Joseph Hart, Esq^e, Jonatⁿ. Hoge, Esq^e, James Edgar, Esq^e, Jacob Arndt, Esq^e & Mackay Esq^e.

The Council taking into consideration the rations to be allowed to Commodore Hazlewood, agreeable to their Letter to him of the 8th of January 1778,¹ Ordered, That Commodore Hazlewood, be allowed Six Rations $\frac{3}{4}$ Diem, from the time of his appointment. . . .

D, PHarH, RG 27, Minute Books of the Supreme Executive Council, vol. 6: 259.

1. Commo. John Hazelwood commanded the Pennsylvania Navy. The letter referred to is above, *NDAR* 11: 65–66.

JOURNAL OF THE CONTINENTAL CONGRESS

[*York, Pa.*] Friday, April 24, 1778

Resolved, That the Board of War be directed to take the most expeditious measures for transporting the public provisions and stores from the southern states, across Chesapeake Bay or otherwise:

That it be recommended to the governments of the State of Maryland and of Virginia, to permit the armed gallies belonging to their respective states, to be employed for the purpose above mentioned, at the continental expence; and that the whole of the vessels so employed, be put under the command of a continental officer, in order to prevent any ill consequences which may arise from a disputed command betwixt the state officers:

That it be recommended to the government of the State of Pennsylvania, to furnish the Board of War with as many sailors now employed in the service of their State as they can spare, for the purpose of manning the Maryland and Virginia gallies, to be employed in Chesapeake Bay:¹

That the Marine Committee, and the Committee of Commerce, be directed to co-operate with the Board of War in manning the gallies above mentioned.²

JCC 10: 385.

1. Charles Thomson, the Secretary of Congress, sent this portion of the resolve as an extract to the Pennsylvania Supreme Executive Council. PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. See also, Continental Board of War to the Council, 29 Apr., below.

2. President of Congress Henry Laurens forwarded this resolution to Gov. Thomas Johnson, Jr., of Maryland and Gov. Patrick Henry of Virginia in letters of 27 Apr. 1778. MdAA; DLC, Hamilton-McLane Family Papers. As seen in Henry's letter to Johnson of 10 Apr., above, the two states had already taken steps to defend Chesapeake Bay.

CONTINENTAL MARINE COMMITTEE TO NICHOLAS VAN DYKE

Sir

[York, Pa.] April 24th 1778

Captain Barry hath informed us that he hath appointed a M^r Hall Agent in behalf of the Continent for the Prizes he took in his Cruise on the Delaware, and that when distribution should be made that M^r Hall would deposit the Continental share in your hands.¹ If that should be the case, and you should come to Congress soon, we wish you would bring the Money with you, or otherwise transmit the same by a Safe hand to the Navy Board at Baltimore.—² We are Sir [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 143 (M332, roll 6). Addressed before opening: "Nicholas Vandyke Esquire."

1. In a letter to Capt. John Barry of 11 Mar., the Continental Marine Committee approved Barry's proposal to consult with Van Dyke, a delegate to Congress from Delaware, about the prizes and advised Barry to put the disposition of them in the hands of Van Dyke "or any other person you may think proper." *NDAR* 11: 604–5.

2. Van Dyke did not return to Congress until Nov. 1778. Smith, *Letters of Delegates* 9: 273n.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis] Friday 24th. April 1778

Whereas Capt. Brisson and Capt. Adilon the Commanders of two French armed Vessels now lying at Baltimore¹ have represented to this Board that some of the French Sailors shipped in Hispaniola in the said Vessels for the Voyage to be performed to Hispaniola again have been enlisted into the Continental Service and that People are indeavouring to prevail on others of the said Sailors to leave the said Vessels and enter into the American Army as Substitutes— This Board are of Opinion that any Sailors Subjects of the King of France or of any other Foreign Power who belong to Vessels in our Ports and were engaged aboard to finish the voyage to any foreign Port again ought not to be enlisted or taken from their Vessels without the Captain's Consent, and therefore require that none such be enlisted or taken from their Vessels against the will of their Captains and to afford the effectual Encouragement promised to Strangers as an Inducement to their coming and trading with us[.] the Commanding Officer of any State Galley is hereby directed on the Request of the said Capt. Brisson and Capt. Adilon to receive onboard his Galley any of the Crew of the said Capt. Brisson or Capt Adilon, who are French Subjects shipped in the Dominions of France that the said Captains shall respectively require and them securely keep onboard such Galley in order that they may be again returned to the Vessel to which they belong and Compelled to perform the Voyage according to their Contract—²

D, MdAA, Governor and Council Proceedings, 3842, S1071-23, p. 203.

1. On 11 June, the council issued letters of marque to Pierre Adelon, of Bourdeaux, for the brig *La Comptesse Denery*, and to Robert Brisson for the sloop *Concord*. MdAA, Governor and Council Proceedings, 3842, S1071-23, pp. 233-34.

2. On the same day, the Maryland Council wrote to Brig. Gen. Andrew Buchanan of the Maryland militia, who was also County Lieutenant of Baltimore County, asking him to refuse for military service any sailors recruited from vessels of those who were given "Promises of good Usage. . . to come amongst us." MdAA, Governor and Council (Letter Books) 1777–1779, S1075-6, 4007, p. 145, no. 182. The Council also wrote Captains Bennett Matthews and Thomas Coursey of the Maryland Navy ordering that if those captains had engaged for service any of Brisson's or Adelon's French sailors, they should "deliver them up." *Ibid*, no. 181.

CAPTAIN BENJAMIN CALDWELL, R.N., TO VICE ADMIRAL VISCOUNT HOWE

Emerald, off the Tail of the Horse Shoe,
[*entrance of Chesapeake Bay*] 24th April 1778.

My Lord,

On the 14th Ins^t: the *S^c Albans* Sailed from Hampton Road for New York, and left the *Jane* Transport there under the protection of the *Richmond*, and at the same time we were obliged to go to the Tangiers¹ for Water; where we arrived the 16th. Ins^t: and found the *Solebay*² and *Senegal*³ nearly complete in their Water: The latter being complete in her Water, the 18th I despatched her to the *Otter*,⁴ at the Tail of the Horse Shoe Shoal, and the former the 21st, and joined them at this anchorage this morning, and received a Copy of Your Lordships letter to Captain Onslow⁵ of the 12th Instant, brought by the *Prestons* Tender,⁶ (who went directly back,) which Captain Gidoin⁷ had lodged on board of the *Otter* for me.

My orders and Instructions from Captain Onslow are on board of the *Richmond*, which to day as the Wind was, I have not been able to get, but hope I shall to Morrow.

Captain Squire had Orders from Captain Onslow, upon the *Senegals* joining him, to proceed immediately to New York, as his Sloop has but One Anchor, and one worne Cable; but Captain Gidoin thought it necessary he should stay untill my return, and as the *Solebay* has but two Anchors left, think the sooner the *Otter* goes to refit the better, as her situation is such as to want immediate relief; and I have wrote by her to Commodore Hotham⁸ for Anchors for the *Solebay* if an oppertunity offers, directing Captain Squire to leave this letter, with any Kings Ship he may find at the enterance of the Dellaware, and then to proceed to New York, in Order that Your Lordship should be acquainted with the reasons of her leaving this, and of the *Solebay*'s weakness in Anchors; and of the information I received the day before I left the Tangiers, that there was an intention to attack this Ship, with Six Gallies,⁹ or any Ship that lay there by herself; three to come down the Sound, and three to go in at the South enterance and to land Five hundred Men at the Watering place, to prevent our Watering, and when we were gone, to harass the poor people that had brought us any supply of Provision; and the morning we Sailed at the distance of about Five Leagues South of the Tangiers, we saw three Galley's, that had come down the Bay, haul round the Tangier Shoal.— The Wind and Tide were both down the Bay, but had it been otherwise, it would have been in vain, for us to have gone after them, as they could have kept in Shoal Water; and the great Object here is to guard the enterance of the Bay, which I hope the four remaining Ships will effectually do. Permit me to assure your Lordship, every effort of mine shall be exerted to do it: but as the Ships may in future be prevented from Watering at the Tangiers, as they cannot lay near enough to the Shore, to cover the watering,— thought it necessary Your Lordship should early know the change that is likely to happen at that place. Nor should I care to make a landing, (for the purpose of Watering or any other,) without express Orders to do so.

I propose this Ship with the *Richmond* should take it in turns to lay in Hampton Road, and the other Ships at the Tail of the Horse Shoe Shoal, and between that and the Middle Ground.— The weather at present is unfavourab^b for a Ship to lay off Cape Charles, but next Month the *Solebay* and *Senegal* shall take it by turns to lay there, then there will be two Ships at this Anchorage, and the fourth at Hampton Road.

I have the Honour of transmitting to Your Lordship the State and Condition of the Ships here, excepting the *Richmonds*, which I could wish to have done, upon account of the Water, which is a serious Matter now, as we may be prevent^d from getting more at the Tangiers, but I don't care to detain the *Otter* for fear of her parting, with her only Anchor, as her Cable is not good.

Not having the particular account of all the Prizes taken since the *S^c: Albans* left this, defer sending that Account until the next opportunity. One French Brig has been taken. I have the honour to be [&c.]

B.C.

LB, UkGrNMM, Benjamin Caldwell Papers, CAL/110, Letter Book (May 1776–June 1779), pp. 23–25. Addressed at the bottom of first page “To/The Viscount/Howe.”

1. That is, Tangier I., Va., Chesapeake Bay.
2. H.M. frigate *Solebay*, Capt. Thomas Symonds, commander.
3. H.M. ship-rigged sloop-of-war *Senegal*, Comdr. Anthony J. P. Molloy, commander.
4. H.M. ship-rigged sloop-of-war *Otter*, Comdr. Matthew Squire, commander.
5. Capt. Richard Onslow commanding H.M.S. *St. Albans*. These orders have not been found.
6. Sloop tender *Hotham*, Lt. Thomas Jolly, commander.
7. Capt. John Lewis Gidoïn commanding H.M. frigate *Richmond*.
8. Commo. William Hotham, commanding the squadron at New York City.
9. Probably Maryland Navy galleys.

CAPTAIN BENJAMIN CALDWELL, R.N., TO COMMODORE WILLIAM HOTHAM, R.N.

Emerald, off the Tail of the Horse Shoe

Sir [entrance to Chesapeake Bay] 24th April 1778.

The *Otter*¹ having but one Anchor left, I am obliged to send her to New York, for others, the *Solebay* Captain Symonds² informs me by letter has but two Anchors, which I acquainted You of by a letter gone in the *Hotham* Tender,³ and Captain Molloy has this day told me he is in want of two Cables.⁴

Should an opportunity offer, You will please to send those Ships a Supply of these Articles, and I shall hope the *Otter* will return here as soon as possible.

I have directed Captain Squire to leave a letter to my Lord Howe, on board some Ship in the Delaware in his way. I am [&c.]

B.C.

LB, UkGrNMM, Benjamin Caldwell Papers, CAL/110, Letter Book (May 1776–June 1779), p. 25. Addressed at the bottom “To/Commodore Hotham.”

1. H.M. ship-rigged sloop-of-war *Otter*, Capt. Matthew Squire, commander.
2. H.M. frigate *Solebay*, Capt. Thomas Symonds, commander.
3. See Caldwell to Hotham, 18 Apr., above. Sloop tender *Hotham*, Lt. Thomas Jolly, commander.
4. Comdr. Anthony James Pye Molloy, commanding H.M. ship-rigged sloop-of-war *Senegal*.

WILLIAM BINGHAM TO THE CONTINENTAL COMMERCE COMMITTEE

(Quintuplicate.)

Gentlemen,

Saint Pierre, Martinique, April 24th. 1778.—

I did myself the Honor of writing to you under Date of February 8th & 21st. Yesterday arrived here the Sloop *Mesopotamia* Capt: Briggs from George Town in South Carolina with 18 Casks of Indico 56 whole & 41 half Barrels of Rice shipped by Mess^{rs}. Livingston & Clarkson¹ on Account of the United States of America, which I shall endeavor to dispose of to the best Advantage & Credit your Acco^t with the Nett Proceeds—

Carolina Indico is so much out of Repute that it has become very unsaleable, & the Price is consequently so low that it must turn out a most unprofitable Speculation. Tobacco is the only Article of American Produce that affords a prospect of saving Remittances. It now sells currently at Livres 120 to 125.

The Idea of the extravagant Prices of Vessels, wherever this Article is to be procured is lost in the Consideration of the substantial Profit that such Cargoes offer when compared with the certain Loss upon Indico which cannot be less than 60 to 70%. Virginia Pilot Boats are the properest Vessels for the West India Trade. Some of them are so burthensome as to carry 60 Hogsheads of Tobacco, & there is scarce an Instant known of one of them being taken.

The maintenance of the *Alfreds* Officers & Sea-Men that have been released at Barbadoes,—² the payment of the Passages of a Number that are daily arriving from the different English Islands captured by the Enemy's armed Vessels,—& the heavy Expences attending the Sickness of a great part of them require very considerable Funds. I look upon the mode of procuring them that I have often done myself the Honor of pointing out to You to be the only effectual one that will answer, which is to have a limited Credit upon the Honorable the Commissioners at Paris, which will enable me to fulfil the Engagements I may be under the Necessity of entering into on public Account. It will add great Facility to my Operations, & as a considerable Loan has been negotiated in France upon the Credit of the United States I cannot think there is any Impropriety in my Request. Perhaps you will agree with me that due Honor & Punctuality should be paid to the Public Engagements here [*as*] well as in France.³

I should be happy to receive an Answer to the Number of Letters that I have done myself the Honor of writing to You from Time to Time, particularly to that of December 28th, concerning the Purchase of Muskets that have been a long Time engaged on Public Account & which I would not chuse to forward until I secure Remittances to pay for them.⁴ I have the Honor to be [&c.]

W^m Bingham

LS, NjMoHP, Lloyd W. Smith Collection. Addressed at bottom of first page: "Honorable Secret Committee of Congress—." Addressed on separate sheet: "The Honorable/The Secret Committee of Congress,/York-Town./Pennsylvania." Docketed: "William Bingham—S^t Pierre/Martinique 24th April 1778."

1. Abraham Livingston and Levinus Clarkson were Continental agents for South Carolina.

2. Continental Navy ship *Alfred*, Capt. Elisha Hinman, commander, captured by H.M. frigate *Ariadne*, Capt. Thomas Pringle, commander, and H.M. ship-rigged sloop-of-war *Ceres*, Comdr. James Richard Dacres, commander, on 9 Mar. See Journal of H.M. frigate *Ariadne*, 9 Mar. 1778. *NDAR* 11: 575.

3. On 16 Apr., Congress passed a resolution authorizing Bingham to draw on the American Commissioners in France for up to "100,000 livres tournois." *JCC* 10: 356.

4. James Lovell of the Committee for Foreign Affairs had written Bingham on 16 Apr. The letter is printed in Smith, *Letters of Delegates* 9: 420–21.

April 25

MASTER'S JOURNAL OF H.M. ARMED BRIG *CABOT*, LIEUTENANT EDMUND DOD

April 1778

Saturday 25

Cape Negro [*Nova Scotia*] WBN Dist 10 Miles
at 4 AM Wore Ship at 5 D^o Saw a Sail to the NE Wore Ship &

Gave chace & Set all Sails at 9 the chace Hoisted Rebble Coular
& fired a gun to Leward Which we Answered at 10 D^o the
*Arburth[not]*¹ got within Gun Shot of y^e Chace and fired Several
Guns at 11 y^e Chace Struck Sent the Boat on Board She proved
to be the *York*² a Reble Ship from Martinico Bound to Boston
Empl^d Taking the prisoners on Board—

The Extrametries of the Land Bearing West to North
Moderate & Clear Sent an Officer & men on board to Carry in
the prise at 1 PM Made Sail the *Arburthnot* & *York* prise in Company
at 5 Saw a Sail to the Northward the *Arburth[not]* gave Chace Lay^d
too for the *York* at 9 Made Sail at 11 D^o Joined the *Arburthnot* &
Chace the Chace proved to be a Schooner Belonging to Halifax³
Taken by the *Resistance* a Reble privateer of 14 guns⁴

D, UKLPR, Adm. 52/1636, part 3, fols. 40–41.

1. Schooner tender *Arbutnot* was a tender of H.M. frigate *Rainbow*.

2. According to the libel entered by Lt. Dod on 30 Apr. in the Vice Admiralty Court of Nova Scotia, the ship *York*, — Barnard, master, was armed with 4 carriage guns and a number of swivel guns, and manned by 17 seamen, owned in Martinique, and was on a voyage from Martinique to Boston with salt and molasses. Alexander Brymer, of Halifax, claimed *York*, introducing evidence that it was the property of Alexander Spurs & Co., of Glasgow, Scotland. He deposed that “said Ship on her Passage this Spring from Glasgow loaded with Herring, Dry Goods, & 18 Horses, Bound to Barbados was taken by an American Privateer Brig called the *Washington* Mounting 18 Guns & Carried by them into Martinico, & that the said Privateer was afterwards taken, when it Appeared by the Journal kept by the Privateer that they had taken the Ship *York* four Days before.” Capt. Sir George Collier of H.M. frigate *Rainbow*, also claimed a share in the ship *York* because *Rainbow’s* tender was present when it was captured. On 20 May the judge decided *York* was a recapture and ordered it sold and the money paid into the hands of the Register of the Vice Admiralty Court of Nova Scotia. CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), 128–30.

3. Schooner *Sally*, master unknown, a recapture, owned by John Schoultz, on a voyage from Lunenburg to Liverpool, in ballast, sent into Halifax. Howe’s Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 484–85.

4. The “Reble privateer” was the Continental Navy brigantine *Resistance*, Capt. Samuel Chew, commander.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO
CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

Navy Board Eastern Department

Providence April 25^h 1778—

Sir

We herewith deliver you your Orders to proceed with the Continental Ship *Providence* under your Command to the first Port of Safety in France you will strictly Observe them Directions—And whereas your Ship lays Blocked up by the Enemies Ships in Providence River its very Necessary that you wait for and take the Advantage of a Suitable and proper time to push out to Sea with a Brisk Wind in the Night—We greatly depend and rely upon your Vigilance in improving the first favourable Oppertunity and especially upon your Conduct^s this most important service with prudence and spirit you must be sensible the Enemy are watching your Motions which we hope will engage your Attention in preparing your Ship to resist their utmost Efforts—You will be Careful to Observe and keep up strict discipline good Order & subordination with your Officers Seamen & Marines being we Concieve the best method to preserve harmony on board your Ship. if any of our Enemies should fall into y^r hands you will treat them with humanity The

Prizes you take during your Cruize must be Ordered to such ports of Safety where you Apprehend they may with greatest Probability Arrive—Directing them to the Care of the Continental Agents we wish you a Successful Cruize and are very Respectfully, Sir [&c.]

William Vernon
 behalf Navy Board
 Eastrn Department

L, MiU-C, Abraham Whipple Papers, Letter Book (1778), p. 1. Addressed at foot: "To/Abraham Whipple Esq/Comm^d Ship *Providence*."

GOVERNOR NICHOLAS COOKE OF RHODE ISLAND TO COLONEL WILLIAM BARTON,
 RHODE ISLAND STATE TROOPS

State of Rhode Island and Providence Plantations.

Sir, In Council of War. Providence April 25th. 1778.

You being intrusted with the Care of a Cartel Vessel to carry Supplies to the Prisoners in Newport, are to proceed there as soon as possible, and proceed in all Respects agreeable to a Resolve of this Council; on your Arrival at the first Ship you are to apply to the Commanding Officer, for Liberty to proceed to Newport, and on your Arrival there, you are to apply to General Pigot,¹ for Liberty to visit the Prison Ships, Goal, Hospitals, and all other Places where any of our Prisoners may be confined and you are to distribute the Refreshments you may carry with you amongst the Prisoners, in such Quantities as you in your Discretion shall think proper; you are to make all the Dispatch you can in executing this Business, and to return as soon as possible.²

You are to take Care to preserve the Character of the Flag, by avoiding every Act inconsistent with the constant Usage in such Cases, and the strictest Honor. I am Sir [&c.]

Nich^s Cooke

L, RHi, Rhode Island Historical Society Manuscripts, vol. 3, p. 47, no. 551. Addressed below close: "Colonel William Barton." Barton was colonel of Stanton's Regiment, Rhode Island State Troops.

1. Maj. Gen. Sir Robert Pigot.

2. Barton arrived at Newport on 28 Apr. and was accompanied by a vigilant British officer on a short visit to American prisoners in the provost. He was ordered by Pigot to return up Narragansett Bay the same day. Mackenzie, *Diary* 1: 271–72.

THE PROVIDENCE GAZETTE; AND COUNTRY JOURNAL

SATURDAY, APRIL 25, 1778

PROVIDENCE, April 25.

Tuesday Morning last, on receiving the very interesting Intelligence from France inserted in this Day's Gazette,¹ Thirteen Cannon were discharged at the Battery on Fox-Point, and a like Number on board the *Providence* Frigate.² At Sunset the Salutes were repeated, followed by a *Feu de Joy* from Col. Tillinghast's Artillery Company,³ a Detachment of Col. Elliott's Regiment,⁴ and Captain Keene's Company of Militia.

Saturday last a Sloop of 80 Tons Burthen, laden with Coal, and bound from Halifax to Newport, was taken by two Boats from Pawcatuck River, and carried into a safe Harbour.

1. This "Intelligence" was news of the signing of the preliminary Treaties of Alliance and of Amity and Commerce with France. A copy of the treaties, carried by Simeon Deane, arrived on 13 Apr. at Fal-mouth, Me., in the French Navy frigate *Sensible*.

2. Continental Navy frigate *Providence*, Capt. Abraham Whipple, commander.

3. Col. Thomas Tillinghast, Rhode Island Militia.

4. Col. Robert Elliot, Rhode Island State Artillery.

JOURNAL OF RHODE ISLAND NAVY SCHOONER-RIGGED ARMED GALLEY *SPITFIRE*,
CAPTAIN JOSEPH CRANDALL

April 1778

Remarks at Tiverton [*R.I.*]

Saturday 25th This 24 Hours pleasant Weather, wind at NW. Rec^d. an order from, General Sullivan¹ to move the Galley up to the Mouth of Fall River, Watch the motion of all the Boats & not Let any pass except o[n] order from proper Authority. imployed in wooding, watering, & Git-ting Ready for Sailing, Rec^d. of M^r Commissary Childs 56^{lb} w^t Pork

D, UKLPR, H.C.A. 32/455/1.

1. Maj. Gen. John Sullivan, Continental Army, who had recently been appointed to command the troops in Rhode Island.

JOURNAL OF H.M. ARMED BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

April 1778

D^o [S. P^r of Hart Island EbN ½ Cables Length]

Saturday 26

D^o: W^r: [Mod^t Breezes & Fair] at 10 AM weighd & Maid Sail Workind to Eward

Tinicock Point¹ EbS ½ a Mile

D^o W^r: with Frequent Calms at 4 PM Fired 2. 3 p^{rs}. Shotted at a Small Rebell Schooner which we Chaced into Rye Creek D^o Came too Small Br. in 2 P^m. in the Mouth of s^d Creek and Got a Spring on the Cable & fired 60. 3 p^{rs}. Shotted at the Scooner. at 6 Sent too Boats armed to Destroy her but they Returned without having Efected it at 7 weighd & towed out at 9 Came too S^l. B^r: in the Entrance of Hamstead²

D, UKLPR, Adm. 51/4163.

1. That is, Matinecock Point, Long Island.

2. That is, Hempstead, N.Y.

MAJOR GENERAL MARQUIS DE LAFAYETTE, CONTINENTAL ARMY, TO
GENERAL GEORGE WASHINGTON

[Extract]

. . . . 2^d I Confess the taking of philadelphia is the most agreable idea I can form— we send the ennemy out of two very disafected states— we begin the Campaign in the most ~~shining~~ schining way— we make the best possible effect both in europe and in America— but that enterprise is a very dangerous one— we must have at least twenty thousand good Continental troops and about the same number of militia volunteers &c we must be very depending upon our troops, for in every Case, or we must storm strong fortifications or we must separate our forces two very dangerous Steps

The taking of those redoubts and pallissades by regular approches do not seem to me Eligible, then or we must storm the place or we must shut the communications of the ennemy.

For the latter enterprize I understand there is one ~~thing~~ single place where large vessels Can be prevented from Coming up¹—billinsport—then the fort schould be taken, batterys erected into it and ten thousand good troops left in the jerseys to support those batterys— some thing Could be sunk in the chanal as chevaux de frize.²

but we prevent only the men of war from reaching philadelphia. transports may be sent by the other side of long island unless batterys be erected on tynicum island³ which is not an easy work and a large body left there to support them— one other army schould be between the Schuillchyll⁴ and the delaware which would keep in echec the Present forces of the Ennemy— how far that project may prouve useful I am very far from asCertaining in my own mind, and speack only of it as the only way I know to embarass the communications of the ennemy. . . . With the greatest respect I have the honor to be [&c.]

The M^{is}. de lafayette

Valley forge Camp 25th april 1778

L, DLC, George Washington Papers, Series 4. A reply to Washington's "Questions for the Consideration of the General Officers," 20 Apr. 1778. Ibid. In his "Questions," Washington asked the officers to consider three options for the 1778 campaign: attacking Philadelphia, attacking New York, or remaining in a fortified camp until the enemy began operations and then acting accordingly.

1. Delaware River.

2. The Americans had used chevaux de frise in their defense of the Delaware River in 1777. Some of the spike-tipped barriers were still in the river at the time Lafayette wrote this letter and were a hazard to navigation.

3. By "long island," Lafayette presumably meant Billings Island; "tynicum island" was Tincum Island, which lay below Billings Island and Billingsport.

4. That is, Schuylkill River, which flowed west of Philadelphia and entered the Delaware River just above Billingsport.

WILLIAM ELLERY TO WILLIAM VERNON

Dear Sir,

York Town [*Pa.*] April 25th 1778

I am now to acknowledge the receipt of yours of the 4th of March and the fourth of this month.

The *Boston* hath on board a pretious cargoe.¹ May she carry it safe to France! The Enemies ships do indeed swarm in the Seas of America and Europe; but hitherto only one of our Frigates hath been captured on the Ocean. Two have been burned in North River, two sunk in Delaware, one captured there, and one in Chesapeak.² The *Alfred* we are just informed was taken on her passage home by two frigates in sight of the *Rawleigh*. The particulars of this capture and why she was not supported by the *Rawleigh* we are ignorant of. I hope Cap^t. Thompson is not culpable.³ I entertain a high opinion of him. The *Columbus* is a trifling Loss,⁴ and I should not much lament the Loss of the *Alfred* if her brave Captain, Officers and men were not in the hands of a cruel enemy. Our little fleet is very much thinned. We must contrive some plan for catching some of the Enemy's Frigates to supply our Losses; but we must take care not to catch tartars. It is reported that Cap^t. Biddle of the *Randolph*, in an engagement with a sixty gun ship, was blown up.⁵ We have been so unfortunate that I am apt to believe almost any bad news; but this report I cannot believe. I fear for

the *Providence*. I know but little respecting her captain, and only one of her other officers.⁶

General Burgoyne and his family are allowed by Congress to go to Britain on their parole,⁷ and Co^l. Anstruther to Rhode-Island to solicit an exchange between himself and Co^l. Ethan Allen, if an exchange of the latter for L^l. Co^l. Campbell should not be agreed, which is the case; so that Anstruther must return on his parole.⁸ I know nothing about the Hessian Officers you speak of, but presume they had permission to go to Newport from proper Authority.

I am sorry to hear that we are so much neglected by our Sister States, and hope that the arrival of the new General will be attended with favorable circumstances.⁹ He is an officer of Spirit and I trust will take due care of the State and the Tories. When Thomas Cranston Esq came off the Island, he played the hypocrite so artfully as to induce some people to believe that he had changed his principles.¹⁰ I wrote to one whose credulity was imposed upon by him my Sentiments on the occasion. Sooner will an AEthiopian change his Skin or a Leopard his spots, than Tories will become Whigs. I am told that he came from Newport to make a conveyance of his Estate to his son, it may be so, but such a fraudulent conveyance will not I trust protect it from confiscation. The ten other infamous scoundrels you have given me the list of I never had the dishonour to be acquainted with. I am of your opinion that some persons of consequence in the Towns of S. and N. Kingstown are busy in procuring men for Whitmore's regiment, and by proper management it may be, if true, fully known.¹¹ The way might be this. Let Gen^l. Sullivan bribe some artful persons who are connected or will connect themselves with those who are supposed to be disaffected in said or any other towns to converse with them on the subject of our political disputes, and fall in with their sentiments, in this way they may become acquainted with the principals among the Tories, and after having obtained sufficient proof to convict them they may be dragged forth to public view and receive the punishment which such perfidious miscreants deserve. A plan of this kind was successfully executed in the State of New York, and cannot fail of success in any state provided proper persons are employed. It is of great importance that the Tories should be known not only to prevent the mischief they may do, but that the States where they lurk may have their Estates to enable them to discharge the debt contracted by a war which they have encouraged, and are still supporting by every means in their power, against their country. If you approve of the measure I have hinted for detecting our internal secret enemies I hope you will mention it to General Sullivan.

If it should be thought proper to have an addition of one to your Board, it would have more weight coming from the board than from a member in his private capacity, and I don't know any Gentleman who would be more agreeable to Congress than M^r. Whipple.¹²

We have nothing new, but a melancholy account of the *Randolph's* blowing up in an engagement with a fifty gun ship. It is supposed that every Soul perished.

Inclosed is the last York paper which contains weighty manoeuvres.¹³ It ought to be immediately reprinted in Providence. you will therefore deliver it to the Printer so soon as you shall have read it.

I am with great Respect

Y^{rs} William Ellery

[Addressed] William Vernon Esq, Providence, Rhode Island. "Papers of William Vernon and the Navy Board," pp. 237–39.

1. Continental frigate *Boston*, Capt. Samuel Tucker, commander, carried John Adams to France to serve as an American commissioner to the French court.

2. The Continental frigates referred to here, in order of mention, were: *Hancock*, *Congress*, *Montgomery*, *Washington*, *Effingham*, *Delaware*, and *Virginia*.

3. On the capture of *Alfred* and the actions of the Continental frigate *Raleigh* and its captain, Thomas Thompson, during that capture, see James Warren to John Gill, 20 Apr., above.

4. On the destruction of the Continental ship *Columbus*, Capt. Hoysteed Hacker, commander, which was forced ashore on Point Judith, R.I., by a British naval force on the night of 27–28 Mar., see Capt. Walter Griffith, R.N., to Vice Adm. Viscount Howe, 28 Mar. 1778. *NDAR* 11: 815–16. As seen at William Vernon to the Continental Navy Board of the Eastern Dept., 25 Mar., *Columbus* carried no stores, only four swivel guns, and a skeleton crew. *NDAR* 11: 786–87.

5. On the destruction of the Continental frigate *Randolph*, Capt. Nicholas Biddle, commander, during its engagement with H.M.S. *Yarmouth*, a 64-gun warship, see *NDAR* 11: 683–84.

6. Continental frigate *Providence*, Capt. Abraham Whipple, commander, was then blockaded in Narragansett Bay.

7. Maj. Gen. John Burgoyne had been captured with his army at Saratoga in October 1777.

8. Col. John Anstruther, 62d Regiment of Foot; on 9 May 1778, Lt. Col. Ethan Allen, Green Mountain Boys, was exchanged for Lt. Col. Archibald Campbell, 71st Regiment of Foot.

9. The "new General" was Maj. Gen. John Sullivan who had been appointed commander of Continental troops in Rhode Island on 10 Mar. by Gen. Washington. Fitzpatrick, *GW Papers* 11: 57–58.

10. Thomas Cranston was the former speaker of the Rhode Island General Assembly. In December 1777, the assembly had ordered that Cranston, a Loyalist who had lately "come off" the British held "island of Rhode Island," be examined by the Rhode Island Council of War. After a short confinement, he was allowed in May 1778 to live on his son's farm in North Kingstown and the following year was permitted to travel freely in the American-held parts of the state. John R. Bartlett, ed., *Records of the State of Rhode Island and Providence Plantations in New England*, vols. 8–10 (Providence: Cooke, Jackson & Co., 1863–65), 8: 344, 397–98, 557.

11. This was probably The Loyal New Englander Regiment, whose commander was Lt. Col. George Wrightman.

12. See also Ellery to William Whipple, immediately above.

13. The newspaper has not been found.

WILLIAM ELLERY TO WILLIAM WHIPPLE

Dear Sir,

York-Town April 25th 1778

I am to acknowledge the receipt of yours of the 6th. Instant.—

Very happily for us the *Flamand* is not at our expence while she lies in Portsmouth, however that hath not prevented the Committee of commerce from doing every thing in their power to dispatch her.—¹ The demand of money for the great departments² of the army have been so large and frequent as to prevent our supplying the navy board agreeably to our wishes.— We have lately procured warrants upon the Loan-offices in N. Hampshire, Massachusetts and Connecticut, and have desired the Navy-board to give M^r Langdon his share of them.³ The Want of Money and the improbability of getting hands for the 74 if she were built hath occasioned us to order the building of her to be stopped; these reasons and the blockade of Chesapeak hath caused to cease building the Ships in Virginia.⁴ Could you have thought it?— The keel, stem, & stern post of one of those frigates are but fixed, and the other is not have [*half*] finished notwithstanding the Carpenters have been employed about them upwards of a twelve month.— If we were disposed to build a navy and were to procede at this slow rate, and the enemy were to continue to capture and force us to destroy our frigates as they have done for a twelve month past it seems to me we should never have so many frigates afloat as there are States in the Union.— You have heard of the Loss of the *Virginia* and how it was occasioned.⁵

It would give me pain to repeat it. The destruction of the *Columbus* is a trifling affair; nor should I much regret the Loss of the *Alfred*, if her officers and men were not in the possession of the enemy.—⁶ Cap^t. Thompson was in sight when the *Alfred* was taken by two Frigates— I shall suspend my Judgment on this matter until I know the particulars.—⁷

I received a letter lately from M^r. Vernon in which he mentions that an addition of one should be made to the Navy board, and you as a suitable person.⁸ I have wrote to him that such a proposal would come with greater weight and propriety from the Navy board than from him in his private capacity, and desired him if the board thought it proper, to mention to them to propose it to the marine committee.—

Your state have shamefully neglected sending forward a representation. I imagined when you knew what happen'd last June by Rhode-Island not being represented you would have pointed out a measure to prevent such an evil happening by your State.—⁹ One of the most important affairs is now on the carpet; that of a military establishment of half pay for Life for such military commissioned officers as shall be in the service at the end of the war, and N. Hampshire unrepresented.— When it was known that the old members could not continue to act until the new ones arrived the latter ought to have been order'd on in Season.—

M^r. Burgoyne and his Suite had Leave from Congress to go to Britain on parole.—¹⁰ Gen^l. Lee is paroled for Gen^l. Prescott, and was here a few days since.—¹¹ The Cartel hath broke off on Gen^l. Howes refusing to pledge the public faith for the performance of what should be stipulated.— The Epilogue would have pleased me better, if the praise had been more judiciously bestowed.—¹² The Name of the Marquis de la Fayette is printed wrong.— It will be reprinted here, and the name printed right.—¹³

This will be accompanied by Lord Norths new conciliatory Speech, two Drafts of Bills, with remarks thereon by Congress, and a Certificate from William Tryon.—¹⁴ Our enemies are endeavouring to accomplish that by their insidious Arts which they have not been able to effect by their Arms. We are counteracting them.

Last evening we received the melancholy news of the *Randolph* Cap^t. Biddle blowing up in an engagement with a fifty-Gun ship.—¹⁵ Our little fleet diminishes fast.— We must contrive some how or other to catch some of the Frigates. Can you tell us how to do it?— Our small Vessells I think are the most successful. Instead of looking up to 74 Gun-Ships, we should look down to swift sailing 10 or 12 Gun Sloops.

I have only time to add that I am with great esteem [&c.]

William Ellery

PS Give my Regards to M^r. Stevens, Gen^l. Folsom and D^r. Stiles if he should be at Portsmouth.¹⁶

L, Private Collection, John F. Reed (King of Prussia, Pa., 1980). Docketed: "W Ellery Esq^r." Ellery was a delegate from Rhode Island to the Continental Congress.

1. For more on *Flamand*, see NDAR 11: 765 and n. On the Continental Commerce Committee's desire to "dispatch" *Flamand*, see Continental Marine Committee to the Continental Navy Board of the Eastern Dept., 23 Feb. 1778. NDAR 11: 410–12.

2. The quartermaster and commissary departments.

3. See Continental Marine Committee to the Continental Navy Board of the Eastern Dept., 6 Apr., above.

4. On the decision to halt construction on the 74-gun ship *America*, see *ibid*. It was later decided to

alter the design and construct a 56-gun ship. See Journal of the Continental Congress, 29 May, below. On the decision to halt construction of frigates in Virginia, see Continental Marine Committee to David Stodder, 11 Apr., above.

5. On the capture of Continental frigate *Virginia*, see Capt. James Nicholson to the Continental Marine Committee, 2 Apr., above.

6. On the destruction of the Continental frigate *Columbus*, which was forced ashore off Point Judith, R.I., by a British naval force on the night of 27–28 Mar., see Capt. Walter Griffith, R.N., to Vice Adm. Viscount Howe, 28 Mar. 1778, above. *NDAR* 11: 815–16. As seen at William Vernon to the Continental Navy Board of the Eastern Dept., 25 Mar. 1778, *Columbus* carried no stores, only four swivel guns, and a skeleton crew. *NDAR* 11: 786–87. On the capture of Continental ship *Alfred*, see James Warren to John Gill, 20 Apr., above.

7. See James Warren to John Gill, 20 Apr., above, for more on the actions of Capt. Thomas Thompson when *Alfred* was captured.

8. The letter from William Vernon, a member of the Continental Navy Board for the Eastern Dept., has not been found.

9. Ellery seems to be referring to Congress's confirmation of Maj. Gen. Philip Schuyler as northern military commander on 22 May 1777. Had Rhode Island, which was hostile to Schuyler, been represented and cast a negative vote, Schuyler's appointment would have been blocked. *JCC* 8: 375; James Lovell to Maj. Gen. Horatio Gates, 22 May 1777, Smith, *Letters of Delegates*, 7: 105–6.

10. Maj. Gen. John Burgoyne was captured with his army at Saratoga in October 1777.

11. Maj. Gen. Charles Lee, Continental Army, was captured by the British in December 1776; Brig. Gen. Richard Prescott was British commander at Newport, R.I., before his capture in July 1777.

12. On the failure of negotiations for a cartel concerning prisoners of war, see Samuel Chase to Gov. Thomas Johnson, Jr., 20 Apr., above. By the "Epilogue," Ellery seems to have referred to Congress's resolution praising Washington's commissioners on the conduct of the negotiations. *JCC* 10: 370–71.

13. Ellery may have been referring to the role Lafayette played in a conference with the Indian tribes on the New York frontier in early Mar. 1778. A treaty was signed and Indian attacks against American settlements ceased, at least temporarily. See, "Memoir of 1779," *Lafayette Papers* 1: 247–49.

14. Ellery undoubtedly enclosed a handbill containing a copy of the conciliatory address of 19 Feb. 1778 of Lord North and two proposed bills that codified those concessions as well as a "certificate," issued on 15 Apr. by William Tryon, the royal governor of New York, attesting to the authenticity of the conciliatory proposal. Ellery to Gov. Nicholas Cooke, 25 Apr., Smith, *Letters of Delegates*, 9: 486. Congress's response to the British conciliatory proposal, written by delegates Gouverneur Morris, William Henry Drayton, and Francis Dana, was published in the *Pennsylvania Gazette* on 24 Apr. 1778.

15. On the destruction of the Continental frigate *Randolph*, Capt. Nicholas Biddle, commander, during its engagement with H.M.S. *Yarmouth*, a 64-gun ship, Capt. Nicholas Vincent, commander, see *NDAR* 11: 683–84.

16. That is, Nathaniel Folsom, Dr. Ezra Stiles, and probably Benjamin Stevens, a Portsmouth merchant.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO LIEUTENANT JOHN HOLLOWAY, R.N.

Roebuck at Philadelphia
the 25th. April 1778.

Sir,

I am Commanded by the Admiral¹ to Signify his Directions to you, to take under your Convoy the Transports and Victuallers named in the Margin,² together with such Private Vessels as appear to have proper Permission to depart; and proceed with them as expeditiously as possible to New York; where You are to follow the directions of Commodore Hotham³ for your further proceedings. I am &ca

A.S. Hammond

LB, ViU, Hamond Papers, Letter Book (1778–1779). Addressed below close: "Lieut^t John Holloway—*Thames*—."

1. Vice Adm. Viscount Howe.

2. In the margin: "Transports *Echo. Betsey & Polly. Sally. Minerva. York. Quebec. Batchelor. Jeany. Terrible. Christian. Dorothy. Molly. Malaga. Peggy. Mermaid. Peggy. Union Two Brothers. Union. Lord Howe. Esk. Thames. Victuallers Adamant. Blessing. Woodlands.*"

3. Commo. William Hotham.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Saturday the 25th day of April 1778.—

Present.

Mr Hutchings, Mr Travis, Mr Archer, and Mr Lewis—
Ordered that the Keeper of the public Magazine, deliver to Captain Eliezer Callender twenty five Cartouch Boxes, and such Lead as he may have Occasion for, for the use of the ship *Dragon*.—

Ordered that the Keeper of the public Magazine, deliver to Captain Richard Taylor twenty cartouch Boxes for the use of the ship *Tartar*.—

Cornelius De Forrest appeared in person before the Board and engaged to furnish for the use of the Navy twenty five thousand pounds of good sweet ship Bread at thirty shillings per hundred, and four shillings for the Barrels; if they are not wanting he engages to take them back; the Bread to be deliverd when called for; he also engages to deliver fifty pounds of white Bread to every thousand pound of the other kind at the same price.—¹

Ordered that Captain Taylor and Callender have leave of absence from the naval service of this State for eight days, commencing from Tuesday the twenty eighth instant.—

John Hutchings esquire, this day resigned his Seat at the Navy Board.—

DS, Vi, Navy Board Journal, pp. 386–87.

1. That same day, the board directed De Forrest to deliver nine thousand “weight” of bread to the ships *Tartar* and *Dragon*. Vi, Navy Board Journal, p. 387.

JOURNAL OF H.M. FRIGATE *SEAFORD*, CAPTAIN JOHN COLPOYS

April 1778

At Sea

Saturday 25th Mod^t and fair W^t At 9 AM. Saw a Sail in the NE Gave chase
“[At Sea]

Ditto W^t At 4 PM fired 4 Shot bro^t too a Sloop from Boston for Hispaniola—¹ Exchang’d the Prisoners

D, UklPR, Adm. 51/880, part 3.

1. Sloop *Betsey*, Thomas Paine, master, with a cargo of “lumber, &c.” “A List of Vessels taken by the Squadron under the Command of Admiral Young at Barbados & the Leeward Islands 16th June 1778,” UklPR, Adm. 1/310.

GOVERNOR JOHN DALLING OF JAMAICA TO LORD GEORGE GERMAIN

(N^o. 18.)

My Lord,

Jamaica 25th. April 1778

The *Grenville* Pacquet is just arrived but without her Mail, which she has lost in consequence of having had an engagement with a Rebel Privateer, a Shot from whom cut the Slings to which it was fastened;¹ I am every hour in expectation of receiving the Duplicates of her dispatches from your Lordship, which I take for granted will be on board the Ships of War convoying the London Fleet.

The North side of this Island has hitherto been much exposed to the depredations of Privateers fitted out by the Rebels themselves, or by persons in the French Islands using Commissions of the North-american Congress, in the latter case, both Officers and men have consisted of Foreigners, French, and Spaniards, and of Mulattoes and Negroes belonging to the Island of Curaçoa.— Many small Vessels have been taken; and the Inhabitants much alarmed and injured.

To remedy this evil, I consulted with Sir Peter Parker, and proposed that Beacons should be erected on some of the head-lands along the Northern Coast, as signals to His Majesty's Ships, which may be cruising on that side of the Island, when ever a suspicious Vessel should appear in sight; which he has approved of; these signals will, at the same time, give the alarm to the small Coasters, the Merchant Ships in the different Ports, and the Inhabitants on Shore. A Frigate is intended to lay as frequently as possible in the Harbour of Port Antonio, while one or two smaller Vessels are constantly cruising on the Northern Coast; by these means not only the Ships that may be lading for Great Britain, but the Commerce, so necessary to be carried on about the whole Island, will be facilitated and secured.—

It is with particular satisfaction I can assure your Lordship that, from Sir Peter Parker's Character, and what he has already done, the People have conceived the highest expectations that he will adopt and forward every measure that may tend to the protection of this Island, and I flatter myself that our united endeavours, for the attainment of that important end, will be acceptable to His Majesty.—

With equal Satisfaction I can acquaint your Lordship that, by a Continuance of favorable Seasons, and by importation, such is the plenty of every kind of Provisions here, that I have been Petitioned to take off the Embargo imposed at the beginning of the present Rebellion. But before I acquiesce to such a request shall obtain from the different Parishes an exact state of the Provisions imported within a certain space of time, as well as what may now remain on hand, and act accordingly. I have the honor to be [&c.]

John Dalling

L, UklPR, C.O. 137/73, fols. 143–44. Addressed at foot of first page: "The Right Honorable/Lord George Germain &c &c." Docketed: "Jamaica 25th. April 1778./Governor Dalling/(N^o. 18.)/R, 16th. July."

1. On the engagement between H.M. Post Office packet boat *Grenville*, Capt. William Kempthorne, commander, and Continental Navy brigantine *Resistance*, Capt. Samuel Chew, commander, see *NDAR* 11: 623–24, 810–11.

April 26 (Sunday)

MASTER'S JOURNAL OF H.M. ARMED BRIG *CABOT*, LIEUTENANT EDMUND DOD

April 1778
Sunday 26

The Extrametries of the Land [*Nova Scotia*] Bearing from
West to North

at 4 AM Saw a brigg in the SW Quarter Standing to the Westward made the Signal & gave chace Light airs the Chace bore away the Schooner¹ made the Signal for an Enemy Continued our Chace thick Fogg and Calm Employed with Our Sweeps Saw the Chace Distance 2 Miles—

Cleared up a little saw the Land Bearing NW Dist 5 or 6 leag^s.

Light Airs & Thick fogg hear the Report of Several Guns from the Schooner which She fired as a Signal Every time She Saw the chace at 2 Sprung up a Breeze Saw the Chace a head at 3 D^o Cleard up Saw the Chace bring too Sent the Boat on Board found her² to be from Nance in france as they Said Bound to Santlemingo but finding a grate Quantity of Sea & Soldiers Cloathing on board Sent an Off^r and hands on board to Carrie her into Halifax at 5 PM made Sail the *Arburthnot* & three prises³ in Company

D, UKLPR, Adm. 52/1636, part 3, fols. 40–41.

1. Schooner tender *Arburthnot*.

2. According to the libel filed in the Vice Admiralty Court of Nova Scotia on 30 Apr., *Les Deux Amis* was a brigantine, H. F. Charlemeaux, master, on a voyage from Nantes to Saint Domingue, with salt, canvas and tea, mounting 2 carriage guns and swivels, and manned by nineteen French and one New England seamen. On 20 May, Capt. Sir George Collier of H.M. frigate *Rainbow* claimed a share of the prize because his tender, *Arburthnot*, was present at the time of capture. This claim led the judge to postpone judgment. CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), p. 127.

3. Ship *York*, brigantine *Les Deux Amis* and schooner *Sally*.

CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY, TO MAJOR GENERAL JOHN SULLIVAN,
CONTINENTAL ARMY

On Board Ship *Providence* April 26th 1778—

Sir

[*Providence, R.I.*]

A Number of Men from the New Hampshire Forces having presented themselves to enter on board my Ship, I have given them some encouragement, but since Understanding, there is an Express Order of Congress, which forbids the enlisting of any of the Troops who are engaged for a Years Service, and not being certain whether there is such an Order, I would beg leave to ask your Excellencys Opinion;¹ if so shall give no further encouragement, otherwise on the Receipt of the Answer to this, shall enter those who may Offer, without further Delay. I have the honour to be
[&c.]

Abraham Whipple

L, MHi, John Sullivan Papers. Addressed below close: “His Excll^y M. G. Sullivan.” Docketed: “Captain Whipple/to/Gen^l Sullivan/26 April 1778.”

1. In his reply, Sullivan wrote that he had never been informed of the troops’ arrival, confirmed that Congress had forbidden enlisting such men, and thanked Whipple for his “Caution.” MiU-C, Abraham Whipple Papers, Letter Book (1778), p. 2.

JOURNAL OF RHODE ISLAND NAVY SCHOONER-RIGGED ARMED GALLEY *SPITFIRE*,
CAPTAIN JOSEPH CRANDALL

April 1778

Remarks at Tiverton [*R.I.*]

Sunday 26th

First part this 24 Hours Calm Latter part wind at SW., Came to sail at 1. oClock AM from Howland[’s] Ferry & stood up the River,¹ at 3 AM, Came to at Singal Anchor,² Brought Two Boat, Commanded by Jn^o. Anthony, (with a pass,) also several Small ones,— Examine’d them & Let them know our Orders and then dismist them again

D, UKLPR, H.C.A. 32/455/1.

1. Pocasset River, R.I.

2. Marginal notation at this point: “Fall River.”

MASTER'S JOURNAL OF H.M. ARMED GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

April 1778 Phillipsborough [*N.Y.*] SE½S. ½ mile,
 Sunday 26^h at 5 AM. weighed & made Sail, at 10 AM. fired one 4 P^r: round Shott
 at a party of Rebels, who fired on board of us—
 Dobbs Ferry SSE. 2. miles
 D^o: W^r: [Moderate & fair] at 3 P.M. anchored with the best bower in
 7 f^m. W^r: veer'd to ½ Cable—Spiting devil Creek SEBS.¹ 1½ miles,
 found riding here H: M: Ship *Tartar* & *Crane* Galley.²

D, UKLPR, Adm. 52/1694.

1. That is, Spuyten Duyvil Creek, N.Y., which connects the Hudson and Harlem Rivers.

2. H.M. frigate *Tartar*, Capt. Cornthwaite Ommanney, commander; H.M. armed galley *Crane*.

BARON VON STEUBEN, CONTINENTAL ARMY, TO HENRY LAURENS,
 PRESIDENT OF THE CONTINENTAL CONGRESS

Hon^{ble} Sir Camp, Valley forge [*Pa.*], April 26th. 1778

I have had the honor to write to Your Excellency on Acc^t of Capt Landais,¹ a brave and Experienced Officer in The French Service. I am very glad That you are able to Judge yourself of his merit and Abilities, and I am Sure that you will Soon be convinced that he does not fall Short of the picture I have made of him. When you have heard him, and read the papers he will produce to you, you will think it a real advantage for America, to possess Such a deserving Officer. The Interest I take to any Thing that regards your Nation, makes me wish that this Officer be employed So as to afford Honor to him, and Advantage to the Country. But I am perswaded that his own Merit will be a Stronger Recommendation for him, than any thing I could Say to Your Excellency in his favor; I Shall therefore leave it to your prudence to Judge of his Abilities, and to deal accordingly I have the honor to be [&c.]

Steuben

L, ScU, South Caroliniana Library. Docketed: "Baron Steuben/26 Ap. 1778 Rec^d 4 May/N^o 4." At the time of this letter, Steuben was acting as volunteer inspector general. On 5 May, the Continental Congress appointed him major general and inspector general. Heitman, *Register*.

1. Capt. Pierre Landais, Continental Navy.

TIMOTHY PICKERING, JR., TO JOHN PICKERING, JR.

[Extract]

Dear Brother,

York Town [*Pa.*] April 26. 1778.

I rec^d. your favour & brother Williams's¹ by Millet.² I have not time now to write you both, nor is it necessary. I am very glad to find our state³ have taken measures for importing many necessary articles for war. I have the satisfaction to inform you that Congress (or their secret committee) have entered into some kind of contract with a french gentleman (now here) who is fully authorized to engage in his part, to supply the United States with goods & military stores to any amount whatever.⁴ Our credit is to be unlimited. In consequence of this an estimate will be laid before Congress to-morrow of every necessary for the campaign of 1779. So that if with what we now have and expect, added to such parts of the present estimate as may arrive in the fall or fore part of winter, we can get thro' the present campaign, we can want for nothing in 1779.

Our naval affairs have been conducted shockingly. You will see by the papers how foolishly the *Virginia* was lost.—⁵ The *Randolph*, Capt Biddle has been blown up in an engagement with a large ship, in the west Indies. This misfortune is deeply to be regretted; for Biddle was an excellent & amiable man, and accomplished naval commander.⁶ From all that I can learn, the conduct of the other commanders of our frigates has been generally shamefully bad. Biddle had three armed vessels his consorts, had drawn them up in good order, but had not been engaged above 12 minutes before he blew up. He had disabled the enemy so much that the others made their escape. . . . Farewell

Tim. Pickering jun^r

L, MHi, Timothy Pickering Papers, vol. 5, fol. 76. Addressed at bottom of first page: "M^r John Pickering jun^r."

1. George Williams, of Salem, Mass., who was married to Pickering's sister Lydia.
2. Continental express rider and messenger Joseph Millet.
3. That is, Massachusetts.
4. The "french gentlemen" was undoubtedly Jean-Baptiste-Lazarus Théveneau de Francy, who was serving as representative for Roderique Hortalez & Co. See *JCC* 10: 315–19 and Robert Morris' Proposed Report on the Claims of Roderique Hortalez & Co., in Smith, *Letters of Delegates* 9: 279–84.
5. On the capture of Continental Navy frigate *Virginia*, Capt. James Nicholson, commander, see Nicholson to the Continental Marine Committee, 2 Apr., above.
6. On the destruction of the Continental Navy frigate *Randolph*, Capt. Nicholas Biddle, commander, during its engagement with H.M.S. *Yarmouth*, a 64-gun warship, see *NDAR* 11: 683–84. As seen there, the damage inflicted by *Randolph* on *Yarmouth*, Capt. Nicholas Vincent, commander, was not as great as reported here.

JOURNAL OF H.M. FRIGATE *DAPHNE*, CAPTAIN ST. JOHN CHINNERY

April 1778 D^o [Cape Henlopen] W³/₄N 230 leagues
 Sunday 26 D^o W^r. [Mod^{te}. & Cloudy] at 4 P.M saw a Schooner to the NW^t
 light airs with Swell, at 10 came up the chace; She proved to be
 from Ocracock to Bilboa,¹ Made sail and Gave chace to a Sloop.

D, UKLPR, Adm. 51/227, part 3.

1. Schooner *Molly*, John Collier, master, out of Newburyport, Mass., bound for Bilboa with a cargo of tobacco. *Molly* was owned by Tristram Dalton. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fol. 483–84.

CAPTAIN BENJAMIN CALDWELL, R.N., TO CAPTAIN JOHN LEWIS GIDOIN, R.N. *Emerald*

Sir,

In Hampton Road 26th April 1778.

You will please to proceed to the Tail of the Horse Shoe Shoal,¹ as soon as your Provisions are Complete, to guard the entrance of the Bay, agreeable to Your orders upon that head, where you will find the *Solebay*² and *Senegal*,³ to co-operate with you; and you will be pleased to place the Ships at distances from each other, from the Middle Ground to Cape Henry, the more effectually to prevent any Vessels from escaping in or out of the Bay; and to remain at that Anchorage for fourteen days, from the time of Your leaving this, then to return here. And should you have occasion to Chace up the Bay, or out of the Capes, you are to return to Your Station with all possible expedition, as great inconvenience may arrise to His Majesty's Service from Your absence.

I am to inform you the Vice Admiral the Viscount Howe, desires the Captains

will be particular to Note, by an explanation on the backs of their Weekly Account, “the Quality of the men borne Supernumerary, to the Comp^{ts}; Specifying whether such men are Seamen, fit to be return’d for Service in the Fleet, or Prisoners, and other, persons incapable of being so appointed:”— A Weekly Account to be sent to me every fourteen days, or as soon afterwards, as an opportunity offers, together with a list of Prizes taken or destroyed, agreeable to the Vice Admira^s form, in order to my being prepared at every opportunity to transmitt them to him. I am [&c.]

B.C.

P.S. Inclosed are the Ships Signals, and desire to inform you, it is the Viscount Howes pleasure, negroes are not kept on board Kings Ships. this I think should be kept private if possible.

B.C.

LB,UkGrNMM, Benjamin Caldwell Papers, CAL/110, Letter Book (May 1776–June 1779), pp. 26–27. Addressed at the bottom “To/Capt^m. Gidoin.”

1. That is, the entrance to Chesapeake Bay.
2. H.M. frigate *Solebay*, Capt. Thomas Symonds, commander.
3. H.M. ship-rigged sloop-of-war *Senegal*, Comdr. Anthony James Pye Molloy, commander.

April 27

LIBELS IN THE MASSACHUSETTS MARITIME COURT OF THE EASTERN DISTRICT

State of Massachusetts-Bay } *To all whom it may*
Maritime Court, Eastern District } *concern.*

NOTICE is hereby given, That Libels are filed before me, in Behalf of Agreeen Crabtree, Commander of the private armed Schooner *Hannah and Molly*,¹ and the Crew on board, against the Schooner *Mayflower*, burthen about 15 Tons, William Graves late Master: In Behalf of the Officers and others concerned in the private armed Schooner *Congress*, John Mareen Commander,² against the Schooner *Seaflower*, burthen about 12 Tons, Joseph Wheeler late Master: which Vessels and their Cargoes are said to be taken and brought into the Eastern District aforesaid: And for the Trial of the Justice of said Captures, a Maritime Court will be held at Falmouth, in said District, on Wednesday the sixth Day of May,³ A. D. 1778, at Ten of the Clock in the forenoon, when and where all Persons concerned, may appear and shew cause, (if any they have) why the said Vessels, their Appurtenances and Cargoes, should not be condemned.

TIM. LANGDON, Judge of said Court.

Boston-Gazette, and Country Journal, 27 Apr. 1778.

1. Massachusetts privateer schooner *Hannah and Molly*, Agreeen Crabtree, commander, 25 tons burthen, mounting 8 swivel guns and a crew of 13 seamen, owned by Agreeen Crabtree, of Frenchman’s Bay, Lincoln Co., Me., was commissioned on 31 July 1776. M-Ar, Mass. Archives Collection, vol. 165, fol. 477.

2. Massachusetts privateer schooner *Congress*, John Martin, mounting 6 guns and a crew of 30 seamen, owned by John Farrey and Henry Newhall, of Boston, was commissioned on 24 Oct. 1777. M-Ar, Revolutionary Rolls Collection, vol. 5, pp. 121, 122; Mass. Archives Collection, vol. 167, fol. 359.

3. The trial date was rescheduled for 23 June at Pownalborough. *Boston-Gazette, and Country Journal*, 1 June and 8 June 1778.

THE BOSTON-GAZETTE, AND COUNTRY JOURNAL, MONDAY, APRIL 27, 1778

BOSTON, April 27.

Tuesday last set out from this town, Mr. Deane,¹ who was dispatched from the Court of France, in the French Frigate L' *Sensible*, of 36 guns,² on a very important Embassy to Congress.

Tuesday evening Commodore JOHN MANLEY, Esq; and CAPT. WATERS,³ arrived in town from New-York, where they have been prisoners a long time.

1. Simeon Deane.

2. French Navy frigate *Sensible*, Chevalier de Bernard de Marigny, commander.

3. Capt. Daniel Waters who had been appointed a captain in the Continental Navy on 17 Mar. 1778.

JOURNAL OF RHODE ISLAND NAVY SCHOONER-RIGGED ARMED GALLEY *SPITFIRE*,
CAPTAIN JOSEPH CRANDALL

April 1778 Remarks at Fall River, [Mass.] 1778.

Monday 27th. This 24 Hours Wind at SW, first part, fair, Latter part, attended with Some fog, Brought Too, Two Ce[ader]¹ Boats standing up The River, came from Saybrook with Flour, Commanded by, Wright,² & Lawrance³ both with a Proper Pass, moord ship this 24 Hours

D, UKLPR, H.C.A. 32/455/1.

1. Spelling taken from entries in Journal for 29 Apr. and 7 May. These may have been two-masted vessels of a design unique to Connecticut.

2. Either Amos or Reuben Wright. Taken from 15 May entry in Journal.

3. Probably, Daniel Lawrance. Taken from 15 May entry in Journal.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *RAVEN*, COMMANDER JOHN STANHOPE

April 1778 [Laying in Huntingdon Bay]

Monday 27 at 6 AM) saw a Schooner to y^e NW sent 2 Boats Mann'd & Armed with an Officer as did the *Cerberus* & *Diligent*¹ from Huntingdon proved to be a Galley She fired several Shot at y^e Boats occasioned the Boats to return the above mentioned Galley had taken y^e Refugees off Loyds Neck in y^e night on discover'd [i.e., *undiscovered*]² at 8 D^o: came onboard y^e Boats Muster'd y^e people at there Quarters Carpenters emp^d: as before people Occasionally.

[Laying in Huntingdon Bay]

First part fresh breezes Mid: & latter Calm came in and Anch^d here & Armed Sloop³

D, UKLPR, Adm. 51/771.

1. H.M. frigate *Cerberus*, Capt. John Symons, commander, and H.M. armed brig *Diligent*, Lt. Thomas Farnham, commander. In his log entry for 28 Apr., Farnham reported that the boats had been sent to "Cut off Some whale Boats that had Landed on Loyds Neck." Farnham agreed that the presence of the American galley caused the British armed boats to give up their pursuit. UKLPR, Adm. 51/4163.

2. On 6 May 1778, *The Connecticut Journal* reported: "The beginning of last Week, Capt Samuel Lockwood, landed about 40 men on Long-Island, and made prisoners of 19 Tories most of them from Connecticut." Also see "Extract of a letter from Stamford, May 5," below.

3. According to the *Raven's* journal entry of 29 Apr., armed boats from the *Raven* made an unsuccessful attempt to capture an American galley. UKLPR, Adm. 51/771.

JOHN LANCASTER TO JAMES PARKER

Dear Sir

New York Ap^l 27 1778

Since I wrote you on the 24th. Instant not less than Sixteen prizes some of them large ships have been sent into this port on the 25th the *S^t. Albans*¹ arrived here from Hampton It had in her Old Gutrich² and a son of Doc^r. Strahans of Richmond came passengers she brought upwards of two hundred prisoners, and M^r. Gutrich says that 130 Men from Somerset County in Maryland are now on board the *Virginia* Frigate³ enlisted into the British service by Mr. — * who is come off with them & that the above Gentleman at pleasure, could fetch of 170 more who had agreed to enter into the kings servise last night came to this City a young man of the name of Graham from Hampton Virginia he was drafted but allowed a few days to try to find a Man in his stead but on giving a Negroe fifty dollers he got a post on board the *Hotham* tender⁴ he brings Dixon & Hunters paper⁵ till the 10th Curr^t: by which I see Our Friend M^r Ingram is advertising from N^o Hampton County that he intends to leave the Collony soon (his own words)—⁶ ten of the ships sent in Last are large & laden with Bale goods & Cordage I am in Hase Your Friend

John Lancaster

M^r M^cC is waiting for the Desk

*I forget the Gentlemans name

L, DNA, PCC, item 51 (Intercepted Letters 1775-1781), vol. 1, pp. 491-92 (M 247, roll 65). Addressed on a separate sheet: M^r James Parker/Philadelphia. Docketed below address: "Extracts from hence for Gov^r:/of Virg^a: & Maryland." Docketed along left margin on same sheet: "Letter from/John Lancaster/to/James Parker/Dated New York 27 April/1778./Intercepted." James Parker was a merchant who formerly resided in Norfolk, Va. See NDAR 1: 294. On 16 May, a committee of Congress consisting of William Duer, Thomas McKean, and Richard Henry Lee sent extracts of this letter to Governors Thomas Johnson, Jr., of Maryland and Patrick Henry of Virginia. In their letter to Johnson, the committee explained that the letter had been "found on board a sloop which stranded on Cape Henlopen" on 1 May and demonstrated "how necessary the utmost vigilance will be to detect and punish these nefarious practices, which we have reason to apprehend are frequently repeated on the Eastern shore in your State and in Delaware." MdAA, Maryland State Papers (Red Books), S989, 4571-83.

1. H.M.S. *St. Albans*, Capt. Richard Onslow, commander. It had been cruising lower Chesapeake Bay.

2. Probably, John Goodrich, a former sea captain from Portsmouth, Va., whose son, Bridger, was a notorious Loyalist privateer commander. Doctor Strahan may have been Dr. Alexander Glass Strachan of Petersburg, Va.

3. This was the former Continental Navy frigate *Virginia*, which had been captured by H.M. frigate *Emerald* on 30 Mar. 1778 after running aground in the Chesapeake. Vice Adm. Howe commissioned it H.M. frigate *Virginia* on 19 May 1778. At the time of its commissioning, Capt. John Orde was given command. UkGrNMM, Library records.

4. Sloop tender *Hotham*, Lt. Thomas Jolly, commander, was tender to H.M.S. *Preston*, Capt. Samuel Uppleby, commander.

5. John Dixon and William Hunter, Jr., published *The Virginia Gazette*.

6. Probably merchant and loyalist James Ingram.

VICE ADMIRAL VISCOUNT HOWE TO COMMODORE WILLIAM HOTHAM

Private

Eagle Off Billingsport [N.J.]

D^r SirApril the 27^h 1778

The *Thames* taking some of the Transports back to New-York, furnishes me with an Opportunity to acknowledge the favor of your letter by the *Andromeda*.¹

The necessity for sending the larger Ships to Sea, will enable us to wait without much inconvenience until it is seen whether the Danish ship is fit for our pur-

pose; and that we may fall upon some other Expedient if she is found unfit for an Hospital-Ship.

You may be assured of my attention to your Commands for the advancement of M^r. Livie² to a Post Ship.

The inconvenience attending the removal of the prisoners from one Transport to another on account of the infection that might be thereby conveyed to the Troops, renders it advisable to appropriate some of the oldest & largest Transports for the service of a Prison Ship. Two or three, reserved in this View, might I think, answer every necessary purpose; And I have directed Capt. Bourmaster³ to write to the Agent upon this Subject.

The *Thames* may remain at New-York until R: Ad: Gambier⁴ arrives; And be then sent with his Dispatches, if requisite, or employed for any occasional Service of Convooy or otherwise, under your Orders. I have no intimation when the Rear Adm^l may be particularly expected.

The *Isis* departs directly for Chesapeake Bay and the *Experiment* for the Station off of Boston. The Misfortune to the *Renown* of losing all her masts and being forced to the West Indies without a probability of returning for some time, as well as the absence of the *Phoenix*, puts me under fresh difficulties. The *Somerset* being at New-York will leave the Services of this Port abundantly well provided; But I shall be glad to know when her Men are enough recovered for the Ship to be employed on Sea-Service if wanted. I am D^r Sir [&c.]

Howe

P.S. The Shifting the decayed plank under the Chains of the *Fowey*, will not-escape your attention, when it can be effected with propriety.

L, University of Hull, England, Brynmor Jones Library, William Hotham Collection, Letters from Viscount Howe, 1776–1780 (DDHO/5/1). Addressed at foot of first page: “Comm^o Hotham.” Docketed: “27th. April 1778./Private Letter from Lord/Howe.” Docketed in a different hand: “Answ^d. 5th. May by the/*Thames*.—”

1. H.M. frigate *Thames*, Capt. Tyringham Howe, commander; H.M. frigate *Andromeda*, Capt. Henry Bryne, commander.

2. Titus Livie, secretary of Commo. Hotham.

3. Capt. John Bourmaster was the Principal Agent of Transports in North America.

4. Rear Adm. James Gambier.

HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS, TO STEPHEN STEWARD

Sir—

[*York, Pa.*] 27th. April [1778]

Within the present Inclosure you will receive an Act of Congress of the 19th. Resolving that an enquiry be made into the causes of the loss of the Frigate *Virginia* & you are therein appointed one of the Commissioners for that purpose.—¹ Congress from your Zeal for public Interest, confide in you to engage in this enquiry when it shall become necessary M^r. Smith of Baltimore² has been properly notified of his appointment & will probably confer with you on the Subject. I am with great respect

LB, DNA, PCC, item 13, vol. 1, p. 280 (M247, roll 23). Addressed at top of page: “Sephⁿ. Stewart Esquire West River/Maryland.” Steward was an agent for the Continental Marine Committee. A notation at the top of the page reads: “by Barry.” This notation indicates that Levillin Barry, one of Congress’s messengers, carried the letter. *Laurens Papers*, 12: 358n.

1. The resolution is dated 18 Apr. See Journal of the Continental Congress, 18 Apr., above.

2. William Smith, Continental agent at Baltimore.

HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS, TO THE
CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT

Gentlemen,

[York, Pa.] 27th. April 1778—

Under this Cover you will receive an Act of Congress of the 18th Resolving that an Enquiry be made into the Causes of the loss of the Frigate *Virginia* which Congress expect you will enter upon as early as possible.¹

I have conversed with M^r. Smith² & received his promise of giving you every assistance in his power & have written to M^r. Stewart³ whose aid I believe you may likewise depend upon.— I have the honor to be with great regard.—

LB, DNA, PCC, item 13, vol. 1, p. 282 (M247, roll 23). Addressed at top of page: "John Nixon, Fra. Hopkinson/& John Wharton Esquires/Commissioners of the Navy Board/at Borden Town New Jersey." A notation at the top of the page reads: "by Barry." This notation indicates that Levillin Barry, one of Congress's messengers, carried the letter. *Laurens Papers*, 12: 358n.

1. See Journal of the Continental Congress, 18 Apr., above.
2. William Smith, Continental agent at Baltimore.
3. See Laurens to Stewart, this date, above.

THOMAS SMITH TO CAPTAIN JOHN DAMES, VIRGINIA NAVY

Sir

Williamsburg 27th April 1778

The Navy Board have agreed you Shall go into the Service in which I am immediately concerned, of w^{ch}. Circumstance Cap^t. Maxwell is apprised,¹ I have therefore to request you will not loose one moment of time, after the *Peace & Plenty* is ready; in proceeding with all convenient speed up to Petersburg, at which Place you must apply to Mess^{rs}. Elliott & Davis² for a Load of Tobacco, in order to avoid the Like inconvenience, trouble & delay you formerly met with, for want of Craft to bring the Tobacco along side of your Vessel, You must take the Transport Boat now lying at the Ship Yard³ & Tow her up with your Vessel, this Boat will do very well to bring the Tobacco from the Ware houses down, & will save a Very heavy Expenche that we should be at in employing other Craft, indeed the uncertainty of geting them would be very great if you have not Oars for the Boat have them made, & when you have got your Load on Board, Leave the Boat in the Care of Elliott & Davis, & push down, You must go to Suffolk & deliver your Cargo at that Place to M^r. Archb^d. Richardson,⁴ when this is done you must come up to James Town, ~~& must Anchor~~ & Come here to me, for further orders in what manner to proceed, let me hear from you as often as possible how you go on &c & am [&c.]

Thomas Smith A State

N.B. if you want money at anytime you may have it by applying to me

TS

LB, Vi, Thomas Smith Letterbook, vol. 3. Addressed at top: "Cap^t John Dames."

1. On the same day Smith wrote Capt. James Maxwell of the Virginia Navy that the Virginia Navy Board had given Smith the use of the Virginia Navy schooner *Peace and Plenty* because the state had entered into contracts calling for "a Very large quantity of Tobacco being delivered at Suffolk, in a Short Time."

Vi, Thomas Smith Letterbook, vol. 3.

2. Elliot & Davis was a merchant firm at Petersburg, Va.

3. That is, the Chickahominy Shipyard.

4. Archibald Richardson was assistant state agent at Suffolk, Va.

RETURN OF RATIONS FOR GEORGIA NAVY ARMED GALLEY *CONGRESS*

[27 April 1778]

A Return of Reashons for 44 Men On Board of the *Congress* Galley from the 20 of
 Aprill to the 27 of Doto

1 Captain

2 Leutts

1 Clark

40 privets

Savannah 21 April 1778

M^r Sheftal¹ dl^d one weeks rations
 for forty Privates one Captain two
 Lieutenants one Clarke

O Bowen

Comm^{re}.127^{lb} Beef250^{1/2}^{lb} Pork308 Q^{ts} Rice—18 Gall^s Molasses24^{lb} Soap

24 Candles—

15 Q^{ts} Salt—Rec^d. the Above—Sam^l. Watson²

D, NNAJHS, Mordecai Sheftall Papers, p. 337.

1. Mordecai Sheftall was assistant deputy commissary general of issues for Georgia.

2. Watson was a lieutenant serving on the Georgia Navy Armed galley *Congress*, which was commanded by Capt. John Newdigate.



*Captain E. Hinman, of New London, Connecticut, presumably Captain Elisha Hinman.
Note Hinman's pigtail fastened to the top of his head.*

An Account of Ships and Vessels taken as Prize of War by his Maje

BY WHAT SHIP	TIME WHEN	PLACE WHERE	NAME OF THE VESSEL	NAME OF THE MASTER	SORT OF VESSEL	N ^o . OF GUNS
<u>Privateers</u>						
<i>Yarmouth</i> ¹	7 th . Mar ^h : 1778	At Sea to Wind ^d of Barbados	<i>Randolph</i>	Biddle	Ship	36
<i>Ariadne</i> & <i>Ceres</i> ²	9 th Mar ^h "	Ditto	<i>Alfred</i>	Elisha Hinman	Ship	20
<u>Merchant Vessels</u>						
<i>Portland</i> ³	31 st Mar ^h . 1778	Off St ^t Barthole :mews	<i>William</i>	Jos ^h : Watson	Sloop	
<i>Snake</i> ⁴	7 th Apr ^l . "	Off Antigua	<i>Betsy</i>	James Clark	Sloop	
<i>Favourite</i> ⁵	31 st Mar ^h . "	Lat ^e : 22:30 N ^o .	<i>Peggy</i>	Aaron Purbeck	Schooner	
"	6 th Ap ^l .	Lat ^e : 24:31 N ^o .	<i>Benjamin</i>	Ja ^s . Hawkins	Schooner	2
"	8 th Apr ^l .	Lat: 24:38 N ^o .	<i>Prudence</i>	John Wood	Sloop	"
<i>Portland</i>	11 th Apr ^l .	Off St Bartho :lomew	<i>Nancy</i>	Hugh Smith	Schooner	1
"	11 th Apr ^l .	D ^o .	<i>Nelly</i>	Rich ^d . Davis	Schooner	
"	11 th Apr ^l	Off St Martins	<i>Ark</i>	Rich ^d Minors	Sloop	
<i>Beaver</i> & <i>Antigua Brig</i> ⁶	12 th Apr ^l	Lat: 20:30 N ^o .	<i>Hope</i>	Jacob Benston	Schooner	5
<i>Snake</i>	14 th Apr ^l	Off St Bartho :lomew	<i>Friendship</i>	Archd Young	Brig	6

UKLPR, Adm. 1/310. Docketed on a separate page: "27 April 1778/List of Prizes taken/by His Majesty's Ships/and

1. H.M.S. *Yarmouth*, Capt. Nicholas Vincent, commander.

2. H.M. frigate *Ariadne*, Capt. Thomas Pringle, commander; H.M. ship-rigged sloop-of-war *Ceres*, Comdr. James

3. H.M.S. *Portland*, Capt. Thomas Dumaresq, commander.

4. H.M. ship-rigged sloop-of-war *Snake*, Comdr. William Young, commander.

5. H.M. ship-rigged sloop-of-war *Favourite*, Comdr. William Fooks, commander.

6. H.M. ship-rigged sloop-of-war *Beaver*, Comdr. William Truscott, commander; H.M. Armed brigantine *Antigua*,

sty's Ships under the Command of Vice Adml. Young 27th Apl. 1778

TONS	MEN	TO WHAT COUNTRY OR PLACE BELONG ^c :	LADING	WHERE SENT TO BE TRIED	PARTICULARS RELATING THEM AND CAUSE OF SEIZURE.
	305	America	Provisions & Warlike Stores	Blown up	A Congress Ship of War on a Cruize
	180	America	Ditto	Barbados	A Congress Ship of War on a Cruize
50	8	So Carolina	Rice & Indigo	Antigua	
90	7	Boston	Molasses & Rum	Antigua	
50	5	Boston	Molasses Cocoa and Cordage	Antigua	
60	5	S ^o Carolina	Rice & Tobacco	Antigua	Property of the N ^o . American Colonies in Rebellion
60	5	Providence Rhode Island	Molasses & Dry Goods	Antigua	
10	4	Maryland	Tobacco Flour & Staves	Antigua	
215	4	Virginia	Tobacco	Antigua	
470	9	S ^o Carolina	Rice & Indigo	Antigua	
25	7	Virginia	Tobacco & Flour	Antigua	
100	12	S ^o Carolina	Rice & Indigo	Antigua	

Jam^s. Young.

Vessels under the/Command of Vice Adm^l/Young/(N^o: 4:)/In Ad^l: Youngs letter/27th Apr^l 1778."

Richard Dacres, commander.

Lt. Billy Douglas, commander.

April 28

JOURNAL OF H.M. FRIGATE *APOLLO*, CAPTAIN PHILEMON POWNOLL

April 1778 Ditto [Nantucket Shoals] West dist. 5 Lg[s].
 Tuesday, 28. at 5 AM wore Ship, saw a Sail NE. made Sail and gave Chace set
 Studding sails at 8 out Boats & Towed the Ship, down Studding-
 sails. at 10 in Boats
 Ditto [Nantucket Shoals] WNW½W 11 Lg[s.]
 Light winds and clear W^r. at 4 PM Fired a 6 pounder and brought
 too the Chace, a Brig from the Bay of Honduras, Laden with Ma-
 hogony and Logwood. had been taken by a Privateer of Salem, off
 the Island of Cuba, sent a Petty Officer and people on board, rec'd
 the Prisoners,¹

D, UKLPR, Adm. 51/52, part 2, fol. 13.

1. *Apollo* lost sight of the prize in the evening of 29 Apr. UKLPR, Adm. 51/52, part 2, fol. 13.

JOHN BRADFORD TO ROBERT MORRIS

Dear Sir,

Boston 28 April 1778

I mentiond some Time [*ago*] that Cap^t Adams¹ who was a passenger on Board the *Raleigh* was come to Town, & gave a very unfavourable Account of Cap^t Thompson's² suff'ring the *Alfred* to be taken this Hour the *Alfred's* Surgeon³ is arriv'd & tells me poor Hinman⁴ fell a Sacrifice to y^e most unparallel'd Cowardice of Thompson, the particulars are forwarded by M^r Bingham⁵ from Martinico, the Inhabitants of this Town are impatiently waiting for Justice to be administer'd to the two Culprits— Capt. Hinman by the former Account, by Adams, as also by the Doctor's Account did his Country & himself great Honour, he fought both Ships 'till he discharg'd ten broad Sides the *Circé*⁶ & *Ariadne*⁷ being one on his Quarter, the other along side of him, the one a twenty the other an Eighteen Gun Vessell Cap^t Pringle the eldest Captain receiv'd Cap^t Hinman with Politeness & has discharg'd all his Men, save the old Country Men, but pours the most bitter Execrations against Thompson.⁸ I feel concern'd to give this Account as it gives me the highest [*pride*?] to hear & speak well of Characters, But when a person so highly criminal as to betray so important a Trust as he has, if the Doctor's & Captain's Evidence be true, I think no Punishment can be too great for him. The Doctor's & Adams's Acc^t so exactly agreeing, who were on Board diff'rent Vessells, leave no Room to doubt of the Facts, unhappy that the Man who had the Confidence of the public should act so base a part— I deplore the Loss of y^e brave Biddle⁹ & Comp^y the loss of him so soon after that of the brave & worthy Cap^t Chew¹⁰ is truly melancholly—but tho' we make no Figure by Sea, yet such has been the Case that we have made out by land as greatly to humble the Man who declar'd he would bring America to his Feet. May the next be the last Campaign that we may once more enjoy the Blessings of Peace with an unimbarass'd Trade, which will enable us to wipe off the Debt in which we are involved by this very expensive War, Mr. Jarvis¹¹ will be in Town before the¹² Sale of the Snow¹³ & shall then fix on buying her. I hope we shall be able to mann her with some of the return'd Men from y^e *Alfred*.

the worthy M^r Hancock leaves Boston next Week I wish you a happy Meeting & am yours &c

J B—

LB, DLC, John Bradford Letter Books, vol. 2, pp. 126–27. Addressed at top: “Hon^{ble} Robert Morris Esqr,”

1. Capt. John Adams, former commander of Massachusetts packet schooner *Lynch*.

2. Capt. Thomas Thompson, commanding Continental frigate *Raleigh*.

3. Dr. Amos Windship, of Boston.

4. Capt. Elisha Hinman, commanding Continental Navy ship *Alfred*.

5. William Bingham, Continental Agent at Martinique.

6. H.M. ship-rigged sloop-of-war *Ceres*, Comdr. James Richard Dacres, commander.

7. H.M. frigate *Ariadne*, Capt. Thomas Pringle, commander.

8. For more on this action, see NDAR 11: 329, 575, 624, 647, 660, 684, 708.

9. Capt. Nicholas Biddle, commanding Continental Navy frigate *Randolph*.

10. Capt. Samuel Chew, commanding Continental Navy brigantine *Resistance*.

11. Leonard Jarvis, Deputy Continental Agent for Massachusetts at Bedford in Dartmouth (now New Bedford).

12. The words underlined are repeated at the top of page 127.

13. Snow (or brig) *Robert*, James Hall, master. In his letter of 13 Apr., Morris declined Bradford's offer to purchase prize snow *Robert*. Bradford to Morris, second letter of 28 Apr., LB, DLC, John Bradford Letter Books, vol. 2, p. 127.

ROBERT MORRIS TO JOHN BROWN

Sir

Manheim [*Pa.*] April 28th 1778

Amongst the letters Christian brought me last night were the several you will find enclosed herewith, which being intended for the Marine Committee & Commercial Committee You will deliver them with my Compliments and I think the Commercial Committee wou'd do a very just & proper thing, if they were to give M^r Livingston¹ orders to Continue sending Cargoes of Rice both to M^r Ceronio & M^r Bingham² as fast as he can, they have suffered exceedingly by making advances for the Public but particularly the former and they ought to be relieved, if M^r Ceronio does not receive remittances it is probable he may be Imprisoned[;] he has been threatned with that Fate by his Creditors & he has Served us with a Zeal and Fidelity that merits much better things; I wou'd order M^r Livingston however not to Ship Indigo for the loss on that will be great, but then he shou'd Ship the more Rice which will produce a Proffit.

The Schooner *Lewis*, Cap^t Rowan, was employed it seems to carry Cap Pickles to New Orleans, but I am informed by a Gentⁿ now here, that the Crew Rose & after landing Pickles & Rowan near the Havannah they carried the Schooner into Providence which breaks up that plan—³

I thank You for the Contents of your letter of yesterday & remain D^r Sir, [&c.]

Rob^t Morris

P.S. I hope you have got Cap^t Osmans bills accepted and ready for payment as he is the bearer of this.⁴

L, NjP, Andre de Coppet Collection. Addressed below close: “M^r John Brown/York Town.” Addressed on separate sheet: “To/M^r John Brown/Sec^y of the Marine &/Commercial Committee's/York Town.” Docketed: “Manheim April 28th 1778/Robert Morris Esq^r.”

1. Abraham Livingston, Continental agent at Charleston, S.C.

2. Stephen Ceronio was the Continental agent at Cape François; William Bingham was the Continental agent in Martinique.

3. That is, New Providence I., Bahama Islands. As seen in the note at Oliver Pollock to Continental Commerce Committee, the Spanish governor of Cuba allowed Capt. Rowan and Capt. William Pickles to go to New Orleans aboard a Spanish ship. For more on the mutiny involving the Continental schooner

Lewis, see *The South-Carolina and American General Gazette*, 5 Mar. 1778. NDAR 11: 519.

4. This was probably merchant/privateer Captain John Osmon.

CONTINENTAL MARINE COMMITTEE TO JOHN BRADFORD

Sir

[York, Pa.] April 28th 1778

We are now to acknowledge the receipt of yours of the 8th Current, inclosing an Inventory of the Continental part of the goods Captured by Captain Hopkins,¹ we wish to hear of the arrival of his Prizes, but are afraid they are retaken. you will deliver to the order of the Board of war the 26 Pieces of coarse sheeting

24 Bolts Oznabrigs

9 doz felt hats

7 sadelles & their furniture

81 Pieces Napped Cottons

200 ready made bags enumerated in that Inventory.

Such of the other articles as the Navy Board may want for the use of the Navy, you will deliver to them and sell what remains to the best advantage. We are sorry to hear of the death of Captain Chew, but are glad at the same time to find that he died bravely fighting a Ship of Superior force.² The loss of the *Alfred* gives us much concern and we are not a little surprized to hear that the *Raleigh* should be in sight at the time of the Capture and not give her assistance especially when it is said that the force of the enemy was inferior to that of our Ships, however we shall suspend our judgment until the matter shall be fully inquired into.³ By advice from our Continental Agent in Charles Town we have the melancholy intelligence that the *Randolph* which sailed from Charles Town in february last in company with four Armed Vessels fitted out by that state during the Cruize in Longitude 53, latitude 13.30 the fleet fell in with a british man of war of 50 Guns a severe engagement between her and the *Randolph* ensued and after it had continued 12 minutes the latter unfortunately blew up and in all probability every Soul perished.⁴ The British ship immediately on the explosion gave chace to the other Vessels, who were enabled to make their escape by Captain Biddles having shot away the ships bowsprit and Mizen topMast. If this most unfortunate accident had not taken place in all probability the *Randolph* and the armed Vessels had given a good Account of the 50 Gun ship. Our little fleet is much diminished hoping that we may be more fortunate in future We are Sir [&c.]

P:S: Inclosed is a Resolve of Congress of this date appointing William Burke a Captain in the Navy, and directing that he should receive from the time he was appointed to the Command of the schooner *Warren* to this day according to the Rate of Pay settled when he was so appointed.⁵ We now desire that you will settle his account and pay him agreeable to the said Resolve. You will please to inform us who was the Captain next in Commission to Captain Manly of the five Vessels fitted out by order of General Washington.⁶

LB, DNA, PCC, Marine Committee Letter Book, fols. 143–44 (M332, roll 6). Addressed before opening: “John Bradford Esq^r.”

1. Capt. John Burroughs Hopkins, commanding Continental Navy frigate *Warren*.

2. Capt. Samuel Chew was killed on 4 Mar. during an engagement between his ship, Continental Navy brigantine *Resistance*, and H.M. Post Office packet boat *Grenville*, Capt. William Kempthorne, commander. See NDAR 11: 624.

3. On the capture of Continental Navy ship *Alfred*, Capt. Elisha Hinman, commander, by two British

warships while in company with Continental Navy frigate *Raleigh*, Capt. Thomas Thompson, commander, see James Warren to John Gill, 20 Apr., above.

4. On the destruction of the *Randolph* and the death of Capt. Nicholas Biddle and all but 4 of its crew of 315 seamen during an engagement with the 64-gun ship H.M.S. *Yarmouth*, Capt. Nicholas Vincent, commander, off Barbados, see *NDAR* 11: 683–84, 1175–77.

5. The resolution, dated 1 May, is below.

6. In his memorial to Congress of 30 Apr., below, Burke asserted that he was “next in commission” to John Manley among the five captains commissioned by George Washington in early 1776. In his letter to the committee of 17 June (DLC, John Bradford Letter Books, vol. 2, p. 140), Bradford did not rank the captains by seniority or even mention them, but merely informed the committee that Burke was commissioned on 8 Jan. 1776. Such a commissioning date would make Burke “next in commission” to Manley. For a list of the captains and their commissioning dates, see *Officers of the Armed Vessels Fitted Out by Order of General Washington*, 1 Feb. 1776. *NDAR* 3: 1077.

LOG OF THE MASSACHUSETTS NAVY BRIGANTINE *TYRANNICIDE*,
CAPTAIN JONATHAN HARADEN, COMMANDER

Remarks on Teusday April 28th. 1778—

Latt^d. P^r. Observ^t. 37..30 N^t [*at sea in the latitude of Virginia*]

Middle Part Moderate with a Small Fanning Breeze at 1 AM hove in Stays at 6 AM saw a Sail in the West bore away and gave Chace at 10 AM sat Studden Sails at 12 on Meridian spoke with the Sail a Snow¹ from Bristol bound to New York—hoisted out the Boat and went on Board—put Anthony Furnice on Board as Prize Master & 8 hands and Order'd her to Boston—

Latt^d. P^r. Observ^t. 37..38 N^t

[*PM*] Latter Part a Small breeze & Fair Weather—

D, MFSaE, Log of Brigantine *Tyrannicide* (November 1777–May 1778).

1. Snow *Swift*, William Pearce, master, which *Tyrannicide* escorted into Boston harbor on 7 May. For more on *Swift*, see Libels Filed in the Massachusetts Maritime Court of the Middle District, 14 May, below.

THOMAS SMITH TO CAPTAIN JAMES GRAY, VIRGINIA NAVY

Sir

Williamsburg 28th April 1778—

I received yours of the 26th Instant and observe the Contents it is a very unlucky things should have turned out as they have, there have been great Deapredations on more than One Instance upon the *Libertys* Sails.¹ I would advise you by no means to pay M^r Holderby for Carrying up the Sails &c untill you have made all the discovery's You can Respecting the loss Sustained, indeed I would Rather have an oportunity of Settling with him my self; I have made application to Col^o. Aylett Respecting the Canvas at Fraizers² he says he has Nothing to do with it, I had the same kind of Answer from M^r. Armistead,³ Under those Circumstances I would have you take such proportion of it as may be Really Necessary; taking an Exact Account, that it may be adjusted in a future day; and push round to Cumberland for four Load of Tobacco which must be taken from on Board the Ship *Jane*,⁴ and desire M^r W^m Webb to take a proper Invoice of the Shipping Marks Numbers Gross Tare & Neet of each Hhd; & that you bring down the Acc^t to me, But I apprehend there are not a Sufficient Number of Hhds on Board the *Jane*—in this Case you must make up the Deficiency of your Load with the State's Tobacco in the Warehouses, observing to take an Account of them in the same manner as before directed, But should M^r Webb be of opinion that it will be attended

with any Inconvenience taking the whole of the Tobacco from on Board the *Jane* Then you May take your Whole Load from out of the Warehouses, Indeed I dont know but it will be as well to do so at Once—Endeavour to get your Complement of hands before you Come down to this, as there is not a Man to be got here Capt Hobbs is now waiting for men & has been for Several days & from appearances we are not likely to get them soon, & wages are so Extravagantly high—⁵ the Expences you have been at with M^r Frazier on Account of the Brigg, you must furnish me with an Account of, and I Shall settle it with him— I hope to see You down Soon and am [&c.]

T Smith A. State

LB, Vi, Thomas Smith Letterbook, vol. 3, 39. Addressed at top: “Cap^t Grey.”

1. Former Virginia Navy brig, then Virginia State trading brig *Liberty*.
2. Col. William Aylett, a former Virginia State Agent, was deputy commissary general for purchases in the southern department; Frazer’s Ferry Shipyard was on the Mattaponi River.
3. William Armistead oversaw the Virginia Public Store.
4. Ship *Jane*, a former British merchant ship taken by *Liberty* in December 1776, was at the time of this letter a Virginia State trading vessel.
5. James Hobbs, master of the Virginia State trading schooner *Hornet*. His vessel had been ordered to Martinique. Smith to Hobbs, 16 May 1778, *ibid.*, p. 46.

GOVERNOR PATRICK TONYN OF EAST FLORIDA TO LORD GEORGE GERMAIN

N^o. 54

My Lord;

In former letters I had the honour to mention to your Lordship the rebels preparations to invade this province.

Captain Jordan of the *Galatea* Lieutenant Ellis of the *Hinchinbrook* and M^r Mowbray commander of the *Rebecca* armed Sloop went into the Harbour of Saint Simons in Georgia to prevent the Gallies advancing and to destroy them.¹ I am sorry to inform your Lordship that Captain Jordan’s expedition has failed, and that the *Hinchinbrook* and *Rebecca* are in the hands of the Rebels; the Officers and Crews escaped by Boats. I have the honour to enclose copies of Captain Jordan’s letters N^o 1, 2 3, & 4²

I requested Captain Fanshawe to order a Court of inquiry upon M^r Mowbrays conduct which he thought could not be done with propriety. I then called him before His Majesty’s Council of this province to get the best probable information. Upon examination Captain Fanshawe being present it appears that Captain Mowbray was not to blame, having acted agreeable to the orders he had received from the Commanding officers of His Majesty’s Ships of War, and that he attempted to destroy his Vessel before he left her.

I hope, my Lord, your Lordship will agree with me that no necessary expence is to be spared for the defense of the province chiefly upon the account of the exultation and triumph the breaking up of the settlements on St John river, and extending the boundary’s of the rebels would occasion to them. An event which would effectually gain over the interest of the wavering among themselves and the Savages in the Woods.

For these reasons, my Lord, and as the *Galatea* is the only King’s Ship which remains on this Station; I have with the advice of His Majesty’s Council, and at the rec-

commendations of the Captains of the Navy, purchased three Vessels to be employed in defense of the province.

The Ship which I have taken the liberty to name the *Germain* is to protect the Trade on the Coast and drawing little water can pass over our Barrs and cooperate with our Gallies, and will be an additional inducement to Sailers to serve on board our Gallies as they are to have an equal share in the prizes that may be taken by the *Germain*, and without such encouragement and the prospect of prize money I could not get the Gallies manned.

I mean my Lord to claim a share as Vice Admiral, and as I desire no emolument from it, I shall give it towards the expence of the Ships. Captain Fanshawe is to assist me with a Body of Marines, and the Brigadier General has promised his assistance.³

Permit me, my Lord, to add that such naval force will be exceedingly useful, if not absolutely necessary, if an offensive expedition is carried on from this place against Carolina and Georgia

A large body of loyalists, my Lord, that have been mostly forced to shelter in the Woods in Carolina and Georgia, have by the assistance of our Rangers arrived in this province. Brigadier General Prevost discovered a desire, my Lord, to have them embodied under his command, I encourage the plan, and left them to determine for themselves, supplying them with provisions and rice such support as the province could grant them some few have come into the Generals scheme and I hope the rest will follow.⁴

I am my Lord, obliged to petition the Lords of the Treasury for a supply to the amount of twelve hundred pounds to support the expenses of Refugees and Prisoners, and I beg leave to solicit your Lordships protection with their Lordships, that the same may be paid to Robert Knox Esq^r Crown Agent, and that account properly vouched shall be transmitted the 24th June.

If, my Lord, my zeal has carried me to incur too great an expense in my Measures to defeat and render abortive the daring designs of the Rebels, I hope the uprightness of my intentions will justify my conduct to your Lordship. I have the honour to be [&c.]

Pat. Tonym

S^t Augustine 28th April 1778

L, UkLPR, C.O. 5/558, fols. 127–28. Addressed at the foot of the last page: “Right Honourable/Lord George Germain” Docketed: “S^t Augustine April 28th/Gov^r: Tonym/N^o: 54/R,/July 21st/4 Inclosures/S. P.” Notation: “Ent^d.” A square bracket has been placed in front of the word “A” at the paragraph beginning “A large body of loyalists,” and another after the period ending the paragraph “transmitted the 24th June.” S. P. was Sir Stanier Porten, Under Secretary of State for the Southern Department.

1. H.M. frigate *Galatea*, Capt. Thomas Jordan, commander; H.M. armed brig *Hinchinbrook*, Lt. Alexander Ellis, commander; East Florida Provincial armed sloop *Rebecca*, Capt. John Mowbray, commander. Ellis died in a drowning accident before the engagement with the American gallies.

2. Tonym enclosed letters to him from Capt. Thomas Jordan of 6 Mar., 17 Mar. 16 Apr., and 19 Apr. UkLPR, C.O. 5/558, fols. 131–40. The letters of 6 and 17 Mar. are printed in *NDAR* 11: 534–35, 676–77; the letter of 16 Apr. is above; that of 19 Apr. announced that the Americans had possession of *Rebecca* and *Hinchinbrook* and that Capt. Mowbray was coming to see Tonym.

3. Capt. Robert Fanshawe commanded H.M. frigate *Carysfort*; the “Brigadier General” was Augustine Prevost, British military commander in East Florida.

4. On this force of Loyalist refugees, see William Brown to James Wright, 26 and 30 Apr., below.

April 29

WILLIAM STORY TO WILLIAM VERNON

Dear Sir

Boston April 29. 1778

This comes to you by Cap^t Rathburn¹ and as I take him to be a Safe hand Send by him two Thousand dollars in Certificates all our Cash is gone that was left when you was here save a few dollars I miss you much and long to have the pleasure of seeing you I hope that will soon be the case the Town is not yet ordered to be Cleansed but Expect it every day² I wish it was so that you could be at Roxbury where we might have your Advise from time to time as Matters are turning up every day and the Business of the board³ increasing

The doct^r of the *Alfred*⁴ has been at the Board and gives a particular Acco^t of Cap^t Thompsons⁵ behaviour he is Condemned by every One and they are Crying out why don't your board turn him out & hang him &c &c I am Sorry the Service Suffers by the Misconduct of the Officers in the Navy I want the board should be together to determine concerning Cap^t Thompson— I am Alone M^r Warren⁶ went home last Friday Morn^g not to return till next week if then this Morning received a Letter Suppose from M^r Deshon⁷ (it is not Signed) by which he Informs he intends to be in Town next Week— It is absolutely Necessary that the Board or some of them at least should be here so many persons are Constantly applying to the office and you know I can do nothing but pay away money which I am doing and shall do as long ~~it~~ as it lasts which will not be very ~~soon~~ long I fear I am with great respect
[&c.]

Will^m Story

L, RNHi, William Vernon Papers. Addressed at foot: "Hon^{ble} Will^m Vernon Esq^r." Story was clerk of the Continental Navy Board of the Eastern Department.

1. Capt. John Peck Rathbun, Continental Navy.
2. Boston was struck in early 1778 with a violent smallpox epidemic that caused many inhabitants to leave.
3. Continental Navy Board of the Eastern Dept.
4. Amos Windship, surgeon of Continental Navy ship *Alfred*.
5. Capt. Thomas Thompson, commanding Continental Navy ship *Raleigh*.
6. James Warren, member of the Continental Navy Board of the Eastern Dept.
7. John Deshon, member of the Continental Navy Board of the Eastern Dept.

JOSIAH WATERS TO NATHANIEL SHAW, JR.

[Extract]

Dear Sir

Boston 29 April 1778.

This Afternoon a Team set off for Norwich having in Charge for you Sundry Articles directed to the Care of Cap^t Henry Billings,¹ who has orders to be particularly carefull in forwarding them.

The Errors you have pointed out in the money sent by Cap^t Hyde,² I suppose took place in the hurry in which Cap^t Allon³ rec^d the Cash, as I never unpacket a Single Bundle of it, but forwarded it just as it was deliverd me by Cap^t Allon, taking Cap^t Hydes rec^t for the full sum of 926.15.6— However I'll Endeavor to have the Mistake rectify'd—

Cap^t Billings will forward you
a Chest, { cont^s: 12 Setts Cart Boxes. ⁴ 469^{lb} @ 1/6. }
 35. 3. 6 past to your account }
 { as also, a parcel of Round & Dⁱ H^d Shot &
 some old Iron, and a p^s of Chain
Barrell { cont^s: One Ensign & One Pennant
 with a set surgeons Instruments
One Chain—
 I am Sir [&c.]

Josi: Waters

L, CtY, Nathaniel and Thomas Shaw Papers, packet 24, no. 1574. Addressed on cover: "Nathaniel Shaw Jun^r Esq^r/Merchant In/New London." Notation on cover: "P^r. Post." Addressed below close: "Nath^l Shaw Esq." Docketed: "Josiah Waters/Letter/April 29th. 1778."

1. Capt. Henry Billings, former commander of Connecticut privateer sloop *Trumbull*.
2. Capt. Jedediah Hyde, captain of marines on Connecticut privateer *General Putnam*.
3. Capt. Thomas Allon, commander of Connecticut privateer ship *General Putnam*.
4. That is, cartouche boxes.

LIST OF AMERICAN PRIVATEER AND MERCHANT OFFICERS AND SEAMEN HELD PRISONER AT NEWPORT

"A List of American Prisoners at Rhode Island"

N ^o	Mens Names	Quality	In what Vessel taken	By what Ship taken
Taken in Armed Vessels.				
1	Joseph Handy	Captain	<i>Buckskin</i> ¹	<i>Galatea</i>
	Aaron Sevey	Seaman	<i>Trueblue</i> ²	<i>Venus</i>
5	Sam ^l . Wall (Negro)	"	"	"
	Ja ^s . Guppy	1 st . Lieu ^t .	<i>M^c Cleary</i> ³	<i>Unicorn</i>
	William Kelley	2 ^d . D ^o .	"	"
	Edward Snelle	Master	"	"
	John Griffin	Gunner	"	"
	Benja: Kenney	M ^{rs} . Mate	"	"
	Sam ^l . Slade	Carpenter	"	"
	John Seward	Pri: Mas ^e	"	"
	Jerem ^b . Tebbitts	Boatswain	"	"
	Sam ^l . Willson	Pri: Mas ^e	"	"
15	Uriah Handscom	Seaman	"	"
	Timothy Roberts	Boy.	"	"
	Joseph Pitman	M ^r . at Arms	"	"
	Will ^m . Tripe	Seaman	"	"
	John Black	Steward	"	"
	Will ^m . Priest	Boat th s. Mate	"	"
	Benja: Muchmore	Seaman	"	"
20	Will ^m . Scriggens	"	"	"
	John Gowens	"	"	"
	Ja ^s . Seward	"	"	"
	Benja: Hanson	"	"	"
25	Tho ^s . Gammon	"	"	"
	Sam ^l . Thompson	"	"	"

John Friend	"	"	"
William Knight	"	"	"
Rob ^t Homes	"	"	"
John Underwood	"	"	"
Lazarus Homes	"	"	"
George Laud	"	"	"
Tho ^s Goudy	"	"	"
Ethemy Mace	Seaman	M ^r Cleary	Unicorn
Nathan White	"	"	"
Sam ^l Watson	"	"	"
Primus Green (Negro)	"	"	"
Solomon Thompson	"	"	"
John Cooke	Surgeon	"	"
Benja: Laud	Seaman	"	"
Noah Ekerman	"	"	"
Thomas Jack	"	"	"
William Read	"	"	"
Rob ^t Brown	"	"	"
Ezek ^l Perkins	"	"	"
Nath ^l Bradey	1 st . Lieu ^t	Reprisal ^t	"
Stukely Williams	2 ^d . D ^o .	"	"
Thomas Chaaffee	Gunner	"	"
Thomas Bangs	Carpenter	"	"
Peter Richards	Pri: Mas ^r	"	"
Jona: Hayse	L ^t . Mar:	"	"
Alex ^r Sheldon	Seaman	"	"
John Husband	"	"	"
Joseph Wheaton	M ^r . at Arms	"	"
Joshua Joy	Seaman	"	"
Joseph Joy	Q ^r . Master	"	"
Toby Jacobs (Negro)	Seaman	"	"
Amaziah Peck	"	"	"
30			
32			
33			
35			
40			
45			
50			
Exchd.			
55			

Charles Wheaton	"	"	"
Jeremh. Knotts	"	"	"
William Meek	"	<i>Betsy, Ret: Pri.</i> ⁵	<i>Apollo</i>
Eben ^r . Aborn	"	"	"
Gideon Gowin	"	"	"
Joseph Very	"	"	"
Epraim Very	Boy	"	"
William Gowdie	Seaman	<i>Trueblue</i>	<i>Venus</i>
William Verrel	Seaman	<i>Trueblue</i>	<i>Venus</i>
Benja: Seggell	"	"	"
Rich ^d . Cobb	"	"	"
Benja: Peck	M ^{rs} . Mate	"	"
James Oliver	Boy	<i>Freedom</i> ⁶	<i>Apollo</i>
William Jordan	Carpenter	<i>Virtuous Orphan?</i>	<i>Diamond</i>
Eman ^t . Trason	Soldier	"	"
Ja ^s . Benine	"	"	"
Jerem ^b . Vordin	"	"	"
John Harris	Fifer	"	"
Rob ^t . Strect	Soldier	"	"
Cha ^s . Coulter	"	"	"
Cha ^s . Collins	"	"	"
Ja ^s . Rogers	Volunteer	<i>Neptune Ret: Pri.</i> ⁸	<i>Orpheus</i>
Will ^m . Gutridge	Seaman	"	"
Aaron White	"	<i>Reprisal</i>	<i>Unicorn</i>
Peter Malbone	M ^{rs} . Mate	"	"
Isaac Dunton	Master	<i>Trueblue</i>	<i>Venus</i>
Ja ^s . Belcher	M ^r . at Arms		
	Taken in Merchant Vessels		
George Pritchard	Mate	<i>Sally</i>	<i>Bristol</i>
Tho ^s . Harmon	Capt.	<i>Friendship</i> ⁹	<i>Apollo</i>
Ja ^s . Jefferys	D ^o .	<i>Sally</i> ¹⁰	<i>Bristol</i>
Thomas Gyon	D ^o .	<i>Polly</i> ¹¹	<i>Unicorn</i>

60

"

65

66

Exchd.

70

75

Exch^d.80 Exch^d.Exch^d.Exch^d.

85

90	Eben ^r . Drake	Mate	"
	Joseph Joy	Capt:	"
	Jerem ^h . Mitchell	D ^o :	<i>Apollo</i>
	Sam ^l . Burbank	Mate	"
	Ja ^s . Treadwell	D ^o :	"
	John Brown	Passenger	<i>Friendship</i>
	Paul Green	Farmer	<i>Chelsea</i>
95	Jerem ^h . Guild	Capt:	<i>Maidstone</i>
	Evans Chance	Mate	"
	John Fryers	Capt:	<i>Haerlem</i>
	Barney Swaine	D ^o :	"
	Tho ^s . Wilkins		
100	Samuel Lee		

} Sloop cast away
} on Rhode Island¹⁶

Rhode Island 29th: April 1778Cha^s. Waller. Commissy: Prisoners¹⁷

DS. R-Ar, Council of War Papers, Exchange of Prisoners and Miscellaneous Papers (1775–1781). Docketed: "List of American Prisoners./at Rhode Island./April 29th. 1778."¹⁶

1. Maryland privateer schooner *Buckskin*, Joseph Handy, commander, was taken on 25 Dec. 1776. See NDAR 7: 597, 948, 949n.
2. Massachusetts privateer schooner *True Blue*, Lawrence Furlong, commander, was captured on 27 Jan. 1778. See NDAR 11: 212 and n.
3. New Hampshire privateer brigantine *McClary*, John Gregory, commander, was taken on 5 Feb. 1778. See NDAR 11: 297 and n.
4. Massachusetts privateer brigantine *Reprisal*, James Brown, commander, was captured on 19 Feb. 1778. See NDAR 11: 378–79 and n.
5. Brig *Betty* (or *Betsy*), James Dawson, master, was retaken by frigate *Apollo* on 28 Jan. 1778. See NDAR 11: 219 and n.
6. Massachusetts Navy brigantine *Freedom*, Capt. John Clouston, commander, was captured on 16 Sept. 1777. See NDAR 9: 932 and n.
7. Privateer schooner *Virtuous Orphan*, was taken in March 1778 and sent to Philadelphia. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 485–86.
8. Ship *Neptune*, J. Smallwood, master, was recaptured by frigate *Orpheus* on 26 Mar. 1778. See NDAR 11: 654n.
9. Sloop *Friendship*, Thomas Harmon, master, was captured on 17 Jan. 1778. See NDAR 11: 148–49 and n.
10. Ship *Sally*, James Jefferys, master, was taken by H.M.S. *Bristol*, Capt. John Raynor, commander, in 1777. Its prize papers reveal that *Sally* was bound from South Carolina to France when captured, and it was sent to New York. UKLPR, H.C.A. 32/446/25.
11. Sloop *Polly*, Thomas Gyon, master, was taken on 31 Jan. 1778. See NDAR 11: 244 and n.
12. Schooner *Sea Flower*, Joseph Joy, master, was captured on 3 Feb. 1778. See NDAR 11: 271 and n.
13. Sloop *Linkhorn*, James Mitchell, master, was taken on 22 Jan. 1778. See NDAR 11: 186 and n.
14. Brig *Lydia*, Jeremiah Gault [Guild], master, was captured on 24 Feb. 1778. It was bound from St. Croix to New London, with a cargo of salt, tea, rum, molasses, &c. and was taken in lat. 33° 58' [N], long. 72° 35' [W]. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 485–86. According to its prize papers, *Lydia* was owned in St. Croix and was tried in the Vice Admiralty Court of New York. UKLPR, H.C.A. 32/392/24.
16. That is, the island of Rhode Island.
17. For more on the American prisoners at Newport, see Governor Nicholas Cooke of Rhode Island to Colonel William Barton, 25 Apr., above, and Charles Waller to Governor Nicholas Cooke of Rhode Island, 3 May, below.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport. Rhode Island]

29th Ap^l Cloudy weather. Wind N.E.

General Pigot having received information that the Rebels intend shortly to carry off all the Stock from the Elisabeth Islands, has determined to send a detachment there immediately, and endeavor to be beforehand with them; and for this purpose the Flank Companies of the 54th Regiment, and a Company of The Hessian Chasseurs have received orders to be in readiness to embark on the shortest notice. Two transports are ordered for the reception of the Detachment which consists of about 200 men, and they are to be convoyed by a Frigate from hence, which, with the *Unicorn* frigate¹ now there, is to cover them.

Mackenzie, *Diary* 1: 272.1. H.M. frigate *Unicorn*, Capt. John Ford, commander.MASTER'S JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *SCORPION*, COMMANDER PHILIP BROWNEApril 1778 [Off New City Island]¹

Wednesd^y 29th Fresh Breezes & Cloudy W^r PM & AM boarded Vessels as before At 6 P.M had Information of three Whale Boats belonging to y^e Rebels being in Hemstead Harbour, sent the Lieutenant² & Midshipman & Ten Hands Arm'd, with two Swivels on b^d. a Sloop after them Sail'd the *Diligent* and *Neptune* Brigs³

D, UKLPR, Adm. 52/1986.

1. That is, City Island, N.Y.

2. Lt. James Drew.

3. H.M. armed brig *Diligent*, Lt. Thomas Farnham. On the outcome of this expedition, see Master's Journal of H.M. ship-rigged sloop-of-war *Scorpion*, 30 Apr., below.

JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Wednesday, April 29, 1778

Congress proceeded to the election of members for the Marine Committee, in the room of such as are absent; and the ballots being taken, Mr. [Nathaniel] Scudder was elected for New Jersey; Mr. [George] Plater for Maryland; Mr. T[homas] Adams for Virginia.

JCC 10: 404.

CONNECTICUT DELEGATES IN CONGRESS TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

[Extract]

Sir/

York Town [Pa.] 29th. April 1778

. . . The marine board Seem'd Sensible of Cap^t Harding's Merit & on your Excellencies recommendation would have made his appointment accordingly had it been feasible but their had been a predetermination that Cap^t Hinman Should take the Command of that Frigate if he arrives in Season;¹ Indeed their are a number of

Cap^{ts} in the Continental Navy, which they think may not be pass'd over, as several of them have now no Vessels & Consequently are out of Employ tho' on Wages. We wish to be favour'd with an Acc^t of M^r Bushnell Expences; as we are fully of Opinion, that his genious ought to be encouraged & Rewarded at a Continental Expence, & shall take the Earliest Opportunity to urge it—² . . . It is said that Feb^y packet, from England, is arriv'd at Philadelphia, but no Intelligence Transpires—³ We are with much Esteem, [&c.]

Sam^{el}. Huntington
Oliver Wolcott

Copy, Ct, Joseph Trumbull Papers, pp. 168a–b. Addressed below close: “Gov^r Trumbull.” Notation: “A true Copy.”

1. Trumbull had recommended the appointment of Seth Harding, a captain in the Connecticut Navy, to command the Continental frigate being built at Norwich, Conn. See Gov. Jonathan Trumbull of Connecticut to Continental Marine Committee, 2 Apr., above. The Continental Marine Committee's reply on 20 Apr., elaborated on their reasons for wishing to appoint Capt. Elisha Hinman, Continental Navy, to command that ship. See Continental Marine Committee to Gov. Jonathan Trumbull of Connecticut, 20 Apr., above.

2. On David Bushnell and his floating devices, see *NDAR* 6: 1499–1511.

3. H.M. Post Office packet boat *Mercury* arrived in Delaware River on 8 Apr. after a voyage of fifty-two days from Falmouth, England. Edward H. Tatum, Jr., ed., *The American Journal of Ambrose Serle, Secretary to Lord Howe, 1776–1778* (San Marino, CA., The Huntington Library, 1940), p. 286; *Pennsylvania Ledger: or the Philadelphia Market-Day Advertiser*, 11 Apr. 1778.

CONTINENTAL BOARD OF WAR TO PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

Sir

War Office [*York, Pa.*] April 29th 1778

Congress having directed the Board to superintend the Transportation of Provisions from the Southward & there being a Number of Gallies belonging to the States of Maryland & Virginia in the Chesapeak I am directed to apply to you & the Hon: Council to know whether there are any Men left of those by whom the Gallies in the Delaware were mann'd the last Campaign. If there are what are their Numbers fit for Service & whether the State will transfer them into the Continental Service for the Purpose of navigating the Gallies in the Chesapeak. These Gallies are officered but weakly manned & are now much wanted to protect the Craft in bringing Provisions up the Bay for which Service they are immediately & pressingly wanted. Your speedy Answer will be very acceptable.¹ I have the Honour to be with great Respect [&c.]

Richard Peters
By Order of the Board

PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. Addressed at foot of last page: “His Excellency President Wharton.” Addressed on cover: “His Excellency/Thomas Wharton jun^r Esq^r/President of the S E Council/of Pennsylvania/Lancaster/(War Office).” Notation on cover: “On public Service.” Docketed: “From Board of War/reced April 30. 1778.” See Journal of the Continental Congress, 24 Apr., above.

1. On 12 May, Peters again wrote the Council pressing them for their decision concerning the transfer of the “Galleyemen.” PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. See also Pennsylvania Supreme Executive Council to President of Congress, 2 May, and Pennsylvania Supreme Executive Council to Col. Robert Galbraith, 25 May, both below.

THE MEMORIAL OF FRANCIS HOPKINSON AND JOHN WHARTON

To The Honourable The Continental Congress.

The Memorial of Francis Hopkinson & John Wharton

Humbly sheweth

That your Memorialists are Members of the Continental Navy Board for the middle Department, established by Congress with a Salary to each Member of Fifteen Hundred Dollars ~~per~~ Ann. That on the first Appointment of this Board it was deemed to be stationed at Philadelphia, the Capitol of the middle Department; but on that Citys falling into the Hands of the Enemy, your Memorialists open'd their office at Borden Town in the Jerseys where the 2 Continental Frigates had taken Refuge,¹ & to which the naval Stores had been removed by Order of the said Board. That notwithstanding your Memorialists found themselves divested of almost every assistant officer viz: Clerk & Treasurer, Superintendant of naval Stores, Commissary of Slops &c &c, yet we undertook to discharge all the Duties of these several Departments with unremitting ~~Diff~~ Diligence & daily Fatigue. The important Situation of our Fleet at Red Bank, then besieged by the Enemy,² & the Preservation of the Ships & Stores at Borden Town called upon us to exert ourselves for the public service in a Variety of ways not within the Line of our Duty as Members of the Navy Board—& we were not inattentive to the Call—

The Honourable the Marine Committee have now ordered your Memorialists down to Baltimore in Maryland, on Business chiefly respecting the Commercial Concerns of the States, as we understand: which we humbly conceive is not strictly a Part of our Duty. In Pursuance of this Order we are now on our Way to Baltimore, willing to do every thing in our Power for the service of our Country.— Your Memorialists beg leave to represent that a Salary of Fifteen Hundred Dollars, at a Time when all the necessaries of Life have risen to so extravagant a Height, is not sufficient to support us & our Families in that State of Decency to which the Importance of our Trust seems to require: That by ordering us to Baltimore our Expences must be very considerably increased; being obliged to support ourselves there in the Characters of Gentlemen in public Office, & at the same Time provide for our Families at a Distance. In this Situation, we are confident in asserting, that so far from gaining any thing by our public Employ, we must inevitably have Recourse to our private Fortunes for the Support of ourselves & Families.

It is with great Reluctance we are induced to address your Honours on this Subject, but as we look on many of our Exertions last Winter & our present Removal to Baltimore to be extra services, by which we must be considerable Sufferers, we take the Liberty of representing our Case to your Honourable House, & wait ~~your~~ such Determination on the Premises as shall appear to you to be just & equitable. We have the Honour to be, with all due Respect Your Honours most devoted & most obedient humble serv^{ts}

York Town
29^h. April 1778 }
}

Fra^s Hopkinson
John Wharton

DS, DNA, PCC, item 41, vol. 4, pp. 31–34 (M247, roll 50). Docketed: "April 29 1778 N^o. 32/A memorial from/Francis Hopkinson/John Wharton/read 1. May 1778/referred to Marine Com^{ee}/reported May 13.—" There is a note on the same page as the docketing: "The marine committee to whom the inclosed memorial was referred beg leave to report that they have conversed with the memorialists and thereupon are of opinion that six hundred dollars should be allowed to each of them for their extra Services in Bor-

dentown and to defray their Expences ~~from~~ to Baltimore." As seen at Journal of the Continental Congress, 13 May, below, Congress accepted the recommendation of the Marine Committee.

1. Continental Navy frigates *Effingham* and *Washington*. They were scuttled in Nov. and Dec. 1777.
2. The siege of Fort Mercer at Red Bank, N.J., took place in October and November 1777. See *NDAR*, vol. 10, passim.

MARYLAND COUNCIL TO CAPTAIN THOMAS COURSEY

Sir.

In Council Annapolis Ap^l. 29th. 1778.

We expected, agreeable to our former Orders¹ that you would have been down here before this Time. We now desire that you will immediately proceed down with your Galley,² no Excuse will be admitted. We are &^{ca}

LB, MdAA, Governor and Council Letterbook, 4007, S1075-6, p. 146, no. 185. Addressed at bottom: "Cap^t Coursey"

1. The Council's orders have not been found.
2. Maryland Navy galley *Chester*. On 28 April, the Council informed Col. Joseph Dashiell: "We expect in a few Days to have a Galley stationed in the sound for the Protection of our Vessels." *Ibid.*, no. 183.

PETITION OF CAPTAIN DENIS-NICOLAS COTTINEAU DE KERLOGUEN TO THE NORTH CAROLINA GENERAL ASSEMBLY

To the Honourable assembly of the State of north Carolina:

Gentlemen.

[Before 29 April 1778]¹

About fifteen days ago captain Cottineau came to this Town,² on purpose to represent to the governour of this State,³ that his fregate⁴ now lying in cape look out bay, was not in Security, and that she run'd the greatest risk of being Insulted by the Enemyes of america, which Look upon the french to be their owne, Because they assist this continent. Capt. De Cottineau observed to the governour that besides the protection he had Right to clame from this State, after the Services that his cargo which was Considerable Should prove to the State; (as much for the private wants as for those of the army) it Became the Dignity of the government to protect a Stranger upon the Coast as well as in the harbours, and to hinder the Ennemies from coming in this ports to Destroy, Burn or insult the Ships which ought to be in Safety in the Saids ports and harboures in regard to the Treatys of all the polised Nations. The Governour answered to the Said Captain that his just demands required Some measures, and Expences which he could not take upon himself to perform, But as the general assembly Should Set in a few days he thought that his demands could not Bear the Least difficulty been very usefull to the Whole Continent Specially to this State, for it is true that cape Look out fortifications could assure a retreat to all the continental vessels as well as to a great quantity of Strangers, that the ones as much as the others might find a good Shelter against the Winds and the Ennemies, this Bay been fortified should prove of a great advantage to this State being the only Safe harbour from Cape henry to cape fear where Strangers may go in without danger and almost without Pilots.

Captain De Cottineau has proposed to furnish 80. men and his boats To build a fort at his owne Expences and to pay a part of the State charges on that purpose, even to put Some of the fregate's guns upon it 'till the assembly Should Send Some, and Monsieur Le Chevalier De Cambray officer of artillery who Came in this country on purpose to Serve under general Washington has taken the trouble of building

the Said fort and Show'd to his Excellency the governour two different plans of the necessary fortifications. he had Besides calculated what Should be the amount of the Expences, and found it to be five thousand pounds, but the governour made always the Same answers and observations, and gave to Captain De Cottineau an order for the Commander of the militia at Beauford⁵ to give assistance in Case of attack from the ennemie.

as the time was precious to Captain De Cottineau. M^r Nash⁶ with Some more private gentlemen made a Subscription of £1200. pounds which was Sufficient for making Some Small augmentations only to the fort that I had already Begun for my owne Security which I Judged to be Enough to repulse a fregate.

In consequence of these, I Bought Several tools, and went to Beauford where I Began to work with my Crew only, excepting Six countrymen. Therefore the fort is not done for want of good helping people.

Here is a plan of the fort,⁷ together with Cape Lookout bay Which monsieur Le Chevalier De Cambray has drawnd, I Believe that this Honourable Assembly will easily feel the importance of this New and usefull Settlement, and Consequently will order the Necessary improvements So as to enable him of not fearing any of the ennemies attacks; Monsieur Le Chevalier De Cambray intends (when he'll return here) to present Before this assembly a plan of his Ideas in that respect. he is a gentleman of good caracter and understanding, a brave officer of an Exellent good conduct And very willing to be usefull to this Continent Which he has proved already by remaining about a months time upon the place Where is the fort⁸ at his owne Expences, he made a voyage here at Newbern which cost him above a hundred pounds having had the misfortune of Breaking a chair which was Lended to him,⁹ this Sum may be nothing for others, But proves to be very Considerable ~~for~~ to that officer who has no other property in this Country But the desire of been usefull.

I must observe that I have Some true notions, that the Captain of the English man of war called the *Emerauld*, who gave me a chace from Cheasepeak bay together with an other fregate; flatters himself of destroying my fregate in any port of this Continent and I know that he is disposed to Come as Soon as the Weather will permit,¹⁰ I share with ye Gentlemen the insult of Such a discourse, But I can assure ye that the *Emerauld* and her partner Shall leave their Ribbs upon the Coast if they prove So bold as to attack the fort or my fregate. For those means I Expect that you'll be So kind as to allow a Strong guard to the fort; Then to the Satisfaction of abbatting their Bravade we Shall have the pleasure of having two Ennemies Less.

Whatever be your Designs, Gentlemen, give me leave to Represent to this Honourable assembly, that ye cannot refuse to Order that a guard Should Be Sent to the present fort with an American flag on purpose to protect Such a good harbour as Cape Look out Bay is. I think that 50. or 60 men Shall Be Sufficient together with 25. I could Send in Case of a near attack to Stand against 250. if the Ennemie was to land them there, I intend to Build a Watch house or a Corps de guard to give necessary notice to the Country Militia. Then I shall Look upon the place to Be without any Risk, the men of war not Been able to approach.

In Case you Should meet with Some Difficulties in regard of Sending proper Guns to the fort, I can afford to offer Six to this State of 4 pounders each, wich I Shall Leave here, they Cost to me 450 livres apiece in france with all their furnitures,

you may Reimburce to me whatever you'll please, I can all the Same leave two Swivels with necessary Balls, they Serve Now to defend the fort's Ditch.

I must observe that this fort Sufficient for Sometime Requires fifteen Days work with about 60. men to be perfected in its Capacity, with a Small Expencc of one thousand pounds without Comprehending the house; Besides Monsieur Le Chevalier De Cambray who understands very well those matters Shall instruct you of all his performances.

as the fort is not yet finished, I cannot give an account of the present Expences to the Subscribers, Because there was but a few Workmen of this Country, and that one pound of Tabacco that I allow per Day to every one of my Crew is for my owne account, therefore I do not think that the 1200 pounds are yet over.¹¹

I Beg Gentlemen that you Would prove So kind as to protect and Send this letter to the Congress by wich I ask to be Intitled by Commission for Deffending the Landing at Cape Look out Bay¹²— and as I may be in that Case from Day to day I hope you'll take all my justs demands into Consideration.

Be persuaded that Besides the obligations I shall be under towards this Honourable assembly on this occasion, Nobody Desires more than my Self Success to the Continental arms, glory to the Congress and all the Chiefs, happiness to all the americans and prosperity to this State.

D Cottineau de Kerloguen

DS, Nc-Ar, House of Commons Papers.

1. The petition is undated. It must have been written before 29 April, when the General Assembly acted on it.

2. That is, Newbern, N.C.

3. Gov. Richard Caswell.

4. French ship *Ferdinand*.

5. On 11 April, Col. Thomas Chadwick of the Carteret County militia wrote Caswell that he had, as the governor had instructed, "waited on" Cottineau and that they had agreed on the site of the fort and on "proper signals." *NCSR*, 13: 85-6.

6. That is, Abner Nash, a lawyer and political leader from New Bern. He succeeded Caswell as governor of North Carolina. *DAB*.

7. The plan for the fort drawn by Louis-Antoine-Jean-Baptiste, Chevalier de Cambray-Digny, has not been found.

8. When he left North Carolina to travel to Washington's army in May, Chevalier de Cambray-Digny carried with him a recommendation from Gov. Richard Caswell that he be given a commission in the Continental army. *N.C. State Records*, 13: 123. On 13 June, Cambray-Digny was commissioned a lieutenant colonel in the corps of engineers. *JCC* 11: 604-5.

9. By "chair," Cottineau is referring to a sedan chair, a light one-horse carriage. On 30 April, the North Carolina legislature ordered that the "Commissioners for erecting and building a Fort at Cape Lookout Bay" pay "Mrs. Bartholomew" of Beaufort for the damage "she sustained by having her chair broke." *NCSR*, 12: 620.

10. H.M. frigate *St. Albans*, Capt. Richard Onslow, and not H.M. frigate *Emerald*, Capt. Benjamin Caldwell, commanding, had chased Ferdinand off Cape Henry in late February. See Journal of H.M.S. *St. Albans*, 23 February, *NDAR* 11: 415.

11. On 29 April, the General Assembly passed a resolution mandating the construction of fortifications at Cape Lookout Bay. The fortification, which was called Fort Hancock, was constructed on Harker's Island at Shell Point. On 30 April, John Tillman was named captain and commander of Fort Hancock. On 9 September, the General Assembly resolved to reimburse Cottineau £942.15 "for the labor of his crew, the provisions, and other necessaries and for money expended in constructing and erecting said fort." *NCSR* 22: 947-48.

12. On 29 April, the General Assembly passed a resolution expressing their "most grateful Sense of the important Services rendered by Capt. Cottineau to the United States" and instructed Gov. Richard Caswell to forward to Congress Cottineau's letter requesting a commission accompanied by the legislature's resolution. Nc-AR, House of Commons Papers. For more on Cottineu's request for a commission in the Continental service, see his letter to Caswell of 12 May, below.

April 30

JOURNAL OF H.M.S. *CENTURION*, CAPTAIN RICHARD BRATHWAITE

April 1778 Cape Sable [*Nova Scotia*] N68E 33 Leagues
 Thrusday 30th AM at 9 Wore Ship. Set the Mains^l. Close reef^t the Maintops^l
 Saw a Sail to Windw^d. made sail & gave chace. ½ past Saw a Sail
 bearing NEbN. gave her chace. fired a Shot & brought her too. She
 proved to be a Schooner¹ from Currasow² to Boston. at 11 Short-
 ened Sail. hoisted a boat out & Sent her w^t a Midⁿ. & 7 Men onb^d
 the Schooner. Brought the Prisoners onb^d. Close Reef^t the Top-
 sails.

Cape Ann N83W 33 Leagues
 Strong Gales & hazy w^t rain, PM handed the fore & maintops^l &
 got down topGall^t yards. at 2 lost sight of the Chace, people emp^d
 working up Junk. at 5 handed the Mains^l carried away the Fore-
 tack, haul'd the fores^l up & reeved another. at 8 Split the fores^l to
 pieces.

D, UKLPR, Adm. 51/177.

1. Schooner *Hope*, master unknown, owned by Abraham Lansom, bound from St. Croix to Boston, with salt and rum, sent into Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 486-87.

2. That is, Curaçao, Netherlands West Indies.

JOSIAH WATERS TO NATHANIEL SHAW, JR.

[Extract]

Dear Sir

Boston 30 April 1778

I have now the pleasure of Congratulating you on the Arival of a very fine prize¹ taken by the *Revenue*² & *Revenge*³— Cap^t Champlin's Dispatches you have by the bearer— This Afternoon I Libel'd the Ship & shall proceed as I judge will be most agreeable to you & for the best Intrest of the Concern'd— How you will choose to dispose of the Cargo I know not, though could leave be obtaind should judge the most Expeditious way by Auction Permission has been given in some cases of late & perhaps might be in this— Very unfortunately the Invoices were left on board the Sloop so that I cannot form any just estimate of the Cargo otherwise than what you have in Cap^t Champlins Letter, tho' the Prize Master M^r Thompson⁴ Informs me that the Inv^{es}. amounted to 25,000 Sterling. . . .

M^r. Handy the bearer has in Charge for you a Ballance of Cash as p^r account subjoind 303.16/. which is what I rec^d from M^r. Dickson⁵

You will be pleased to favor me with a Line by return of Bearer, with such directions as may be most pleasing I am D^r. Sir [&c.]

Josi Waters

Cash rec ^d from M ^r . Dickson 29. Ap ^l		
Deduct Cap ^t Allons ⁶ draft	}	613. 4.—
in favor D ^r . Tillinghast ⁷		219. 8. 0
d ^o . Paid D ^r . Lin ⁸ for one		
Case Surgeons Instrum ^t s		<u>90.—</u>
		<u>309. 8.—</u>

V[iz]

£ 303.16.—

16 @ 30. 480

29 @ 8. 232

42 @ 7. 294

1 . . . 61012 D^s 6/. 303.12—⁹5

303.17. 0

I think tis very Evident, what from the growing Scarcity of Money, & the late foreign Intelligence, the Price of Goods in General fall, of this you are a Judge, notwithstanding you'll permit me to intimate that I think from these Considerations as also from many Articles on B^d. the Prize being perishable it would be best & most for your Interest to have the Cargo disposed of as soon as possible—

JW

L, CxY, Nathaniel and Thomas Shaw Papers, packet 24, no. 1575. Addressed on cover: "Nathaniel Shaw J^r Esq^r/Merchant/New London." Addressed below close: "Nath^l Shaw Esq." Notation on cover: "P^r M^r Handy/with 303.17.0." Docketed: "Josiah Waters/Letter/Apr^l 30 1778."

1. Ship *Lovely Lass*, Andrew Waid, master. See Capt. Samuel Champlin, Jr., to Nathaniel Shaw, Jr., 1 Apr., above, and *The Connecticut Gazette; and the Universal Intelligencer* (New London), Friday, May 8, 1778, below.

2. Connecticut privateer sloop *American Revenue*, Samuel Champlin, Jr., commander.

3. Connecticut privateer sloop *Revenge*, Joseph Conkling, commander.

4. Nathaniel Thomson, prize master.

5. David Dickson, merchant at Boston.

6. Thomas Allon, commander of Connecticut privateer ship *General Putnam*.

7. Dr. Henry H. Tillinghast of Providence, R.I., formerly surgeon of Continental Navy ship *Alfred*.

8. Dr. John L. Linn, formerly surgeon of Continental Navy frigate *Boston*.

9. This is an account transposing an amount in Continental dollars into pounds sterling.

CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY, TO WILLIAM VERNON

Sir

An Oppertunity now presenting which appears very favourable for going,¹ I have applied to Coll^o Tillinghast² for the Sum of a thousand Dollars to finish settling with the people, who are now onboard. The Mony Cannot be procured without an Order from you and the Necessity is so great must beg an immediate Order & relying upon your seeing the Absolute Necessity of so urgent a Request only beg leave to repeat that I can take no Delay & remain Y^r very Humble Servant

Abraham Whipple

Providence April 30 1778—

L, RNHi, William Vernon Papers. Addressed at foot: "To: W^m Vernon Esqr."

1. Continental Navy frigate *Providence*, Capt. Abraham Whipple, commander, broke out of Narragansett Bay this day and sailed for France.

2. Daniel Tillinghast, Continental Agent for Rhode Island.

JOURNAL OF RHODE ISLAND NAVY SCHOONER-RIGGED ARMED GALLEY *SPITFIRE*,

CAPTAIN JOSEPH CRANDALL

April 1778

Remarks at Fall River, [Mass.] 1778.

Thursday 30th

This 24 Hours wind at NE., Smart Breese with heavy Rain,

Rec^d. a Virball Order from General Sullivan,¹ to move at the Mouth of Lee's River²

D, UKLPR, H.C.A. 32/455/1.
1. Maj. Gen. John Sullivan.
2. Lee River, Mass.

MASTER'S JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *SCORPION*, COMMANDER PHILIP BROWNE

April 78 [Off New City Island]¹
Thursday 30th At 4 AM ret'd the above Sloop they Boats being gone² At 8 Anchor'd here y^e *Hallifax*³ with a Convoy from Rhode Island Ret'd from Newyork the Boatswain⁴ At 11 ret'd y^e *Diligent* Brig⁵ Sail'd y^e *Hallifax*
[Off New City Island]
Mod^t & Cloudy PM & AM boarded Vessels as before Empl'd Occasionally

D, UKLPR, Adm. 52/1986.
1. That is, City Island, N.Y.
2. See Master's Journal of H.M. ship-rigged sloop-of-war *Scorpion*, 29 Apr., above.
3. H.M. armed brig *Halifax*, Lt. William Quarme, commander.
4. The boatswain had been sent to New York to return "condemned Stores." Ibid.
5. H.M. armed brig *Diligent*, Lt. Thomas Farnham, commander.

MEMORIAL OF CAPTAIN WILLIAM BURKE

To the Honorable the Congress of the United States of America, the Memorial of William Burke, late Captain of the continental arm'd schooner *Warren*.

Respectfully Sheweth,

That in the year 1775 he was master of said schooner of which Winborn Adams was Captain. That in January 1776, he had the honor of being appointed commander of said schooner, by his excl^v. General Washington. That from the latter period, he kept continually cruizing With the other continental Vessels and was concern'd in the capture of nine of the enemy's Vessels, four of them Transports with Highland Troops, before the month of aug^t following, when he was taken by the *Liverpool* Frigate of twenty eight guns and carried into Halifax.¹

That he remain'd a prisoner untill the last of February 1778, When with great hazard and difficulty he and three more made their escape, taking two British Soldiers along with them. That during his captivity he Suffer'd all the distress which a short allowance of provisions and continual insults could occasion; and expended considerable Sums of Money in Supporting himself and fellow prisoners; And he has the Satisfaction to believe, that the lives of many of the Sick were Saved by his attention to their wants; and many of the common Sailors by his persuasions and encouragement prevented from engaging in the enemy's services. That upon his geting home he applied to the Navy Board at Boston for employment, who said they could give him no appointment but recommended him to make application to Congress for that end.

Your Memorialist came hither accordingly, with recommendations from divers gentlemen at and near Boston, to whom he had the honor of being known.²

But that upon representing his case to the hon^{ble}. Marine Committee they mention'd divers unexpected obstacles in the way of his appointment which they said Congress alone could remove.

Your Memorialist begs leave to add that at the time of his appointment to the command of the *Warren*, he was next in commision to Captain Manley: and he hopes that his missfortunes and sufferings will not prove the means of depriving him of what he deems his right and he assures himself that his conduct while in command will furnish no Argument against him. Not that your Memorialist is without resources handsome offers were made him soon after he got home from Captivity, But he consider'd himself an officer belonging to the United States Whose duty oblig'd him to continue in their Service, the honor of which he would greatly prefer to a more lucrative employment in the Service of private Merchants

With this state of facts, your memorialist Submits his case to the decision of Congress, and as he has already been here nine days, he is oblig'd to pray for a Speedy determination³

York Town April 30th. 1778

William Burke

D, DNA, PCC, item 48, vol. 1, p. 162 (M247, roll 48). Docketed: "April 30th. 1778— No. 46—/Memorial from Capt/William Burke./read 1 May 1778.—/Answered.—by two/resolutions—."

1. On the capture of *Warren*, see Journal of H.M. frigate *Liverpool*, Captain Henry Bellew, 25 Aug. 1776, NDAR 6: 303–4.

2. One of these letters was from Maj. Gen. William Heath to Henry Laurens, President of the Continental Congress, 7 Apr. In his short note, Heath introduced Burke and explained why he was visiting Congress, adding: "He is said to be a good Seamen." ScHi, Henry Laurens Letterbook.

3. On 1 May, Congress resolved to grant Burke a commission in the Continental Navy and directed that he rank from the date he had been issued a commission in Jan. 1776. Congress also resolved that Burke should be paid from the date he was appointed commander of *Warren* "to this day, according to the rate of pay settled when he was so appointed." JCC 10: 412.

CAPTAIN BENJAMIN CALDWELL, R.N., TO CAPTAIN JAMES NICHOLSON,
CONTINENTAL NAVY

Emerald

Sir

In Hampton Road, 30th April 1778.

I this evening received your letter to Capt^m: Onslow, of the 25th. instant,¹ who left this the 14th, and carried with him to New York, all the officers and Crew of the *Virginia* you left behind;—having waited, (as he informed me,) more than a reasonable time for an answer, to his letters, relative to a general exchange of them.

M^r: Burney² has brought fourteen people, to be exchanged, and as we have but two prisoners at present on board, the remaining twelve, I give a receipt for, and shall write to New York, to have that number of your people Returned immediately, which no doubt will be done.— The others you mention to be coming in another Flag, their number shall be accounted for in like manner.— the sooner you please to send them the better, as I shall have an oppertunity of transmitting the accounts to New York.— You refer me to M^r: Burney for the method of Exchange, and this is fixed upon, and he can inform you of the mode, of their returning.— He mentioned those he most wished to have back, and will give your their names. I am [&c.]

B.C.

LB, UkGrNMM, Benjamin Caldwell Papers, CAL/110, Letter Book (May 1776–June 1779), p. 29. Addressed at bottom of page: "To/Capt^m: Nicholson/Baltimore."

1. Nicholson's letter to Capt. Richard Onslow, commander of H.M.S. *St. Albans*, has not been found.

2. Probably Joshua Barney, former first lieutenant of *Virginia*, who was being held captive on H.M. frigate *Emerald*.

WILLIAM BROWN TO ROYAL GOVERNOR JAMES WRIGHT OF GEORGIA

St Augustin April 26th. 1778

In my last of 18 Cur^t I acquainted Your Excellency that Brigadeer Elbert¹ was at Fort Barrington² with a body of men mostly drafted (or rather as Said forced) from the Militia— At the Same time, the Galleys approaching from the Alatomahah, where they had been to Carry some Stores from Sunbury for them, encountered at Mackays Creek, the new *Hinchinbrooke* brig (formerly Savages fine schooner) of 16 four pounders lately Commanded by Captain Ellis, drowned;³ and the *Rebecca* Sloop of 14 fours in the Service of this Province, Commanded by a Captain Moubray;⁴ the engagement began early in the morning of 19 Curt, and lasted 'till about ten, At which time the Crews of these Vessels to number of 120 or 130 with 40 more Who were on board a watering brig took to their boats, and retired on board His Majestys Ship *Galatea*, which then lay 8 or 9 miles below in Jekyl Sound, So that these vessels, that is the three former, fell into hands of the Enemy, together with all their Stores &c^a— it seems the Galleys three in number got behind a point of marsh from which they Cannodaded, the Others who unluckily got on ground, by fall of tide and a Calm when they were endeavoring to decoy the former into deep water, nor Could the Guns of the Vessels reach the Galleys, whilst they took their proper distance with 12 and 18 pounders, which I am told they fired with great exactness, beside they are Said to row two miles a head against tide— it was an unlucky Circumstance Our people not having time to burn the Vessels, indeed they had not even time, to Save their Cloaths or papers, apprehending that their retreat would be Cut off by a body of men landed upon Frederica from the Galleys for that purpose, and who had been taken on board at Barrington to number of 300, upon discovery that the Vessels, were in the Sound.— this Success will enable them to enter Saint Marys if they Chuse, in order to attempt Fort Tonym where there are only Swivels mounted. Elbert at the sametime crossing the Alatomahah and Saint Marys; and how far in that case Coll: Brown will be able to maintain his post Altho he has upwards of 500 men with him, including those who Came from Carolina as noticed in my last; is very uncertain because, he may not have provisions, and probably the regulars about 150 or 200, will not advance to Support him for Same reason, now that the water Communication is lost for the present by this Capture of our marine Creeke force—⁵ The Other Corps of the ninety Six people who were on their way here, we now learn dispersed themselves not being properly Armed upon hearing Elbert had marched to the frontier to Oppose them— these Carolinians in all about 1000, including the 350 already with C. Brown it seems had Sent to Gen^l Prevost, desireing he would march a detachment of his troops towards the frontiers to facilitate their Crossing the Alatomahah and S^t Marys, and to be embodied under his Command, by name of Campbels volunteers, their being Several amongst them bearing his Lordships Commission, which Occasioned the march of the regulars, as noticed in my last, but who went no further than S^t Juans upon hearing that they had dispersed—⁶ indeed it is now pretty Certain that the Military have at present no orders from head quarters to go out of the Province, but only to Act defensively, So that it would now Seem as if all incur-

sions from thence, even to get beefs are at an end, that is if M^r. Elbert Should fortify Barrington properly with Artillery, because it will then require a regular Siege to reduce that post in order to hunt with Safety— however there are about 40 head of Cattle come to town which have been upon their way ever Since Coll: Brown returned from dismantling Barrington,— your Excellency would be Surprised to See What Scrambling for it,— John MacGilvray it is Said has raised a Corps of rangers for the Kings Service in West florida, at his own expence—⁷ it appears from intercepted Letters from Georgia, that they have a french Engeneer there, and another french adventurur is raising a troops of Chassuers.—⁸ A Letter of Marque of 18 guns from London, is purchased yesterday Also two brigs to be cut down, as Galleys to mount 18 & 24 pounders for defence of this Province in room of those vessels taken—⁹ A Vessel from York in 19 days, brings us no latter news than by M^r. Nelsal but by One from Providence,¹⁰ we hear via foreign West Indies, of a formidable alliance Entered into by Britain, and the great Military preparations at home, by Sea and Land—also further Confirmation of the *Randolph* being Sunk, or blown up—¹¹ it is also reported this day that the *Notre dame* One of the Charles Town fleet, was run on shore, by the *Carysford* upon the North breakers—¹² The Capture of the *Hinchinbrooke* and *Rebecca*, is of no very great Consequence to the Enemy as their are neither men in Georgia or Carolina to man them, indeed two thirds of the best Seamen they had, were on board the *Randolph*, and Almost half the Crew British Mariners who had entered purely to get Out of jail, there were also Several Gentlemen Sons volunteers.—A Sailor is now paid £40 Ster^l for the run to france and freight for a barel of Rice! What trade can Support this?

April 30^h. By Account of deserters, the Galleys are returned with their prizes to Sunbury, but we do not know, how matters are at Barrington, or what number of men are left there, its Said from tolerable good Authority that Jas Habersham has resigned,¹³ M^r Zubly his plantation house is burnt down by person unknown—¹⁴ The 350 Carolinians, are now embodied under the General,¹⁵ I suppose having, previous power for that purpose from head quarters—, his brother the Major is to be Coll: Commandant,¹⁶ and a Major Robinson formerly, in the florida rangers, who resigned upon Account of Coll: Brown's Stepping over his head is to have the rank of Lieu^t: Coll: he is one of their own Country folke and was in the affair of ninety Six— the men have the recommending of their own Officers, and its probable a great many more, will get in by degrees—¹⁷ Coll: Brown is Still at Fort Tonym— I hope no Jealousy will arise betwixt these Corps Save that of Emulation, its true that the *Notre dame* as also an other of that fleet were chased on Shoar at Charles Town bar, but they beat over and Got Safe in. A Vessel with 1200 barrels Rice taken by the *Carysford* is gone to York,¹⁸ I imagine few more prizes will Come in here, now that the Season as well as upon Account of this bar and its difficulties will Serve better to go North. The french men now frequent Ocrecock North Carolina, upon which Coast our Cruezers Cannot So Conveniently hang upon Account of the Shoals, the letter of marque, which the Other day Cut out the Tobacco Vessel from thence, Says there were upwards of 50 Other prizes there, protected, by an Armed brig, called the *Sturdy beggar* and Some Galleys, belonging to that port—¹⁹ the last accounts from Georgia mention that Corn is so Scarce in the back Country, as to Occasion the Sending rough rice there from Savannah— the new Corps is to be quartered upon S^t Juans So that the regulars at present posted there, will come to Town again—²⁰

L, UKLPR, C. O. 5/116, fols. 84–85. Docketed: “Wm Browns Letter 26 & 30th/April 78 reced 22nd June/Ans^{ed}: the 11th July.” The author is taken from the docketing; the recipient is not given, but the docketing is in James Wright’s hand, and the letter was enclosed in a petition from Wright to Lord George Germain, 17 July 1778. UKLPR, C. O. 5/116, fols. 80–84. William Brown was a royal customs collector and acting comptroller for Georgia. Davies, *Documents of the American Revolution* 13: 455, 609.

1. Col. Samuel Elbert, Second Georgia Continental Regiment.

2. Fort Barrington, renamed Fort Howe by the Americans, was on the Altamaha River in Georgia.

3. H.M. armed brig *Hinchinbrook*, formerly South Carolina Navy brigantine *Defence*, was captured by H.M. frigate *Persus* and H.M. frigate *Roebuck* on 2 Apr. 1777. NDAR 8: 256–57. Capt. Thomas Savage was an active patriot and an early appointee to the Board of Commissioners of the South Carolina Navy. He may have owned *Defence* before it was taken into the South Carolina Navy, though historian Harold A. Mouzon believes the owner was a South Carolina merchant named Williamson. Harold A. Mouzon, “*Defence*, A Vessel of the Navy of South Carolina.” *The American Neptune* 13 (1953): 30. On the drowning death of Lt. Alexander Ellis, commander of *Hinchinbrook*, see Capt. Thomas Jordan to Tonym, 16 Apr., above.

4. Capt. John Mowbray.

5. Brig. Gen. Augustine Prevost, the military commander in East Florida, reported to Gen. Sir William Howe on 27 Apr., that although the “inland Navigation” was now entirely open, the Americans had not taken advantage of the opportunity because of intelligence they had received from prisoners they had captured that a large force of South Carolina “refugees” had arrived at St. Mary’s River and that additional forces were “in motion to support them.” Prevost to Sir William Howe, 27 Apr., UKLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 8, no. 69. Lt. Col. Thomas Brown of the East Florida Rangers held Ft. Tonym on St. Mary’s River until 28 June when an advancing force of Continentals and militia forced him to evacuate it and retire. Searcy, *Georgia-Florida Contest, 1776–1778*, pp. 142–43.

6. As Brown indicated on 10 Apr., this large force of loyalists from the Ninety Six district of South Carolina did not join British forces. The name “Cambels volunteers” was to honor the former Royal Governor of South Carolina, Lord William Campbell, who had engaged these loyalists to “join the king’s forces” under certain conditions, which they laid out in a memorial to Prevost. Memorial of George Dawkins and Edward Lane to Prevost, ca. 10 Apr., UKLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 8, no. 65. Campbell had died of a wound suffered while serving as a volunteer on H.M.S. *Bristol* during the British naval attack on Fort Sullivan in 1776. Edward McCrady, *The History of South Carolina in the Revolution, 1775–1780* (New York, Russell & Russell, 1901), p. 155.

7. Presumably Brown is referring to Alexander McGillivray, a Creek Indian leader, although John Stuart, the British Indian agent in the South had raised a force, often called Rangers, for service in West Florida. For more on both this force and McGillivray, who did hold a commission in the West Florida Provincial service, see Chester to Germain, 7 May, below.

8. The engineer may have been Jean Pierre Andris Defaupeyret who was recommended for a position as captain of artillery in the Continental line. *Revolutionary Records of Georgia* 2: 71. The identity of the other Frenchman is not known.

9. On the purchase of these vessels, which were renamed *Germain*, *Dreadnought*, and *Thunderer*, see Tonym to Germain, 28 Apr., above.

10. New Providence I., Bahama Islands.

11. On the destruction of the Continental Navy frigate *Randolph*, Capt. Nicholas Biddle, commander, see NDAR 11: 576, 683–84, 837–38, and 1175–77.

12. As seen in the 17 Apr. journal entry of H.M. frigate *Carysfort*, Capt. Robert Fanshawe, commander, the ship forced on the breakers was *General Moultrie*, Philip Sullivan, commander. As seen in the annotation at that document and later in this letter, *General Moultrie*, which was part of Biddle’s flotilla, escaped capture and destruction.

13. Presumably, James Habersham, Jr., but there is no evidence that he resigned from a position in the Georgia state government at this time. Kenneth Coleman and Charles Stephen Gurr, eds., *Dictionary of Georgia Biography*, 2 vols. [Athens, University of Georgia Press, 1983], 1: 378–79.

14. John Joachim Zubly was pastor of the Independent Presbyterian Church in Savannah. A pamphleteer who supported the rights of the colonists before the Revolution, he opposed independence for the United States and was consequently branded a traitor and banished from Georgia. *DAB*

15. Brig. Gen. Augustine Prevost.

16. Maj. James Mark Prevost. Augustine Prevost tried unsuccessfully to have his brother’s temporary command made permanent, but Sir Henry Clinton appointed different officers to command the South Carolina Royalists. Searcy, *Georgia-Florida Contest, 1776–1778*, pp. 150–51.

17. Joseph Robinson was named lieutenant colonel of the South Carolina Royalist regiment; Alexander Innes was named its commander. It did not attract great numbers of recruits as William Brown had hoped.

18. On 16 Apr., H.M. frigate *Carysfort*, Capt. Robert Fanshawe, commander, captured the sloop *General Gates* off Charleston.

19. On the capture of the vessel loaded with tobacco from Ocracoke Inlet by the East Florida privateer sloop *Ranger*, George Osborne, commander, see Thomas Bloodworth to Gov. Richard Caswell of North Carolina, 20 Apr., above.

20. The “new corps” was the South Carolina Royalists. Prevost ordered a portion of that unit to combine with the Florida Rangers and hold a position on St. Mary’s River. He constructed a small fortification on the north side of St. Johns River.

May 1778

ROLL OF OFFICERS AND SEAMEN ON BOARD CONNECTICUT PRIVATEER SHIP GENERAL PUTNAM

[*New London, Conn., May, 1778*]¹A list of the Officers and men On Board the Ship *Putnam*—

Thomas Allon Capt.	Moses Palmer Master of Arms
Nath ^l Salstonstall 1 st . L. ^t .	Thomas Bushey Quarter master
Nath ^l Coit 2 nd . L. ^t .	Jesse Murray D. ^o .
Seth Warner 3 ^d . L. ^t .	Nathan Baldwin D. ^o .
Richard Potter master	Sylvanus Smith D. ^o .
Jedediah Hyde Capt of marines	William Champlin
Timothy Rosseter Surgeon	John Waterman
Robert Smith 1 st . mate	David Ensign [C]ockston ²
Clint Deshields 2 nd . D. ^o .	William M ^c Bride Stewards mate
John Spincer Prize master	Thomas Goddard Carpenters Yeoman
Dan ^l Eldridge D. ^o .	Cuff: Cook
Phineas Stanton D. ^o .	
Elnathan Hatch D. ^o .	Stephen Davis
Amaziah Jocelin D. ^o .	Patrick Sirmot
Obadiah Spencer D. ^o .	Reuben Clarke
John Chatfield D. ^o .	Thomas Rogers
Gunner	Isach Hammond
David Pool Boatswain	Jonathan Whaley
Thomas Edgar Carpenter	Joseph Wheeler
Noah Scranton Capt of Hold	Joseph Colly Negroe
Joel Webb Lieu ^t of marines	Sam ^l Trueby
Thomas Slattery Clerk	Joshua Squire
Jesse Dowe Steward	William Young
William Denison Cooper	Joshua Lathrop
Ebenezer Goddard Jun ^r . Cap ^s Stew ^d	Luther Burney
John Bolles Armourer	Jeptha Bewell

Melatihah Norton Sailmaker
 James Young Gunners mate
 William Boulton Boatwains D^o.
 Jonathan Setchel D^o.
 John Sheffield Carpenters [*Do.*]
 Julius Willard D^o
 Frederick Redfield Surgeons mate

Thomas Pagy
 Joseph Squibb
 Gourdin Warricks
 John Stephens
 Sam' Williby
 Timothy Butler
 William Babbit
 Joseph Tibbals
 Elnathaⁿ Norton
 Jesse Gilbert
 David Clinton
 Agrippa Smith
 Thomas Catlin
 Burrel Smith
 Joseph Smith
 Jesse Smith
 John Tantiguigin
 Edward Staplin
 Darius Brusster
 Benjamin Williams
 Michael Torrey

Reuben Davis
 Roger Robins
 John Danielson
 Ebenezer Corkins
 John Glison
 Sam' Harskine
 John Ripley left Sick
 Dan' Unkas
 Ebenezer Farmer

George Weatherlike
 Joseph Peck
 Cato Jones
 Isaac Oliver
 Timothy Church
 Paschal Deangelis
 William Cooper
 Justice Miller
 Constant Webb
 Hezekiah Canfield
 Theodore Harrison
 Peter Hugans
 Enoch Brookway
 Ephraim Tiffidy
 John Gwinn
 Thomas Bancraft
 John White
 Stephen Heffern
 Henry Card
 Drake Mills

Lewis Fairchild
 Cesar Landon
 John Salmon
 Amasa Hyde
 John Mathers
 Stephen Tubbs
 James Everts
 Amos Mansfield
 Elihu Copely
 Charles Elliot
 John Mansfield
 Paris Bernard
 John Hubbard
 Mathew M^cClure
 John Neadham
 Thomas Averil
 Sam' Smith Jun^r.
 John Neadham Jun^r.
 Thomas Berry
 James N Griffin
 Dan' Conkling

Solomon Hyde	Ezra Allen	William Charley
John Peck	John Baxter	Michael O'Brien
Uriah Roundy	Timothy Stocken	John Edmunds
Asa Woodward	Elias Neadham	James M ^c Mullens
William Hasen	Eurastus Allen	John Barr
Sam ^l Smith	Elias Sage	Dan ^l Newcome
John Harvey	Charles Wright	Joseph L Sal[t]onstall
Joseph Manly	James Parsons	Christopher Deane
Amos Morrison	John Vandervort	Thomas Eldridge
Lemuel Smith	Thomas Parsons	Cesar Sabens
Dan ^l Twigg	Miles Dudley	Amos Pendleton
William Tyack	Peter Darra	John Pendleton
John Caulkins	Joel Johnson	Sam ^l Champlin Jun ^r
Benjamin Bewel	William Stone	John Mason
Henry Ranson	John Brewster	William Babcock
James Wall	Reuben Shelly	Thomas Stanton
John Wall		Moses Palmer
Sam ^l Fargo		Henry Elliott
		Nath ^l Dyer
		Joseph Cook Stubbs
		John Elliott
		Elias Bennet

D, CX; Nathaniel and Thomas Shaw Papers, packet 79, no. 4577. Docketed: "List of Men."

1. The date is determined by the surrounding documents which are all dated in May 1778 while privateer *General Putnam* was fitting out at New London.

2. That is, "coxswain".

MEMORANDUM OF GENERAL SIR HENRY CLINTON, BRITISH ARMY,
CONCERNING THE BRITISH EVACUATION OF PHILADELPHIA

[*Philadelphia, May, 1778*]

If Lord H¹ goes first and is not sure of returning in less than a month supposing we cannot leave this without his assistance the expedition may be delayed; the R.² assemble in great force possess certain points we shall be obliged to send the Expedition³ from hence not compleately fitted (which can only be done from N.Y) we must embark ourselves at New castle shall be obliged to leave most of our horses our provision train &c &c.

whereas if L^{or}. H stays or we can be passed to— [nY nJ.?] without him I shall be able to move in about 24 days the move will be more like ourselves, we should take all with us & the Ex. will sail from S I⁴ better equiped & full as soon as it Can from here as L H does not think he Can assemb[*l*]e his fleet for it sooner than a month⁵

D, MiU-C, Sir Henry Clinton Papers. The memorandum is undated. The date was surmised from the contents; the place from Clinton's location at the time.

1. That is, Vice Adm. Viscount Howe.
2. That is, Rebels.
3. The expedition to the West Indies is discussed in Lord George Germain to Lt. Gen. Sir Henry Clinton, 8 Mar. 1778. *NDAR* 11: 1069–73. The 5,000-man force did not sail from New York until 3 Nov. 1778.
4. Staten Island, N.Y.
5. Clinton and his army evacuated Philadelphia on 18 June at 3 A.M. Clinton to Lord George Germain, 5 July 1778. Davies, *Documents of the American Revolution* 15: 159–63.

May 1

TRIAL AND CONDEMNATION IN VICE ADMIRALTY COURT OF NOVA SCOTIA
OF MASSACHUSETTS PRIVATEER BRIGANTINE *LYDIA*

Cause.

Charles Feilding Es^{qr} Commander of His Majesty's Ship the *Diamond*, VS the Brigantine called the *Lydia* & her Cargo—Joshua Grafton Master.

11 April }
1778 }

Libel filed & Entered & Order made thereon as on file.

Registers Office Halifax 14th April 1778.

Thomas Crawford Master of His Majesty's Ship the *Diamond* being duly Sworne Deposeeth that being on a Cruise in the said ship they fell in with the Brigantine *Lydia*¹ on or about the 6th. of April Inst being then off of George's Banks to the Southward, that they Boarded said Brig & found she was from Hispaniola, Cap^t. Nichola Mold² Bound to Salem in New England, Loaded with Molasses Coffee, Brandy, Canvas, &c^{ca}. that she mounted 4. 3 Pound^{rs}: & 8 Swivels, & had about 12 Stands of Arms, that he Understood she was Owned in Salem, that the Register now produced was found on Board of her, & that the said Brig is now in this Port.

Tho^s. Crawford.

Sworn before me

Charles Morris Jun^r. Reg^r1 May }
1778 }

Court opened as usual: The Libel &^{ca.} read, the Evidence taken before the Register also read, Proclamation made for all Claimers to Appear, none Appear'd; the Judge then Ordered Decree to be pronounced as on file, whereby the said Brig and Cargo was Condemned as Lawfull Prize.

Court Adjourned without Day—

D, CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), p. 123.

1. Massachusetts privateer brigantine *Lydia*, taken at sea on 7 Apr. and sent into Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 485–86. *Lydia*, Joshua Grafton, commander, mounting 4 carriage guns, a crew of 20 seamen, was commissioned on 22 Dec. 1777 and was owned by Samuel Page and Walter Price Bartlett, of Salem. M-Ar, Revolutionary Rolls Collection, vol. 6, pp. 200, 203; Mass. Archives Collection, vol. 168, p. 106.

2. That is, Cap Saint-Nicolas Môle [Cape Nichola], Saint-Domingue.

JOURNAL OF H.M.FRIGATE *RAINBOW*, CAPTAIN SIR GEORGE COLLIER

May 1778
Friday 1

D^o. Cape [*Cape Ann, Mass.*] 83 W^t. 11 Leag^s

AM at 6 set Foresail & Fore & Main tops^{ls.}— at 8 tack'd— at 11 saw a Sail to the E^t.w^d.— set Mizⁿ. tops^l. & Staysail.

Cape Cod S^o. 85 W^t. 20 Leag^s.

First p^t fresh Breez^s. & cloudy—middle p^t fresh gales with Rain latter p^t light Breez^s. & thick foggy W^r. PM at 5 retook a Brig call'd the *Elizabeth*^l from Bordeaux bo^d. to N York which had been taken by a Rebel Privateer call'd the *Hazard*² at 7 in 2^d & 3^d Reefs tops^{ls.}— at 10 lost Sight of the Prize astern

D, UKLPR, Adm. 51/762, part 1, fols. 32–33.

1. Brig *Elizabeth*, a recapture, from London bound to New York, with brandy, wine, &c., taken off Georges Bank, sent into Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 483–84. According to Vice Admiralty Court of Nova Scotia records, Thomas Howe, master of *Elizabeth*, had been granted a license at New York City by authority of Gen. Sir William Howe to sail to Bordeaux for brandy and wine and return. Capt. Sir George Collier libeled the brig on 20 May and John Alexander, mate of H.M. frigate *Rainbow*, deposed on 23 May that after a six-hour chase *Rainbow* captured *Elizabeth*, the crew of which was all Americans. On 1 June Richard Gibbons, H.M. Solicitor General, questioned the authenticity of the license and moved that the motion of the claimant, Thomas Howe, be overruled. It appears that the brig was ultimately declared a lawful capture of *Rainbow*. CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), pp. 132–34.

2. Massachusetts Navy brigantine *Hazard*, Capt. Simeon Samson, commander.

GOVERNOR NICHOLAS COOKE OF RHODE ISLAND TO CHARLES WALLER

Sir,

Providence ~~April 29th~~ May 1st. 1778

I am favoured with yours of the 29th. of April and am obliged to you for the Readiness with which you have given me Alexander Sheldon in Exchange for Capt. Furneaux's¹ Servant. I now send by the present Cartel under the Direction of Lieut. Brown² Capt. Jenkins to be exchanged for M^r. John Brown agreeable to the Proposal made on the 13th. of April & consented to by you³ also send John Couché a Midshipman of the *Apollo*⁴ whom I propose to exchange for Isaac Dunton Master of the *Reprisal* Privateer;⁵ M^r. Crafton Master's Mate of the *Apollo* to be exchanged for Benj^a.

Peck Master's Mate of the *True-blue*⁶ and Robert Watts who was Mate of an armed Schooner from Halifax bound to Newport to be exchanged for James Rogers a Volunteer belonging to the *Warren* Frigate⁷ taken in the *Neptune* Prize⁸ and Two Seamen belonging to the *Juno* to be exchanged for any Two Seamen belonging to the *Warren* in the *Neptune* Prize; Should you not think proper to Consent to these Exchanges M^r. Brown hath my Orders to bring ~~them back Couché & Watts~~ Couché, Crafton, Watts and Two Seamen back.

The most unhappy Situation of our Prisoners with you gives me the greatest Concern.— At present it is not in my Power to exchange the whole of those I wrote you on the 14th. instant⁹ proposing to give Capt. Smallwood and his Crew for Capt. Allen Brown and the Prisoners made with him.— Capt. Hopkins¹⁰ in the *Warren* Frigate made another Prize¹¹ out of which he also took a Number of Prisoners; In the whole as I am informed ~~they~~ amounting to about 34 or 35.— Should you think proper to release the Prisoners upon their Engagement not to take up Arms nor do any Thing in an offensive Way during the War until they are ~~discharged~~ exchanged I will engage to deliver up immediately the abovenamed Prisoners, who are now at Boston, provided I can obtain them, of which I have satisfactory Assurance, but will let you know positively upon your acquainting me that the Proposal is agreeable to you; and will as soon as any Prisoners come into my Hands, send them to you until the whole are exchanged having Regard to Rank as well as Number.

~~I wrote you by Col. Barton desiring you to give me in Exchange for Capt. Furneaux's Servant a certain Alexander Sheldon. I now repeat the Request and am, Sir & I am Sir [&c.]~~

Nich^s Cooke

DFS, R-Ar, Letters from the Governor, vol. 3 (1778–1779), p. 32. Addressed at foot: "Charles Waller Esq^r" Waller was British Commissary for Naval Prisoners at Newport.

1. Capt. Tobias Furneaux, R.N., commander of H.M. frigate *Syren*, which went aground and was burned off Point Judith, R.I., in November 1777.

2. Lt. Philip Brown, Continental Navy. Brown received his orders from the governor on 2 May. R-Ar, Council of War Papers, Exchange of Prisoners and Miscellaneous Papers, 1775–1781.

3. Capt. Peter Jenkins; John Brown was a passenger in the merchant ship *Chelsea*, taken by H.M. frigate *Ariel*. "List of American Prisoners at Rhode Island, April 29th. 1778," above.

4. H.M. frigate *Apollo*, Capt. Philemon Pownoll, commander.

5. Massachusetts privateer brigantine *Reprisal*, James Brown, commander.

6. Massachusetts privateer schooner *True Blue*, Laurence Furlong, commander.

7. Continental Navy frigate *Warren*.

8. Ship *Neptune*, Joseph Smallwood, master.

9. See Rhode Island Council of War to Charles Waller, 14 Apr., above.

10. Capt. John Burroughs Hopkins, commanding Continental Navy frigate *Warren*.

11. Snow *Robert*, James Hall, master.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport. Rhode Island]

1st May. Rain all last night and this day. Wind N.E. Cold & raw.

The *Providence* Rebel Frigate¹ of 30 Guns & 350 men escaped to Sea last night about 10 o'Clock. The night was very dark, with much rain, and the Wind N.N.E. The *Lark*,² stationed off Greenwich³ had sufficient notice of her coming down, and was under way when she came opposite to her, and they engaged till they came near the N. end of Connonicut,⁴ when the *Lark*, having received a good deal of damage, 3 men killed and 7 wounded, and finding the *Providence* had come under the fire of

The *Juno*,⁵ came to an anchor. Many shot were exchanged between the *Providence* and the *Juno*, but as the latter did not get under way, the *Providence* passed her, and then fired several shot which raked her and shot away her Ensign Staff; after which she proceeded to Sea unmolested. The Commodore⁶ on observing the firing made a Signal for The *Orpheus* to slip, and go out of the harbour, which was not complied with, as neither the Pilot or Master would take charge of the ship under the circumstances of the weather. The night was so dark that it was above half an hour before the Commodore knew that the *Orpheus* had not gone out, he would then have gone out with his own Ship⁷ but it was too late. In short there appears to have been some misconduct on the part of our ships. The *Lark* should have endeavored by every possible means to have retarded the *Providence*, and even have run foul of her at any risque. If she had been lost and driven the Enemy on shore, the advantage would have been on our side. The *Juno* should certainly have engaged her, and followed her to Sea: her fire would have directed the ships from the harbour where to have gone to her assistance; and the Captain of the *Orpheus*,⁸ in such a case should have taken the charge of the ship upon himself: it was possible to get out, and if he had lost his ship, a Court Martial would have acquitted him. At any rate he was blameable for not giving immediate notice to The Commodore why he did not obey the Signal, as The Commodore might then have gone out with the *Nonsuch*, which lay in a more favorable situation.

By all accounts the Enemy's ship was worked & fought well, and in good order. She must have suffered considerably, as the *Lark* was very close, and fired a great deal at her.⁹

Mackenzie, *Diary* 1: 273–74.

1. Continental Navy frigate *Providence*, Capt. Abraham Whipple, commander.

2. H.M. frigate *Lark*, Capt. Richard Smith, commander.

3. East Greenwich.

4. Conanicut I.

5. H.M. frigate *Juno*, Capt. Hugh Dalrymple, commander.

6. Capt. Walter Griffith, R.N.

7. H.M.S. *Nonsuch*, Capt. Samuel Reeve, commander.

8. Capt. Charles Hudson, R.N.

9. For another account of *Providence's* breakout, see *The Providence Gazette, and Country Journal*, 9 May, below.

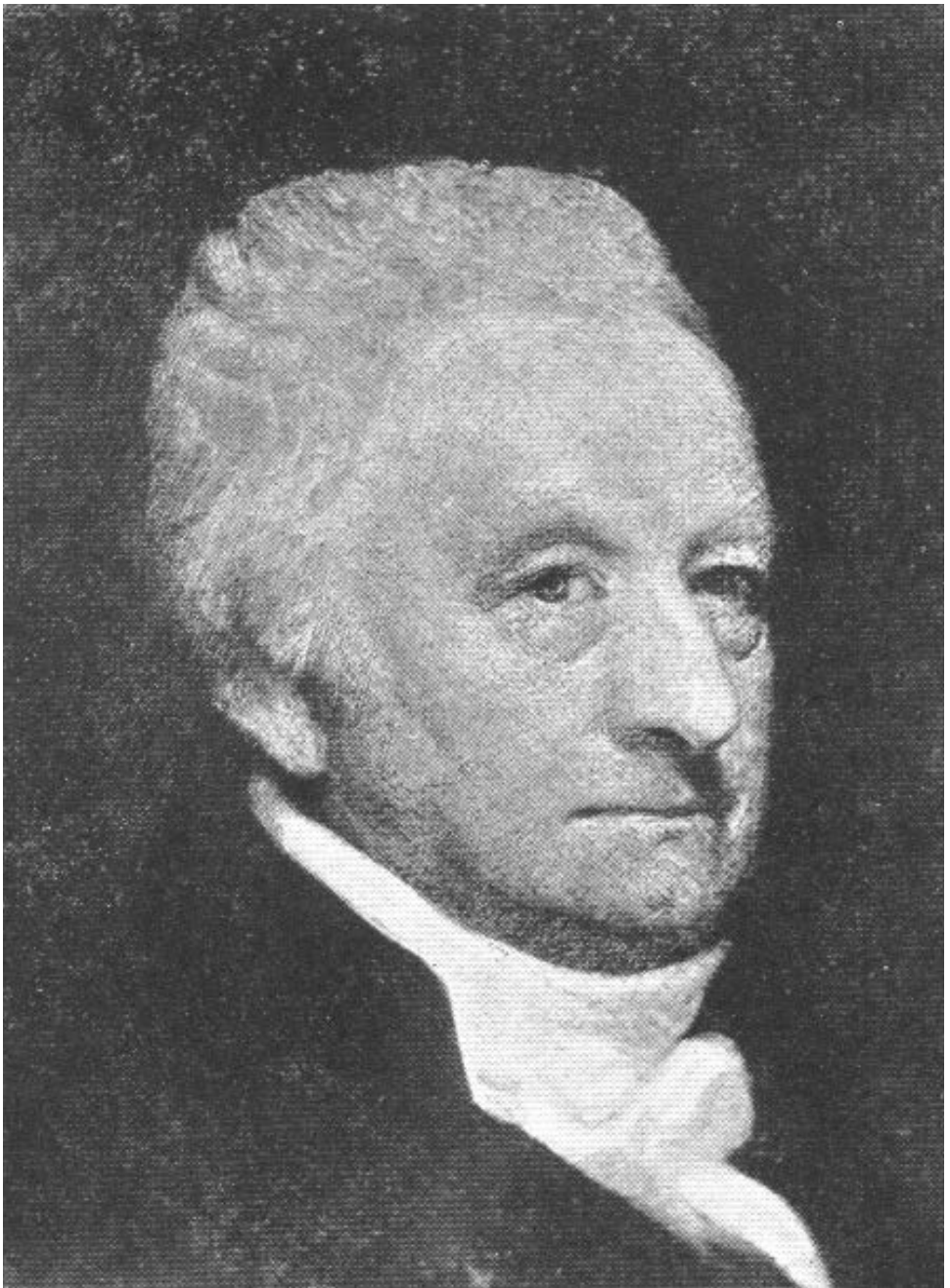
NOTICE TO SEAMEN OF CONNECTICUT PRIVATEER SHIP *GENERAL PUTNAM*

The Ship *PUTNAM*,¹ Thomas Allon, Commander, being fitted in the best Manner, and ready for Sailing,—all Gentlemen Volunteers that have engaged for a Cruise in said Ship, are desired immediately to repair on Board.

New-London, May 1, 1778.

Connecticut Gazette; and the Universal Intelligencer (New London), 1 May 1778.

1. Connecticut privateer ship *General Putnam* was commissioned on 23 Apr. 1778 and was owned by Nathaniel Shaw, Jr., & Co., of New London. It mounted 20 nine-pounders and was manned by 140 officers and men. DNA, PCC, item 196, vol. 6, p. 34; List of Officers and Men on *General Putnam*, May 1778, above.



Captain Frederick Mackenzie, British Army

MUSTER ROLL OF PENNSYLVANIA NAVY GUARD BOAT *Porcupine* COMMANDED BY ROBERT TATNALL ESQ¹ FROM APRIL 1ST 1778 TO MAY 1ST FOLLOWING & OTHER MONTHS—

No. Mens Names	Station	Time pay Commenc'd	Month pay	Time in Station Y ^{rs} M ^{os} D ^{ys}	Age	Bounty	\$ ^s & went to Hosp ^l Return'd	Remarks	Time M ^{os} D ^{ys}	Sums Due £ S d
Robert Tatnall	Capt.	Ap ^l 1 st	£18 ..	50	.....		.....	Taken Prisoner at Bristol 17 th April ¹		
William Steel	Gunner	d ^o	6	.....	.....		from <i>Barthe Galley</i> ²	d ^o Return'd, Gunner on board <i>Barthe Galley</i>		
Hugh Malloy	Private	d ^o	4..10	36	.....		.....	With Cap ^t Lawrence ³ of Guard Boat <i>Salamander</i>		
William Goudy	d ^o	d ^o	d ^o	31	.....		.....	Taken Prisoner at Bristol 17 th April.		
James Mills	d ^o	d ^o	d ^o	30	.....		from <i>Barthe Galley</i>	Run at Burlington in April.		
John Butlerloy	d ^o	d ^o	d ^o	.....	.....		from Guard Boat <i>Eagle</i> ⁴	Taken Prisoner at Bristol 17 th April.		
Robert Thornton	d ^o	d ^o	d ^o	17	.....			Return'd, on board <i>Barthe Galley</i>		
								d ^o . made his escape there & brought s ^d .		
								Boat out of the Creek, now w ^h . Cap ^t .		
								Erwin ⁵ of Guard Boat <i>Terror</i>		

D, PHarH, Pennsylvania Navy Muster Roll Books, Vol. 2, p. 115. At top of page is notation "From Page 96."

1. In its edition of 18 April 1778, the *Pennsylvania Ledger: or the Philadelphia Market-Day Advertiser* reported: "On Thursday evening last [16 April], a party of the British light dragoons with a part of the Philadelphia light dragoons, left this city, and proceeded to Bristol, where they surprised, and took prisoners, twelve officers and thirty-two privates."

2. Pennsylvania Navy galley *Barthe*, Capt. Robert Hardie, commanding.

3. Capt. Charles Lawrence, Pennsylvania Navy.

4. Pennsylvania Navy guard boat *Eagle*, Capt. Daniel Murphy, commanding.

5. Capt. James Erwin, Pennsylvania Navy.

HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS, TO PRESIDENT RAWLINS
LOWNDES OF SOUTH CAROLINA

[Extract]

Sir

[*York, Pa.*] 1st May 1778

. . . The loss of the *Randolph* and of the many precious lives in the same stroke is affecting— this account came in contact with intelligence of the Capture and loss of the Frigates *Virginia*, *Columbus* and *Alfred*,¹ ancient & venerable characters, but we have Wood enough to Christen with the same names, our Enemy has suffered greater losses & have not Wood & other materials in such abundance, therefore we have least cause for despondency, a New York paper which will go inclosed to Mr Gervais will shew the Enemys account of the Ill fated *Randolph*—² had we had Men on this spot competent to the arrangement of our Treasury & finances, Men of knowledge virtue and spirit, adequate to the labour of stemming the torrent of peculation which has overwhelmed us with debt and brown paper dollars, we should have less cause to regret the loss of four Frigates— these are gone, I trust and devoutly pray, the Eyes of these slumbering States may be opened and wise measures adopted for averting the loss of their Independence . . .

Copy, ScHi, Henry Laurens Papers, Copy Book. Addressed above opening: “His Excellency/Rawlins Loundes/South Carolina.”

1. On the loss of the Continental frigates *Randolph*, *Virginia*, *Columbus*, and *Alfred*, see respectively, Capt. Nicholas Vincent, R.N., to Vice Adm. James Young, 17 Mar. 1778, NDAR 11: 683–84; Capt. James Nicholson to the Continental Marine Committee, 2 Apr., above; William Vernon to the Continental Navy Board of the Eastern Dept., 25 Mar. 1778, and Capt. Walter Griffith, R.N., to Vice Adm. Viscount Howe, 28 Mar. 1778, NDAR 11: 786, 815; James Warren to John Gill, 20 Apr., above.

2. The account Laurens referred to appeared in the *New-York Gazette: and Weekly Mercury* of 6 Apr. 1778. He enclosed it to John Lewis Gervais, Laurens’s friend and a member of the South Carolina legislature.

JOURNAL OF THE MARYLAND COUNCIL

[*Annapolis, Md.*] Friday 1 May 1778

Ordered that M^r Crysall¹ deliver to Captain Massey of the *Defences* Tender² Thirty pounds Tallow & some Terpentine . . . Commission of Letter of Marque and Reprisal issued to Alexander Murray Master of the Brig *Saratoga* mounting 12 Carriage Guns and 8 Swivels navigated by 20 Men belonging to Samuel & Robert Purviance and others of Baltimore and Dated 20th. October 1777 also to David Porter master of the Sloop *Delight* mounting 6 Carriage Guns & 6 Carbins navigated by 8 Men belonging to Hugh Young and others of Baltimore

D, MdAA, Governor and Council Proceedings, 3842, S1071-23, p. 205.

1. That is, Maryland Navy Commissary John Crisall.

2. That is, tender *Amelia*, Capt. Henry Massey, commander.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Friday the 1st day of May 1778.—

Present.

Mr Whiting Mr Travis and Mr Lewis.—

Ordered that the Keeper of the public store, deliver to Mr Jn^o Dames ten quires of Cartridge paper for the use of the *Hero* Galley.—

Mr Jn^o Dames received Orders to call on Mr Holt and take on Board of his schooner¹ such provisions for the *Norfolk Revenge* and *Hero* Gallies² as he has orders for, which he is to proceed with and deliver respectively. He is to give all the Assistance in his power to the *Norfolk Revenge* Galley; then he is to apply to Cap Barret for such of his hands as he may have occasion for, to aid him in the Lading of his Vessell, which he is to do as soon as possible and return to the yard, and unlade.—

Ordered that the Keeper of the public Store deliver to Mr Jn^o. Dames thirty yards of Oznabrigs or sheeting and two pounds of twine for the use of the Schooner *Peace and Plenty*.—

Ordered that a Warrant issue to Mr. Jn^o. Dames for fifteen pounds upon account for the purpose of furnishing necessaries for the use of the schooner *Peace and Plenty*.—

Ordered that the Keeper of the public store, deliver to Mr Jn^o. Taylor four Bolts of thin Canvas for the use of the ship *Tartar*.—³

Ordered that Captain Eliezer Callender,⁴ deliver to Mr Jn^o. Taylor ten pounds of sewing twine for the use of the Ship *Tartar*.—

Ordered that Mr William Holt deliver to Mr David Anderson two coil of three and half inch Rope for the use of the Ship *Dragon*.—

Ordered that Mr William Holt, deliver to Captain James Maxwell seven Bolts of Duck for the Use of the Boat building at the Chickahominy shipyard.—

Ordered that the Keeper of the public store, deliver to Captain James Maxwell seven pounds of twine, one dozen sail needles, and four palm irons for the use of the Boat building at Chickahominy shipyard.

DS, Vi, Navy Board Journal, pp. 388–90.

1. Virginia Navy schooner *Peace and Plenty*.

2. Virginia Navy galleys *Hero*, Capt. John Barret, commander, and *Norfolk's Revenge*, Capt. John Calvert, commander.

3. Virginia Navy ship *Tartar*, Capt. Richard Taylor, commander; John Taylor was the captain's brother and a lieutenant in the Virginia Navy.

4. Capt. Eleazer Callender commanded the Virginia Navy ship *Dragon*.

GOVERNOR DON BERNARDO DE GÁLVEZ OF SPANISH LOUISIANA TO GOVERNOR PETER
CHESTER OF WEST FLORIDA

Most Excellent Sir

In answer to your Excellency's Paper of 21st. March last which I received by direction of Captain Joseph Nunn Commander of one of his Britanick Majestys Ships of War,¹ Concerning the restitution of the Persons and Effects of his Majestys Subjects Seized in this River by a Party of American Troops, under the Command of M^r James Willing: I am to acquaint your Excellency That in the Actual War which old and New England carry on with reciprocal Vigores against each Other; We have seen the public papers filled with Complaints, such as those made by your Excellency, upon the manner in which each party Conducts itself, between the Generals of both Parties, without Touching the mutual rights of making this War, and it does not belong to me to declare, for the legality or illegality of the Congress Commissions, which have been presented to me: nothing remains for me to do but to maintain Inviolable the

immunity of this Territory, and not to permit the least action to be committed which may affect the authority of the Prince, or Sully the Sanctuary of neutrality, in doing which I have hitherto Succeeded—

From a natural principle I thought to avoid whatever may endanger the preservation of this Province, for if so be the americans once possess themselves of the upper parts of this River, they will of Course Command its Navigation, I cannot Treat them as Enemies without exposing myself to the resentment of a Victorious Party, who could dispute with me the rights of their Conquest—

That I on my part have acted with that Justice and Equity which your Excellency does me the Honor to suppose me Possessed of, cannot be doubted Let your Excellency inform yourself, and you will find that I have not only reclaimed, and delivered to her owners the Brigantine *Neptune*, taken on the Spanish Coast,² but also your Excellencys own Negroes, those of Mess^{rs}. Livingston and Bay—³ The Effects of M^r Priest & M^r Shakespear,⁴ Mess^{rs}. Poussett & Marshalls Negroes[,] the Effects of Rabbicaud those of William Easton,⁵ and archibald Crawford, and lastly the Schooner and Negroes belonging to M^r Ross.—⁶ If this can convince your Excellency of the Justice and Equity with which I have acted I believe you will also be satisfied with my reasons— Your Excellency asks restitution of the Negroes taken by said Party upon His Britannick Majestys Land, and the Ship *Rebecca*.⁷ I should be glad your Excellency woud advise me, if I was to consult you, whether I ought to deliver them up, even if it were in my own power to do it: for besides that I am only bound by the Laws of Neutrality, not to permit any Act in the Spanish Territory by which the Colours can be dishonored—

Your Excellency must know that I cannot be responsible for Goods taken, between the Natchez and Manchack

Your Excellency likewise knows that the Laws of Nations extends to the Persons of Santiago Elliot & Harrison.⁸ If said Person be in the Lands Comanded by me, I can as little deliver them up without Violating said Law of Nations, as well as those of Spain—

I prevent as far as possible any of his C:M:⁹ Subjects furnishing Succours to the americans— I caused a Proclamation to be published, by which I Prohibit it, and as I am perfectly assured that they will not act against it,¹⁰ I have only to request your Excellency to be persuaded also, how sorry I should be to see that harmony which is daily renewed between my court and that of London interrupted upon this account &C.

New orleans 1st May 1778—
signed Bernardo De Galvez—

Translation, UkLPR, C.O. 5/594, fols. 626–27. Docketed: “Translated.—/Copy of a Letter from The—/Governor of Louisiana. to His/Exc^o Governor Chester, dated/New Orleans. 1st May 1778—/In Gov^r. Chester’s (N^o 55) of/2^d. June 1778./ (1).” The translation was enclosed in Chester’s letter to Lord George Germain of 2 June 1778.

1. H.M. ship-rigged sloop-of-war *Hound*, Comdr. Joseph Nunn, commander.

2. On the seizure of brigantine *Neptune* by Capt. James Willing’s party, see Deposition of Thomas Gibson, 18 Mar. 1778 and Capt. James Willing to Gov. Don Bernardo de Gálvez, 18 Mar. 1778. *NDAR* 11: 699, 706–7. A modern translation of this portion of the letter gives this word as “bank,” as in banks of the river. John Caughey, “Willing’s Expedition Down the Mississippi, 1778,” *The Louisiana Historical Quarterly* 15 (Jan. 1932): 23.

3. Philip Livingston, Jr., and Elihu Hall Bay were advisors to Peter Chester.

4. John Priest had been a passenger on *Neptune*, Stephen Shakespear owned a batteau seized by Willing’s men. *NDAR* 11: 699, 707.

5. William Marshall and Francis Pousette were planters; William Eason and Rabbicaud/Rapicaud were traders.

6. On the seizure of the schooner *Dispatch* by the American privateer schooner *Reprisal*, Capt. Joseph Calvert, see the Petition of David Ross & Co. to Gálvez, 11 Apr., above.

7. On the capture at Manchac of the ship *Rebecca*, John Cox, master, by Willing's command, see Minutes of the Governor's Council of West Florida, 2 Mar. 1778. NDAR 11: 490–92.

8. James Elliot and Richard Harrison were residents of British West Florida who served in Willing's command as lieutenants. See Willing to the Continental Marine Committee, 14 Apr., above.

9. That is, Catholic Majesty's.

10. See Proclamation of Governor Don Bernardo de Gálvez, 3 Mar. 1778. NDAR 11: 502–4.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *BEAVER*, COMMANDER WILLIAM TRUSCOTT

1778

The Body of S^t Martins SBE Dist^{ce}: 7 or 8

Friday May 1

Leagues

Mod^t & Clear W^r: at 6 AM Saw a Sail to the Wth: Made Sail & gave Chace.

S^t Martins S^o. 15 W Dist^{ce}: 27 Legue

Fresh Breezes & Cloudy, Still in Chace, at 2 PM Fired 2. Swivels & Brought the Chace too, She prov'd to be the *Betsy* Schooner, from Carolina, to S^t Eustatia Took possession of her;¹

D, UKLPR, Adm. 51/93.

1. Schooner *Betsy*, carrying a cargo of "tobacco, &c." "A List of Vessels taken by the Squadron under the Command of Admiral Young at Barbados & the Leeward Islands 16th June 1778," UKLPR, Adm. 1/310.

May 2

CAPTAIN JOHN GREEN, CONTINENTAL NAVY, TO ROBERT MORRIS

Queen of France Cape Ann [Mass.]

Sir

May Y^e 2^d. 1778—

I hope this will come safe to Your hand. It will inform You that I saild from Quiberoon Bay February the 25th. under Convoy of 5 Sail of the Line & three Frigates with several Sail bound to America but lost Company the same Night.¹ I cant i[n]form You how far the Men of War intended to Convoy Us to the Westward. The Ship *Dean*² Cap^t. Nicholson³ Continental Frigate Laden for Public Account & several French Ships were of the Convoy'd— I am orderd by M^r Ross⁴ to any Port in the Northern States to apply to the Committee to take My Cargo on Shore, store it, & take Receipts for the same, which done, to proceed with a Packet committed to My Care & directed for You to Congress. This day sent an Express to the Navy Board at Boston⁵ for orders whether to ~~return~~ land My Cargo here or proceed elsewhere. This Ship has twenty Guns, 6 Pounders & 75 Men all French— as soon as I hear from the Navy board, I shall follow their Directions & forward Your Packet as soon as possible. The Ship *Clementina*⁶ that was still commanded by Cap^t. Brown was to have joint the Fleet at Quiberoon Bay from Nantz but did not— Permit Me Sir to wait on You as soon as possible & You will much oblige— Sir [&c.]

Jn^o Green

PS— Dear Sir—What is become of M^{rs} Green & My poor little Children. I dread the News & Distress They must be in—

My Compliments to M^{rs} Morris and family a Vesell arrived here Last knight in 29 days from Bilbo Informs that the Cort of France had orderd all English Ships in there ports to be Stopt, there Routhers⁷ unhung, and satisfacktion demmand for the Ships taken by England from france— Lattey also that the french Imbaseter had Left London— I send you by this oppertunity a Coppey of my orders which I shall Compley with as soon as posable—

L, NHPr, Naval History Collection, Correspondence Regarding Naval-Maritime Matters, 1775–1783, no. 74. Addressed at top: “M^r Robert Morris.” Docketed: “Boston/*Queen of France*/2^d May 1778/[Capt. John Green].”

1. For more on the sailing of the convoy which was escorted by French warships, see *NDAR* 11: 1052, 1115.

2. Continental Navy frigate *Deane*.

3. Capt. Samuel Nicholson, commander.

4. John Ross.

5. Continental Navy Board of the Eastern Department.

6. Ship *Henrietta* (formerly *Clementina*), Patrick Brown, master, arrived at Boston on 4 May. See John Bradford to Robert Morris, 4 May, below.

7. That is, “rudders.”

OFFICERS OF CONTINENTAL NAVY FRIGATE *RALEIGH* TO THE PRINTER OF
THE INDEPENDENT CHRONICLE, AND THE UNIVERSAL ADVERTISER (BOSTON)

WHEREAS many and false reports, have been industriously and injuriously circulated, respecting Capt. THOMPSON’s¹ conduct, on the 9th day of March last, when the *Alfred*, our consort, was taken by two of the enemy’s ships.² And as it is reported, that “the officers on board of the *Raleigh* disapprove of Capt. Thompson’s conduct during that day,” WE, the Subscribers, do hereby testify, That the above report is false: That his orders during that day’s transactions, were regular, uniform, and consistent with the rules and discipline that ought to be observed at sea, in such cases: That the ship was in every respect fit for action: That every officer and seaman expected to engage: And that our coming to action was prevented solely by the *Alfred*’s bearing away at such an unseasonable time, and without orders. Why Capt. Hinman³ bore away, when the ships were in such an unfavourable position, and without any signal from Capt. Thompson, we are at a loss to guess. And what renders it still more unfortunate is, we were then going to put about, to stand by the *Alfred*, and could have got along side of her long before either of the enemy’s ships could have possibly reached within gun-shot of her. That the *Alfred*’s colours were hauled down so soon after she bore away, that it put it out of Capt. Thompson’s power to relieve her, notwithstanding sail was set on board the *Raleigh*, with the utmost dispatch.

Every circumstance, as mentioned in his accounts sent to the Navy Board,⁴ and printed in the Boston Continental Journal, of the 30th April,⁵ is absolutely true, just, and impartial: From which account we hope judges will determine between right and wrong, and do justice to the much injured reputation of Capt. Thompson, under whose command we have served with the greatest Satisfaction.

Peter Shores, First-Lieutenant,	} Officers on board the <i>Raleigh</i> .
Josiah Shackford, Second ditto.	
Hopley Yeaton, Third ditto.	
Thomas Manning, Master,	

On board the Raleigh, Boston, May 2, 1778.

Massachusetts State, *THE above-named Peter Shores, Josiah Shackford, Hopley Yeaton, and*

Suffolk County. *Thomas Manning, severally made oath to the above-written declaration, by them subscribed; taken at their request, in perpetuum rei memoriam.*

Corum.

SAMUEL PEMBERTON, } Justus Paica
JOSEPH GARDNER, } at Quorum.

Boston, May 2, 1778.

Independent Chronicle, and Universal Advertiser (Boston), 7 May 1778.

1. Capt. Thomas Thompson, commanding Continental Navy frigate *Raleigh*.
2. For accounts of the capture of Continental Navy ship *Alfred* by H.M. frigate *Ariadne* and H.M. ship-rigged sloop-of-war *Ceres*, see *NDAR* 11: 575, 596, 708.
3. Capt. Elisha Hinman, commanding Continental Navy ship *Alfred*.
4. Continental Navy Board of the Eastern Department.
5. See James Warren to John Gill, Printer of *The Continental Journal, and Weekly Advertiser* (Boston), 20 Apr., above.

NOTICE OF INTENT TO SAIL OF MASSACHUSETTS PRIVATEER BRIG *ANGELICA*

THE Privateer Brig *ANGELICA*, mounting sixteen double-fortified 6-pounders, WILLIAM DENNIS, Commander, will peremptorily Sail in 8 Days from Boston, on a Six Months Cruise against the Enemies of the United States— This Notice is given, that those Persons who have entered their Names for the Cruise, and are Absent, may immediately repair on board the said Brig.¹

Boston, May 2d, 1778.

Boston-Gazette, and Country Journal, 4 May 1778.

1. *Angelica* was captured on 30 May by H.M. frigate *Andromeda*, Capt. Henry Bryne, commander, which was returning to England with Gen. Sir William Howe as a passenger. *Angelica's* crew of 98 seamen was taken out, and the privateer set afire. "Report from the British Admiralty Office," printed in *Lloyd's Evening Post*, 8-10 July 1778.

LOG OF THE MASSACHUSETTS NAVY BRIGANTINE *TYRANNICIDE*, CAPTAIN JONATHAN HARADEN, COMMANDER

Remarks on Saturday May 2nd. 1778—

Latt^d. P^r. Observ^d. 42..12 N^r. [*at sea in the latitude of Scituate, Mass.*]

Middle Part Moderate— at 6 AM saw Cape Ann bearing NWBW at 7 AM saw a Ship to the Windward under our Lee hauld our Wind to the Northward & Fir'd a Signal for the Snow¹ at 10 AM Close Reeft the Top Sails at 12 on Meridian there came off a Boat from the Shore we hoisted out our Boat and went to them (they being afraid of the Small Pox) and brought a Pilot on Board Latter part Foggy and Rainy
[No observation]

[PM] These 24 Hours begins with a pleasant Breeze at ENE and Thick Foggy Weather— at 3 PM got into Squam² Moored the Bri^s. with the Snow our Prize at 8 PM Hoisted in the Boat—

D, MSaE, Log of the Brigantine *Tyrannicide* (Nov. 1777–May 1778).

1. Prize snow *Swift*, William Pearce, master.
2. That is, Annisquam River, northwest of Cape Ann. For more on *Tyrannicide's* arrival, see Capt. Jonathan Haraden to Massachusetts Board of War, 3 May, below.

RIVINGTON'S *THE ROYAL GAZETTE* (NEW YORK), SATURDAY, MAY 2, 1778

NEW-YORK, APRIL 27.

The brig lately taken by the rebels and carried into Egg-Harbour, was from Cork

for this port, consigned to Messrs. Franklins, the Masters name, Callan, and now in goal at Trenton.¹

The number of men now employed in building the Fort at West-Point, amounts to no less than 1500.

Prizes sent in since last week, the snow *Le Francois*, with dry goods, wine, and brandy, from Rochelle,² and the schooner *La Loup*, with salt, from Domingo;³ taken by Lieut. Wright, of the *Dunmore* brig, tender to his Majesty's ship *Otter*,⁴ in lat, 36, 25, five leagues from land.

Also, the sloop *Little Anne*, Capt. Yates, from Bermuda, for Virginia, by the Letter of Marque ship *Levant*, Capt. Martin.⁵

A fine Swedish snow, two French ships of 16 guns each, and a brig, by the *Lizard* frigate, Capt. M'Kenzie.⁶

Two sloops and a schooner, by the *Hotham* tender, Lieut. Hele, outward bound with tobacco.⁷

Two brigs, one from Boston, and the other from Coracoa, by Capt. Venture, in a Letter of Marque out of Augustine.⁸ And,

A brig by the *Otter*,⁹ and a snow by the *Active* Letter of Marque.¹⁰

1. Brigantine *William*, Callan, master, with a cargo of linen and butter. It was captured the last week of March by Capt. James Morgan and others. *New-Jersey Gazette*, 1 Apr. and 23 Apr. The consignees were probably New York merchants Walter and Thomas Franklin.

2. French snow *St. François*, François Durand, master. UkLPR, H.C.A. 32/334/11.

3. In the condemnation proceedings, this schooner is called *Resource*, Joseph Ratie, master. UkLPR, H.C.A. 32/440/11.

4. H.M. ship-rigged sloop-of-war *Otter*, Comdr. Matthew Squire, commander; Lt. John Wright commanded *Dunmore*.

5. Sloop *Little Ann*, Thomas Yates, master, was captured by British letter of marque ship *Levant*, John Martin, master, on 18 Apr. *Little Ann*, 40 tons burthen, built in Bermuda, owned by Robert Davenport of Bermuda, was en route to Virginia from Bermuda, with a cargo of salt and molasses. UkLPR, H.C.A. 32/390/9.

6. Swedish snow *Diana*, Harman Helweg, master, from Spain bound to North Carolina. UkLPR, H.C.A. 32/307/1. The other vessels against which Capt. Thomas Mackenzie, commanding H.M. frigate *Lizard*, initiated condemnation proceedings at this time were French snow, *L'Amiable Julie*, Bertrand Guisnet, master, captured on a voyage from Miquelon I. to South Carolina, and schooner *Sukey*, Isaiah Keele, master, from St. Eustatius, from Turks Is. bound to North Carolina. UkLPR, H.C.A. 32/265/1; 32/456/14. On 4 May, *The New-York Gazette: and the Weekly Mercury* reported that the "French Ship and a Snow" had been "taken some Time since, and sent to [St.] Augustine, by the *Lizard* and *Perseus*. French ships *Glanure* and *Bourbon* had been captured by *Lizard* and H.M. frigate *Perseus*, Capt. the Hon. George Keith Elphinstone, commander, and sent into St. Augustine. NDAR 11: 181n, 422–23.

7. According to Howe's Prize List of 30 Oct. 1778, the three prizes of sloop *Hotham*, Master's Mate Christopher Hele, commander, tender of H.M.S. *Preston*, Capt. Samuel Uppleby, commander, were: sloop *Jane*, George Bruce, master and owner, captured on 18 Apr. while enroute from Virginia to St. Martin with a cargo of salt; sloop *Necessity*, Stafford Dickinson, master, Henry Todd, owner, captured off the Virginia Capes on 17 Apr. while on a voyage from Bermuda to Virginia with a cargo of salt; sloop *Sally*, Jeremiah Hagerty, master, Thomas Adams & Co., owner, captured off the Virginia Capes while sailing from Virginia to Bilbao with a cargo of tobacco. Howe's Prize List, 30 Oct. 1778, UkLPR, Adm. 1/488, fols. 486–87.

8. The prizes of the British letter of marque brig *Hannah*, Capt. Thomas Venture, were the brig *Mary-Anne* (as its name appeared in an advertisement in Rivington's *The Royal Gazette*, 10 June) or *Mariana* (as its name was given in the condemnation proceedings) and the brigantine *Favorite*. *Mary-Anne/Mariana*, Jesse Groves, master, was captured on a voyage from Curaçao to North Carolina, carrying a cargo of salt. UkLPR, H.C.A. 32/396/1; Rivington's *The Royal Gazette*, 10 June; *The New-York Gazette: and the Weekly Mercury*, 4 May. Massachusetts State trading brigantine *Favorite*, Nicholas Bartlett, Jr., master, was captured on a voyage from Boston to Charleston, S.C., in ballast. UkLPR, H.C.A. 32/330/9; *The Royal Gazette*, 10 June; *The New-York Gazette: and the Weekly Mercury*, 4 May.

9. The prize of H.M. ship-rigged sloop-of-war *Otter*, Comdr. Matthew Squire, commander, is identified as sloop *Nancy*, Peter Mansten, from Baltimore bound for St. Eustatius, carrying a cargo of flour and bread. UkLPR, H.C.A. 32/405/22; *The New-York Gazette: and the Weekly Mercury*, 4 May.

10. The prize of British letter of marque sloop *Active*, John Powell, master, was snow *Jeune Pauline*, Isaac Belliveau, master, from Hispaniola bound for Virginia. UKLPR, H.C.A. 32/368/10; *The New-York Gazette: and the Weekly Mercury*, 4 May.

PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO HENRY LAURENS, PRESIDENT OF CONTINENTAL CONGRESS

[Extract]

In Council

Sir

Lancaster May 2^d. 1778

I had the honour to receive your letters of the twenty fourth and twenty eighth of April, covering three acts of Congress of the twenty second, twenty third, and twenty fourth ultimo— which have the attention of Council:—

That of the twenty fourth respects the remains of the Crews of the gallies lately employed on the delaware, now reduced to about two hundred privates. These as seamen are desired to navigate the gallies in chesapeak. They are but landsmen; but having been employed for sometime at the oar, are probably tolerable watermen. As their service on the delaware is now at an end, at least while the enemy possess Philadelphia, I have ordered them to be marched up to this place. They may perhaps arrive in eight or ten days.¹ How far the service on Chesapeake may suit with their enlistment or inclination, and what prospect there may be of their usefulness in the business of Congress, I shall be able to determine when they come here. Perhaps they might be as serviceable on the schuylkill and susquehanna as elsewhere, and ready in those situations to resume their former station in case the enemy leave the City. . . . I am sir with much respect [&c.]

Tho Wharton jun^r Pres

L, DNA, PCC, item 69, vol. 1, pp. 497–500 (M247, roll 83). Addressed: “on Publick service/Honourable/Henry Laurens Esq^r/President of Congress/at York Town.” Notation at the foot of the first page: “Hon^{ble} Henry Laurens Esqr./President of Congress.” Docketed: “N^o. 102./Letter from Council/of Pennsylvania/May 2. 1778/read 4.—/referred to the com^{ee}. on Indian affairs/this Com^c. discharg[ed] May 14/Letter referred to the board of war.”

1. On 12 May, the Continental Board of War wrote Thomas Wharton, pressing the Council for its decision on the transfer of the boatmen. PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. The next day, Timothy Matlack, Secretary of the Council, replied that Wharton was ill—he died on 23 May—and the boatmen had not yet arrived in Lancaster so Wharton could provide no “further answer on this subject until he is informed what disposition they are in with respect to the proposed service.” Ibid. For the Council’s final determination, see Pennsylvania Supreme Executive Council to Col. Robert Galbraith, 25 May, below.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *ZEBRA*, COMMANDER JOHN ORDE

May 78
Saturday

D^o. [At Single Anchor Cape henlopen S ½ W^t Cape May E ½ S^o.]

AM recd on b^d from the *Charlotte* Sloop Bread 3360 Pounds[,] Beef 372 Pieces[,] Pork 670 D^o.[,] flower[,] Raisins 363^{lb}[,] butter 542 d^o.[,] Sower Kraut 666^{lb}[,] rum 350 Gallons in 18 Punch^s & 6 barrels

at Single Anchor Cape henlopen Light house S ½ E 4 miles
Mod & hazy PM at 2 weigh^d & ran down the bay ½ past 4 came too again with the small bower off cape Henlopen beach in 10

fathom found a number of Rebels plundering a Sloop that had run aground the above rebels secreting themselves in the hull, of a Sch'r & the above Sloop¹ fired at them 12 6 Six Pounders with some grape with swivels & musquetry² at 7 D^o weigh^d & ran farther from the Shore finding we could not disloge the Rebels³ at 9 Anc^d again with best bower in 8 fathom

D, UkLPR, Adm. 51/1100. John Orde was promoted to the rank of captain on 19 May 1778. David Syrett and R.L. DiNardo, eds., *The Commissioned Sea Officers of the Royal Navy 1660–1815* (Aldershot, England: Navy Records Society, 1994), p. 339. His promotion was confirmed by the Admiralty on 10 Feb. 1779. UkLPR, Adm. 6/21, p. 509.

1. The grounded vessel was sloop *Hawke*, John Burrows, master, 70 tons burthen, with a crew of five. DNA, Revolutionary War Prize Cases, Records of the Court of Appeals in Cases of Capture, #32. *The Pennsylvania Ledger: or the Philadelphia Market-Day Advertiser* of 9 May reported that *Hawke* belonged to "Messrs. Moore and Neal of New-York" and had accompanied a large fleet of forage transports coming from that city.

2. Orde seems to be saying that *Zebra* fired a total of twelve balls from its six-pounders, a number of rounds of grape shot from its ½-pounder swivel guns, and small arms fire, probably by the *Zebra's* detachment of Marines, at the American boarders. In his testimony before the Court of Admiralty, John Burrows recalled that while the cargo of *Hawke* was being unloaded "a Sloop of War came down and anchored but a little better than a Musket Shot off with two Boats astern, and fired Several Shot which hindered them from working for some time. Upon this Captain [Daniel] Murphy [of the Delaware privateer sloop *Adventure*] ordered this Witness up to the Light-house and Major [Henry] Fisher [of the Delaware State militia] ordered his Men under Cover of a Schooner ashore there." DNA, Revolutionary War Prize Cases, Records of the Court of Appeals in Cases of Captures, no. 32. Another witness remembered that *Zebra* "kept up a constant Firing for above an Hour, and did not quit 'till was Sunsett." Ibid.

3. In a letter to Thomas McKean of 8 May, Gov. Caesar Rodney of Delaware reported that *Hawke* was "Richly Laden With Wine, Spirits, Porter, Cheese and a Great Quantity of Dry-Goods. The Cargo is all Saved and Supposed will Sell for Sixty Thousand pounds." *Rodney Letters*, p. 268.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Saturday the second day of May 1778.—

Present.

Mr Whiting. Mr Travis and Mr Lewis.—

Mr Jesse George has leave of absence from his duty on Board the ship *Dragon* till saturday next.—

Ordered that Mr William Holt, deliver to Lieutenant John Thomas one Six inch Cable for the use of the *Protector* Galley.—

Lieutenant John Thomas received Orders to proceed with the Galley under his command to Mobjack Bay, there to remain for the protection of the Trade and Inhabitants against the enemies tenders or Vessels of War, which he may be able to repel. He is to be careful and vigilant in the discharge of this duty as well as preserving good Order and regularity among his men.—

Mr Isaac Mercer of the Boat *Nicholson*, received Orders to call on Mr Holt and take on Board a quantity of Bread, flour and Shot, for the use of the ship *Casewell*, which he is to proceed with as expeditiously as possible to Suffolk, and deliver to Mr William Cowper of that place, taking a rec^t for the same together with the Rudder Irons you have for the *Washington* building at the South quay shipyard.¹

This Board doth recommend to his Excellency the Governour and the Honourable the Council, Mr John Throll² as a proper person to be appointed a Lieutenant in the Navy of this State.—

DS, Vi, Navy Board Journal, pp. 390–91.

1. Virginia Navy galley *Washington*, Capt. Goodrich Boush, commander.

2. John Thrall or Thrall was already serving as a midshipman in the Virginia Navy. Stewart, *History of Virginia's Navy*, p. 257.

BILL OF SALE BETWEEN DON BERNARDO DE GÁLVEZ, GOVERNOR OF SPANISH LOUISIANA,
AND CAPTAIN JAMES WILLING, CONTINENTAL ARMY, AND OLIVER POLLOCK

Como Comisionados q^e somos por el Honorable Congreso de los Estados unidos de la America del norte para recibir el S^{or}. Dⁿ. Bernardo de Galvez. Cavallero de la R^l y distinguida Orn de Carlos terzero. Coronel de los R^s. Ex^{tos}. Gov^{or}. y Comand^{te}. gen^l de la Prov^a. de la Luisiana, los generos y efectos que estaban depositados en esta Ciudad para el Servicio de dhos Estados unidos, Certificamos havernos entregado de los q^e ábajo se expresan ã los que condicionalm^{te}. se les han fijado los precios corr^{tes}. en dha Ciudad en esta forma.

<u>Piezas..</u>	<u>Ymporte en Pesos fuertes^l</u>
222..p ^s de Paño Azul con	4572 oras ²
71.. dhas de Blanco con	1610...yð
293..	6182. on ^s . ã 3. p ^s . 18ð546...=
151..p ^s de Sarga con	3592. on ^s . ã 6. r ^s . p ^{ta} . 2ð694...=
382..gruesas ³ de boton ^s grand ^s .	ã 2. p ^s ð764...=
421..Yð de Pequeños	ã 1. p ^s ð421...=
5..Cajas de quina con 500 v ^s	ã 2 ½ p ^s . 1ð250...=
300..Fusiles	ã 6. p ^s . 1ð800...=
20..enserados de carga	ã 4. p ^s ð080...=
890..Cinturones	ã 4. r ^s ð445...=
990..Cartucheras	ã 1 p ^o . ð990...=
	26ð990.p ^s .

De cuyos efectos nos hacemos Cargo Como que los hemos recibido, cuyo importe asciende segun los citados precios ã que condicionalmente se han estimado por ser corrientes en el Pais. ã la cantidad de veinte y seis mil novecientos noventa p^s. fuertes, pero siempre que dhos Generos tengan de costo mas, quedamos responsables de lo que fuese, pues dhos precios se han puesto condicionalm^{te}. por no tener el dho S^{or}. Gobernador aviso, ni noticia alguna q^e. le indique el fijo ã que se deban pasar, y nos obligamos ã dar quenta ã ntrõ Amo el Honorable Congreso para q^e. este disponga su pago, en los terminos q^e. Juzgase mas Conveniente, y para que Con este damos el presente

Nueva Orleáns, 2 Mayo 1778

Jacobo Wiling, Capitan al Servicio al Servicio de los estados Unidos
Olivero Pollock, Agente por los Estados Unidos

[Translation]

As commissioners of the Honorable Congress of the United States of North America we have received the goods deposited in this city for the service of United States from Señor Don Bernardo de Galvez, Knight of the Distinguished and Royal Order of Charles III, Colonel of the Royal Armies, and General Commander and Gover-

nor of the Province of Louisiana. We certify delivery of the items expressed below to which current prices have been conditionally set in this city in the following manner.

Pieces

		Amount in Pesos Fuertes ¹
222..pieces of blue cloth with	4572 oras ²	
<u>71</u> ..pieces of white cloth with	<u>1610</u> ditto	
293..	<u>6182</u> oz at 3 peso	18,546
<u>151</u> ..pieces of serge with	3592 oz at 6 royal	
	pesetas	2,694
382.. <i>gruesas</i> ³ of large buttons	at 2 pesos	764
421..ditto of small buttons	at 1 peso	421
5.. Boxes of quinine with 500 p ^s	at 2½ pesos	1,250
300..Rifles	at 6 pesos	1,800
20..tarps to cover munitions	at 4 pesos	080
890..Belts	at 4 reales	445
990..Cartridge pouches	at 1 peso	<u>990</u>
		26,990 pesos

We take charge of these items which surpass the conditional pricing set in this country at 26,990 *pesos fuertes*. We understand the Governor does not have a list of current pricing. We agree, then, to notify our lord, the Honorable Congress, to pay the difference as it may see fit if any of the goods have a higher cost than that which was set conditionally.

New Orleans, May 2, 1778

James Willing, Captain at the service of United States
Oliver Pollock, Agent for the Unites States

Copy, SpSAG, Papeles de Santo Domingo, Legajo 2596. Notation before address: "Es copia Conforme al original=" Addressed below close: Bern^{do}. de Galvez. Notation translated: "Copy of original." Address translated: "Bernardo de Gálvez."

1. In the early nineteenth century, pesos fuertes were typically worth 20 reales as opposed to the more common pesos duros, which were worth eight reales. In this case, the heading "pesos fuertes" seems to have been used to indicate pesos worth eight reales. One peseta was worth four reales.

2. This appears to be a unit of measure, very likely ounces.

3. A gruesa is a unit of measure, equivalent to an English gross or 144 pieces.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *BEAVER*, COMMANDER WILLIAM TRUSCOTT

May 1778

S^t Martins S^o. 15 W Dist^{ce}: 27 Legue

Saturday 2

Fresh Breezes & Cloudy, at 6 AM Saw a Sail to the S:W^d: Gave Chace, at 11 AM. fir'd 3 Shot, & Brought The Chace too, found her to be the *Ranger* Schooner from Guadaloupe to Boston, took possession of her.

D, UklPR, Adm. 51/93.

1. Schooner *Ranger*, carrying a cargo of "molasses, &c." "A List of Vessels taken by the Squadron under the Command of Admiral Young at Barbados & the Leeward Islands 16th June 1778," UklPR, Adm. 1/310.

May 3 (Sunday)

WILLIAM WHIPPLE TO JOSIAH BARTLETT

[Extract]

My dear Sir/

Portsm^o. [N.H.] 3^d May 1778

. . . I imagine M^r Deane¹ must by this time be with you he pass'd through this Town 16 days ago— M^r Carmichael² arrived here the first instant in the *Deane*, Cap^t Nicholson³ he will be with you by the time this reaches you, with a duplicate of the dispatches bro^d by M^r Deane, I have been favor'd with a short conversation with this last Gent^l which has afforded me much ~~pleasure~~ satisfaction tho' it gives me pain to find a disunion among certain Gent^l in Europe.⁴ I hope effectual measures will be ~~adopted~~ taken to heal those ~~differences~~ Sores,— ~~You will have a much better opportunity of knowing M^r Carmichael then I have had.~~ If I am not mistaken in M^r Carm^ls Character, he merits perticular attention 'tho you'll have a much better opportunity of knowing him then I have had— I understand the *Deane* has 10000 suits of Soldiers Cloathes on board, I am fearful that two ships⁵ loaded with Cloathing which sail'd in company with her have fallen into the Enemies hands but sho^d that be the case the loss ~~is not so great~~ will not be so much felt now as it would have been some time ago.— Marine affairs seem to be in a bad situation & I am fearfull ever will be, while those who ~~are concern'd~~ have ~~the~~ the conducting them are concern'd in privateering when a man has the management of Public Business that millitates in the least degree with his private interest it is no difficult matter to determine which must give place the servants of the public sho^d be well paid but then their whole attention should be ~~employe~~ given to the service of their employers

Df, Private Collection, Capt. J. G. M. Stone (Annapolis, Md., 1959). The writer and recipient are determined from the letter's contents. Whipple and Bartlett were both New Hampshire delegates to the Continental Congress with demonstrated interest in the Continental Navy and maritime affairs. Whipple served on the Continental Marine Committee during 1776, attending Congress from 16 May to 31 Dec. 1776. Bartlett was appointed to the same committee on 27 May 1778, attending Congress from 1 June to 3 Nov. 1778.

1. Simeon Deane.

2. William Carmichael.

3. Capt. Samuel Nicholson commanding Continental Navy frigate *Deane*.

4. The American Commissioners in France.

5. The two ships referred to are the Continental Navy frigate *Queen of France*, Capt. John Green, commander, and ship *Henrietta*, Patrick Brown, master. Ship *Henrietta* was unable to join *Deane's* convoy but arrived at Boston 4 May. Frigate *Queen of France* arrived safe at Cape Ann, Mass. about 2 May. See Capt. John Green to Robert Morris, 2 May, above.

MAJOR GENERAL JOHN SULLIVAN, CONTINENTAL ARMY, TO HENRY LAURENS,
PRESIDENT OF CONTINENTAL CONGRESS

[Extract]

Most Respected Sir.—

Providence [R.I.] Mayth 3^d 1778

. . . There are Seven vessels of war & Two Galleys Stationed in the Following manner viz The *King Fisher* & Two Galleys in the East passage¹ at Little Compton, in the Main Channel the *Flora* & *Juno*, in the West Channel² The *Somersett*, & at the Town³ the *Nonsuch*, ~~the Lark, the Venus Strombolo~~ *Surprize* & a Frigate the Name of which I have not Learned.⁴ This Disposition of their Shipping was made to Entrap Cap^t Whipple⁵ in the *Providence* Frigate but on the night of the 30th ult he Took the

advantage of a violent north East Storm, passed them under a Heavy Fire which he warmly Returned & got Safe to Sea— . . . as The number of Troops Destined to this Department will be So incompetent to Defend against a Sudden Attack I Wish That the two State Galleys⁶ if properly fixed would be of great Advantage I have applied to the Council of War⁷ upon the Subject who Seem Rather Inclined to Dispose of them to the Continent than to fix & Man them for Service I Therefore beg Leave to Submit to Congress whether it would not be for the good of the Service to purchase & Fix them for guarding those places which are most Exposed particularly the Rivers of Taunton and Warren. . . . I have the Honor to be Sir [&c.]

Jn^o Sullivan

L, DNA, PCC, item 160, pp. 111–13 (M247, roll 178). Addressed below close: “His Exc^y Henry Laurens Esq^t.” Addressed on cover: “His Excellency Henry Laurens Esq^t/President of Congress, York Town.” Notation: “on Publick Service/M: Gen^l Sullivan/Prov Free.” Docketed: “N^o. 22/Letter from gen^l Sullivan/3 May 1778.—/recd 20.”

1. Sakonnet Passage. The vessels were H.M. ship-rigged sloop-of-war *Kingsfisher*, Comdr. Hugh Cloberry Christian, commander, H.M. armed galleys *Alarm*, Lt. Philip d’Auvergne, commander, and *Spitfire*, Lt. James Saumarez, commander.

2. Narragansett Passage; H.M. frigates *Flora*, Capt. John Brisbane, commander, and *Juno*, Capt. Hugh Dalrymple, commander.

3. Newport, R.I.

4. H.M.S. *Nonsuch*, Capt. Samuel Reeve, commander; H.M. frigate *Lark*, Capt. Richard Smith, commander; H.M. frigate *Venus*, Capt. William Peere Williams, commander. The unidentified frigate was probably H.M. frigate *Orpheus*, Capt. Charles Hudson, commander.

5. Capt. Abraham Whipple.

6. Rhode Island Navy galleys *Spitfire* and *Washington*.

7. Rhode Island Council of War.

JOURNAL OF RHODE ISLAND NAVY SCHOONER-RIGGED ARMED GALLEY *SPITFIRE*,
CAPTAIN JOSEPH CRANDALL

May 1778

Remarks at Fall River, [*Mass.*] 1778.

Sunday 3^d

This 24 hours wind at SW., fair weather apprehended, Parker Borden, & Gideon Borden, as enemys to the United States of America in wishing the *Spitfire*, Blound up¹ as the Ship Lately, (the *Randolph*)² with 300 men on Board, Sent those Traytors, to Tiverton, PM., on Moord³ came to Sail and Beet down to the Mount at bristol⁴

D, UKLPR, H.C.A. 32/455/1.

1. That is, blown up.

2. On the destruction of Continental Navy frigate *Randolph*, Capt. Nicholas Biddle, commander, see NDAR 11: 576, 683, 811.

3. That is, unmoored.

4. Mount Hope at Bristol, R.I.

CHARLES WALLER TO GOVERNOR NICHOLAS COOKE OF RHODE ISLAND

Sir

Newport [*R.I.*] 3^d: May 1778

I have just received yours of the 1st: Inst:¹ and agreeable to your request I send You Alexander Sheldon² Mess^{rs}: Brown,³ Dunton,⁴ Peck,⁵ Rogers,⁶ William Guthridge & Aaron White, the two latter being Seamen belonging to the *Warren*⁷ as you desire.

In respect to the situation of the Prisoners under my Care I can only observe every possible assistance is afforded them; and that no attention that can be given is neglected; some of those the *Orpheus* lately brought in having the small Pox,⁸ have

been sent to our Hospital instead of the pest House that better Care may be taken of them, and with regard to the Exchange of the 34 or 35 at Boston I am directed to acquaint You that I will deliver an equal number agreeable to their Rank so soon as you can forward them to me, which I shall have pleasure in doing as it will be the means of accommodating those that remain in a much better manner. I am Sir [&c.]

Cha^s: Waller

L, R-Ar, Letters to the Governor (1778), vol. 12, p. 78. Addressed at foot: "Nich^s: Cooke Esq^r"

1. See Gov. Nicholas Cooke to Charles Waller, 1 May, above.

2. Sheldon was a seaman in Massachusetts privateer brigantine *Reprisal*, James Brown, commander, taken by H.M. frigate *Unicorn*. "List of American Prisoners at Rhode Island, April 29th: 1778," above.

3. John Brown was a passenger in the merchant ship *Chelsea*, taken by H.M. frigate *Ariel*. Ibid.

4. Isaac Dunton was master of Massachusetts privateer *Reprisal*, taken by H.M. frigate *Unicorn*. Ibid.

5. Benjamin Peck was master's mate of Massachusetts privateer schooner *True Blue*, Laurence Furlong, master, taken by H.M. frigate *Venus*. Ibid.

6. James Rogers was a volunteer in Continental Navy frigate *Warren*. Ibid.

7. Continental Navy frigate *Warren*.

8. Continental Navy officers and seamen who were sent on board ship *Neptune* as prize crew by Capt. John Burroughs Hopkins, commander of frigate *Warren*.

CAPTAIN JONATHAN HARADEN, MASSACHUSETTS NAVY,
TO MASSACHUSETTS BOARD OF WAR

Squam [*Mass.*] On Board Brig^t: *Tyrannicide* May 3. 1778

Gentlemen

Yesterday Morning standing in for Thachers Island¹ I discovered a Frigate just under my Lee & it being very thick Weather I thought it most prudent to go into Squam² which is a safe Harbour to lay in—but exceeding difficult getting out and when I shall get out is very uncertain I have taken on Board a very good Pilot and shall embrace the first Oppertunity to get out—

Gentlemen I have been very unfortunate ever since I left Home my People have been Sick more or less ever since I left Casco-Bay the Vessel has not been free from Sick some being Sick a single day the whole Cruize—I was Obliged to leave several Sick at Martineco some with Fevers & others with the Small Pox—and to crown all my Misfortunes the Day that I left Martineco I had a man taken down with the Small Pox which Obliged me to Innoculate all those that had not had the Disorder which were about 30—I have buried three and now have some very bad with it—and several others Sick with Fevers near 50 in the Doct^{rs}. List which makes me very weak handed

In a Gale of Wind I was parted from Cap^t: Sampson³—and being in such a Weak Condition I consulted my Officers & they were unanimous that in our Sick & Weak Condition it was most Prudent & proper to make the best of our Way Home seeing we were Parted from our Consort that if we should meet with any Armed Vessel we must fall a Sacrifice to them—

In Latt^d: of 37..30 [*North*] I fell in with a Snow⁴ from Bristol laden with Flour &^{ca}. as you will see by a Copy of the Manifest which I took & have brought in here with me before I boarded the Snow the Master threw all the Papers & Letters over board—I would beg you to write me what I shall do with the Sick that I have on Board whether I shall land them that have the Small Pox on Rainsford Island or leave them ~~that~~ at Marblehead as the most of them belong there that have the In-

fection⁵— Would also beg the Favour that you wou'd send me some Money by the Bearer to pay the Expences I shall be at in this Place as I am Obliged to get Fresh Provisions for the Sick— I should have come myself but being very unwell (ever since I came on Soundings) prevented it I have Gentlemen the Honor to be [&c.]

Jon^a. Haraden

L, M-Ar, Mass. Archives Collection, vol. 199 (Revolution Letters, 1778), fol. 140. Addressed on cover: "To/The Hon^{ble}. Board of War/Boston." Docketed: "Cap^t Harreden's Lett^r/Squam, May 3^d 1778/arrivd with sick & dead/with Small pox.—/ *Tyrannicide*."

1. Thatcher I. at Cape Ann.
2. That is, Annisquam harbor, northwest of Cape Ann. See Log of the Massachusetts Navy Brigantine *Tyrannicide*, 2 May, above.
3. Capt. Simeon Samson and the Massachusetts Navy brigantine *Hazard*.
4. *Snow Swift*, William Pearce, master. For more on this capture, see Log of the Massachusetts Navy Brigantine *Tyrannicide*, 28 Apr., above.
5. On 5 May Haraden landed 25 seamen with smallpox on Rainsford I., the quarantine island, in Boston Bay. MSAE, Log of the Brigantine *Tyrannicide*, Nov. 1777–May 1778.

JOURNAL OF CAPTAIN JAMES PARKER, BRITISH ARMY

[Extract]

[Philad^a]

sunday 3^d. [May, 1778] . . . A fine Galley, on the Model of a Turkish row galley was launched this week, She has an eighteen pounder in the prow, two brass three's on deck, & one in the Cabbin, rows thirty two oars & is Called the *Huzar*.¹ She was built by direction of Oswald Eevs² a Man of Strong mechanical powers, & is now preparing hulks with purchases to weight the Cheveaudefrize frames & Clear the Channel of the River³. . . .

D, UKLi, Parker Family Papers, Captain Parker's Journal during the American War in the form of letters to Charles Steuart.

1. In his journal, John Montresor recorded that the H.M. galley *Hussar* was launched on 22 April. See Journal of Capt. John Montresor, *British Engineers*, 22 Apr., above.

2. Probably Pennsylvania Loyalist Oswald Eve.

3. In this confusing passage Parker is saying that Eve was preparing sheer hulks, or vessels with a strengthened mast capable of supporting a purchase, which was the name given by sailors to any sort of mechanical power employed to raise or remove heavy bodies such as another ship's masts. The modern equivalent would be a floating crane. These sheer hulks were to be used to raise the chevaux-de-frise in the Delaware River. These chevaux-de-frise had been placed there by the Americans as defensive works. They were rock-filled wooden frames on which sharpened timbers had been set at an angle and were intended to tear open the hulls of enemy vessels.

JAMES HACKETT'S ACCOUNT FOR BUILDING THE SHIP OF THE LINE AT PORTSMOUTH, NEW HAMPSHIRE

May 4

[Portsmouth, N.H., May 4, 1778]¹

D ^r	John Langdon Esq ^r . To James Hackett— ² for the Seventy four Gun Ship building for the Continent— ³		
1777	May 20 To my Service From the date up to y ^e 4 th . May 1778—	272 days @ 28/- }	£380..16..0
	To Expences in procureing timber & Plank from Nov ^r . 1777 to May 1778 Include ^s some Bills p ^d }		125..10.—
	To Horse hire &c ^ᵀ		50.. 0.—
	Nov ^r . 8 To p ^d . sund ^{rs} . Bills Bringing down timber } And 17 days work cutt ^s & hall ^s : d ^o }		27..15.—
	To paid Peter Dearborn ᵀ Bill		25..10.—
	To p ^d . Joseph Cram 7 Tons Timber ᵀ D ^o		14..14.—
	To paid Ben. Stevens for Plank		25..10.—
	To 14 Tons Timber Supply'd		29.. 8.—
	To p ^d . Abra ^m . Sanborn for Timber		17.. 5.—
	To p ^d . Joseph Hall for ditto		14.. 8.—
	To p ^d . Jon ^a . Amory for ditto ᵀ Bill		32.. 0.—
	To p ^d . W ^m . Saavey for ditto		3.. 8.. 0
	To p ^d . Tho ^s . Sanborn for d ^o		8..15.—
	To p ^d . David Hall Board ^s carpenters		12..10.—
	To p ^d . Nath Gorden hall ^s : Timber boards		15..16.—
	To p ^d . W ^m . Hackett ^d cutt ^s : Timber & Board		40..14.—
	To p ^d . Jon ^a . Nelson ditto		17.. 4.—
	To Josiah Beal ditto		7..11.—
	To p ^d . Anthony Stickney for Timb ^r ᵀ bill		24.. —
	To p ^d . Theo. Gilman for Spikes		2.. 2.—
	To p ^d . Giddings & Gilman for Plank		2..10.—
			374.. 6..

To p ^d . Jacob Smith hall ^s . Timb ^r	2.. 2..—
To p ^d Jos. ^h . Dearborn for Labourr & b ^d	12..10..—
To p ^d Ben Magoon hall ^s . timb ^r	10..15..—
To p ^d Geo Philbrook for Labourr	1..10..—
To p ^d Jos Dearing ^s for ditto	10.. 9..—
To p ^d . Jos. Ham for Labourr & board	8.. 2.. 0
	Carr ^d Over— Lawf ^r money
	£914..12..0

D, PHi, John Langdon Papers. John Langdon was Continental Agent for New Hampshire and therefore was responsible for superintending the building of the 74-gun ship at Portsmouth, N.H.

1. The date and place are taken from internal evidence.
2. James K. Hackett was the builder of the 74-gun ship on Langdon's I.
3. This ship of the line was later named *America*. For more on its construction, see *NZAR* 7: 223-24; 9: 739; 11: 494, 661 and 841.
4. William Hackett, James Hackett's cousin, was the master shipwright and foreman of the shipyard.
5. Also spelled Joseph Dearen. *NZAR* 11: 841.

JONATHAN GREENLEAF, STEPHEN CROSS AND RALPH CROSS TO PRESIDENT OF
MASSACHUSETTS BOARD OF WAR

Sir

Newbury Port [Mass.] 4 May 1778

we Should have wore¹ You before but have been oblig^d to Make another Journey into the Country to secure the Stuff² which was Nessasary for the Building the Ship³ haveing been Disappointed of Some which we Expected to have had have now Inga[g]⁴ as we aprehe[n]d Suffisiant

about thirty Good hands will be Do⁴ be had in A few Days but as Yet Can^t make any other Terms with them than what others Give and so as they Can Live by and they say they Desire no more

with these men we think the Ship May be Launch^d by the first of October and Perhaps something sooner

as to any Proposals for our servises we Cannot think of any other way (in this Fluctuateing State of things) than th[is] viz that we will Purchase and ag[ree] for Every thing which You Choos [torn] Should as to the Hull on the Best terms we Can Manage Building the Ship Take the whole Care Agree and Look after all the tradesmen Setle all acct^s Pay all Bills You Furnishing us with Money and allow us ten $\frac{7}{8}$ Cent which we think is as Little as we Can do it for— or if You Can think of any other Method to Give us A Reasonable Reward for our servises we Shall be willing to do it it will be Nessasory to Know the Dimentions soon and that the Stuff be Got up into the Yard which now lays afloat— Some Ropes will be Nessasory to secure it for the Present which Pleas^d to send $\frac{7}{8}$ the First opertunity we are [&c.]

Greenleaf Cross & Cross

L, M-Ar, Mass. Archives Collection, vol. 205 (2d. ser., Revolution Letters, 1775–1783), fol. 337. The addressee is taken from the table of contents.

1. That is, wrote.

2. That is, timber.

3. The ship (frigate) was named *Protector* in 1779. For more on her construction, see Acts and Resolves of the Massachusetts General Court, 21 Apr., above.

4. That is, "ditto," meaning sufficient.

ACTING LIEUTENANT SAMUEL CARDOLL, CONTINENTAL NAVY,
TO NATHANIEL SHAW, JR.

Sir

Boston May 4th 1778

By M^r: Jabez Smith¹ I take the Pleasure to acquaint you, that I arrived here with the Brig *Resistance*² on the 2^d Ins^t: after a tedious passage of 36 Days from Martinico, during which time we have experienced the greatest difficulties, having had the misfortune of bringing the Small pox from Martinique, by which contagious distemper we have lost 20 men during our passage— On the 23^d Ult in the night we fell in with an Enemy's frigate, who made us come under his Lee, but by our pretending to be freinds, & the wind & weather favouring us almost unexpectedly we got clear of him, & next day put into a harbour 15 Leagues to the westw^d of Halifax where we refitted ourselves with wood & water— We have likewise been chaced by different ships for eight days, but by the help of Providence have luckily ~~expected~~ escaped them all—

I have nothing further to add as Lieut Smith will inform you of every particular— I have the honour to be Sir [&c.]

Sam^l. Cardoll³—

L, CtNLHi, Nathaniel and Thomas Shaw Letters and Papers, Portfolio 11. The addressee is a conjecture, based upon his purchasing and fitting out of Continental Navy brigantine *Resistance* and his personal acquaintance with its officers.

1. Jabez Smith was a lieutenant in the Continental Marines on board *Resistance*.
2. Continental Navy brigantine *Resistance* was commanded by its first lieutenant, William Leeds, who succeeded to command upon the death of Capt. Samuel Chew on 4 Mar. 1778.
3. Cardoll (sometimes misspelled Cardal or Cardwell) was originally a mate on *Resistance* but appears to have been made acting lieutenant upon Chew's death. He was promoted to lieutenant on 15 Aug. 1778 by the Continental Marine Committee. DNA, PCC, item 37, p. 473.

JOHN BRADFORD TO ROBERT MORRIS

Dear Sir,

Boston May 4th 1778

I have the pleasure to acquaint you that Cap^t Patrick Brown has this Hour anchor'd in this Port, in the Ship *Henrietta*, formerly the *Clementina* after a passage of nine Weeks & two Days from Nants,¹ the Number of Packages under the marks you have here inclos'd, the Cap^t appears to be very anxious to have his Ship unladed, as he is suspicious some Goods in the Bottom are wet, I shall therefore begin to unlade her to Morrow, shall take them into our Ware houses where we have a Guard ev'ry Night & shall wait your further Orders. Cap^t Brown appears to be very solicitous that his Family may be got from Philadelphia before it is known he is arrived, being apprehensive they wont let her out afterward, he hove overboard his Invoices being in Possession of the Enemy a very considerable Time, he left Nantes five days after Nicholson² & Green³ left Port L Orion⁴ the former has arrived at Portsm^o the latter at Cape Ann. the Signals are now out for several Vessells which we suppose to be part of that fleet he tells me his Orders from Mon^s Ross⁵ was to see you as soon as Possible. I think it probable she may be unloaded by Saturday so that he may set out a Sunday—

The Calling in [*of*] our State money, & the Scarcity of Continental has Occasioned a great Check in the Sale of Goods lately the french fact[*i*]on Complain aloud any Services I can Render you in the Sale of this Cargo you may freely Command me being &c &c

Your Cap^t⁶ tells me he has Eleven men on board at 40/ P Month. Since I finishd the above Cap^t Brown tells me Cap^t Green is principally Loaded to you your Letters by Green comes by this Express

Yours J. B.

V G.—	117.	Bales
	27.	Chests
	33	Bales
M.	243	Ditto
R	196—	Ditto
A S.	18—	Ditto
	162	Piggs Lead

LB, DLC, John Bradford Letter Books, vol. 2, p. 128. Addressed at top: "Hon^{ble} Robert Morris Esq^r."

1. *Henrietta* departed from Nantes about 23 Feb. and joined an American convoy in Quiberon Bay, including Continental Navy frigates *Deane* and *Queen of France*, Continental Navy sloop *Independence* and merchant ship *Two Friends* (or *Trois Amis*). The convoy sailed from Quiberon Bay on 25 Feb. and was escorted by a French squadron commanded by Chef d'Escadre Chevalier Toussaint-Guillaume de La Motte-Picquet as far as the Azores. For more on her departure from France, see *NDAR* 11: 1044, 1052.

2. Capt. Samuel Nicholson, commanding Continental Navy frigate *Deane*.

3. Capt. John Green, commanding Continental Navy frigate *Queen of France*.

4. That is, L'Orient, France.
5. John Ross, merchant at Nantes.
6. Probably referring to Patrick Brown.

GEORGE WILLIAMS TO TIMOTHY PICKERING, JR.

[Extract]

D^r Sir

at Boston May 4. 1778

. . . a Ship at portsmouth from France with Cloathing¹ one at Cape Ann,² one arrived hear³ with d^o⁴ (and a Ship, Snow & Brig in sight,[]) Cap^t Harreden⁵ Arrived with a prize snow from Bristol⁶ with Flour salt &^c for New York, the Brig *Lyon* Warren,⁷ arrived at salem, taken a Brig from Bristol⁸ left her 5 days ago, the Ship *Cumberland*⁹ Arrived hear, with a Ship from England with Coales &^c for the Army,¹⁰ a prize at portsmouth with Beef &c. belong to a priverter of Newbury port— on the Whole privertering turns out but poorly, and our Marchantmen mostly taking, and Trade is all most over with ous, as we have Nothing to send in our Vessels but Lumber,— I wish it was intirely over, orders is gon out for men for Gen^l Washington's Army & for the north river¹¹ and am very Sorrow our Cuntry men is So Backward, but hope the good News you have by M^r Dean¹² Some days past from hear is with you, and Old England I beleve is got into Bad Bread for M^r French man at Last is put a Trick on them in declaring our independant,— now for Continental Ships in this Harbour, the Ships *Warren*,¹³ *Rawla*,¹⁴ Two Brigs[,]¹⁵ The Brave hindman¹⁶ of the *Alfred* is Taken by the Nelect of Cap^t Thomson, all the men that is got home from the *Alfred*, Saye if Cap^t Thomson¹⁷ had come down thay would have Taken y^e Two English ships¹⁸ in one hours engagement. I wish some care might be Taken When Officers are appointed, ~~and~~ so the navy of the Unit[ed] States may not be in disgrace. Some Spur is wanted hear to git the Ships to see as now is the Time for them to be at see, I hope Soon to have the pleasure of Seeing you as your wife Told me you expect to be at home Soon, Farwell

George Williams

P S

Excuse this for the man is in waiting Y^{rs}. G W

L, MHi, Timothy Pickering Papers, vol. 17, fols. 147–47a. Docketed: “Geo. Williams/May 4. 1778.” Williams was a member of the Massachusetts Board of War.

1. Continental Navy frigate *Deane*, Capt. Samuel Nicholson, commander.
2. Continental Navy frigate *Queen of France*, Capt. John Green, commander, which arrived at Cape Ann on 2 May.
3. Ship *Henrietta*, Patrick Brown, master, which anchored at Boston on 4 May. See John Bradford to Robert Morris, 4 May, above.
4. That is, clothing for the Continental Army.
5. That is, Capt. Jonathan Haraden.
6. That is, snow *Swift*.
7. Massachusetts privateer brigantine *Lyon*, Benjamin Warren, commander.
8. Brigantine *Hector*, William White, master.
9. Massachusetts privateer ship *Cumberland*, James Collins, commander.
10. Ship *Layton*, Robert Johnson, master, from Newcastle, England.
11. That is, Hudson River.
12. Simeon Deane, carrying copies of the Treaties of Amity and Commerce with France.
13. Continental Navy frigate *Warren*, Capt. John Burroughs Hopkins, commander.
14. Continental Navy frigate *Raleigh*, Capt. Thomas Thompson, commander.
15. Continental Navy brigantines *General Gates*, Capt. John Skimmer, commander, and *Resistance*, Capt. Daniel Waters, commander.
16. Capt. Elisha Hinman, commanding Continental Navy ship *Alfred*.

17. Continental Navy frigate *Raleigh*, Capt. Thomas Thompson, commander.
 18. H.M. frigate *Ariadne*, Capt. Thomas Pringle, commander, and H.M. ship-rigged sloop-of-war *Ceres*, Comdr. James Richard Dacres, commander.

THE BOSTON-GAZETTE, AND COUNTRY JOURNAL, MONDAY, MAY 4, 1778

BOSTON, May 4.

Last Friday the *Dean* frigate,¹ Samuel Nicholson commander, arrived at Portsmouth from France.— She had nine weeks passage, and has brought a valuable cargo, consisting of 12000 suits of cloaths for the army, compleat, a large quantity of copper, tin and lead, besides many other valuable articles. Capt. Nicholson, on his passage, took two prizes, one he manned and sent to port with fruit, the other he destroyed. He brought the following gentlemen passengers, Mr. William Carmichal of Maryland,² Mr. Stephenson of ditto,³ Mr. Holker of France,⁴ Mr. Henry Newman of Boston, Mr. Thomas Cushing, jun. son of the hon. Thomas Cushing, Esq.⁵

Saturday Evening an Express arrived at the Navy Board, with an Account of a large French Ship being arrived at a Neighbouring Port, with Cloathing.⁶

Yesterday Captain Willson⁷ returned from a Cruize. We hear he has taken a Sloop from Jamaica, laden with Rum,⁸ and retaken a Schooner belonging to this Port, which may be soon expected.

On Thursday last, the *Lovely-Lass*,⁹ the first Spring Ship, bound from London for New-York, (missing her Port) was safely conducted hither by Part of the Crew of the Privateers *American Revenue*¹⁰ and the *Revenge*,¹¹ both belonging to Connecticut, who fell in with her 12 Days after they sailed. Her Cargo consists of the following articles, viz. 255 Bales Dry Goods, 300 Barrels Flour, 300 Casks Porter and Wine, 66 Chests Tea, and 65 Puncheons Rum.

1. Continental Navy frigate *Deane*.

2. William Carmichael.

3. William Stevenson.

4. Jean Holker. For more on Holker, see *Benjamin Franklin Papers* 26: 413.

5. Thomas Cushing was a member of the Massachusetts Council.

6. Probably French merchant ship *Lyon*, Jean Michel, master, which arrived at New London.

7. John Willson, commanding Massachusetts privateer schooner *General Arnold*, mounting 4 carriage guns and 4 swivel guns, crew of 25 seamen, owned by William Shattuck and Alexander Rose, of Boston, commissioned on 20 Dec. 1777. M-Ar, Revolutionary Rolls, vol. 5, pp. 321, 324; Mass. Archives Collection, vol. 168, p. 96.

8. Probably sloop *Exchange*, John Wardell, master, with rum and sugar. See *The Royal American Gazette* (New York), 19 May, below.

9. Ship *Lovely Lass*, Andrew Waid, master. For more on its capture, see Capt. Samuel Champlin, Jr., to Nathaniel Shaw, Jr., 1 Apr., Patrick Moore to Nathaniel Shaw, Jr., 23 Apr., and Josiah Waters to Nathaniel Shaw, Jr., 30 Apr., all above.

10. Connecticut privateer sloop *American Revenue*, Samuel Champlin, Jr., commander.

11. Connecticut privateer sloop *Revenge*, Joseph Conkling, commander.

BRIGADIER GENERAL JOSEPH OTIS, MASSACHUSETTS MILITIA, TO
 MASSACHUSETTS COUNCIL

Barnstable [*Mass.*] May 4th. 1778—

May it please your Honours

I beg Leave to represent the Scituation of this County¹ and to ask for some Directions of my Superiours in Office, as my Scituation requires me to do—

The Scituation of this County is such that from Chatham to Bedford² we have British

Shipping, who have Stopt all passing by Water, and are so bold that they Anchor frequently In Woods's hole, Quicks Hole and off Highannos;³ and take every thing that Passes, and am Informed they are Striping the Islands of the Stock,⁴ which will be a publick loss, and a benefit to our Enemies, and as there is been a Company of Soldiers stationed at Nashawn⁵ whose time is up and they are dispersed, I think (with Submission) it Absolutely Necessary to have that Island Gaurded especially as there is a Number of Cannon belonging to the Publick there, that must fall into the Enemies hands and give them Possession, Which must Intirely Stopt the Navigation of the Sound⁶ and Dartmouth Bay, Which had we the possession of the Island would in a very great measure be S[*topped*]

I have Ordered a Party of Militia on the Island till further Orders from the Councell;⁷ promising to do all in my power, that they shall be paid for their time; what the Court shall think proper, the men will not tarry but a few Dayes—

I think our Scituation is such in this County, that we want at present as much Gaurding as any place; when the Enemy are within Shott of many of our houses; and as there is a requisition for Seventy militia to march to Providence and Leave their own property Exposed they think hard, and Causes much Uneasiness— If your honours could Order those Men to do duty here where the most Danger is, till further Orders of Court, I should think it for the Publick safety—

I am far from saying a word that this Brigade should not do their proportion to the Generall and Rightious Opposition we are Ingaged in, and as I am knowing to the Amazing drein of men for the navy Department, I am sure there is not a County in this State so Scarce of men— Add to which we are Constantly in danger from a Sett of vile Internall Enemies amongst ourselves— But all I ask is to gaurd the publick and do duty where most wanted— I send this by express and Wait your honours Orders with Chearfullness and all due Obedience—

your honours humble Servant

Joseph Otis

[*Du*]plicate

L, M-Ar, Mass. Archives Collection, vol. 199 (Revolution Letters, 1778), fol. 144.

1. Barnstable County.

2. That is, Bedford in Dartmouth, now New Bedford.

3. That is, Hyannis.

4. The islands were the Elizabeth Is. Otis's information came from a letter from Seth Freeman and Joseph Nye, Jr., dated 3 May, Sandwich, Mass. NNC, Special Manuscript Collections, Otis Collection, no. 220. For more on the removal of the islands' livestock, see Journal of H.M. frigate *Unicorn*, 5, 7, 8, 9, 10, 19 and 20 May, Master's Journal of H.M. armed sloop *Haerlem*, 6 May, Journal of H.M. frigate *Sphynx*, 12 May, and Diary of Capt. Frederick Mackenzie, 5, 9, 16 and 20 May, below.

5. That is, Naushon I.

6. That is, Vineyard Sound.

7. On 4 May Otis ordered Capt. Simeon Irish with sixty militiamen to Naushon I. to "tarry there till I here from the Councell and If Possible Putt a Stop to their Raverges and Secure the Cannon there." NNC, Special Collections, Otis Manuscript Collection, no. 222.

NATHANIEL SHAW, JR., TO CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT

Gentlemen

New London [*Conn.*] May 4th. 1778

I have Purchas'd a Q^{ty} of Duck and Cordage for the Continentl^l Frigate att Norwich¹ and am largely in Advance for the Ship *Trumbull*.² I have now an Oppertunity to dispose of a Bill on Congress for Twenty Thousand pound Lawfull Money, and

Shall Esteem it as a favor if you will draw in my favor for that Am^o. I intend in a few Weeks to wait on the board with my Acco^{ts} against the Marean Committe Untill then I am Gentlemen [&c.]

Nath^l. Shaw Jun^r.

LB, CtY, Nathaniel and Thomas Shaw Papers, Letter Book (Jan. 1775–July 1782). Addressed at top: “The Honorable/The Continental Navy Board/att Boston.”

1. Continental Navy frigate later named *Confederacy*.
2. Continental Navy frigate *Trumbull*, Capt. Dudley Saltonstall, commander.

HENRY LAURENS, PRESIDENT OF THE CONTINENTAL CONGRESS, TO COMMODORE ALEXANDER GILLON, SOUTH CAROLINA NAVY

Sir—

[York, Pa.], 4th. May 1778.

Your favor of the 4th. March reached me the original about the 14th. Copy on the 21st. April I should have hoped, the Commercial Committee had long before that time give you their determination on the proposed plan for importing goods—¹ why the necessary measures had not been pursued on our part in due time I cannot tell— probably some delay was occasioned by the lowness of our Treasury, there were calls from every Quarter for Money & every department had Suffered exceedingly from want of supplies in due time— but I remember to have heard a Gentleman say, who came to Town after you had left us that had he been present the bargain with you should not be concluded, his reason was, a failure on your part in a former contract when you promised to go to Europe in person, & sent an Agent in your place & that the Accounts of that transaction remained unsettled—²

This is all I know of the subject— I cannot doubt your having heard fully from the Committee, but my hands are so effectually or perhaps with more propriety, actually, employed in my own duty, that I have not time, nor would it be pleasing to those Gentlemen that I should further interfere than, to remind them now & then of the necessity for writing to you— I sincerely wish you success in your maratime engagement, the Noble part which France has taken in our quarrel with Great Britain will Smooth your road—³ I have the honour to be &c

LB, ScHi, Henry Laurens Papers. Addressed: “Alexander Gillon/Charles Town.” Notation at top of page: “by Sam^l. Cross.”

1. Gillon, who had been named Commodore of the South Carolina Navy in Feb. 1778, was trying to implement a scheme whereby he would exchange Carolina commodities for vessels in Europe. Walter B. Edgar and N. Louise Bailey, eds., *Biographical Directory of the South Carolina House of Representatives*. 4 vols. (Columbia, S.C., University of South Carolina Press, 1974-84), 3: 268–72.

2. On 25 Oct. 1775, Gillon had entered into a contract with the Secret Committee of the Continental Congress—forerunner to the Commercial Committee—to export up to £20,000 worth of “produce and manufactures” from the United States to “Holland or other European markets,” and to purchase military supplies with the proceeds. *Laurens Papers* 10: 541–42.

3. Because of his appointment as Commodore of the South Carolina Navy, Gillon was unable to carry out the terms of the contract and therefore on 31 Mar. Congress resolved that “it would be inexpedient to proceed” with the agreement. *JCC* 10: 298. On 25 June, Gillon wrote Laurens justifying his not having fulfilled the contract. *Laurens Papers* 13: 515–17.

JOURNAL OF H.M. FRIGATE *APOLLO*, CAPTAIN PHILEMON POWNOLL

May 1778

Monday 4.

Cape Henlopen W¹/₂S 92 Lg^s.
at 5 AM out 2^d. reef Topsails, at noon the above Fleet in Sight¹

South part of Nantucket N57W. 18 Lg^s.

First part Mod^{te} breezes and hazey, remainder Fresh gales and Cloudy, at 2 PM saw a Sail NE. made Sail and gave Chace, at 7 it being Calm, hoisted out [the] Boats, and sent them manned and Armed to the Chace, a Sloop, at 8 a Smart Firing between the Boats and her, supposed her a Privateer, at 10 the Barge and Longboat returned, the Officer of the Longboat wounded, burned a false Fire as a Signal for the Cutter, which came on board with one of her people wounded,²

D, UKLPR, Adm. 51/52, part 2, fol. 13.

1. The fleet referred to was a convoy of thirteen ships from Delaware River bound to England escorted by the armed ships *Nottingham* and *Two Sisters*.

2. *Apollo* lost sight of the privateer sloop during the night.

COLONEL CHARLES COTESWORTH PINCKNEY, CONTINENTAL ARMY, TO BRIGADIER GENERAL WILLIAM MOULTRIE, CONTINENTAL ARMY

DEAR GENERAL,

Savannah, [*Ga.*] May 4th, 1778.

From every appearance here, it is probable we shall have something to do. The design of the *Hinchenbrook*, *Rebecca*, and the other vessels that were lately taken,¹ was to attack Sunberry, while General Provost² with some Augustine troops,³ penetrated into and ravaged the interior parts of this state; but the capture of those vessels has, I believe, considerably damped their ardor: they, however, yet maintain their advanced post on St. Mary's, and, from a letter of Brown's,⁴ mean to maintain it. On board the *Hinchenbrook* was found three hundred suits of clothes belonging to my regiment, which were taken in *Hatter*:⁵ these, I presume, were intended for the insurgents. We have been in daily expectation of the arrival of the row-galley⁶ with the ammunition and stores, but it is not yet come. The General⁷ has countermanded your order relative to the waggons; has ordered me to take them on with me; indeed, we could no possibly do without, for they will be as necessary to us from Savannah to Alatomaha and St. Mary's, as they were from Charlestown to Savannah.

I am, &c.

CHARLES COTESWORTH PINCKNEY.

Brig. Gen. MOULTRIE.

William Moultrie, *Memoirs of the American Revolution*, 2 vols. (New York: David Longworth, 1802; reprint ed., New York: Arno Press, 1968), 2: 380–81.

1. On the capture of H.M. armed brig *Hinchenbrook*, East Florida armed sloop *Rebecca*, and an unidentified watering brig by American forces, see Col. Samuel Elbert to Maj. Gen. Robert Howe, 19 Apr., above.

2. Brig. Gen. Augustine Prevost.

3. That is, troops stationed in St. Augustine, East Florida.

4. Lt. Col. Thomas Brown of the East Florida Rangers.

5. Presumably, Pinckney was referring to the South Carolina privateer snow *Hope*, John Hatter, master, which was captured off Port Royal on 2 Nov. 1777 by *Hinchenbrook* and *Rebecca*. See Howe's Prize List, 23 Apr., Appendix F.

6. South Carolina Navy galley *Beaufort*.

7. Maj. Gen. Robert Howe, Continental commander in the Southern Department.

May 5

CAPTAIN HARMON COURTER TO THE AMERICAN COMMISSIONERS IN FRANCE

Gentleman

Boston May 5th. 1778—

I have the Pleasure to in forme You Of Our Safe Arivle At Boston After Apassage Of 7 Weeks And 2 Days We had Nothing but Contrary Winds the hole Passage the Capt And All his Officers have Yoused Me Very Well¹ Our Armeeyes Are in good Spirits the Nuse is that Admiral how and All his Ship Cruie Are Lost in Agale Of Wind² this Day I set Out for Congres Capt Nickleson has Rive Safe At Portmout³ And the french 20 Gon Ship At Boston After 10 Weekes Passage And Mr Dean has Arived safe in Plimot and Was Gone to Congres⁴ and I have No More Nuse At Present and So I remain Your Gentlemen [&c.]

Harmon Courter

L, PPAmp, Benjamin Franklin Papers, vol. 9, fol. 122.

1. Capt. Harmon Courter had been sent to Congress with copies of the Franco-American treaties. He sailed from Ferrol, Spain, aboard the French frigate *Nymphe*, Lt. Commandant Nicolas-Antoine, Chevalier de Beaudot de Sainneville, commander. *NDAR* 11: 1014.

2. Neither Vice Adm. Viscount Howe nor the crew of his flagship, H.M.S. *Eagle*, had been lost in a gale.

3. Continental frigate *Deane*, Capt. Samuel Nicholson, commander, arrived at Portsmouth, N.H., on 1 May.

4. French Navy frigate *Sensible*, Lt. Commandant Charles-Louis-René, Chevalier de Bernard de Marigny, commander, arrived at Casco Bay, Me., on 12 Apr. Simeon Deane, who like Courter carried copies of the Franco-American treaties, then traveled from Casco Bay to Boston, presumably by water, before setting out overland for Congress, where he arrived on 2 May. See Deane to American commissioners in France, 16 Apr., above.

JOURNAL OF H.M. FRIGATE *UNICORN*, CAPTAIN JOHN FORD

May 1778

Tuesday 5th

Riding at Single Anchor in Buzzard's Bay [*off Naushon Island, Mass.*]

at 5 AM made the Signal for our Tender to chace, at 10 she run a Schooner on Shore and burn'd her, People emp^d: occasionally.

Riding at Single Anchor in Buzzard's Bay

Fresh Breezes and fair W^r: arriv'd here & join'd Company his Majesty's Ship *Sphynx*[,] *Haerlem* Sloop,¹ & two Transports with Troops from Rhode Island, weighd & came to Sail & work'd to the East^d. at 8 came too with the B^t B^r: in 9 f^{ms}. & veer'd to of a Cable, Robinson's Hole² SbE, dist: 1 League,

D, UklPR, Adm. 51/1017, part 6, fols. 240–41.

1. H.M. frigate *Sphynx*, Captain Alexander Graeme, commander; H.M. armed sloop *Haerlem*, Lt. John Knight, commander.

2. Robinsons Hole is the passage between Naushon and Pasque Is. in the Elizabeth Is.

GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT TO THE
CONTINENTAL MARINE COMMITTEE

Gentlemen

Lebanon 5th. May 1778

Notwithstanding your answer to mine of the 2nd April ult^o. in commendation of Cap^t Seth Harding,¹ I cannot forbear repeating my application in his favor— Cap^t

Hinman is indeed an Officer of acknowledged Gallantry, had he returned I should have no desire to supplant him—but unhappy for him, as well as the States, his Consort having shamefully forsaken and left him a Prey to the Enemy, his return is now very uncertain—² For my part, I know of no man that has done more essential Service to the Continent, in the Sea-Department than Cap^t Harding— For besides the Services he rendered this particular State, he very gallantly took Lieu^t Col^o. Campbell and 750 Men under his command, who have been, or will be, exchanged for Continental Prisoners, and large Stores very beneficial to the Army—³ He captured the *Weymouth* Pacquet, with Cap^t Judd a Passenger, who, with the Capt. of the *Weymouth* have been exchanged for Continental, not State-Officers.⁴ For all this he hath hitherto received no emolument, altho' notwithstanding the Brig, and afterwards a Ship [of] War he commanded were fitted out by this— His Services extended to, and merit proper acknowledgments from all the United States— Cap^t Harding is experienced, brave, intrepid, and cool in Action, can mann the Ship with such expedition, that I am told, and believe, near 300 Men stand ready to engage, the moment he shall be appointed to command—such is their opinion of his abilities— It is unhappy that a man thus qualified, should be excluded public employment— We have no Office adequate to his merit—otherwise he would be most chearfully employed— Wherefore it is wished, and still hoped, he may be recommended by your Hon^{ble}. Board to take the Command of the Ship building at Norwich—⁵ I am with Esteem [&c.]

J; T———1

Copy, CtHi, Jonathan Trumbull Papers. Addressed at foot of first page: “Hon^{ble}. Marine Committee.” Notation at top of first page: “Copy.”

1. See Continental Marine Committee to Gov. Jonathan Trumbull, 20 Apr., above.

2. Capt. Elisha Hinman had commanded the Continental ship *Alfred*. On 9 Mar. it was captured by H.M. frigate *Ariadne* and H.M. ship-rigged sloop-of-war *Ceres*. *Alfred* had been cruising with Continental frigate *Raleigh*, Capt. Thomas Thompson, commander, which was not able assist *Alfred* during its engagement with the pursuing British warships, even though in combination the American vessels outgunned their British pursuers. See *NDAR* 11: 575. Hinman, who was also from Connecticut, escaped from Forton Prison in England on 24 July 1778 and returned to the United States in Oct. 1778.

3. In June 1776 as captain of Connecticut Navy brig *Defence*, Harding captured the transports *George* and *Annabella*, and assisted in the capture of transport *Lord Howe*, which were transporting troops of the Seventy-First Regiment of Highlanders under the command of Lt. Col. Archibald Campbell. *NDAR* 5: 618–20, 1154. The number of troops taken in the three transports was 318 men. *Ibid.*, 621. At about the same time, the British transports *Anne*, *Crawford*, and *Oxford* were captured. Those transports carried over 300 officers and men. *NDAR* 5: 293–94, 618–20, 1154. Trumbull seems to have credited their capture to Harding as well.

4. On 28 July 1777, Harding as commander of Connecticut Navy ship *Oliver Cromwell* captured the H.M. Post Office packet boat *Weymouth*. The captain of *Weymouth* was Paul Flynn; it also carried as a passenger Capt. William Judd, formerly commander of H.M. frigate *Antelope*. *NDAR* 9: 11 and n.

5. Harding eventually got command of the “Ship building at Norwich,” later named *Confederacy*. *JCC*, 12: 951.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport. Rhode Island]

5th May. Good weather. Wind N. in the morning, and about 6 o’Clock the *Orpheus*, and The *Haerlem* Sloop,¹ with the two transports which have the Flank Companies and the Chasseurs on board; sailed for the Elisabeth Islands.

Mackenzie, *Diary* 1: 276.

1. H.M. frigate *Orpheus*, Capt. Charles Hudson, commander; H.M. armed sloop *Haerlem*, Lt. John Knight, commander.

CAPTAIN EPHRAIM BILL, CONNECTICUT MILITIA, TO JOSHUA HUNTINGTON

Sir
 Agreeable to your Desire I offered The men five Shilling $\text{7}\over{8}$ Night for Keeping Guard at the Ship¹ which They Refused and Demand Six Shill^s And Eight Pence & half Pint Rum Each $\text{7}\over{8}$ Night of which I did not think Proper To Give without your order I Should Be Glad you would Advise in the affair and your order Shall be Strictly Notice^d By Sir Your Hum^{bl.} Serv^{t.}—

Ephraim Bill²

L, PHi, Frigate *Confederacy* Papers, 1776–1779. Addressed on cover: “To Maj^r/Joshua Huntington/Norwich.” Docketed: “Cap^t Eph^m. Bill/Letter May 5 1778.” Huntington, a major in the Connecticut militia, was superintendent of construction for the Continental Navy frigate *Confederacy*.

1. Frigate *Confederacy*.

2. Ephraim Bill later served as a second lieutenant of marines in frigate *Confederacy*; the exact date of his commission is unknown, however, but his appointment was probably made after *Confederacy* was launched on 8 Nov. 1778. Smith, *Marines in the Revolution*, pp. 432–33. When he wrote the above letter, therefore, he was probably not serving as a lieutenant of marines but as a Connecticut militia captain.

CHRISTOPHER LEFFINGWELL TO JOHN CUSHING AND SAMUEL WHITE

Gentlemen
 Norwich [*Conn.*] 5th May 1778
 I Wish to know What is become of the ship *General Hancock*,¹ as Soon as I am Inform'd She has Sailed & Her Acc^{ts}. are Made out—Intend Going to Boston & Settle wth. you, am afraid the Ship Will be Foul before She Goes to Sea.— had She been here She might have been Manned in Three Weeks.— however I dare Say you have done all in your power.— I am with [&c.]

Christ^r. Leffingwell

L, NjP, Andre de Coppet Collection, John Cushing and Samuel White Papers, 1775–1787, Papers relating to the Ship *General Hancock*. Addressed on cover: “To/Mes^{rs}. Cushing & White/Merch^{ts}/Boston.” Addressed below close: “Mess. Cushing & White.” Notation on cover: “Fav^r Nath^l Shaw Esq^r.” Docketed: “Chr^s. Leffingwell Esq/Letter to C & W. May 5/1778.” Leffingwell occasionally purchased shares in Cushing & White’s privateers.

1. Massachusetts privateer ship *General Hancock*, Ishmael Hardy, commander, which was fitting out at Boston for a cruise.

EXTRACT OF A LETTER FROM STAMFORD, MAY 5.

“A very pretty affair happened here last week. A small boat from the Eastward, commanded by Capt. Adamson,¹ with ten men and 6 swivels, went into Oyster-Bay, and fell in with the Tender of the ship *Raven*; the tender mounted 8 swivels, had nine men on board with wall-pieces, and every way equipt to make a vigorous resistance, but the boat after discharging her swivels and small arms, boarded and carried her in a very gallant manner, and the next morning bro’t her into this harbour. The tender had on board 3 hogshheads of rum, several casks of bread, beef and other articles for the ship, with some dry goods. The *Raven* is hovering round the harbour continually and seems quite disconsolate at the loss of her young.”

The Connecticut Journal (New Haven), 13 May 1778.

1. Rhode Island privateer schooner *Congress*, James Adamson, commander, which was commissioned on 31 Mar. 1778. In his application for a commission, Adamson describes *Congress* as mounting 8 swivel guns and having a crew of 20. See *NDAR* 11: 842–43.

COLONEL CORNELIUS D. WYNKOOP, NEW YORK MILITIA, TO GOVERNOR GEORGE CLINTON OF NEW YORK

[Extract]

Coevemans [*N.Y.*] 5th May 1778

. . . As a number of the artificers I have employed here were of the four months militia who were discharg'd from that Service, and in consequence of that discharge have Left me, I wrote to Genl. McDougal¹ to Send me about 25 Ship carpent'rs &c. but forgot to mention about the necessary tools to bring with them, which we shall be in want of. This day one of the Vessels was Launched, and in hopes to have four more in a few days, as they stand framed and busy Planking them. I am in Great haste
Sir Your most Hble. Serv't

Corn's D. Wynkoop.

Public Papers of George Clinton 3: 273. Addressed: "[To Governor George Clinton.]"

1. Brig. Gen. Alexander McDougal commanded the American forces in the Hudson Highlands.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR RAVEN, COMMANDER JOHN STANHOPE

May 1778

[off City Island, *N.Y.*]

Tuesday 5

(AM) at 6 heard several Guns fire abreast of Oyster Bay weighed and made Sail set studing sails sent all y^e Boats ahead to tow the Ship to y^e Erd. to cut off a Schooner which was standing in for y^e Rebel Shore the *Neptune* in Com^y at 10 spoke with the *Halifax's* Tender who informed us that She was a Rebel row Galley¹ which had fired upon the *Halifax*² in Oyster Bay came to w^t the B^r B^r in 10 f^{ms}. & veered to 1/3 Off Greenwich

[Off Greenwich, *Conn.*]

Light airs and fair came out the afore Mentioned Galley & fired upon the Ship weighed and made sail tacking off and on & firing upon this Galley which obliged her to put in shore again came too again in 13 f^{ms}. and veered to 1/3 of a Cable at 5 weighed & made sail standing to the Srd. At 9 came too with the small Bower in 20 f^{ms}. and veered to a 1/2 a Cable abreast of Oyster Bay.

D, UKLPR, Adm. 51/771.

1. The rebel galley was probably the *Wild Cat*. *Royal American Gazette* (New York), 30 June 1778.

2. H.M. armed brig *Halifax*, Lt. William Quarme, commander.

CONTINENTAL MARINE COMMITTEE TO CONTINENTAL NAVY BOARD
OF THE EASTERN DEPARTMENT

Gentlemen

[*York, Pa.*] May 5th 1778

We request that immediately on receipt hereof you will procure two swift sailing Vessels for Packets to carry dispatches to france, and have the[m] prepared in every respect for the Sea, so soon as the Council of Massachusetts state shall apply for them which will be in a very short time, and you must direct the Commanders to sail agreeable to the orders of the said Council.¹ If the Sloop *Providence* hath not sailed before this reaches she will be a suitable Vessel for one of those Packets, and it is our desire that you detain her for that use.² We shall only add that it is highly important that

those Vessels should be provided and got ready with All possible dispatch. We are Gentlemen [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 145 (M332, roll 6). Addressed before opening: "The Commiss^s of the Navy Board/at Boston."

1. For background on this order, see Continental Marine Committee to Gov. Jonathan Trumbull, this date, below.

2. Continental sloop *Providence* was not one of the vessels used to carry the dispatches. The vessels sent from Massachusetts were the Continental Navy packet schooner *Dispatch*, Corbin Barnes, commander, and the Continental packet brig *Arnold*, Capt. John Ayres, commander. Continental Navy Board of the Eastern Department to American Commissioners in France, 8 June and 2 July 1778, PPAmp, Benjamin Franklin Papers, vol. 10, fols. 23 and 81.

CONTINENTAL MARINE COMMITTEE TO GOVERNOR JONATHAN TRUMBULL OF
CONNECTICUT

Sir

[*York, Pa.*] May 5th 1778

As a Swift sailing Packet is immediately wanted to carry dispatches to France, we must request your Excellency should the Armed Vessel belonging to your State called the *Spy* be in port, that you will Order her to be got ready for that purpose, but if she should not be in Port that you will give directions for Some other suitable Vessel being procured and prepared for the sea with all dispatch.¹ The Committee for foreign Affairs will forward in A short time the dispatches, and we beg leave to request your Excellencys attention to what they shall write to you on that subject.² We are Sir [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 145 (M332, roll 6). Addressed before opening: "His Excellency Governor Trumbull."

1. On this date, Congress ordered the Marine Committee to obtain vessels to carry six copies of the newly ratified treaty of alliance and commerce to France. *JCC* 11: 463–64. The committee wrote a similar letter to the Continental Navy Board of the Eastern Dept., this date, above, as well as one to John Langdon. Continental Marine Committee to John Langdon, 5 May 1778, Private Collection, Capt. J.G.M. Stone (Annapolis, Md., 1959). From what the board wrote Capt. John Young on 6 May, below, it appears that Gov. Patrick Henry of Virginia was asked to provide the remaining two vessels. Connecticut Navy schooner *Spy*, Capt. Robert Niles, commander, was sent by Trumbull with the dispatches to France.

2. The Committee for Foreign Affairs sent Trumbull the dispatches on 19 May. *Letters of Delegates* 9: 715.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Tuesday the 5th day of May 1778.—

Present.

Mr Travis.—

Ordered that the Keeper of the publick store, deliver to Robert Ferguson two hundred and fifty pump Tacks for the use of the *Lewis* Galley.—¹

DS, Vi, Navy Board Journal, p. 391.

1. Ferguson was a surgeon's mate serving in *Lewis*.

CAPTAIN BENJAMIN CALDWELL, R.N., TO CAPTAIN JOHN RAYNOR, R.N.

Emerald

Sir

In Hampton Road 5th May 1778.

Inclosed is your Signal, and you will please to excuse, not having Your place in it, as more Ships are expected, and an officer of Superior Rank, coming to Command here.

Not having my Lord Howes Chacing Flag.— whenever the Quarter or bearing Flag is shown at the Fore Topgallant Mast head, with the Ships Signal, it is to be understood you are to Chace. I am [&c.]

B.C.

LB, UkGrNMM, Benjamin Caldwell Papers, CAL/110, Letter Book (May 1776–June 1779), p. 32. Addressed at the bottom “To/Captain Raynor/*Isis*.”

DON BERNARDO DE GÁLVEZ, GOVERNOR OF LOUISIANA, TO WILLIAM SMITH AND ROBERT MORRIS

Mui Señores míos:

El dador de esta informará ã V. de la Critica Situacion en que me hallo con mis vecinos bloqueada de todos lados, y amenazado de un ataque si no les entrego las presas hechas por el Capitan Willing,¹ su persona, la de D^{na}. Olivero Polock,² y algunos Ofiziales de su partida, teniendo por una declaracion de Guerra la proteccion, asilo, y Socorros q^{ce} les he dado.= Para obligarme ã ceder ã sus demandas tienen dos Fragatas de Guerra Ynglesas³ al frente de esta Cuidad, dos Corsarios ã la Espalda de ella con el Lago Pontchartrin⁴, ochocientos hombres entre Yngleses Realistas, y Salvages en Natches arriva del Rio, otras dos Fragatas q^{ce} se esperan de Jamaica, y dos Compañias de Granaderos q^{ce} deven venir de Panzacola ã ManchaK=⁵ Yo no sé lo que subcederá, y quales serán las resultas, pero me hallo solo con 200.. homb^s para la defensa pero estoi resuelto ã sacrificarlo todo antes de Condescender ã Sus pretensiones, y nada arrepentido de que se haya rodeado una ocasion que prueve ã V. mi afecto y el deseo de servirles ã qualesq^{ra}. Costa/Dios Guê [&c.]

Nueva Orleans. y Mayo 5. de 1778

Bern^{do}. de Galvez

[Translation]

My Dear Sirs:

The bearer of this letter will inform You of the Critical Situation in which I find myself with my neighbors, blocked from every side, and threatened with an attack if I do not turn over the prizes taken by Capitan Willing,¹ his person, Mr. Oliver Pollock,² and several officers from his party considering the protection, asylum, and support I have given them a declaration of War. To force me to yield to their demands, they have placed two English frigates³ in front of the city, two corsairs at its back along Lake Pontchartrain,⁴ eight hundred English Royalists and Savages above the river in Natchez, another two frigates expected from Jamaica, and two companies of grenadiers arriving from Pensacola to Manchac.⁵ I find myself with only two hundred men for defense and so I do not know what will happen or what the results will be. Nevertheless, I have resolved to sacrifice everything before giving in to their demands and am not the least bit regretful that the occasion has arisen to prove my affection for You and my desire to serve you no matter the cost. May God protect [&c.]

New Orleans, May 5 1778

Bern^{do}. de Galvez

Copy, SpSAG, Papeles de Santo Domingo, Legajo 2596. Notation before opening: “N^o 2^o.” Addressed below close: S^{otes}. d^{na}. Roberto Morris, y D^{na}. Guillermo Smith.” Notation on separate sheet: Es copia conforme ã su Original—/Bern^{do}. de Galvez.” Translated: “This copy is identical to the original—/Bern^{do}. de Galvez.” A former delegate to Congress from Maryland and member of the Commerce Committee, Smith

was selected by Congress to serve on the Navy Board of the Middle Department on 9 May 1778.

1. On the prizes taken by the detachment commanded by Capt. James Willing, see Oliver Pollock to the Continental Commerce Committee, 1 Apr., above.

2. As seen in *ibid.*, Pollock, the Continental Commercial agent in New Orleans, was the person responsible for selling Willing's prizes.

3. H.M. ship-rigged sloop-of-war *Sylph*, Comdr. John Fergusson, commander, and ship-rigged sloop-of-war *Hound*, Comdr. Joseph Nunn, commander.

4. Presumably, Gálvez was referring to H. M. armed sloop *West Florida*, Lt. George Burdon, commander, which was the only British warship then operating on Lake Pontchartrain.

5. On the reinforcements sent to the British post at Manchac from Pensacola, see Chester to Germain, 7 May, below.

JOURNAL OF H.M. FRIGATE *HIND*, CAPTAIN CHARLES HOPE

1778 Tuesday

D° [Turks Islands] S° 53 W^t: 33 L^{gs}

May 5.

at 6 AM saw a Strange Sail in the NWest Hoisted out the Pinnacle Man'd and Armed her and gave Chase at 8 she took the Chase and prov'd to be a Prize a Small Schooner from S^t Eustatia to Carolina¹ Put hands on board & took her in Tow

[Fleh?] Wreck S° 18 Lg^s East end of Hispaniola S° 10° W^d. 58 Lg^s

Mod^t Gales & fair W^t PM Punish'd Hen^y Powell Seaman for behaving with Insolence to his Officers

D, UKLPR, Adm. 51/457, part 5.

1. Schooner *Richie*, Adams, master, ten tons burthen, with a cargo of dry goods. "A List of Vessels taken by His Majestys Squadron under the Command of Sir Peter Parker at Jamaica between the 3d March and the 21st June 1778," UKLPR, Adm. 1/240.

May 6

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO JOHN LANGDON

Navy Board Eastern Department

Boston May 6. 1778

S^r:

We have given Orders to Cap^t Nicholson¹ to proceed with the *Dean* Frigate² Under his Command to this port as soon as she can be properly repaired which I hope will be soon least the Enemy may get Intelligence of & take Measures to Intercept her We have Ordered him to Consult with you & to do what you think most proper with the Cloathing if you find it in Such a Situation as to require immediate Opening & Airing you will please to receive it or so much of it as you find in that State in your Stores and take the proper care of it if it will Admit of coming up without damage the sooner it can be done the better & will be handled with more ease & Security now than when opened & the only question will be whether it shall remain on board to come up with the Ship or be sent up in Coasters which is left intirely to your Judgment After Contemplating the hazzard from the Enemy & other Circumstances the other Articles I think may remain in the Ship without any doubt—

We Inclose a Warrant on your Loan office for Thirty thousand dollars Agreeable to your desire you will please to receive the money as soon as possible carry Twelve Thousand dollars of them to our Credit which you will Send us a receipt for the re-

mainder remit us as soon as received ~~7~~ some safe oppertunity we wish you to Settle Cap^t. Roaches³ acco^t. allowing him wages to this time it would be very Agreeable to us if the passengers with Cap^t. Nicholson would Continue in the Ship till her Arrival in this port when we shall think them Intitled to a reasonable reward for their Services— We are with great Esteem [&c.]

J Warren
John Deshon

L, Private Collection, Capt. J. G. M. Stone (Annapolis, Md., 1959). Addressed at foot: “Hon^{ble}: John Langdon Esq^r.” Docketed: “Letter from the/Honble Navy/Board Eas^t Dep^t/May 6th 1778—.”

1. Capt. Samuel Nicholson, Continental Navy.
2. Continental Navy frigate *Deane*.
3. Capt. John Roche, Continental Navy.

JOHN BRADFORD TO CONTINENTAL COMMERCE COMMITTEE

Hon^{ble}. Gentlemen

Boston 6th May 1778.

Your fav^r: under the second ult^o. came to hand last Evg by Post I hope the *Dispatch*¹ ere this is nearly Loaded, as we’ve had Intelligence from York Rhode Island & Halifax and she was not at either of them Ports. I shall immediately follow your Orders respecting the *Mellish & Nanny*² M^r. Jarvis³ was a few days since in town & told me he had got them in good forwardness the Schooner⁴ I believe is saild An Opp^y: offers in a few days for Charlestown I shall write Mess^{rs}. Clarkson & Livingston⁵ concerning the *Mellish* I thank the hon^{ble}: Commttee for their Candour respecting the Detention of the *Dispatch*, if I err it will not be through Inattention to their Orders, It was with great Difficulty I was persuaded to keep the Brig by the Application of the Board here,⁶ I congratulate you on the late Accts from France, as also on the rich Supply of Cloathing lately arrv’d at Portsmouth,⁷ I hope the happy Day is dawning that will bring Tranquillity to America— Yours &c

J B—

LB, DLC, John Bradford Letter Books, vol. 2, pp. 129–30. Addressed before opening: “Hon^{ble}: Commercial Committee.”

1. Continental packet brig *Dispatch*, Lt. John Brown, Continental Navy, commander.
2. Continental trading ship *Mellish*; Continental trading bark *Nanny*.
3. Leonard Jarvis was Deputy Continental Agent for Massachusetts at Bedford in Dartmouth (now New Bedford).
4. Continental trading schooner *Loyalty*.
5. Levinus Clarkson and Abraham Livingston, Continental agents for South Carolina.
6. For more on this dispute with the Continental Navy Board of the Eastern Department at Boston, see NDAR 11: 279, 287, 505.
7. This clothing was part of the cargo of Continental Navy frigate *Deane*, Capt. Samuel Nicholson, commander.

JOURNAL OF THE MASSACHUSETTS COUNCIL

[*Boston*] Wednesday May 6th. 1778

On motion Ordered that the Board of War be & they hereby are directed to deliver Joseph Henderson Esqr Commissary of Prisoners One hundred pound Old Junk, Twenty fathom of two & half inch Rope & twenty yards of Old Canvas for the use of the Brig *Rising Empire* Guard Ship—¹ he to be accountable for the same.

On Application of the Board of War of this State— Ordered that it is the Opinion

of this Board that it is expedient for the Board of War to supply Capt Ch^r. de Senneville² Commander of the Ship La Frigate La *Nymph*³ with fifteen thousand Livres money of France agreeable to the requisition of the Honorable B. Franklin & Silas Dean Esq^rs. Plenipotentiaries to these United States & charge the same to the Account of Congress,⁴ as also to supply Capt Coutre⁵ with any thing necessary for his making the greatest dispatch on his way to Congress—

LB, M-Ar, Mass. Archives Collection, vol. 22 (Council Records, Jan.–Oct. 1778), p. 197. Marginal notes: “Order to Board/of/War—”; “Application of the/Board of War &/Order—.”

1. Massachusetts State prison ship *Rising Empire*, Capt. William McClure, in Boston harbor.

2. Lt. Commandant Nicolas-Antoine, Chevalier de Beaudot de Sainneville, French Navy.

3. French Navy frigate *Nymphé*. For more on her sailing from Corunna, Spain, in late Mar. 1778, see NDAR 11: 1110–11.

4. For the request by the American Commissioners in France to supply Sainneville with 15,000 livres, see NDAR 11: 1014.

5. Capt. Harmon Courter, of Philadelphia.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present—

Sam^l Ph[']ps Savage Esq^r

John Brown Esq^r

Thomas Walker Esq^r

George Williams Esq^r

Boston May 6th. 1778—

James Prescott Esq^r

Isaac Phillips Esq^r

Eleazer Johnson Esq^r

Sam^l Ph[']ps Savage Esq^r President—

Order'd, That Cap^t Haraden¹ del^r Samuel Hartley any Stores he may have on board that are necessary for the sick landed on Rainsford Island from the Brig^t *Tyrannicide*—

Order'd, That Col^o. Crafts² immediately send a Waggon to remove all the Powder &c. from the Brig^t *Tyrannicide*, & deliver it to Decⁿ Foster—³

Order'd, That Deacⁿ Foster receive of Col^o. Crafts from Brig^t *Tyrannicide* One Chest Cartridges, cont^s 54 full Allowance— reduc'd 164, Swivel 33, Port-fires 12,—2 Boxes Musquet Cartridges—4 Barrels Powder—6 half B[']lls d^o—1 Box hand Grenades—6 Powder Horns—& 1 Pouch Tub—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 298–99.

1. Capt. Jonathan Haraden commanding Massachusetts Navy brigantine *Tyrannicide*, which had just returned from a sixth months' cruise to the West Indies.

2. Col. Thomas Crafts, Massachusetts State Artillery Regiment.

3. Deacon Thomas Foster.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR RAVEN, COMMANDER JOHN STANHOPE

May 1778

[off Oyster Bay]¹

Wednesday 6

AM) at 8 weighed & made sail standing to y^e SE saw 3 Whaleboats pulling from y^e Connecticut Shore to take a Schooner coming from the Erd. Maned & Armed all y^e Boats (as did the *Neptune*)² & sent 'em after them set studing^{s^ls} after y^e Schooner fired 2 Guns as a sign^t of Alarm,

[off Oyster Bay]

First part light airs Mid: & latter fresh breezes & Cloudy return y^e

Boats found that y^e Rebels had been onboard of her but y^e *Cerberus* Boat's³ coming up they quitted her after seting fire to her but it was extinguished in time came too again with y^e small B^r & veered to ½ of a Cable At 3 weighed & made sail (y^e *Neptune* in Company) to y^e Wrd. At 9 came too with y^e small Bower in 10 f^{ms}. in y^e middle of y^e Sound abreast of Oyster Bay

D, UKLPR, Adm. 51/771.

1. *Raven's* location was given in the text of the journal entry for the afternoon of 5 May and the evening of 6 May.

2. H.M. armed brig *Neptune*, Lt. William Quarme, commander.

3. H.M. frigate *Cerberus*, Capt. John Symons, commander.

MASTER'S JOURNAL OF H.M. ARMED SLOOP HAERLEM, LIEUTENANT JOHN KNIGHT

May 1778

Robinsons hole SBE 1½ Miles

Wednesdy 6th

[*Elizabeth Is., Mass.*]

at 12 [AM] weigh'd Tender in C^o. work^s to the E^t-w^d. TK^d. Occasionally at 8 join'd the *Unicorn*, *Sphynx*, & Convoy and led them to the Place for Landing within Wepeckers Isl^{ds}.¹ and Anch^d. in 7 fm^s. at 9 the Troops landed on Nashawn Isl^d.² at Noon sail'd hence the *Unicorn* and Convo

[*off Naushon I.*]

Mod^t and Cloudy (PM) at 2 weighd and work'd into woods'es hole³ and Anch^d. in 5 fm^s. N^o. P^t. of Woods'es harb^r NNE *Unicorn's* and our Tenders in Compy at 8 sent the boats and burn't a Reble Ship⁴

D, UKLPR, Adm. 52/1789, part 9, fol. 240.

1. That is, Weepectet I.

2. That is, Naushon I.

3. That is, Woods Hole.

4. Howe's Prize List, 30 Oct. 1778, does not identify the ship except that it was burnt near Falmouth.

UKLPR, Adm.1/488, fols. 485–86.

JOURNAL OF H.M. ARMED BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

May 1778

D^o [North Point Hart Island NE 2 Cables Lgth]

Wednesday 6

at 8 AM Sent a Boat Mand & Armed to intercept a Boat Crossing from the Rebell Shore¹ at 11 D^o weighd 12 Sail of wood vessells in C^o & Stood to E^tWard

D^o [North Point Hart Island NE 2 Cables Lgth]

D^o W^r. [inclinable to Calm] first & Middle Latter Fresh Brezes and Variable at 1 PM the Boat Returned having Destroyd the Canoe the People having Deserted her at 3 D^o Came too S^l B^r of [f] Tinnicock² Convoy in C^o. at 6 weighd in C^o as above at ½ past 10 Came too off Loyds Neck the Convoy having gone into Oyster Bay

D, UKLPR, Adm. 51/4163.

1. The "Rebell Shore" was Connecticut.

2. That is, Matinecock Point, Long Island.

JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Wednesday, May 6, 1778

The Committee on the Treasury brought in a report; Whereupon,

Ordered, That sixteen thousand dollars be paid to the Marine Committee, to enable them to make a partial payment to William Smith,¹ Esq^r for iron and flour purchased by him for the use of the navy in the eastern department; for which they are to be accountable:

Sundry resolutions being moved, relative to the mode of trying naval officers, Congress took the same into consideration; Whereupon,

Resolved, That when any ship or vessel of war in the service of the United States shall be lost by capture or otherwise, a court of enquiry, consisting of that continental navy board which shall by the Marine Committee of Congress be directed to proceed therein, or any three persons that such navy board may appoint, be held to enquire into the cause of such loss; and if it shall appear that the same was occasioned by the negligence or mal-conduct of the captain or any other commissioned officer belonging to the ship or vessel of war so lost, that then a court martial be held for the trial of the officer so offending, to consist of such officers, if conveniently to be collected, as by the rules and regulations of the navy constitute a court martial, otherwise of five such persons, as the said navy board shall for that purpose appoint; and if such loss should be by capture, and it shall appear on trial that the same was occasioned by the cowardice or treachery of the commanding officer, then and in that case such commanding officer shall suffer death; and if the loss, whether by capture or otherwise, should be occasioned by any other mal-conduct, such commanding officer shall be by such court martial cashiered.

Resolved, That when two or more ships or vessels of war in the service of these states are in company, and any or either of them shall be lost by capture or otherwise, a court of enquiry, so constituted as aforesaid, shall be held to enquire into the causes thereof; and if it should appear that such loss was occasioned by the mal-conduct or negligence of any captain or commanding officer of any other ship or vessel in company as aforesaid, then a court martial, constituted as before-mentioned, shall be held for the trial of the officer so offending; and if the loss should be by capture, and it should appear on trial that such capture was occasioned by the cowardice or treachery of such captain or commanding officer by withholding his assistance from the ship or vessel of war so captured, then and in that case such captain or commanding officer shall suffer death; but if it shall appear that the loss happened through any other mal-conduct of such captain or commanding officer, then he shall be by such court martial cashiered.

Resolved, That if, upon enquiry as aforesaid into the conduct of any officer or officers in the service of these states, it shall appear that they or any of them shall have offended in any instance mentioned in these resolutions, it shall be in the power of the navy board to suspend such officer or officers until a trial by court martial shall be had, and the navy board shall forthwith transmit to the Marine Committee the proceedings of such court of enquiry, with their doings in consequence thereof; and to Congress all the proceedings of court martials, when any shall be had, previous to the execution of any capital sentence, that shall be by such court martial awarded; to the end that Congress may extend their mercy to such offenders as they may judge to be proper objects thereof.

Resolved, That these resolves continue in force one year from the date hereof, and no longer.

JCC 11: 467, 469–471.

1. William Smith was Continental agent in Baltimore.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JOHN YOUNG, CONTINENTAL NAVY

Sir

[*York, Pa.*] May 6th 1778.

We have received your Letter of the 26th ultimo from Edenton and are sorry to hear of the loss of the Continental Brig *Independence* under your Command. We have no doubt but you have done all in your power for Saving as much as possible from the wreck & we desire that you will deliver the same to our Agents Mess^{rs} Hewes & Smith making out an Inventory thereof and taking their receipts for what you deliver, which you must transmit to the Navy Board at Baltimore.¹

As we have immediate service for yourself Officers & men, We desire that on receipt hereof, you will march them to Portsmouth in Virginia, and advise Governor Henry of your getting there to whom we have wrote respecting your employment and you must follow such Instructions as you shall receive from the Governor.² Mess^{rs} Hewes & Smith will advance you Money to pay the Expençe of your Journey in which you will make dispatch.³ We are sir [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 181 (M332,roll 6). Addressed before opening: "Captain John Young."

1. Young's letter reporting the grounding and destruction of *Independence* on the bar at Ocracoke Inlet has not been found. Young saved much from the *Independence* including most of the cargo, all of the stores, the vessel's 4 pounders, and even the brig's bell. Continental Marine Committee to Hewes, Smith and Allen, 20 Feb. 1779, DNA,PCC, Marine Committee Letter Book, fol. 208 (M332, roll 6).

2. The committee's letter to Gov. Patrick Henry of Virginia has not been found, but it appears that the committee asked Henry to obtain two fast ships to carry the ratified treaty with France to the American Commissioners there and suggested that Young and his crew might man one of these vessels. See Henry to Richard Henry Lee, 15 May (H. R. McIlwaine, ed., *Official Letters of the Governors of the State of Virginia*, Vol. 1, *The Letters of Patrick Henry* [Richmond: Virginia State Library, 1926], p. 274) and 28 May, below. Young and his crew would not go to France.

3. See the committee's letter to Joseph Hewes and Robert Smith, this date, immediately below.

CONTINENTAL MARINE COMMITTEE TO JOSEPH HEWES AND ROBERT SMITH

Gentlemen

[*York, Pa.*] May 6th 1778.

We are informed by Letter from Captain John Young of the Continental Brig *Independence* on the Bar of Occracock but that he had saved the Guns & Sundry other things from the Wreck which we have now directed him to put under your care and which you will please to give receipts for. Should that business not be accomplished when this reaches, you, we request you will have it done, and depend on your care that nothing be lost which can be saved.¹ As we have immediate services for Captain Young his Officers & men, we have directed him to march them to Portsmouth in Virginia and there follow such Instructions as he may receive from Governor Henry.² You will advance Captain Young Money for his Expences, and we shall pay your Bills for the same or otherwise reimburse you. We are with regard [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 181 (M332,roll 6). Addressed before opening: "Mess^{rs} Hewes & Smith." Hewes and Smith were Continental agents at Edenton, N.C.

1. Young's letter reporting the grounding of *Independence* on the bar at Ocracoke Inlet, N.C., has not been found. On what was saved from the wreck, see the note at Continental Marine Committee to Young, this date, above, and Continental Marine Committee to Hewes, Smith, and Allen, 20 Feb. 1779. DNA, PCC, Marine Committee Letter Book, fol. 208(M332, roll 6).

2. See Continental Marine Committee to Young, this date, above.

WILLIAM ELLERY TO WILLIAM VERNON

D^r Sir

York Town [*Pa.*] 6th. May 1778

The marine Com^{ee} of wh^{ch}. I am a member last Even^g in conformity to a resolution of Congress,¹ met and determined to send Six Vessils to carry important despatches to France, the said Vessils to be under th^e directions of the Com^{ee}. of Foreign affairs. As the Letters for your Navy board is not yet written² and Capt. Collins is about to set out immediately, I take this opp^{ty}: to request you upon receipt hereof forthwith to send off an express to Bedford to Cap^t Rathburn of the sloop *Providence*, w^{ch}. is one of the Vessils Pitched upon for this business, if he shou'd not have sail'd, directing him not to proceed to Sea untill he shall have rec^d. Orders from the Com^{ee}. of foreign affairs w^{ch}. will soon be transmitted to him, and he is most implicitly to obey.³ I most heartily congratulate you on the Treaties of Alliance Amity and Commerce w^{ch}. were executed the 6th. day of Feb^{ry} last at Paris, and unanimously ratified by Congress the 4th. Inst^t. I have only Time to say that those Treaties are magnanimous and founded in our Independency, equality and reciprocity. Inclosed is a handbill published imprudently and without the knowledge of Congress, but wh^{ch}. contains some truths.⁴

A respectable Army in the Field this Campaign and the War will be our own Yours in haste

W— E—

P S dont let the occation of the sloop *Provid^e*: being detained be known to any one, no not even to the Capt. of her himself. you will let the Navy board in Boston know that you have stopped th^e Sloop *Provid^e*: otherwise upon the receipt of the Letter of the Commi^{ee}. m^r. Warren may send off an express to Bedford.⁵

"Papers of William Vernon and the Navy Board," p. 241.

1. Congress's resolution is dated 5 May. *JCC* 11: 463–64.

2. The letter, dated 5 May, is above.

3. If the Continental Foreign Affairs Committee sent Capt. John Peck Rathbun such a letter, it has not been found. Moreover, Continental sloop *Providence* was not used to carry a copy of the ratified treaty to France.

4. The broadside was probably the one created by Philadelphia printers Hall & Sellers announcing the signing of the treaties of alliance and commerce with France. The broadside, which bears the heading "Postscript to the Pennsylvania Gazette of May 2, 1778", is a compilation of intelligence taken from several different letters from American diplomats in France. *Letters of Delegates*, 9: 578–79n; the broadside appears as an illustration in *ibid.*, p. 577.

5. James Warren, like Vernon, was a member of the Continental Navy Board of the Eastern Department, which Ellery referred to as "the Navy board in Boston."

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Wednesday the 6th day of May 1778.—

Present.

Mr Whiting and Mr Travis.—

Ordered that the Keeper of the public store, deliver to Captain Wright Westcott¹ five

hundred tenpenny nails, five hundred twenty penny ditto, one Plaine, one drawing knife, and one handsaw for the use of the *Norfolk Revenge* Galley.—

Ordered that A Warrant issue to Captain Wright Westcott for one hundred pounds upon account for the purpose of furnishing necessaries for the use of the *Norfolk Revenge* Galley.—

Ordered that a Warrant issue to Captain John Barret² for One hundred pounds upon account for the purpose of furnishing necessaries for the use of the *Norfolk Revenge* Galley.—

Ordered that the Keeper of the public store, deliver to Mr David Anderson³ two hundred and fifty yards of light Canvas for the Use of the ship *Dragon*.—

Ordered that D^r. M^cClurg⁴ deliver to D^r. Jn^o. Lyons,⁵ Sal Glauber⁶ six pound, Sal Nitri one pound, Tart Emetic quarter of an ounce, Sperm a Ceti one pound, Suce: Liquor one pound, Bals Locatelli one pound, Bals Lul Aris half pound, Aloes Juccotine four Ounces, Alumen Comm four Ounces, Ung Basiliū Glau one pound Cerat two pound, one Lancet, and two crooked needles for the use of the *Hero* Galley.—

DS, Vi, Navy Board Journal, p. 392.

1. Capt. Wright Westcott, commander of the Virginia Navy galley *Norfolk Revenge*.

2. Capt. John Barret commanded the Virginia Navy galley *Hero*.

3. David Anderson was a midshipman in the Virginia Navy.

4. Dr. James McClurg was director of the General Hospital at Williamsburg. Stewart, *History of Virginia's Navy*, p. 218.

5. John Lyons was a surgeon's mate in the Virginia Navy.

6. Sal Glauber or Glauber's salt was used as a purgative. Sal Nitir or saltpetre was used to treat fevers or gonorrhoea and as a diuretic/diaphoretic. Tartar Emetic was a white salt compound used as an emetic. Spermacetti oil was a relaxing demulcent and emollient used in many lotions and for catarrh and gonorrhoea. Suce: Liquer was presumably a misspelling of Succini oil or oil of amber and was used as a tonic, antispasmodic, antirheumatic and antihysterical. Bals locatelli was used as an emollient or astringent. Lul aris was possibly laurus, or the root bark of bayberry or wax myrtle and was used as a mild emetic and as a biliary deobstruent. Alumen or potassium aluminum sulfate and was a potent astringent and antispasmodic. Unguents basilicon was usually composed of Canada balsam oil, lard, yellow beeswax, and sometimes olive oil and was used as an emollient. Cerate was beeswax and was used in external applications. J. Worth Estes, *Dictionary of Proto-pharmacology: Therapeutic Practices, 1700–1850* (Science History Publications, U.S.A., 1990).

CAPTAIN BENJAMIN CALDWELL, R.N., TO CAPTAIN JOHN LEWIS GIDOIN, R.N.

Emerald

Sir,

In Hampton Road 6th May 1778.

I am advised that some large Ships of Force have been purchased by several abettors of the Rebellious Colonists, to bring different European Commodities to these Provinces, and take back Cargoes of Tobacco provided in the Ports of Virginia. I have appointed the *Isis* to co-operate with you and the other Ships at the entrance of the Bay,¹ directing the Place I would have her anchor at.— She is not to Chace small Vessels, the Frigates² and Sloops³ being more proper for that Service.

You will please to signify to the other Captains⁴ the Information I have received, as it is now more material than before, not to be led from their Stations, as it is absolutely necessary: there Should be a Force together, if those Ships arrive.

By your order of the 26th ult^o: you are desired to return here at the end of fourteen Days, but you will now give Captain Symonds of the *Solebay* directions to join me here, the 13 ins^t and remain with the *Richmond* at your present Anchorage.

The Vice Admiral⁵ informs me, Commodore Hotham may be expected here in a short time. I am [&c.]

B.C.

LB, UkGrNMM, Benjamin Caldwell Papers, CAL/110, Letter Book (May 1776–June 1779), p. 31. Addressed at the bottom, “To/Captain Gidoïn/*Richmond*.”

1. That is, Chesapeake Bay. H.M.S. *Isis*, Capt. John Raynor, commander.
2. The frigates in Caldwell’s squadron were: H.M. frigates *Emerald*, *Richmond*, and *Solebay*.
3. H.M. ship-rigged sloop-of-war *Otter* and H.M. ship-rigged sloop-of-war *Senegal*.
4. The other captains in the squadron were: Capt. Thomas Symonds of H.M. frigate *Solebay*, Comdr. Matthew Squire of H.M. ship-rigged sloop-of-war *Otter*, and Comdr. Anthony James Pye Molloy of H.M. ship-rigged sloop-of-war *Senegal*.
5. Vice Adm. Viscount Howe.

May 7

JOURNAL OF H.M.S. *CENTURION*, CAPTAIN RICHARD BRATHWAITE

May 1778
 Wednesday 6th. D^o. [Cape Sable] N26E 16 Lgs
 AM at 3 handed the Mizentops^l: at 4 in foretops^l: at 5 Wore Ship,
 down topGall^t yards & Struck topGall^t Masts, handed the Mains^l.
 Soundings from 50 to 60 f^{ms}.

D^o. [Cape Sable] N12W 15 Lgs
 Fresh Gales & hazy W^r: PM Shortned Sail, fired 2 Shot & Brought
 too a French Brig from Bourdeaux,¹ brought too & hoisted a Boat
 out & Sent a Mate a Midshipman & 10 Men onboard the Brig,

Thursday 7th. AM at 1 Wore Ship & gave Chace to a Sail in the SE Q^r:
 D^o. [Cape Sable] N^o: 17 W 23 Lgs
 Mod^t. Breezes & hazy W^r: PM Shortned Sail. the Boat returned
 with the people belonging to the French Brig. hoisted the Boat in
 & made Sail.

D, UkLPR, Adm. 51/177.

1. Brig *Sophia*, owned by Joseph Essau, “bound from Bourdeaux to St. Domingo [St. Domingue] with salt, dry goods, cordage &c.,” sent into Halifax. Howe’s Prize List, 30 Oct. 1778, UkLPR, Adm. 1/488, fols. 487–88. According to the master of H.M.S. *Centurion*, brigantine *Sophie*, “Mons^r: — — Florence,” master, was bound from El Ferrol, Spain, to Boston or any port in New England with bale goods. The brigantine was armed with four carriage guns and manned by fifteen seamen. It was libeled on 12 May in the Vice Admiralty Court of Nova Scotia and condemned as a lawful prize on 1 June 1778. CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), p. 131.

JOHN BRADFORD TO ROBERT MORRIS

Dear Sir,

Boston 7th May 1778

I wrote you a few Days since¹ advising of the Arrival of the *Henrietta* Cap^t Brown² from Nants without any Papers or the Knowledge whether the Cargo is on public or private ~~Gen^t~~ Acc^t: Im unlading y^c. Ship & have got out one hundred & seventy Bales four of which were between Decks & were a little damag’d, but by

unpacking & giving them Air we shall save the Whole, the Goods will be Safe from every Casaulty excepting Fire, the Storehouses being tight & good in which they are landed, no Doubt Sir, you will give immediate Orders what must be done with y^c Ship Im sorry to find the Captain so determin'd to go home & not proceed in the Ship to her next Port. He tells me M^r Ross³ supposes she would be order'd to Georgia & advisd him not to go in her, he fears his Men will leave him unless he advances their Wages, I think there is Danger of it, Cap^t Green has got his Ship safe to this Port,⁴ he was address'd to y^c Committee of any Port he might reach, & to the Navy Board if to this Port. We've had noBody at the Board but a Clerk⁵ these eight Days till yesterday M^r Warren⁶ came to Town. I suppose he'll take up Cap^t Green. I shall get the Ship grav'd & caulk'd & whatever else is necessary to be ready to obey your Orders respecting her— the longer she lays here, the greater is the Danger of a Defection among the Men I am respectfully Sir your humb. Serv^t

J B—

P S Ive been so engaged since we began to unlade, that I have had but little time to talk with the Captain he is now present, & I have propos'd, that if he is determined to quit the Ship that he should give the Command to Cap^t Cole a person who came home with him in that Case Ill have her ready to sail by the time I hear from you—

LB, DLC, John Bradford Letter Books, vol. 2, p. 130. Addressed before opening: "Hon^{ble} Robert Morris Esqr."

1. See Bradford to Morris, 4 May, above.
2. Capt. Patrick Brown, of Philadelphia.
3. John Ross, American merchant at Nantes, France.
4. Capt. John Green commanded the Continental Navy frigate *Queen of France*.
5. William Story.
6. James Warren.

JOHN BRADFORD TO LEONARD JARVIS

Dear Sir,

Boston 7th May 1778

Last Evning I receiv'd a Letter from the Commercial Committee¹ in Answer to that I wrote them respecting the Impractibility of complying with their Orders to send the *Mellish* to France,² they reply that they receiv'd a Letter from M^r Jarvis informing them that he was going on in getting the Ship *Mellish* in Readiness,³ they desire that she might be got away with all Speed to Charlestown to y^c Address of Messrs Clarkson & Livingston⁴ Continental Agent there, the Brig *Nanny*⁵ they order to Georgia to the Address of John Wreat Esqr Cont^l Agt. they urge the Dispatch of those Vessells much I hope we shall be able to comply with their most sanguine Expectations in this Matter, if any thing is wanting pray make me acquainted by first Opportunity yours &c

J B

LB, DLC, John Bradford Letter Books, vol. 2, p. 131. Addressed at top: "Leonard Jarvis Esqr"

1. Continental Commerce Committee.
2. See John Bradford to Continental Commerce Committee, 19 Feb. 1778, *NDAR* 11: 375.
3. For more on the readiness of *Mellish*, see *NDAR* 11: 504–5.
4. Levinus Clarkson and Abraham Livingston, Continental agents at Charleston, S.C.
5. Continental trading bark *Nanny*.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Sam ^l . Ph ['] ps Savage Esq ^r	Boston May 7 th . 1778
John Brown Esq ^r	James Prescott Esq ^r
Thomas Walker Esq ^r	Isaac Phillips Esq ^r
George Williams Esq ^r	Eleazer Johnson Esq ^r

Order'd, That D^r Greenleaf¹ deliver D^r Edward Kitchen Turner sundry Medicines for the Brig^t. *Tyrannicide*—

Order'd, That M^r Ivers² pay Cap^t Courter for his Expences on his Journey to Congress with dispatches from France,³ £100.—.—

Order'd, That John Magner on Account of Attending Cap^t Courter to Congress for Expences be p[']d £30.—.—

Order'd, That Colo. Crafts⁴ deliver the Navy Board⁵ for the Brig^t *Gen^l Gates*⁶ 2 doz: false Fires—⁷

Order'd, That the Committee of Sequestration deliver the Board one Quarter Waggoner⁸ to be presented to Cap^t Ch[']r de Senneville⁹ of the Frigate "la *Nymphé*" belonging to his most Christian Majesty—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 299–300.

1. Dr. John Greenleaf.
2. Thomas Ivers, cashier of the Massachusetts Board of War.
3. For more on the mission and journey of Capt. Harmon Courter to Congress, see Journal of the Continental Congress, 30 May, below.
4. Col. Thomas Crafts, Massachusetts State Artillery Regiment.
5. Continental Navy Board of the Eastern Department.
6. Continental Navy brigantine *General Gates*, Capt. John Skimmer, commander.
7. Pyrotechnic devices used for signaling between ships at night.
8. A part-time teamster.
9. Lt. Commandant Nicolas-Antoine, Chevalier de Beaudot de Sainneville commanding French Navy frigate *Nymphé*.

LOG OF THE MASSACHUSETTS NAVY BRIGANTINE *TYRANNICIDE*,
CAPTAIN JONATHAN HARADEN

Remarks on Thursday May 7th. 1778—

[*Boston Harbor*]

Begins with a very Fresh Breeze & Fair Weather at 3 PM Got the Top Gallant Yards down ~~and~~ weighed Anchor and Came to Sail at 5 PM Saluted the Town with 13 Cannon went alongside the Long Wharff—the Cap^t went on Shore—hoisted out the Guns on the Wharff & Stript[']d the Brig^t Amen

D, MSAE, Log of Brigantine *Tyrannicide* (November 1777–May 1778).

THE INDEPENDENT CHRONICLE, AND THE UNIVERSAL ADVERTISER (BOSTON),
THURSDAY, MAY 7, 1778

BOSTON, May 7, 1778.

Monday last arrived here, a French Letter of Marque Ship of 20 Guns, laden with dry Goods, &c. &c.

Last Tuesday arrived in this Port, from France, a Frigate mounting 36 Guns, belonging to his Most Christian Majesty.¹

Saturday returned into Port, a Privateer Brig of 14 Guns, lately commanded by Capt. Chew, of Connecticut,² who was killed in an Engagement with a 20 Gun Ship.³ After which the Brig made off, and got safe into Martinico where she refitted; and from whence she sailed 38 Days ago, with a Number of Capt. Hinman's Men, 21 of whom died on their Passage.⁴

Tuesday last the ship *Hancock* of 36 Guns,⁵ was launched at Salisbury: she is reckoned to be one of the finest frigates in the service of the Independent American States.

Saturday last the *Cumberland* Privateer of 20 Guns⁶ returned into Port from a successful Cruise. Besides the Prizes already mentioned to have been taken by her, she brought in with her a Ship of about 350 Tons, laden with Coal, and a few Goods, bound from Newcastle for the Enemy at New-York.—⁷ We hear she also retook a Schooner laden with Tobacco, bound for France, together with a small Privateer which took her.

1. French Navy frigate *Nymphé*, Lt. Commandant Nicolas-Antoine, Chevalier de Beaudot de Sainneville. For more on the sailing of *Nymphé* from Corunna, Spain, see *NDAR* 11: 1110-11, 1119-20.

2. Continental Navy brigantine *Resistance*, Capt. Samuel Chew, commander. For more on this engagement, see *NDAR* 11: 636, 810-11.

3. H.M. Post Office packet boat *Grenville*, Capt. William Kempthorne, commander.

4. Capt. Elisha Hinman, commanding Continental Navy ship *Alfred*.

5. Later renamed *Alliance*.

6. Massachusetts privateer ship *Cumberland*, James Collins, commander.

7. Ship *Layton*, Robert Johnson, master, was libeled on 21 May 1778. Of 250 tons burthen, it was owned by G. Burton of London, mounted six 4-pounders and four 3-pounders, was built in Great Britain in 1764, and underwent major repairs in 1774. *Lloyd's Register of Ships, 1777-1778*.

JOURNAL OF RHODE ISLAND NAVY SCHOONER-RIGGED ARMED GALLEY *SPITFIRE*, JOSEPH CRANDALL

May 1778 Thursday 7 th	Remarks at, Lees River ¹ [<i>Mass.</i>] 1778 This 24 Hours, Easterly & Southly winds, with Showers of Rain. Brought Two Noah Brooks, in a Large Two Mast Boat, from the Cove, at the Mount, ² bound up to Diton, ³ pass from Col ^o : Carary, ⁴ Brought Two Charles Church, in a Small Ceader Boat, his pass sign by Joseph Durfee. Cap ^t : at Fall River ⁵
--------------------------------------	--

D, UKLPR, H.C.A. 32/455/1.

1. That is, Lee River.

2. That is, Mount Hope Bay, R.I.

3. That is, Dighton, Mass.

4. Col. Archibald Crary, Second Rhode Island State Regiment.

5. Capt. Joseph Durfee, Massachusetts Militia.

JOURNAL OF H.M. FRIGATE *UNICORN*, CAPTAIN JOHN FORD

May 1778 Thursday 7 th	Working thro' Buzzard's Bay [<i>off Naushon Island, Mass.</i>] at 9 AM made the Sign ^l . for all Cruisers, the Boats emp ^d . in landing the Troops & carrying off the live Stock on board the Transports, at Noon the <i>Sphynx</i> join'd Company. Riding at Single Anchor off Robinson's Hole ^l in Buzzard's Bay.
--------------------------------------	--

Mod^t and fair W^r the Boats emp^d as before, at 3 PM the *Haerlem* join'd
Company,

D, UKLPR, Adm. 51/1017, part 6, fols. 240–41.

1. Robinson's Hole is the passage between Naushon and Pasque Is. in the Elizabeth Is.

BRIGADIER GENERAL THOMAS CONWAY, CONTINENTAL ARMY, TO COMMODORE JACOBUS
WYNKOOP, NEW YORK NAVY

Commodore Jacobus Wynkoop is hereby Ordered to Repair to Queemans,¹ to
the purpose of Rigging and putting in Readiness the Sloops and Bateaux Destined
for the Defence of Hudsons River

Th^s: Conway B General

Albany the 7th May 1778

Copy, DNA, PCC, item 41, vol. 10, p. 428 (M247, roll 52). Wynkoop was a commodore in the New York Navy, which had been re-established under the state's constitution of 1777 with the state's governor as admiral. Paullin, *Navy of the Revolution*, p. 476. Conway was assisting Maj. Gen. Alexander McDougall, commander of American forces in the Hudson Highlands.

1. That is, Coeyemans, N.Y.

CAPTAIN DUDLEY SALTONSTALL, CONTINENTAL NAVY, TO BARNABAS DEANE

Ship *Trumbull* [*in Connecticut River*] 7th. May 1778

Dear Sir

The Barer Lieu^t White¹ will deliver up the Sloop Charter'd at Glassenbury² for
the Use of Ship *Trumbull*³ some time since, with all her Stores except one Anchor
that's missing, which I am in hopes will be recover'd— As it may appear misterious
to you why the Sloop was not return'd 'ere this, it may be propper for me to observe,
that she was not dismis'd from our Service till it was so late in the Season as to render
it impracticable to gett her up this River last Fall, & as soon as the Spring came on
Cap^t Cotton Employ'd her till now, in his fruitless attempt to remove the *Trumbull*
to N London—⁴ M^r. Catlin informs me you have Sundry Stores by you which you pro-
cured for the *Trumbull*, Such as Rum, Sugar, &c^c and that you desired I would Send
for them, have therefore directed Lieu^t White to call on you for the Same I am S^r:
[&c.]

D Saltonstall

L, CtHi, Barnabas Deane Letters, Box 384. Addressed on cover: "Barnabas Deane Esq^f/Weathersfield."
Docketed: "D. Saltonstall Esq^r/May 7th 1778."

1. Lt. Jacob White, Continental Navy.

2. That is, Glastonbury, Conn.

3. Continental Navy frigate *Trumbull*, Capt. Dudley Saltonstall, commander.

4. Capt. John Cotton, shipbuilder at Middletown, Conn., was using the sloop to attempt to ease *Trum-
bull* over the bar at the mouth of the Connecticut River. See *NDAR* 11: 427, 436–37, 813, 843.

CONTINENTAL COMMERCE COMMITTEE TO JOHN LANGDON

Committee of Commerce

York [*Pa.*] may 7th 1778

Sir

We are exceedingly sorry to find that after all the trouble you have had with the
Officers and Crew of the *Flamand*, and after the trouble we have had in sending

monies to South Carolina and preparing A Cargo for her,¹ the Captain of that Ship should refuse to proceed on her destined Voyage to Charles Town in South Carolina;² but we are Sorry³ not on that account only but because we shall loose an opportunity to make a Remittance. As for any other disadvantages we are unconcerned; for we are sure we shall not be obliged to pay a freight on that Vessel to France, as the Captain of her hath refused to comply with his Orders. We have only to request you to Protest formally against the conduct of the Captain of the *Flamand* which will effectually secure us against the payment of freight. We have shewn to M^r. Francy your letter,⁴ he informed us that he received a Similar one from you, and in consequence thereof had ordered the Captain of the *Flamand* immediately to France The Captain and Crew of this Vessel would have behaved better if the latter had not been deceived. M^r. Francy when your letter was read to him told us that the Crew were shipped for the West Indies and home to France, and that when they found they were bound to the Continent they mutinied, and it was not without great difficulty that they were subdued to go to Portsmouth, and the same reason with the dread of Capture now induces them to refuse to go to Carolina.

You will forward to us an account of the Disbursments on this Ship as soon as possible that we may charge them in the mean Time We are with great respect [&c.]

William Ellery Chairman

L, Private Collection, Capt. J. G. M. Stone (Annapolis, Md., 1959). Addressed: "John Langdon Esqr/Continental Agent/Portsmouth/New Hampshire." Docketed: "Letter from Comm^l/Committee York/May 7th 1778." Addressed below close: "John Langdon." In the hand of John Brown, secretary of the Committee of Commerce; signed by William Ellery.

1. For the committee's earlier instructions to Langdon concerning *Flamand*, see NDAR 11: 410–12.

2. Capt. Fassy.

3. The preceding four words were added as an interlineations by Ellery.

4. Jean-Baptiste-Lazare Théveneau de Francy, financial agent for Pierre-Augustin Caron de Beaumarchais, owner of *Flamand*, had on 2 May ordered Fassy to take on board *Flamand* a cargo of masts, lumber, and boards and sail directly for France. Jean-Baptiste-Lazare Théveneau de Francy to John Langdon, L, Private Collection, Remember When Auctions, Inc., (Wells, Me., 1998).

JOURNAL OF CAPTAIN JOHN MONTRESOR, ROYAL ENGINEERS

[Extract]

[Philadelphia]

[May] 7th. . . . Arrived—Forage vessels from New York. The Printed treaty between France and the Rebels in America from a Rebel paper. Genl. Sir Henry Clinton arrived this afternoon at Billingsport in the *Greyhound* Frigate from New York.¹ The *Porcupine* Sloop of War arrived at Chester this Evening from England which she left 25th of March last.² This night 2 Battalions of Light Infantry and 2 Gallies with Flat Boats &c. proceeded up the Delaware to attack the Remains of the Rebel Fleet. Foul wind fresh at N. West this night. Thursday night 3 gallies, an armed brig & Schooner went up the river with a detachment of Light Infantry on each side and set fire to the *Washington* and *Effingham* Frigates, a large ship pierced for 24 guns, a privateer sloop, 9 Ships and 14 or 15 small vessels, all of which were consumed, also a quantity of naval stores and some thousands of tent poles, pegs &c. The house of Mr. Borden of Bordentown, Mr. Kirkbrights and the Ferry house were by some means set on fire and burnt to the ground.³ The troops and vessels arrived on Sunday without loss.⁴

Montresor, *Journals*, 399–400.

1. H.M. frigate *Greyhound*, Capt. Archibald Dickson, commander.
2. H.M. frigate *Porcupine*, Capt. Hon. William Clement Finch, commander.
3. For more on this raid, see: Report of Maj. the Hon. John Maitland, 11 May; Report of Capt. John Henry, which is attached to Viscount Howe to Philip Stephens, 10 May; and Philemon Dickinson to George Washington, 9 May, all below.
4. Sunday was 10 May.

GOVERNOR CAESAR RODNEY OF DELAWARE TO BRIGADIER GENERAL JOHN DAGWORTHY,
DELAWARE MILITIA

Dover May the 7th 1778.—

I am informed by the Judge of y^c Admiralty, That the Court ordered the Cargo of the schooner *Fortune*¹ to be Sold in order to prevent waste and the Expence of Guards &c.—That Col^l John Jones was appointed Marshal Who had Given Bond for the discharge of his Duty as to the Selling the Cargo and returning the monies to the Judge for distribution among Such as Should be Consider and Adjudged, by him, to have a Just Claim—That M^r Jones in Virtue of this appointment had Advertised the Cargo to be Sold by him on Munday Next—The Judge now informs Me that a Set of Men under the name of a Committee have in Open Violation of the Civil Authority undertaken not only to pull down the Advertisements of the Marshal but to Set up Others, under their Authority, for the Sale of the Cargo aforesaid, as of tomorrow.

As I find by the depositions taken in the Court of Admiralty, That Captain of the Schooner Surrendered the Vessel and Cargo to You as Commanding Officer,² I am not a little Surprised that these people, Whoever they be, Should have the possession of this Cargo Unless by Your Authority—However, be that as it may, As Commanding Officer of the Militia You are by Every Means in your power Immediately to put a Stop to this Riottous proceeding,—and you are Also by your authority to Afford Every Necessary protection to the Marshal, And for that purpose, in case you Should be too Unwell to Act in Person, You Are Immediately to Issue Orders to Your Inferior Officers,—And report to me How you and Your Officers Shall have Conducted Yourselves in the premisses.

Rodney Letters, pp. 266–67.

1. For more on the capture of *Fortune*, see Dagworthy to Rodney, 18 Apr., above.
2. See *ibid.*

OLIVER POLLOCK TO THE CONTINENTAL MARINE COMMITTEE

Sirs

New Orleans 7th May 1778.

You have herewith inclosed Copies of mine of the 6th. March, and 1st. & 2^d. April to all which I refer and now confirm.¹ You have also Invoice & Bills of Lading for sundry Merchandize shipped by sundry Vessells this day the whole amounting to \$²[*blank*] which Sum if found right you'll please place to my Credit. The Invoice for the Goods & Vessel by Cap^t Baccarrere you will observe is only one half on your Account and the other half on his own, which is left to be at his own disposal wherever he may arrive on the Continent The other little Sloop Cap^t Lafitte I am told sails fast, and will answer well for a dispatch Boat either for this or any where You may want her most.³ The Batteau under the Command of M^r Conand which I send up

the River, and which You'll see for Safety I have put the most valuable Cargo on board of.⁴ I hope You'll send at least a proper number of hands to the Mouth of the Ohio to wait for her, I have given orders to Mons^r. Conand to deliver her should Your Men be there to receive her, if not they will continue their Route to the Spanish Fort at the Illinois where they will lodge the Goods with the Commandant with the rest till You order them from there, being now surrounded by our Enemies as You'll see by Cap^t. James Willing's Letter⁵ I found it highly necessary & indeed the only method of saving the Goods or geting them forewarded was by sending them all under Spanish Colours which I have conducted in the most secret manner possible, and in consequence I hope every thing will arrive safe. I have taken all the care possible in the purchase of those Vessells and Goods in procuring them on good Terms and as near the qualities You want as this Country will afford, all sort of Goods are very scarce & dear here just now as there has been no arrivals for a long time, and for fear this should be the case this Fall I have purchased about \$20,000 worth of Peltries & Indigo. I shipp^d. to the amount of \$11,000 from here for France in the Ship *Sensible* Cap^t. Jean Vincent & the remaining \$9,000 I have shipped on board the *S^t. Jacque* Cap^t. Surget Via the Cape⁶ which sails in a few days all addressed to Mons^r. Jerome LaChappelle⁷ as I had no good Opp^y of writing for Insurance on the Sum Shipp^d. by Surget I would have You insure or keep me covered for that Sum, in case my Insurance should not be made in Bourdeaux by Mess^{rs}. Sam^l. & J. H. Delap,⁸ this I expect You'll have done at all events against all risques whatever, say Dangers of the Seas Captures &^{ca}. Peace or War. The Brig^t. they are shipp^d. in from here is a very good Vessell under french Colours and regularly cleared, and from her they will be shipp^d. by the first good Opp^y from the Cape for Bourdeaux, and Surget has his Vessell now almost loaded & will sail in 3 or 4 days. The Premium of Insurance is in general 2 pC^t & from there to France 2 or 2½ pC^t but I agree to pay whatever may be customary on those Occasions, as also on the sum shipp^d. by the *Sensible* Cap^t. J Vincent in case my Insurance should not be made at the aforesaid place agreeable to my Orders, this You'll no doubt have done as this Speculation is made by me entirely with the view of having it in my power to supply You with such Goods as You may want this Fall. I also hold ¼ Concern in the Sloop *La Vierge De Carmel* Cap^t. Lassas which sailed from here for the Continent last December, since which we have no Accounts except that She put into the Havana in distress and sail'd from there again on her Voyage in Jan^y. I wrote M^r. Thomas Morris⁹ to make Ensurance on this Sloop for the whole of her & the Cargo's Value which if done, well, but if not I now agree to pay You the Premium customary on such Risques, as my Capital will better afford small profits than large losses. I always choose to have my property covered, and would have wrote You on this Subject before had I known of Your making Ensurance. The Captain is well acquainted with the Navigation from this place & I hope is safe arrived before now. I have inclosed Copy of my Agreement with M^r. Jerome La Chappelle,¹⁰ by which You'll see I have reason to expect a large quantity of Goods fit for Your market by the latter End of October, as I have given him a proper list for the Articles most wanted with You, which Cap^t. James Willing made out, and as Geronimo was to Speculate largely with some Capital House in France I hope You'll lose no time in furnishing me with Funds to pay for those Goods and other heavy Demands I will have against me by the end of this Year, an Estimate of which I have inclosed You for

Your Government. I have wrote for Guns &^{ca} or the Havana¹¹ & shall fit her out immediately after I get them as Cap^t Pickles assures me it can be done much cheaper here than at Your place, and She will be ready in the Fall to go upon any Expedition You may order her on which in all probability will be to convoy a Vessell or Two from here with Goods for the Continent, as She will cope with any force they have got at present at Pensacola, and should they have any other by that time I must order accordingly to stay in Port till She may have an Opp^y of running out. You'll see by Cap^t Willing's Letter the Inhabitants of the Natchez have taken up Arms against us which is very hurtfull to our sending up the Goods, as I have been obliged to hire Frenchmen to row up at very high Wages, and at sametime maintain Cap^t Willing's Party here; which runs away with a great deal of my ready Cash, and there is no Remedy left but Your dispatching down a sufficient Number of Men with good Experienced Officers to take that Post and establish another at Manshack, and then You can depend on a regular Supply of Goods by way of this River, for tho' I am dispatching the Bateau *Speedwell* under the care of Mons^t Conand, and goes regularly cleared out under Spanish Colours for the Illinois Country yet so exasperated are they on the River and at Pensacola, that it is a doubt with me whether they will not stop her above and perhaps take her tho' Spanish Property as the Governour & Cap^{ts} of the Two Sloops of War from Pensacola¹² (which went away from here a few days ago) threaten Vengeance against this Governour¹³ for not delivering up every American here with all the prizes taken &^{cas} & say they will make Reprizals on this Town, which in all probability will be the means of bringing on further Ceremonies betwixt the Court of Spain & Great Britain, the People in general think this will not happen, as they suppose the latter has enough upon hands already, However I cannot conclude this important Subject without giving the greatest Applause to Governour Galvez for his Noble Spirit & Behaviour on this Occasion, for tho' he had no Batteries erected or even Men to defend the place against the two Ships of War Namely the *Hound* & *Zylph*, and at the same time a Small Sloop with 100 Men in the lakes¹⁴ all coming against him with Demands & threats, yet in this Situation he laughed at their Haughtiness and despised their Attempts, and in short they returned as they came, but as I have good reason to suppose they are not yet satisfied and only wait for more force, In Gratitude to this Governour I think You should lose no time in sending a sufficient Number of Troops to guard the River above, and if possible to spare a sufficient number to take Pensacola and then You are sure of all the Indians per[haps] afterwards become a Valuable Conquest, as I have reason to think the Court of Spain would treat with You for it on advantageous Terms. Should You find it too expensive sending down Flour by the River and indeed whether or not it will be very necessary to open a Trade at the Havana as there would be little Risque in sending Your Rice Flour &^{ca} from the Continent. I have wrote the Governour there¹⁵ a few lines and if I find him inclinable shall immediately acquaint You further on this Subject. And by Your Approbation I think I would be of some service towards this by taking a Trip there particularly if You will honor me with Your Commands on this Occasion, and if the Trade can be opened I could get supplied with Dollars from the Produce of Your grain sold there to pay for the Dry Goods purchased here and establish an Agent there to carry on the Business. I am very much disstressed for want of Cash now, as the G— has only let me have about Three Thousand Dollars and I do not know whether

I can get any more from him or not as he is affraid of wanting all his Cash for the Militia. In fine I hope You'll soon relieve me I am now geting the Account Sales of the Prizes made out which will I believe amount to \$40,000 valuing the ship *Rebecca* at \$4780 which I had done by proper Judges and have agreed with the Captain to take her for Account of the States at that price, but against this there is some heavy charges such as hiring of Boats & Men to help down with the Prizes & the Expence of Cloathing & Victualing the Men so long a time in This Town comes very high, But as they cannot proceed upon their Expedition it is G—— G—— advice for them all to go up to Manchack, and there Entrench themselves till You send assistance, I had taken several Young Gentlemen on the Rivers which I thought well attached to this Cause to assist in geting up the Boats with the Goods and in order to make them a recompense for the Dangers & Fatigue they would had to gone thro' I recommended them to Cap^t James Willing who gave them the Ranke of Lieutenant in the Service & swore them to Allegiance to the States, but being now disappointed sending them up directly there is some of them get impatient and want to get Home the others that are more inclinable to serve under Cap^t Willing intend staying with him at Manchack. I have inclosed two Invoices for the remaining part of the Stores rec^d from the G—— and belonging to that Invoice sent You under Cover the 1st April. But as I am obliged to dispatch this Vessell immediately while the Wind is fair I have not time to finish the Invoice of the Goods I have on board the little Sloop Captain Lafitte as there are some charges not yet come in, but her Cargo consists of Taffia Sugar & Coffee; amounting with the cost of the Sloop about 4000\$ besides the Articles on board belonging to the Goods rec^d from the G—— I shall dispatch her in two days and send You Duplicates of this, and the particular Account of the Vessell and Cargo. I have more Goods on hand which if I can get Men enough to fit out another Bateau I will send up. But I am affraid that will not be practicable as the Number of Bateaux gone up this Year, has thin'd the Men so that Mons^r Conand had greatest difficulty in procuring them at a very high price, as the common wages for the Run up is from 40\$ to 45\$ and now he has been obliged to pay 70\$ This runs away with a great deal of ready Cash, and no such thing as doing anything without it

I thought to make out a Sketch of my Advances and Engagements for Goods to be paid for by the month of December for the States, but as my time is now precious as the Frigates are gone out of the River, I want to push this and the other Sloop out I cannot give You the exact Account, therefore must only observe I will want about \$50,000 to clear off what I have undertaken and for fitting out the Ship *Rebecca* now with Your leave named *Morris* and paying off the Goods purchased and the Expences of the Men here, this is exclusive of the Goods received from the G—— here, which Sum I shall depend on Your supplying me with by that time, in what way is the most advantageous to You is the most agreeable to me. But Bills I cannot negotiate on Your place whilst the War continues, tho' I believe I can get some negotiated on France or Spain and even the Islands say the Havana or Cape

Having gone thro' every thing I can think of now I come to acquaint You I have herewith inclosed You two Letters from G—— G——¹⁶ by which You'll no doubt find his warm Affection for the Cause, and as those Letters are of the greatest Consequence. I have thought proper to put them into the Hands of M^r W^m. Murray who is a Gentleman well known with You & who we put the greatest Confidence in having

several times experienced his Zeal and Attachment to the Glorious Cause in which he will be happy to serve in whatever Capacity You may choose to honor him with, and particularly if there should be any Expedition to this part of the World, He may be of infinite Service towards the Illinois Country or down this River as he is well acquainted. I am sorry to inform You the Prize mentioned in my last taken by Cap^t Calvert¹⁷ turned out to be taken in the River and according to the Governour's Mode of proceeding on this Point of insisting that those shall be no prizes made from the Entrance of the River to Manshack I was obliged to give her up with all the rest that have been taken within those Limits tho' I still insist on the Legality of the Prize as You'll see by my answer to his Excellency on that Subject. But this point I hope You'll be able to clear up by and by with the Court of Spain and get Restitution made for all our Vessells made Prizes of here two years ago by Capt. Davy— I have the Honor to be with the greatest Respect &^{ca}.

P.S. The Goods I expected to get from the G—— he cannot spare as he expects a Declaration of War, and will want them for the use of his Men here For further particulars I refer You to the Bearer and have the Honor to be as before.

Copy, DNA, PCC, item 78, vol. 23, pp. 479–83 (M247, roll104). Notation after salutation: “(Copy).” There is an early identical letter from Pollock to the Continental Commerce Committee of this date. DNA, PCC, item 50, pp. 67–74 (M247, roll 64).

1. See Pollock to the Continental Marine Committee, 6 Mar.1778, NDAR 11: 535–36; and Pollock to the Continental Commerce Committee, 1 and 2 Apr., both above.

2. Pollock is using a standard contemporary symbol for the Spanish milled dollar, also called a peso or piece of eight. This symbol is either an “8” with two vertical lines through it or an “S” with two vertical lines through it. The invoice has not been found.

3. On the “little” sloop *Bernardo*, Paul Lafitte, master, see Pollock to the Continental Commerce Committee, 1 Apr., above.

4. In a letter to the Continental Marine Committee of 20 May, Pollock explained that he had been forced to postpone the sailing of *Speedwell*, Joseph Conand, master, because Gov. Don Bernardo de Gálvez had discovered a Loyalist plot to seize *Speedwell* when it arrived at Point Coupée, “about Forty Leagues up” the Mississippi River from New Orleans. DNA, PCC, item 78, vol. 23, pp. 483–84 (M247, roll 104).

5. See Capt. James Willing to the Continental Marine Committee, 14 Apr., above.

6. That is, Cape François, St. Domingue.

7. Geronimo La Chapelle was a Paris merchant.

8. Samuel and Jean-Hans Delap were merchants at Bordeaux. They sometimes served as American commercial agents.

9. Before his death on 31 January 1778, Morris had been the Continental commercial agent at Nantes.

10. The agreement has not been found.

11. In the letter to the Continental Commerce Committee, this portion reads “for the Ship *Rebecca* to the Havana.”

12. Pollock referred to Gov. Peter Chester of West Florida, Comdr. John Fergusson of H.M. ship-rigged sloop-of-war *Sylph*, and Comdr. Joseph Nunn of H.M. sloop *Hound*.

13. That is, Don Bernardo de Gálvez, Governor of Spanish Louisiana.

14. Lt. George Burdon, commander of H.M. armed sloop *West Florida*, which was stationed on Lake Pontchartrain and Lake Maurepas.

15. The governor of Cuba, or “Havana” as Pollock calls it, was Don Diego José Navarro.

16. The letters have not been found, but Gálvez discussed them in a letter he wrote to Gov. Patrick Henry of Virginia on 6 May. Gálvez informed Henry that he was writing:

Messrs. Robert Morris and William Smith, superintendent general of commerce of the colonies. . . so that they may know the critical situation in which I find myself among my neighbors for having admitted into this province under my command, Captain Willing and his party and the prizes he has taken from the British.

I also enclose another copy, No. 3. to inform you how I am helping Mr. Pollock, agent of the colonies, with money for the maintenance of Captain Willing's party, even though I do not know whether my Court will approve of it.

Kinnaird, ed., *Spain in the Mississippi Valley*, p. 272.

17. See Pollock to the Continental Commerce Committee, 2 Apr., above.

GOVERNOR PETER CHESTER OF WEST FLORIDA TO LORD GEORGE GERMAIN

Duplicate(N^o. 52.)

My Lord

Pensacola ^{the} 7: May 1778

I have received accounts by the Packet Boat, which lately arrived here, that the *Grenville* Packet had an Engagement with a Rebel Privateer to windward of Barbadoes, in which the Mail She brought from England, I suppose in the beginning of January last, was shot away—¹ By this accident I am deprived of receiving any directions or information from Your Lordship.

Since my last Dispatch (N^o 51.) of the 14th. Ultimo, I have received a Letter from Captⁿ. Nunn of His Maj^{ty}s Sloop of war *Hound*, advising me of his arrival off New Orleans, and transmitting Copies of the Correspondence which has lately passed between Captⁿ Fergusson of His Majesty's Sloop of War *Sylph*, and the Governor of Louisiana—on the Subject of his having afforded protection and assistance to the Rebels (as mentioned in my last Letter) also Copies of Captⁿ Fergusson's Letter to the Loyal British Subjects in New Orleans with their Answers, and the Copy of their Address to Me, the whole of which together with the Translation of a Letter from Governor Galvez to Me and the Minutes of the Council on the 25th. & 27th Ultimo Containing the Measures which have been adopted in Consequence thereof I have now the honor to inclose for Your Lordships perusal.²

These Papers sufficiently Evince the active part, which the Spanish Governor³ is taking in favour of the Rebels, notwithstanding he affects to behave with a strict Neutrality.— He has, it is true, published a Proclamation prohibiting any Persons within his Government, to Sell or furnish the Rebels with Arms Ammunition &c. Yet, they are actually Supplied at New Orleans with whatever they want, and a considerable quantity of Ammunition & Cloathing has already gone up the Mississippi—for Fort Pitt in Pennsylvania. They are also suffered to make Expeditions from Orleans across the Lakes, & to destroy Our settlements and to lay off the Mouth of the River Mississippi & make prize of any British Vessels coming into that River— This Extraordinary Conduct is no doubt a flagrant breach of that good Faith which Should Subsist between two Provinces, whose Sovereigns are in perfect amity with each other—and I wish it was in my power not only to prevent the evil in future, but also to Shew a proper resentment for such daring insults— The most Spirited Remonstrances to the Governor of Louisiana, are, treated with contempt, and the only Effectual Method, to redress our injuries, after all other means have been tried, would be to make Reprizals, and detain Spanish property untill ample restitution was made—but my Instructions do not authorize, on the Contrary they restrain me from taking Such a measure, which might be highly impolitic & prejudicial to the publick interest of the State—⁴

Your Lordship will observe how strongly Captⁿ. Nunn in his Letter to me, recommends the sending a Sufficient military force, from hence for the protection of the western parts of the Province, in order to give such of His Majesty's Loyal Subjects as had taken refuge in Louisiana, an Opportunity of returning to their Plantations—and withdrawing themselves from the Spanish Territories, where they have been compelled to take an Oath very Similar to an Oath of Allegiance to Spain— The Gentlemen of the Council (before whom I laid all the above mentioned papers) recommended that a Post should be Established at Manchack, and that it should be left to Lieutenant Colonel Stiell's discretion to send what Number of Men he thought

could now be spared from the necessary duty of this Garrison, who agreed to detach, One Captain one Lieutenant one Ensign three Serjeants One Drum and fifty Rank & file, who in their way thro' the Lakes will call on board the Armed Sloop *West Florida*, and take with them the Detachment onboard the said Sloop. which in the whole will make a body of Seventy five Men—⁵ These will proceed in vessels I have been obliged to hire for the purpose with 25 of Colonel Stuart's Rangers⁶ thro' the Lakes PontChartrain & Maurepas, to take Post at Manchack, where they will be joined with upwards of Forty Men now onboard His Majesty's sloop *Sylph*— raised in the Mississippi for Colonel Stuart's Corps—and such Recruits as can be got in that River for Captⁿ. Miller's Independant Company—⁷

I have also to facilitate the Troops in Establishing this Post, ordered Lieut^t Colonel M^cGillivray of the Provincials now at Natches, to detach One hundred of his Corps with proper Officers to Manchack & to throw up Some works for their defence, and prepare for the Reception of the Troops, who will Cover themselves by a Stockaded Fort—⁸ I have also applied to Captⁿ Nunn, by the advice of the Council to Send one of the Sloops of war, under his Command—up the Mississippi to Manchack—in order to cooperate with the Provincials in establish^s the Post.

In my last letter, I mentioned that it was not thought adviseable to detach any Troops from the Strength of this Garrison, Since which Colonel Stuart, has entertained a better opinion of the Attachment of both the Creeks & Chactaws, and it being thought impracticable to Establish this Post at Manchack without a few Regulars, there appeared to be no alternative, but Either to adopt the Measure, or abandon the whole western parts of the Province to the possession of the Rebels, & leave His Majesty's loyal Subjects, who had fled into Louisiana to become subjects of Spain— Should the Rebels come down the Mississippi in great force, care must be taken to obtain early and certain intelligence of their approach, and as Vessels will be left in the River Ibberville the Detachment can be brought off by that Communication thro' the Lakes— Should however His Majesty's Subjects in the Spanish Dominions, neglect to Embrace the Opportunity now offered them—of returning to their Plantations under protection & Continue in Louisiana, the Post of Manchack will be withdrawn, and the Troops Sent to the Natchez for the Security of the Loyal Inhabitants of that District—

Lieutenant Colonel M^cGillivray has been joined by most of the white People in the Chactaw Nation, and a Considerable Body of Indians Who by this time I Suppose are all arrived at the Natches—where the Inhabitants have behaved very well, and upon promise of Support, have broke their Engagement of Neutrality—and formed themselves into parties to oppose the Rebels and I have the satisfaction to acquaint Your Lordship, that a party of the Inhabitants with Captⁿ. M^cIntosh, of Lieut^t Colonel M^cGillivray's Corps, having received information of a body of Rebels coming up the Mississippi from New Orleans to take possession of the Natches District, posted themselves at the White Clifts about five Leagues below Natches, where they attacked a Rebel boat—killed their Captain, one Harrisson—a Lieutenant & three Men, and took twenty Eight Prisoners—⁹ These People behaved with great spirit & bravery, particularly Captⁿ M^cIntosh and Charles Percy Esquire, who was formerly an Officer in the King's Army—whom I have appointed to an Additional Company in Lieut^t Colonel M^cGillivray's Corps— I have also given another additional Company to Thaddeus Lyman Esquire, for his good behaviour in Exerting himself in forming

the Inhabitants into Associations—and I trust that District will not be longer under any apprehensions from the Rebels which are below them on the Mississippi—and should the Rebels come down the River, in large Bodies, as is reported. These People with the assistance of the Indians will annoy them greatly—and I am of Opinion if good Posts are kept up at Manchack and Natches with the Assistance of Armed Vessels properly Constructed to carry from ten, to twelve Guns each, with 50, or 60 hands, stationed in such Manner as may be thought most advisable; that Our force upon the Mississippi, would be sufficient to secure the Colony, from any attempts of the Rebels, and afford full protection to the Inhabitants— The Post now to be Established at Manchack, will no doubt prevent any of the Rebel Boats from passing up the River Mississippi, with Supplies of Ammunition Cloathing &c. but at the same time, I think the Spaniards will give them every assistance, and be the Carriers of these Supplies, under pretence that they are designed for their own Indian trade, unless Some precise Orders can be given to the Commanding Officer of this Post, what conduct to pursue in respect to Spanish Boats—and whether to search, and on suspicion detain them—untill the property is ascertained—but this is so Critical a Circumstance—that I shall not give any Orders on this head—but wait for instructions thereupon from your Lordship¹⁰

Your Lordship will Observe that Captⁿ Nunn mentions in his Letter to Me, that Goods lately introduced into New Orleans by British Merchants have been purchased by the Spanish Commissary for Indian Affairs—Expressly for the purpose of Gaining over the Indian Nations to their Interests—and I cannot omit Observing that the Governor of Louisiana is using every means in his power, to persuade the Chactaw Nation of Indians to renounce their Obedience to His Majesty, and for that purpose, invites them to New Orleans—loads them with Presents, and endeavours to prevail upon them, not to take any part against the Rebels—but to remain neuter—which has occasioned frequent dissentions among the Savages— Such a Conduct is highly unjustifiable—and if persevered in, may have a tendency to alienate their Affections from His Majesty's Government

We have been for many years without an Assembly in this Colony—and it is thought that the present Situation of the Province requires their meeting—in order to frame a Militia, and such other Salutary Laws as are wanting—and I have accordingly with the advice of the Council ordered, Writs of Election to be issued, which are returnable on the Sixth of June next—¹¹

I shall Continue to Exert myself in pursuing such measures, as may be Conducive to His Majesty's Service—and for the benefit of the Province under My Command—I have the honor to be [&c.]

Pet^r Chester

Postscript. 10th: May 1778—

Since writing of the preceeding, both of His Majesty's Sloops of war *Hound* & *Sylph* have returned from the River Mississippi, all Communication having been prevented by the Spanish Governor, between the King's Ships—and the British Subjects on Shore—

Captⁿ Nunn has furnished me—with some farther Correspondence that has passed between the Governor of Louisiana—and himself Copies of which are now inclosed to Your Lordship.¹²

The *Sylph* will Shortly return to the River Mississippi, & proceed up to Manchack—to cooperate with the Troops in Establishing that Post, which if Continued

will require a Commissary of Stores and Provisions—and in that Case—I beg leave to recommend M^r William Williams for the appointment, he having acted as Deputy in that Department for many years at this place— The Rebels in Louisiana are daily Deserting, and they are now reduced to a very small Number— I hope that the Measures which have been adopted here, will secure this Colony in future from being infested by any of these plunderers and Banditti.

Pr C—

UkLPR, C.O. 5/594, fols. 499–507. Addressed below close and before postscript: “Right Hon^{ble} Lord George Germain.” Docketed: “Pensacola 7th May 1778./PS 10th May./Governor Chester./(N^o. 52)/R 27th July./(Dup— Orig^l not reced.)/ (11 Inclosures.)/S.P./The Inclosures were sent/in original with August./Ent^d.” Sir Stanier Porten was Under Secretary of State for the Southern Department.

1. For more on the engagement between H.M. Post Office packet boat *Grenville*, Capt. William Kempthorne, and the Continental Navy brigantine, *Resistance*, Capt. Samuel Chew, see Gov. Edward Hay to Lord George Germain, 27 Mar. 1778. *NDAR* 11: 810–11.

2. The letter of Comdr. Joseph Nunn to Chester, 14 Apr., is above. Most of the enclosures are discussed there. There is also a complete listing and short description of the enclosures in Davies, *Documents of the American Revolution*, 13: 287–88, no. 1753, xi–xxv.

3. The governor of Spanish Louisiana was Don Bernardo de Gálvez.

4. In his reply of 5 Aug., Germain wrote that the “rash step” that Chester “meditated of seizing Spanish property or committing any act of hostility against the King of Spain or his subjects” was unwarranted and that it was “His Majesty’s express command” that Chester “prevent and violence or injury being done” to the Spanish. UkLPR, C.O.5/594, fol. 607.

5. H.M. armed sloop *West Florida*, Lt. George Burdon, commander.

6. Officially, Col. John Stuart’s unit was called the West Florida Loyal Refugees. It was composed of Loyalists who had taken refuge among the Southern Indian nations and were “accustomed” to their methods of making war. Extract of a Letter from his Excellency Sir William Howe to John Stuart, 3 May 1777, The On-Line Institute for Advanced Loyalist Studies, www.royalprovincial.com/military/rhist/wflr/wflr-let2.htm, 27 July 2006.

7. Capt. Francis Miller commanded a company in the West Florida Provincial Regiment. The additional companies that Chester authorized and discussed later in his letter to Germain were never raised. J. Barton Starr, *Tories, Dons, and Rebels: The American Revolution in British West Florida* (Gainesville: The University Presses of Florida, 1976), p. 134.

8. Germain agreed that such a post was needed and sent orders that it be built, but it was unfinished and practically defenseless when Britain and Spain went to war in June 1779, and was all but abandoned by the British. *Ibid.*, pp. 134–42, 153–54.

9. On the engagement in which Lt. Reuben Harrison was killed, see Capt. James Willing to the Continental Marine Committee, 14 Apr., above.

10. As seen in note 4 above, Germain in his reply of 4 Aug. expressly forbade Chester to order the search and seizure of Spanish boats.

11. The Assembly of West Florida had not met since 1772. Because the writs of election for Manchac and Natchez had not arrived, Chester was forced to prorogue the Assembly several times; it did not convene until 1 Oct. 1778. Starr, *Tories, Dons, and Rebels*, pp. 122–23.

12. For a listing and short description of the documents that Chester enclosed, see Davies, *Documents of the American Revolution* 13: 287, no. 1753, i–x.

JOURNAL OF H.M.S. *PORTLAND*, CAPTAIN THOMAS DUMARESQ

1778 May Moored in S^t Johns Road Antigua.
Thursday 7th at Noon they¹ came in with an American Schooner from Guinea with 100 Slaves Came in a small Sloop wth 19 hhds Tobacco, Prize to Our Tender.²

D, UkLPR, Adm. 51/711, Part 4.

1. In *Portland’s* journal entry of 6 May, Dumaresq identified these vessels as “*Fansy* and *Surprize*”

(two small Privateers)" that had sailed from Antigua the night of 6 May. *Surprize* was an Antigua privateer schooner commanded by James Morres; nothing more is known about *Fanse* or the prize.

2. Sloop tender *Tartar*. The prize was probably sloop *Dolphin*, Thomas Cox, master, from Virginia. Young's Prize List, 16 June, UKLPR, Adm. 1/310.

May 8

MOSES NOBLE'S ACCOUNT FOR MASTS FOR THE SHIP OF THE LINE AT PORTSMOUTH, NEW HAMPSHIRE

Portsmouth May 8 1778

John Langdon Es^{qr} to Moses Noble D^r

January 23

177[7] To 2 Day at Berwick¹ ~~to~~ after Masts for 74 Gun Ship²
at 12 Shillings p Day £1= 4=0

To horse hire 0=12=0

June To a Day Mesuering the above Masts at 18^s p Day 0=18=0

20 To a Day My Servent Securing y^m in Dock 0=15=0

To Day James Marden at Do 0=15=0

To Day John Marden at Do 0=15=0

To Day James Hight at Do 0=15=0

To Day Na^t Pilman at Do 0=15=0

£6= 9=0

Eroros excepted p : Moses Noble

Rec^d of John Langdon Esq^r the above Contents in full

p Moses Noble

DS, PHi, John Langdon Papers.

1. That is, Berwick, Me.

2. This 74-gun ship of the line was later named *America*.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO CAPTAIN DUDLEY SALTONSTALL, CONTINENTAL NAVY

Navy Board Eastern Department

Sir

Boston May 8th 1778

You and M^r Maulley¹ your first Lieutenant are hereby ordered to repair to this board as soon as Possible in order to attend Courts Marchall on Capt^{ms} Manley² & M^cNeil,³ and Such other Matters as this Board Shall then think Proper to direct.—

the returns you was desired to make by M^r Deshon you will if ready Bring with you we are [&c.]

J Warren
John Deshon

L, NHpR, Naval History Collection, Correspondence Regarding Naval-Maritime Matters, 1775–1783, no. 75. Addressed at foot: "Dudly Saltonstall Esq^r."

1. Lt. Jonathan Maltbie, Continental Navy. Saltonstall and Maltbie were officers aboard the Continental frigate *Trumbull*.

2. Capt. John Manley, Continental Navy.

3. Capt. Hector McNeill, Continental Navy.

JAMES WARREN TO SAMUEL ADAMS

My Dear Sir

Boston May 8th:1778

I hope by this Time you have got over the greater part of your long and Tedious Journey to York Town.¹ & you will soon get through. & find all things to your Wishes. Nothing Material has Occurred here since your departure but what you will have An Account of before this can reach you. we are now Enjoying the first fruits of our New Connections. several of the fleet from France are arrived: with large quantities of Cloathing &c. & A French Man of War of 36 guns.² so that your beloved Harbour looks quite Brilliant. I want you should Enjoy the prospect from your Windows. The public & private Persons are treating the Officers of the French Man of War with every Mark of Respect. & I Understand they are highly pleased with Your Town Tomorrow the Council Entertain them with A public Dinner at Marston' [s].³ I am to be one of the Guests. you will certainly see among the Toasts. the Congress, & the King of France. You will remember the Embarrassments of the Navy Board for want of Money. & our Embarrassments Increase with the great Accumulation of Business which grows on us every Day. with six Sail of Ships & Brig^s on hand in this Port. & A Number of Other demands we cant at this Time Command 500 dollars. we have indeed some Warrants on the Loan Offices but can get no Money. You will also remember the provision for the Members of the Board. the Cloathers Otis & Andrews⁴ are in great difficulty for want of Money & should be supplied. to preserve any kind of Credit to the Continent I Wish you every Happiness & am Your Sincere Friend

J Warren

Mr Hancock⁵ talks of going in a day or twoL, NN, Samuel Adams Papers, vol. 11, 2164–65. Addressed at foot: "Hon^l Sam^l Adams Esq^r."

1. That is York, Pa., where the Continental Congress was meeting. Adams, a representative from Massachusetts, took his seat in Congress on 21 May. *Letters of Delegates* 9: xviii.

2. French Navy frigate *Nymphé*, Capitaine commandant Nicolas-Antoine, Chevalier de Beaudot de Sainneville, commander.

3. See Warren to Adams, 10 May, below.

4. Samuel A. Otis and Joseph Andrews, a Boston merchant firm.

5. John Hancock, also a delegate to Congress from Massachusetts.

ADAM BABCOCK AND ARCHIBALD MERCER TO JOHN LANGDON

Dear Sir,

Boston May 8th 1778

The Cannon and other Articles except what are to be deliverd to Y^r Brother¹ which belong to the Owners of the *Portsmouth*² we beg may be sold immediately, for the most they will fetch—and the net proceeds appropriated to our benefit—if there is more due from the Owners than what is already paid for the Ship's outfit You will in that case apply as much as will set us clear—the residue pay to Your Brother Woodbury Langdon Esq^r for the outfit of the Ship *Reward*— With Respect & Regard I am [&c.]

Adam Babcock

NB the Negro Boy I purchased for Mr John Carter who Agrees to take him & desires you will send him down by the first Coaster with a Bill of Y^e Charges

Arch^d Mercer

L, Private Collection, Capt. J. G. M. Stone (Annapolis, Md., 1959). Addressed on cover: "John Langdon

Esq^r/Merch^t/Portsm^o.” Addressed below close: “John Langdon Esq^r.” Docketed: “Mess^{rs} Babcock &/Mer-
cers Letter/from Boston/Answ^d.”

1. Woodbury Langdon.
2. New Hampshire privateer ship *Portsmouth*, Thomas Roach, commander.

JOURNAL OF H.M. FRIGATE *RAINBOW*, CAPTAIN SIR GEORGE COLLIER

May 1778

Friday 8

Cape Cod S^o. 67 W^t. 26 Miles

AM at 1 tack'd— at 4 Wore— at 6 sounded 30 f^m. coarse brown Sand
with pebble Stones.

D^o. Cape [Cape Cod] S^{bE} 6 or 7 Miles

First p^t. light Breez^s. & foggy with Rain middle & latter p^{ts}. clear
W^t. PM at ½ past 4 close reef'd Tops^{ls}.— ½ past 5 saw a Sail to the
E^tw^d.— Out reefs— gave Chase— ½ past 6 fir'd sev^l. Guns at her—
tack'd— at 7 she bro^t. too & prov'd to be the Brig *Mary*^l f^m. S^t.
Augustine bound to London & had been taken by the Rebel Privateer
*Civil Usage*² 7 days before—

D, UklPR, Adm. 51/762, part 1, fols. 33–34.

1. Brig *Mary*, a recapture, from St. Augustine bound to London with tar, tobacco, &c., taken off Cape
Cod, sent into Halifax. Howe's Prize List, 30 Oct. 1778, UklPR, Adm.1/488, fols. 483–84.

2. Either Massachusetts privateer brigantine *Civil Usage* (14 carriage guns and 12 swivel guns), John
Smith, commander, of Newburyport, or Massachusetts privateer schooner *Civil Usage* (10 swivel guns),
Anthony Diver, commander, of Salem. Allen, *Massachusetts Privateers of the Revolution*, 100.

JOURNAL OF H.M. FRIGATE *UNICORN*, CAPTAIN JOHN FORD

May 1778

Friday 8th

Riding at Single Anchor off Robinson's Hole in Buzzard's

Bay [*Mass.*]

at 5 AM made the Sign^l for sailing, at 11 the *Sphynx* & two Trans-
ports sail'd for Rhode Island.¹

Riding at Single Anchor off Robinson's Hole in Buzzard's
Bay.

Fresh Breezes with Rain the first and middle parts latter part light
Airs and clear, at 4 PM the *Haerlem* Sloop² sail'd with two Sloops with
Stock for Rhode Island,

D, UklPR, Adm. 51/1017, part 6, fols. 240–41.

1. That is, Aquidneck I; H.M. frigate *Sphynx*, Captain Alexander Graeme, commander.
2. H.M. armed sloop *Haerlem*, Lt. John Knight, commander.

THE CONNECTICUT GAZETTE; AND THE UNIVERSAL INTELLIGENCER (NEW LONDON), FRIDAY,
MAY 8, 1778

NEW-LONDON, May 8.

Last Thursday¹ was sent into Boston, by the *AMERICAN REVENUE*, Capt. Champlin²,
and the *REVENGE*, Capt. Conkling,³ both of this Port, the Ship *LOVELY-LASS*,⁴ ———
Wade, late Master, from London, bound to New-York, with the following Cargo, viz.

255 Bales dry Goods,
 7 Bales Hops.
 5 Ditto Pepper,
 1 Hogshhead Hams,
 827 Barrels Flour,
 29 Puncheons old Spirits,
 4 Bales Bever Furr,
 64 Chests Tea,
 170 Casks Wine
 7 Hampers Ditto,
 5 Cases Acid,
 137 Baskets Cheese,
 29 Hogshheads Loaf Sugar,
 2 Hogshheads Porter,
 And a Quantity of Cordage.

The amount of her Invoices in London is said to be twenty five Thousand Pounds Sterling.

1. That is, April 30.
2. Capt. Samuel Champlin, Jr.
3. Capt. Joseph Conkling.
4. Ship *Lovely Lass*, A. Weid, master, 250 tons burthen, built in Philadelphia in 1773, bound from London to Halifax. *Lloyd's Register of Ships, 1777-1778*.

JOURNAL OF H.M. ARMED SCHOONER *VIPER*, LIEUTENANT EDWARD PAKENHAM

May 1778

In Delaware River

Friday 8th

At 1 AM came too abreast Ten mile p^t in 5 f^m. ½ p^t 6 Weigh'd & ran up the River at 8 past Bristol at 11 Came too before Burlington Town & set fire to 2 Frigates & a Schooner,¹ Landed the Troops.

In Delaware River

Mod^t & fair W^c. At 1 PM Set on Fire many Ships, Vessels & Storehouses at 4 the Troops embark'd & Landed at Kirbreth's Wharf at 8 Set on fire more Vessels & Storehouses.²

D, UKLPR, Adm. 51/4385.

1. Continental Navy frigates *Effingham* and *Washington* were at Bordentown, N.J., not Burlington, N.J. See Maj. Gen. Philemon Dickinson, New Jersey Militia, to Gen. George Washington, 9 May, below.

2. On the destruction of the property of Joseph Kirkbride, see *ibid*, and Report of John Henry, which is attached to Viscount Howe to Philip Stephens, 10 May, below.

CONTINENTAL MARINE COMMITTEE TO THE CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT

Gentlemen

[York, Pa.] May 8th 1778.

The many interesting Subjects contained in your last Letter shall shortly receive a full answer,¹ for the present we shall confine ourselves to the disagreeable

business of the *Alfreds* loss, and the conduct of Captain Thompson upon that occasion. From various concurring informations as well as from Captain Thompsons letter to this Committee of the 7th of April last,² The Committee are of opinion that both the public Interest and the honour of Captain Thompson render it necessary that A Court of Enquiry should be held on his conduct But this Enquiry the Committee think cannot properly be made until Captain Hinman or some of his Officers can be heard upon the Affair and in the mean time it is not fit that the public should be deprived of the use of the *Raleigh*. It is therefore the desire of the Committee that you forthwith suspend Captain Thompson from the Command of that Frigate until a full and fair enquiry can be made into his Conduct, on the Occasion of the *Alfreds* loss, and that the *Raleigh* be got ready for Sea with all possible expedition.³ By the time this will happen the Committee will appoint a Captain to take the Command of her.⁴ The Committee are intirely of Opinion with you that it will be proper to send out a Collected force to Cruize against our enemies that we recover the injured reputation of our Navy and the losses we have sustained. with this view the Committee wish that the *Warren* and any other of the Continental Vessels that you approve, may be quickly made ready for Sea and you shall shortly hear further and fully from us concerning the destination of these Ships.⁵ We have the pleasure to inclose you the late Resolves of Congress concerning Marine misconduct, and the mode of trying it, which we hope may in future remove the difficulty that hitherto subsisted in Affairs of this nature.⁶

It seems from your information of the Enemy at Rhode Island hawling three additional Ships into the Channel thro' which you proposed sending the frigate *Providence* to intercept her, that the chance of her escaping is too great to be unnecessarily run— We would therefore propose you should endeavour to man the *Warren* with the hands of the *Providence* and lay aside the attempt to get her out unless through a change of circumstances you should discover a fair Opportunity of effecting it— in case this should happen we would have her ordered round to Boston there to join the Continental frigates.⁷ We are Gentlemen [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 147 (M332,roll 6). Addressed before opening: "The Navy Board at Boston."

1. The board's "last Letter" has not been found; the Marine Committee wrote the promised letter on 9 May, below.

2. The letter of Capt. Thomas Thompson concerning his actions as captain of the Continental Navy frigate *Raleigh* during the engagement in which the Continental Navy ship *Alfred* was captured has not been found, but a portion of his letter to the Eastern Navy Board discussing the incident was published in a Boston newspaper. See James Warren to John Gill, 20 Apr., above.

3. Thompson's court-martial was held in early July.

4. The committee appointed Capt. John Barry to command Continental Navy frigate *Raleigh* on 30 May. See Continental Marine Committee to Continental Navy Board of the Eastern Dept., 30 May, below.

5. The committee countermanded these orders concerning Continental Navy frigate *Warren* in its letter to the board of 30 May, below.

6. The resolutions of Congress outlining procedures for investigating officers involved in the loss of Continental vessels, dated 6 May, are above.

7. Continental Navy frigate *Providence*, Capt. Abraham Whipple, commander, had escaped on 30 Apr. from Narragansett Bay and sailed for France.

JOURNAL OF H.M. FRIGATE *DAPHNE*, CAPTAIN ST. JOHN CHINNERY

May 1778 D^o [Cape Henlopen] NWBW 115 leagues
 Friday 8 Light breezes, at 4 A:M: fresh breezes, close Reeft the topsails,
 Handed the Mizon d^o: at Noon Handed Main & fore D^o:fresh
 Gales—
 D^o NWbW 104 Leagues
 More Mod^{te}. at 2 Saw a Sail to the Wrd. Gave chace, at 5 came up
 with D^o. She proved to be a Brig from N^o Carolina, bound to Am-
 sterdam with Tobacco,¹ at 7 a Ship in Sight,

D, UkLPR, Adm. 51/227, part 3.

1. Brig *Litchfield*, Eliphalet Ripley, master and owner, from Ocracoke, N.C., to Amsterdam, with a cargo of tobacco. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols.483–84.

OLIVER POLLOCK TO THE CONTINENTAL COMMERCE COMMITTEE

[Extract]

Sirs,

New Orleans 8th May 1778

. . . There is several Merchants and Others here that would send Vessels and Cargoes your Way if you would underwrite them, and empower me to draw upon France in Case of Loss; if you think of doing this please let me Know what the customary Premium is upon Spanish or french Vessels regularly cleared from here for the Windward Islands. I have the Honor [&c.]

Copy, DNA, PCC, item 50, pp. 74–5 (M247, roll 64). Pollock sent a nearly identical letter to the Continental Marine Committee on the same date. DNA, PCC, item 78, vol.23, p. 483 (M246, roll 104).

JOURNAL OF H.M. FRIGATE *ARIADNE*, CAPTAIN THOMAS PRINGLE

1778 May D^o [St Bartholemew] W¹/₂S^o. 28 leag^s.
 Friday 8 Thick Hazy weather with Rain. Fired several shot at the chace & at
 3 AM brought her too, she proved to be the Schooner *Elizabeth* from
 Gaudaloupe bound to Boston Laden with Molasses, sent on board
 her a Midshipman & 4 Seamen. The *Ceres* in Company.¹
 D^o SWBS. 18 leag^s.
 Light airs & Hazy. at 5 PM bore up & took the Prize in Tow.

D, UkLPR, Adm. 51/60, part 2, p. 65.

1. H.M. ship-rigged sloop-of-war *Ceres*, Comdr. James Richard Dacres, commander.

JOURNAL OF H.M.S. *PORTLAND*, CAPTAIN THOMAS DUMARESQ

1778 May Moored in St^t Johns Road Antigua
 Friday 8th First and middle parts light Airs and variable, at 8 AM^d came in our
 Tartar Tender with a Maryland Sloop her Prize wth: 66 hhds of To-
 bacco.¹ Cleared Hawse and loos'd Sails to dry.

D, UkLPR, Adm. 51/711, Part 4.

1. Sloop tender *Tartar*. The prize was probably the sloop *Morrice and Wallace*, Nicholas Martin, master, which was captured on 1 May. Young's Prize List, 16 June 1778, UKLPR, Adm. 1/310; there the sloop is listed as having been from Virginia.

May 9

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present,

Sam^l Ph[']ps Savage Esq^rJohn Brown Esq^rThomas Walker Esq^rGeorge Williams Esq^rBoston May 9th 1778—Isaac Phillips Esq^rEleazer Johnson Esq^rSam^l Ph[']ps Savage Esq^r Pres^t—Order'd, That the Round House¹ of the Brig^t *Tyrannicide*² be taken of [/] immediately,
& a Quarter Deck laid—Order'd, That Cap^t Johnson³ be a Committee to superintend & agree with Workmen
for the above Purpose—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), p. 301.

1. A name given in large merchant ships to a cabin or apartment built in the after part of the quarter-deck, and having the poop for its roof.

2. Massachusetts Navy brigantine *Tyrannicide*, Capt. Jonathan Haraden, commander.

3. Capt. Eleazer Johnson, member of the Board of War.

WILLIAM BENTLY AND OTHERS TO THE RHODE ISLAND GENERAL ASSEMBLY

To The Honorable General Assembly now Siting at providence

May it please your Honors

We the Subscribers W^m Bentley Henry Oman, John Harwood John Newton W^m Pitman Richard Thomas belonging to Newport have been very Great Sufferers by the Enemy, & been drove off from our Habitations, have now fix'd up a Boat in order to Catch Fish down at point Judah¹ &c

Therefore Pray your Honors to grant us a Commission to make reprisals upon any Enemies shiping that may fall in our way as we propose to Equip ourselves with Arms in order ~~to~~ for our defence ~~ourselves~~ and as there will be Vessels passing & Repassing up the Sound doubt not but we shall have an Opportunity of Distinguishing our Selves² your Honors taking this into Consideration, and granting us a Commission shall be in Duty bound to pray &c &c

Providence May 9th 1778—

William Bently
henery oman³
John Harwood
John Nuton
William pitman
Richard Thomas
John Dunwill

N B. as we being poor men and having lost our all by the Enemy we Beg your Honors would Supply us with Arms Sufficient, and we will give sufficient Security to your Honors Satisfaction

In the Lower House

May 9th 1778

Resolved That his Excellency the Governor be requested to issue a Commission of Letters of Marque and Reprisal to William Bentley one of the Petitioners, and that Col. Daniel Tillinghast supply the Petitioners with Six good Muskets, they giving Security to account for the same when called for.

Voted and sent up to the Upper House for Concurrence

By Ord^r. W^m. Coddington Assis^t Clerk.

In the Upper House

Read the same Day & Concurred

By order; William Mumford D Secretary

L, R-Ar, Petitions to the General Assembly (1778–1780), vol. 17, p. 15. Docketed: “N^o. 15./Governor to grant a Commission/to William Bentley and others.” William Bentley’s commission and letters of marque and reprisal have not been found.

1. Point Judith.
2. The petitioners would capture four boats, three “fishboats” from Newport and a boat belonging to a British transport. R-Ar, Maritime Papers, Revolutionary War (1776–1781), p. 187.
3. Henry Oman was commissioned on 25 June as commander of the Rhode Island privateer boat *General Sullivan*. R-Ar, Maritime Papers, Petitions for Letters of Marque and Reprisal (1776–1780), p. 75.

JOURNAL OF H.M. FRIGATE *RAINBOW*, CAPTAIN SIR GEORGE COLLIER

May 1778

D^o. Cape [Cape Cod] SbE 6 or 7 Miles

Saturday 9

at 7 A.M out all reefs— at 10 saw a Sail to the N^o.w^d.— made Sail— gave Chase.

D^o. Cape [Cape Cod] S^o. 17 W^t. 10 Leagues

Light Airs & clear W^r. PM still in Chase— at 3 hoisted out the Barge & sent her after the Chase— at 5 the Barge return’d— at 9 the Chase tack’d— Tack’d & fired several Guns at her— ½ past 10 bro^t too the Chase which prov’d to be the Schooner *Polly* Ignat^s. Webber Mast^r. laden wth. Salt & s^d. to be bo^d. for Halifax¹

D, UKLPR, Adm. 51/762, part 1, fols. 33–34.

1. Schooner *Polly*, Ignatius Webber, master, from Ferrol, Spain, bound to Boston with salt, taken off Cape Ann. Howe’s Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 483–84. On 20 May, *Polly* was libeled in the Vice Admiralty Court of Nova Scotia. John Alexander, mate of *Rainbow*, testified on 23 May that the schooner, which was taken after a thirteen-hour chase, was “Standing directly in for Boston” and was manned by American seamen. Although Webber swore he was headed for Halifax, a passenger, Samuel Peirson of Boston, deposed that *Polly* was bound for a port in New England. On 23 June the schooner was declared a lawful prize of *Rainbow*. CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), pp. 135–36.

THE PROVIDENCE GAZETTE; AND COUNTRY JOURNAL, SATURDAY, MAY 9, 1778

PROVIDENCE, May 9.

Capt. Whipple,¹ in the *Providence* Frigate, who sailed from this Port last Week, in his Passage down the Bay was fired on by the *Lark* Frigate, which lay near Warwick-Neck, and had got under Way. Capt. Whipple returned the Compliment with a Broadside, and we since learn killed 3 and wounded 17 of the *Lark*’s Crew; her Hull and Rigging were likewise much damaged. The *Juno* Frigate, the lowermost of the Enemy’s Ships, fired a Broadside at the *Providence* as she passed, and received another, but with what Effect we have not yet learnt. Capt. Whipple likewise poured a Broadside into a Tender² that got under Sail,

and shattered her so much that the Enemy were obliged to haul her to a Wharff at Newport, where she sunk. The Enemy's Ships did not follow Capt. Whipple to Sea, as was reported.³

Tuesday and Wednesday last about 20 Sail of Shipping arrived at Newport from the Westward, under Convoy, supposed to be Wood-Vessels, &c.

A Number of the Enemy's Shipping, with some Troops on board, arrived in the Eastern Sound⁴ a few Days since from Newport, with a View, as is supposed, to collect live Stock from the Islands.⁵ We learn that they have burnt a Dwelling-House, some Salt-Works, and the Hull of a Prize Ship brought in some Time since by the Sloop *Providence*.⁶

1. Capt. Abraham Whipple commanding Continental Navy frigate *Providence*.

2. Tender cannot be identified.

3. See Diary of Capt. Frederick Mackenzie, British Army, 1 May, above.

4. Vineyard Sound.

5. Elizabeth Is. See Diary of Capt. Frederick Mackenzie, British Army, 5 and 9 May, above, and 11 May, below.

6. Ship *Mary*, prize of Continental Navy sloop *Providence*, Capt. John Peck Rathbun, commander.

JOURNAL OF H.M. FRIGATE *UNICORN*, CAPTAIN JOHN FORD

May 1778
Saturday 9th Riding at Single Anchor off Robinson's Hole in Buzzard's Bay. [Mass.]
at 9 AM weigh'd & came to Sail.
Working thro' Buzzard's Bay.
Fresh Breezes and fair W^r: at 4 PM bore up for Quick's Hole, at 5 came too in 5 f^{ms}. veer'd away & moor'd ½ Cable each Way, at 6 rec^d: Information of the Rebels attempt[*in*]g to land & take off the Stock from Pescanese Isl^d.¹ D^o: sent the Tenders with all Boats man'n'd & arm'd with the Marines & some of the 54th Reg^t: to guard the Isl^d.

D, UKLPR, Adm. 51/1017, part 6, fols. 241–42.

1. That is, Penikese I.

JOURNAL OF RHODE ISLAND NAVY SCHOONER-RIGGED ARMED GALLEY *SPITFIRE*, CAPTAIN JOSEPH CRANDALL

May 1778
Satureday 9th Remarks at, Lees River [Mass.] 1778
This 24 Hours wind at NW, fine pleasant Weather Brought too John Anthony. in a Small Sloop bound to Howlands Ferry,¹ pass sign by Jos Cole Cap^t² came, to Sail & Ran Down, to Howlands Ferry Rec^d: on Board, one Barrell Flour. from, M^r Childs³ came to Sail again & Beet up to the Stills then came too, Rec^d: On Board, 1 Bbl pork 1 Ditto Rice, 2:0^Q:0 Bread

D, UKLPR, H.C.A. 32/455/1.—

1. Howland's Ferry, R.I.

2. Probably Joseph Cole, a militia officer from Bridgewater, Mass.

3. Possibly Cromwell Child, a Rhode Island merchant and militia officer.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport, Rhode Island]

9th May. Fine weather. Wind N.W.

The transports from the Elisabeth Islands arrived last night in the Seconnet passage.¹ The troops have been very successful, and met with no opposition. The two transports have brought 884 Sheep and Lambs.— 150 of them were bought from such of the Inhabitants as were well affected, and willing to sell them. The rest, being the property of noted Rebels, were taken without payment. The party has also secured about 1,000 more sheep and lambs on a small Island under protection of the *Unicorn*, until the transports can return for them. The whole were taken from Nashawn Island,² which is the largest of the Elisabeth Islands; about 10 Miles long and 4 broad, and lies nearest to the Main. A Company of Rebels were posted upon it, but they retired upon the appearance of our fleet. Our people burnt the Barracks they had occupied, and destroyed two pieces of Cannon. Captain Coore³ of the 54th Grenadiers Commanded the party. The Sheep were landed this day at Sachawest point,⁴ and the troops returned to town.

A party of an officer and 40 men embarked on board the Transports this day, and they are to return immediately for the remainder of the Sheep.

A Privateer sloop of 12 Guns⁵ lately taken by the *Maidstone*, arrived this Evening from New York, which place she left on the 7th.

Mackenzie, *Diary* 1: 279.

1. Sakonnet Passage.

2. Naushon I.

3. Capt. Thomas Coore, British Army.

4. Sachuest Point.

5. Rhode Island privateer sloop *Greenwich*, Joseph Gardner, commander, taken on 20 Apr. by H.M. frigate *Maidstone*, Capt. Alan Gardner, commander. Howe's Prize List, 30 Oct. 1778. UKLPR, Adm. 1/488, fol. 486.

JOURNAL OF H.M. ARMED SCHOONER *VIPER*, LIEUTENANT EDWARD PAKENHAM

May 1778

In Delaware River W^r

Saturd^y 9th

D^o W^r [Modt. & fair] At 2 PM Weigh'd & ran lower down y^e Galleys & Troops past by at 3 weigh'd & turn'd down at 6 the Sloop Galley came aground D^o ran back to Cover her.¹

D, UKLPR, Adm. 51/4385.

1. See Journal of H.M. armed schooner *Viper*, 8 May, above, and 10 May, below. From what Capt. John Henry wrote in his report enclosed in Vice Adm. Viscount Howe to Philip Stephens, 10 May, below, it appears that the "Sloop Galley" was H.M. galley *Philadelphia*, Midn. Robert Aitchison, commander.

VICE ADMIRAL VISCOUNT HOWE TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Number 59.

Eagle off Billingsport [N.J.]

Sir,

May the 9th: 1778.

By this Conveyance you will receive a Duplicate of my Letter N^o: 57,¹ sent in the *Hyde* Packet, which sailed to proceed down the River the 24th: past.

I am by this Opportunity to return a more explicit Answer to the Contents of your secret Dispatch of the 7th: of January;² Regarding the Establishment of a Naval Yard at either of the three principal Ports on this Part of the American Coast; The

Attention to be had to the Defence of the Port of Halifax; and the Expedients suggested for cutting off the Resources of the Enemy and suppressing the Spirit of privateering which has prevailed in a greater Degree than could have been foreseen: More particularly with Reference to the Southern Provinces.

In respect to the Situation best adapted for a Naval Yard, I think New York much to be preferred in the present Circumstances of the War. The Extent of the King's Authority on which the Efficiency of such an Establishment will depend, being much confined; I was induced to postpone any further Propositions on that Matter.

By the State of the Ships, and the necessary Diversion of the Naval Force on this Station for the Security of the Military posts; preserving the Communications, and Conveyance of the requisite Supplies for the different Divisions of the Army, represented in the Letters You have received subsequent to the Date of your secret Dispatch above-mentioned, The Lords Commissioners of the Admiralty will become acquainted with the Steps taken for the Security of Halifax; and the Reasons which disabled me from prosecuting the Measures pointed out for my Government in the latter part of the said Dispatch, so fully as that Instruction denotes. At the same Time I submitted the Difficulties that occurred in the Means to procure any correct Intelligence regarding the Rebel Armaments.

Having the satisfaction to learn by your Letter of the 5th. of February,³ that their Lordships had not seen Cause to disapprove of the Disposition of the Fleet, referred to those several Objects; and the Necessity for continuing the same arrangement still subsisting, with little Variation; I have now only to take Notice of the farther Provision made for deriving Advantage from the later Intelligence transmitted in the same Letter.

In consequence of the Advice that the three Ships of sixty and sixty-four and one of forty Guns fitted by Chaumont⁴ &c^a were intended for Virginia; I sent Notice to Captain Onslow⁵ from Sandy Hook, of the Necessity for prolonging his Stay in Chesapeake Bay as much as possible; And on my Arrival here, the *Isis* was ordered immediately to that Station. Commodore Hotham⁶ is directed to proceed thither also in the *Preston*, as soon as he is at Liberty by the Arrival of Rear Admiral Gambier⁷ at New-York. The *Experiment* was at the same Time dispatched off of Boston, to strengthen the Detachment on the New England Coast, in place of the *Raisable* said to be arrived at Halifax. The *Ariel* commanded by Captain Phipps⁸ (Captain Jackson⁹ dying on the Passage from England) is sent off of Occacoke Inlet; And the *Daphne*, which sailed out of the River the 28th. of March, to convoy one of the Packets two hundred Leagues into the Sea, is meant to be joined in that Service on her Return.

Tho' I cannot esteem the Force adequate to those purposes, it is the whole that I am able to assign for them.

To get the Frigates more at Liberty from the River-Service, on which they were necessarily to be in the mean time employed, Directions were left last Year to have some Gallies of a suitable Construction provided, to relieve the Frigates stationed for keeping the Communication of this River open in the Spring, Three Gallies were built at Philadelphia:¹⁰ But in order to procure a sufficient Complement of Men in whom a due Confidence may be placed, independent of any Drafts from the Ships of War, it has been judged expedient to engage the Natives, or European Inhabitants of the Town, for that local Duty. Assurances are given, that they shall not be drafted into the Ships of War against their Inclinations; Tho' to establish a proper Subordi-

nation amongst the Crews of the Gallies, the Men will be borne for Wages and Victuals in the Fleet. And I must, on this Occasion, request the Lords Commissioners will allow the Wages of these Men to be paid abroad; as they could not be otherwise induced to enter for the intended Service; or from the Nature of the Duty, be retained therein against their Inclinations. The same Appointment had been made for the Ports of Rhode-Island and New-York; And is likely to be in some Degree necessary also at Halifax, according to the purport of the Information received since my Arrival in this River from Captain Macartney, herewith enclosed.¹¹

The Desertion of the Seamen from the Transports, as well as Ships of War, to Traders furnished with Letters of Marque, has required a particular Attention. Before I sailed from Sandy Hook, Governor Tryon¹² communicated to me the Contents of a Circular Letter he had received from Lord George Germain, one of His Majesty's principal Secretaries of State, and signified his Resolution to grant Letters of Marque as soon as he was furnished with the proper Authority. I transmit the Copies of my Correspondence with the Governor on that Occasion;¹³ Hoping the Motives for recommending a Suspension of his Purpose, will be approved by their Lordships.

I am advised in the last Letters from Captain Griffith,¹⁴ that he has acquainted You with the Circumstances regarding the Detention of a Ship hired by Sir George Collier for removing American Prisoners from Halifax to Rhode-Island; And of the Instructions he received for sending such other American Prisoners, Inhabitants of Boston as were then at Rhode-Island, to England, in Case the Claim made to the Ship, with Credit for the Number of Prisoners released, should be rejected; And also with his Proceeding thereon.¹⁵ I do not therefore trouble their Lordships with a Repetition of the Particulars; But presume their Directions will be necessary, regarding the Satisfaction to be made to the Owners, according to the Conditions of the Charter-Party, for the Captain of the Ship.

I was on the point of closing this Dispatch, when by the Arrival of the *Porcupine* Yesterday, I received their Lordships' secret Instructions of the 21st: and 22^d: of March;¹⁶ with your Letters of the 11th: 21st: 22^d: and 23^d: of the same Month; And a Duplicate of the 24th: of February,¹⁷ whereby I was to have been first informed of their Lordships indulgent Attention to the Request respecting my State of Health, which will oblige me to profit by the Permission for my Return to England as early as the Tenor of those Instructions will permit.

I transmit herewith a Return of the Condition of the Ships in this River, including the Accounts lately received from most of the Ships employed for some time past on the more Southern Stations.¹⁸

The *S^t. Albans* arrived in a very sickly State to New-York the 25th: Ultimo; And the *Lizard* the next Day, by the Damage in her Masts and Rudder disqualified for present Service.

I shall immediately prepare to collect a Force, suited as much as possible to the further Purpose of their Lordships' said Instructions; not having received Advice of the Arrival of any Part of the French Squadron referred to therein. But the Ships of the Fleet having been disposed at the different Ports and Stations on this Coast, in the Manner and for the purposes which I have already communicated; And the State of the Ships and Men, also considered; I cannot now judge in what Time, or in what Extent I shall be able to provide for the several Objects to which my Attention is therein directed.

I shall take the earliest Opportunities to acquaint You with my Progress in those several respects. Sir Henry Clinton, the future Commander in Chief of the Land-Forces, being arrived, Sir William Howe proposes to embark for England onboard the *Andromeda* in a few Days; I therefore mean to detain the *Porcupine* for some further Time, or until I am better qualified to report upon the Effect of my Endeavors in the several Instances required. I am with great Consideration, Sir, [&c.]

Howe

L, UKLPR, Adm. 1/488, fols. 248–51. Addressed at foot of first page: “Philip Stephens Esq^r/Secretary of the Admiralty.” Docketed: “N^o. 59/9 May 1778/L^d. Viscount Howe/R, 13 June/(6 Inclosures).”

1. See Vice Adm. Howe to Stephens, 23 Apr., above.
2. Letter not found.
3. Letter not found.
4. Jacques-Donatien Le Ray de Chaumont. Possibly French merchant ships *Ferdinand*, *Lyon* and *Viscount de Veaux*.
5. Capt. Richard Onslow, commanding H.M.S. *St. Albans*.
6. See Howe to Commo. William Hotham, 17 Apr. above.
7. Rear Adm. James Gambier.
8. Capt. the Hon. Charles Phipps, R.N.
9. Capt. John Jackson, R.N.
10. These were H.M. galleys *Philadelphia*, *Hussar* and *Ferret*.
11. Capt. John Macartney, commanding H.M. frigate *Ambuscade*. See NDAR 11: 625–626.
12. Royal Gov. William Tryon of New York.
13. See Howe to Tryon, 11 Apr., above.
14. Capt. Walter Griffith, Senior Officer commanding the squadron at Newport, R.I.
15. For more on cartel ship *Royal Bounty*, see Griffith to Stephens, 12 Apr., above.
16. For these secret instructions, see NDAR 11: 1103–7, 1111–12.
17. See NDAR 11: 1038–39.
18. Not printed.

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN WALTER GRIFFITH, R.N.

[*Delaware River*]

Extract of a Letter from the Viscount Howe To Captain Griffith Commanding a Detachment of His Majesty's Ships at Rhode Island dated the 9th. May 1778.

“Advice having been lately received that Mons^r de la Mothe Piquet¹ with a Squadron consisting of several Ships of War put to Sea from France towards the End of last February to escort a Number of large Ships laden with Military Stores and different European Commodities; Which Store-Ships he may possibly be to conduct to the Coasts, or into some of the Ports on this Continent; It has therefore been thought fit to assemble the Ships of most Force on this Station, for taking such Measures in case the Intelligence should prove authentic, as Circumstances may require Commodore Hotham² has been directed in Consequence, to prepare the Ships of the Line now at New-York, for Sea Service; And to procure Men by Impress or otherwise, for completing the Complements of those Ships with all possible Expedition: Having reference in the last Instance to the probable deficiency in the *Nonsuch* also. Wherefore, as soon as the Reinforcement of Troops intended to be sent from New-York to strengthen the Garrison at Rhode-Island shall arrive there, you are to leave the Command of the Frigates stationed for the Security of that Port, with Captain Brisbane,³ or the Officer next in Seniority to You, and repair as soon as may be to join Commodore Hotham at New-York. In Case he should be sailed from thence before your Arrival, You are then, (after taking on board such sufficient Men to complete your Number equal to the *Nonsuch's* Complement as are to be provided there for You,

and landed the unserviceable Men) to proceed to join me in this River Off of Reedy Island without further delay.

You will be, previous to your Departure from Rhode-Island, to leave such Instructions with Captain Brisbane for co-operating with Major General Pigot⁴ in the defence thereof, as you may judge most suited to the Change necessarily made in the Naval Arrangements, consequent of the Intelligence received as aforesaid. And since the more effectual Restraint upon the Endeavors of the Rebels to put to Sea from Providence with their remaining Armed-Ship, through the Narraganset Passage, now becomes of less Consideration than the Care to prevent an Insult upon the Chief Posts occupied by the Troops under the Major General's Command, Captain Brisbane will be at liberty to station the Frigates left under his Orders accordingly. The ineffective State of the *Venus*, renders it desirable to move the Ship to New-York as soon as may be; with such Men of her Complement now at Rhode Island, as can with any propriety be taken back to the Ship. The *Apollo*, *Maidstone* and *Mermaid*, when to be considered spared from the necessary Service of the Port, are to join me in this River; After being put into such a Condition for Sea as is practicable on their return to Rhode-Island. Not having been advised that the *Strombolo* was sailed for New-York, you will please to take her with You, to that port, if she should be still at Rhode-Island when you receive these Instructions."

Copy, UklPR, Adm. 1/488, fols. 398–99. Docketed: "N^o: 6./Extract of a Letter from the/Viscount Howe to Cap^t: Griffith./containing Instructions for a/different Arrangement of the/Division of the Fleet stationed at/Rhode Island./Dated 9th: May 1778./In Vice Adm^t: L^d: Howe's Letter/Dated 25th: Oct^r: 1778."

1. Chef d'escadre Toussaint-Guillaume, Chevalier de LaMotte-Picquet, French Navy.
2. Commo. William Hotham.
3. Capt. John Brisbane, commanding H.M. frigate *Flora*.
4. Maj. Gen. Sir Robert Pigot.

MAJOR GENERAL PHILEMON DICKINSON, NEW JERSEY MILITIA, TO GENERAL GEORGE
WASHINGTON

Dear Sir

Trenton [*N.J.*] May 9^h 1778

Yesterday morning the Enemy came up the River with five armed Vessells, & between twenty & thirty flat bottom'd Boats— they landed at Bordentown & burnt two of M^r Bordens¹ Houses, the two Frigates,² & a great number of other Vessells that were lodged in the different Creeks—they then proceeded up the River, to the lower end of Biles Island, where they remained all night— the few men I had collected, I kept constantly employ'd during the night, in keeping up a greater number of Fires, than I had men, which I believe had the desired Effect, nothing but appearances protected us. This morning early they advanced about half a mile higher up, upon which I order'd down two field pieces, & exchanged many shot with the Gallies, during which time the men were paraded to the most advantage on the Hill— the Militia are slow in their motions, but begin now to quicken— I believe the Enemy will proceed no further, some of their Boats are going down— they have burnt all M^r Kirkbrides Buildings—³

Would it not be proper to establish a Post at some convenient Place below Huntington, or where ever your Excellency thinks most suitable, I have wrote the Governor on the Subject, but beg to have your Excellencys Opinion—⁴ The Enemys



Captain Pierre Landais, Continental Navy

strength from best Information, consisted of 1,000 men, chiefly Light Infantry, with two field Pieces—

Your Excellency may be assured of receiving the earliest Intelligence of every movement of Consequence,⁵ from Your Excellency's [&c.]

Philemon Dickinson

L, DLC, Washington Papers, Series 4. Addressed below close: "His Excellency Gen^l Washington." Below the address on the same page is the docketing "1778/from/Gen^l Dickenson/Ans^d. 13^h—."

1. Joseph Borden.
2. Continental Navy frigates *Effingham* and *Washington*.
3. Joseph Kirkbride, a colonel in the Bucks County, Pa., militia, who operated a ferry on the Delaware River. For more on this raid, see the Report of Maj. the Hon. John Maitland, 11 May, below. In a 13 May account of the raid in *The Pennsylvania Ledger or the Philadelphia Market-Day Advertiser*, a pro-British newspaper, it was reported that the British galleys went aground near Biles's Island "and exchanged some shot with the rebels from the lower point of the island. It was some hours before the galleys floated, during which time the exasperated seamen from the boats and vessels below set fire to the house of Mr. Kirkbride and to the ferry-house." This newspaper account contrasts with the chronology of events found in the journal of H.M. armed schooner *Viper*, 9 and 10 May, both below.
4. In his reply to Dickinson of 13 May, Washington wrote that the Continental Army was not then strong enough to allow Washington to establish a "fixed" post in New Jersey. DLC, Washington Papers, Series 4.
5. Washington sent a copy of Dickinson's letter to the President of Congress on 12 May, below.

JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Saturday, May 9, 1778

The Committee on the Treasury brought in a report; Whereupon,
Ordered, That 20,000 dollars be advanced to the Marine Committee, for the use of the navy board in the middle district; the said Committee to be accountable.

That 24,000 dollars be advanced to the Committee of Commerce, to be by them paid to Mons. de Francey, for the use of the house of Messrs. Roderique Hortales & Co. and to be charged them by the said Committee of Commerce, who are to be accountable.¹

Resolved, That a member be elected for the navy board in the middle district, in the room of John Nixon, Esq.^r resigned; the ballots being taken, William Smith, Esq.^r of Baltimore, was elected.²

The Marine Committee, to whom the letter from Baron Steuben, recommending Captain Landais was referred,³ report, "That they have had a conference with Captain Landais; that he produced brevet commissions of his being a lieutenant and captain in the navy of France, also a continental commission dated 1 March 1777, appointing him captain of the ship *Heureux*, or *Flamand*,⁴ which commission is accompanied with these words in a letter from Silas Deane, Esq.^r: "I give you a commission to use in case of necessity or the advantage of making a prize; but you are not to go out of your course for that purpose; you will keep an account of your expenses, which will be paid you on your arrival in America. I shall write to the Congress by other conveyances, and assure them that you have received nothing but your expense, and your generous confidence in them will not pass unnoticed." That Mr. Deane, in letters to the Marine Committee, recommends Mr. Landais in the strongest terms; that it appears to the committee that Captain Landais hath performed the business he was employed on with zeal and activity; that by his spirited behavior a mutiny was quelled on board the ship *Flamand*, and she and her lading brought safely into port; Whereupon,

Resolved, That a sum of money be paid to Captain Landais, and that the Marine Committee be directed to report a pecuniary consideration, adequate to his services.⁵

Resolved, That Captain Landais be continued as a captain in the navy of the United States.⁶

Whereas there are more captains in the navy than there are ships provided for them:

Ordered, That the Committee for Foreign Affairs be directed to write to the commissioners of the United States at foreign courts, and inform them, that Congress expect they will not recommend any foreign sea officers, nor give any of them the least expectation of being employed as captains in the navy of the United States.⁷

JCC 11:483–85.

1. The payment was the result of a new contract that Congress had concluded with Jean-Baptiste Lazarus Thévenau de Francy as agent for Roderique Hortalez & Co., the appellation adopted to cloak the commercial activities of Caron de Beaumarchais.

2. William Smith was the Continental Marine Committee's agent at Baltimore. President of Congress Henry Laurens wrote Smith informing him of his appointment on 17 May. DNA, PCC, item 13, vol. 1, p. 325 (M246, roll 23).

3. See 26 Apr., above. The report of the committee, which is substantially reproduced here, is in DNA, PCC, Reports of the Marine Committee, 1776–1779 (M332, roll 6, fol. 33).

4. *Heureux* was renamed *Flamand*. Baron von Steuben traveled as a passenger on this ship while Pierre Landais served as its captain in a voyage from France to Portsmouth, N.H. NDAR 10: 667. Deane's letter to the committee has not been found.

5. On 18 June, the committee wrote Capt. Pierre Landais that they had "agreed that the consideration of a gratuity to be made you be deferred until we shall be enabled by consulting with Silas Deane Esq^r to judge with propriety what sum will be adequate to your services." DNA, PCC, Marine Committee Letter Book, fol. 159 (M332, roll 6).

6. In their report, the Marine Committee did not recommend this order. While writing that Landais "as a man of merit in his profession he deserves employment," they noted that there were more captains than ships in the Continental Navy, and they were "at A loss to suggest in what manner captain Landais should be employed, and therefore submit his case to the wisdom of Congress." DNA, PCC, Report of the Marine Committee (M332, roll 6, fol. 33).

7. If the Committee for Foreign Affairs sent such a letter, it has not been found.

PROCLAMATION OF THE CONTINENTAL CONGRESS

A Proclamation

Whereas Congress have received information and complaints "that violences have been done by American armed vessels to neutral nations, in seizing ships belonging to their subjects and under their colours and in making captures of those of the enemy whilst under the protection of neutral coasts contrary to the usage and custom of nations": To the end that such unjustifiable and piratical acts which reflect dishonour upon the national character of these States may be in future effectually prevented, the said Congress hath thought proper to direct, enjoin and command, and they do hereby direct, enjoin and command all captains, commanders and other officers and seamen belonging to any American armed vessels, to govern themselves strictly, in all things, agreeably to the tenor of their commissions, and the instructions and resolutions of Congress; particularly that they pay a sacred regard to the rights of neutral powers, and the usage and custom of civilized nations, and on no pretence whatever presume to take or seize any ships or vessels belonging to the subjects of princes or powers ~~in amity and~~ in alliance with these United States except they are employed in carrying contraband goods, or soldiers to our enemies, and in such

case, that they conform to the stipulations contained in treaties subsisting between such princes or powers and these States; and that they do not capture seize or plunder any ships or vessels of our enemies being under the protection of neutral powers coasts, nations or princes, under the penalty of being condignly punished therefor, and also of being bound to make satisfaction for all matter of damage, and the interest thereof by reparation, under the pain and obligation of their persons and goods.¹ And further the said Congress doth hereby resolve and declare that persons wilfully offending in any of the foregoing instances, if taken by any foreign powers in consequence thereof, will not be considered as having a right to claim protection from these States, but shall suffer such punishment as by the usage and custom of nations may be inflicted upon such Offenders.² Given in Congress at York in the State of Pennsylvania, this ninth day of May Anno Domini 1778.

Cha^s Thomson Sec^y

Henry Laurens President

D, DNA, PCC, item 24, p. 435 (M247, roll 31). The proclamation, with minor changes, is printed in *JCC* 11: 486. Docketed: "N^o. 2 May 9th. 1778/Proclamation—/respecting violences being done/by American armed vessels."

1. The portion of the text starting from "under the penalty" to the end of that sentence is written vertically in the left margin. Its place in the text is indicated by an "A" with a corresponding "A" preceding the first word of the material in the margin.

2. On 14 May, the Committee for Foreign Affairs wrote the American Commissioners in France concerning this proclamation:

It is exceedingly distressing to Congress to hear of Misconduct in any of the Commanders of Armed Vessels under the American flag. Every authentic information you can give on this head will be strictly attended to and every Means taken to punish the Offenders and make reparation to the Sufferers. The Chief consolation we find in this disagreeable business, is that the most Experienced States have not always been able to restrain the Vices and irregularities of Individuals. Congress has published a Proclamation for the more effectually suppressing and punishing such Practices. But we are rather inclined to hope that as the line of Connection and friendship is now Clearly Marked and the minds of the Seamen relieved thereby from that unexplainable Mystery respecting their *real* prizes which before embarrassed them that such irregularities will be less frequent or totally cease; to which end, the magnificent Generosity of the Court of France to the owners of the Prizes which "*for reasons of State*" had been given up will happily contribute. PPAmP, Benjamin Franklin Papers, vol. 53, fol. 41.

CONTINENTAL MARINE COMMITTEE TO THE CONTINENTAL NAVY BOARD OF THE EASTERN
DEPARTMENT

Gentlemen

[York, Pa.] May 9th 1778

We have received yours of the 6th. 9th. 15th. 20th & 22^d April last under the signature of M^r Warren and now sit down to give them an answer.¹ The loss of the *Columbus* altho' considerable yet by the prudence of your Board in taking out her Cannon & Stores before she left Providence, is much less than it would have otherwise been.²

As it is highly proper that a Strict inquiry should be made into the causes of the loss of any of the Continental Vessels, you will institute a Court of Inquiry for the purpose of Inquiring into the loss of that Ship.³ We have given directions respecting the frigate *Providence* in ours of yesterday which went by Express to which we refer you.

With regard to the *Trumbull*, the Governor & Council of Connecticut were desired to assist in getting her out of the River because you were not then assembled at Boston, and not from any the most distant Idea of your incompetency to the business. How it hath happened that you have not received notice of their being re-



Rich^d. Lord Viscount Howe
REAR ADMIRAL of the WHITE
And Commander in Chief of the Fleet in N. America.

Vice Admiral Richard, Lord Howe, R.N.

quested to aid in that affair we know not but suppose it to be owing to a multiplicity of business. However we hope that this circumstance will not prevent your exerting yourselves on this occasion.—⁴

We don't doubt but that you will attend closely to the equipping and manning the *Warren* and *Raleigh*, so that they may be ready to go on a Cruize in company as soon as possible agreeably to what we have written to you in the letter already referred to—⁵

The sloop *Providence* is to be stopped if she hath not already sailed and to wait the orders of the Committee of foreign affairs⁶ We lament the death of that gallant Sea Officer Captain Chew.⁷ Fourteen or fifteen hundred Barrels of Flour and about 15 Tons of Iron are at Sinepuxent waiting the arrival of the Vessels you may have ordered to receive them. We should have directed the whole thither had you not expressed a doubt whether you should be able to succede in procuring Vessels. If you should collect a sufficient number of vessels to carry all the flour and Iron let us know it and we will immediately send the remainder to Sinepuxent The price of 30/ per Ton and insure so far from being thought enormous is so low as to induce a Suspicion that there is some error in your manuscript.⁸ No pursers have as yet been appointed for the navy, when there are their pay will be established.⁹ Captain Landais is here—hath been before us and his business is submitted to Congress.¹⁰ We have procured a Continental Commission for Captain Burke. Captain Skimmer if he should behave well, which we cannot doubt after reading the good character you have given will be promoted *Ceteris Paribus* according to his Rank.¹¹

To yours of the 9th of April we reply, that we have wrote fully respecting the loss of the *Alfred* &c by the Express, and that we have transmitted to you the Resolve of Congress respecting the pay & Rations of officers not in actual service.¹² We would observe here with regard to rations that none in fact are allowed to Navy officers by the Regulations of the navy, all that was intended by the Resolve is the allowance made to Seamen on Ship Board. We should not be sorry to get rid of our bad Officers, as for the good ones they may depend upon receiving every encouragement that Congress can reasonably give.—

On yours of the 15th. we would Observe that we approve of your ordering the *Raleigh* to Boston. That part which relates to an enquiry on the conduct of Captain Thompson is already answered. We shall transmit Instructions for the Frigates in Season. We shall attend to supplying you with Money from time to time as the Treasury will admit of it, so as to enable you to execute the business of your Department with advantage and satisfaction to the public and reputation to yourselves. We are glad to hear that one of the *Warrens* prizes is arrived, the other we fear is lost.¹³ We will attend to the affair of the *Peggy*.¹⁴ We had received Letters from Captain Jones of the *Ranger* before we received your Account of him.¹⁵ In the Paragraph in answer to yours of the 9th we answered part of y^{rs}. of the 20th. . If it be meant that Tea, Coffee, & Sugar should be allowed to officers not in actual service in lieu of the Rations of Meat &c we shall not object to it provided they do not receive of those articles more than to the amount in value of that Ration. It was thought improper that Captain Skimmer & Tucker or any other Officers appointed by General Washington should be ranked in the Continental Navy, at the time the Rank of Continental Officers were deter-

mined by the Marine Committee. They must take Rank after them and their Ranks as they respect each Other ought to be determined by the Seniority of their appointments under General Washington.¹⁶ We now enclose you Commissions & Warrants.

In reply to your last of April the 22^d. we are glad to hear that Captain Manly is exchanged. It is our intention that he should take the Command of the Frigate [at] Salisbury, If upon enquiry into the loss of the *Hancock* it should turn out it was not owing to any mal conduct in him.¹⁷ The Resolve of Congress, which we have transmitted to you empower the Navy Boards to order Courts of Enquiry & Courts Martial in the cases mentioned in the said Resolve.¹⁸ Captain McNeill should be tried by a Court Martial. When the *Resistance* shall have arrived it may be time enough for us to appoint a Commander for her. We are some what Surprized that the Governor & Council of the state of Rhode Island should make any difculty about sending in Captain Furneaux, as it would seem improper that he should [be] exchanged for a Captain of a Privateer if any one of that state should be in captivity.¹⁹

We have nothing more to add at present, but our wishes that you continue to exert the utmost vigor and Industry in getting the ships and other Vessels of war to sea, that we may avail ourselves of the extensive property which our enemies have upon the Water. We understand our enemies have a practice of detaining all the Boys that they make prisoners from us. We desire that this practice may be retaliated by not exchanging Boys that the Continental Frigates may captivate from them. We are Gentlemen [&c.]

P:S: Inclosed is An Account of Disbursements on the Continental Sloop *Providence* at charles Town South Carolina amounting—to £5009.2.6 S: Currency, also an account of Slops furnished the Commander of the said Sloop by the Agents Board of at that Port amt^s to £3493.12.3 of both which Accounts you will make due note and see that the Slops are properly Accounted for.—

LB, DNA, Marine Committee Letter Book, fols. 148–50 (M332, roll 6). Addressed before opening: “The Commiss^s of the Navy Board at Boston.”

1. None of these letters from the Continental Navy Board of the Eastern Dept. has been found.

2. On the destruction of the Continental ship *Columbus*, which was forced ashore off Point Judith, R.I., by a British naval force on the night of 27–28 Mar., see Capt. Walter Griffith, R.N., to Vice Adm. Viscount Howe, 28 Mar. 1778. *NDAR* 11: 815–16. *Columbus* carried no stores, only four swivel guns, and a skeleton crew. *NDAR* 11: 786–87.

3. The Court of Inquiry for Capt. Hoysteed Hacker, commander of *Columbus*, was held in June 1778. He was found blameless in the loss of the ship.

4. See Journal of the Connecticut Council of Safety, 25 Feb. 1778. *NDAR* 11: 426–27.

5. On 30 May, below, the Continental Marine Committee countermanded its “earlier” orders. Despite continued urging from the committee, the Continental Navy Board of the Eastern Dept. was unable to dispatch Continental Navy frigate *Warren*, Capt. John Burroughs Hopkins, commander, on a cruise until Aug. 1778; Continental Navy frigate *Raleigh*, Capt. John Barry, commander, did not sail from Boston until 25 Sept. 1778.

6. The Continental Navy sloop *Providence*, Capt. John Peck Rathbun, commander, was still in port. It did not, however, undertake a mission for Congress’s Committee for Foreign Affairs.

7. Capt. Samuel Chew, commander of the Continental Navy brigantine *Resistance*, had been killed in an engagement with the H.M. Post Office packet boat *Grenville*.

8. When the committee wrote the board on 30 May, below, a schooner had arrived at Sinepuxent Inlet, Md., to pick up part of the flour and iron.

9. Congress did not authorize pursers for the navy until November 1778. *JCC* 12: 1133.

10. See Journal of the Continental Congress, this date, above.

11. William Burke and John Skimmer had both served as captains in the fleet Gen. George Washington organized in 1776. The Latin phrase “*Ceteris Paribus*” is literally translated as “with other things [being] the same,” and is usually rendered in English as “all other things being equal.”

12. On the loss of the Continental ship *Alfred*, Capt. Elisha Hinman, commander, and the conduct of Capt. Thomas Thompson, see Continental Marine Committee to the Continental Navy Board of the Eastern Dept., 8 May, above. The resolution concerning the rations was forwarded to the board in the committee's letter of 6 Apr., above.

13. *Warren's* prize snow *Robert*, James Hall, master, arrived at Bedford in Dartmouth, Mass., in early Apr. Its other prize, the ship *Neptune*, Joseph Smallwood, master, carrying salt and dry goods, was recaptured.

14. On the case of the ship *Peggy*, see John Bradford to Continental Commerce Committee, 16 Mar. 1778. *NDAR* 11: 653–54.

15. The letters were from Capt. John Paul Jones, who was then in France.

16. On the seniority of the captains who served in Washington's Fleet, including Samuel Tucker but not John Skimmer who did not get a command in that fleet until later in 1776, see Officers of the Armed Vessels Fitted Out by Order of General Washington, 1 Feb. 1776. *NDAR* 3: 1077.

17. John Manley was acquitted of charges arising from his loss of Continental Navy frigate *Hancock*. Despite the intention of the committee, Manley did not command another Continental vessel until 1782. The command of Continental Navy frigate *Alliance*, which was being built at Salisbury, Mass., went to Capt. Pierre Landais.

18. The resolves were enclosed in Continental Marine Committee to Continental Navy Board of the Eastern Dept., 8 May, above.

19. Capt. Tobias Furneaux, formerly commanding H.M. frigate *Syren* had been exchanged for Continental Navy Capt. John Manley. See Elias Boudinot to Gov. Nicholas Cooke, 28 Mar. 1778. *NDAR* 11: 819. Cooke and the Rhode Island Council of War had been trying to obtain the release of John Chace, who they said was a merchant ship captain. To obtain Chace's freedom, the state had released William Hutchinson and the son of Gov. William Shirley, both of Dominica, but Gen. Sir William Howe had not, as expected, reciprocated by releasing Chace, but had decided instead to conduct an inquiry into Chace's situation. Cooke to George Washington, 31 Mar. 1778, R-AR, Letters from the Governor, vol. 3. Presumably, Cooke and the councilmen wanted to hold Furneaux in order to pressure Howe to release Chace. On learning of the exchange of Manley for Furneaux, the state's Council of War ordered that Furneaux be sent into enemy lines. See Resolution of the Rhode Island Council of War, 21 Apr., above.

THE PENNSYLVANIA LEDGER OR THE PHILADELPHIA MARKET-DAY ADVERTISER,
SATURDAY, MAY 9, 1778

PHILADELPHIA.

Yesterday His Excellency Sir Henry Clinton, K.B. arrived here from New-York.

Since our last a fleet of transports, from New-York with forage, and another from Corke, with troops and provisions have arrived in this port.

A sloop belonging to Messrs. Moore and Neal of New-York, who left that port with the fleet, got aground on Cape Henlopen, and became a prey to the rebels.¹

1. For more on the grounding and destruction of the sloop *Hawke*, see Journal of H.M. ship-rigged sloop-of-war *Zebra*, 2 May, above.

JOURNAL OF H.M. FRIGATE *DAPHNE*, CAPTAIN ST. JOHN CHINNERY

May 1778

D^o [Cape Henlopen] NWbW 104 leagues

Saturday 9

at 5 AM Saw D^o. Ship to the S^{ard}, gave chace at ½ past 8 came up with Her she proved to be from D^o. place [N^o Carolina] with d^o. cargo [Tobacco],¹ took possession of them.² & Made Sail. Prizes in company.

D^o [Cape Henlopen] NWbW½W 121 Leagues

D, UkLPR, Adm. 51/227, part 3.

1. Ship *Peggy*, Elisha Lathrop, master, owned by W. Hubbard & Co., on a voyage to Amsterdam with a cargo of tobacco. Howe's Prize List, 30 Oct. 1778, UkLPR, Adm. 1/488, fols. 483–84.

2. On the other prize mentioned here, the brig *Litchfield*, see Journal of H.M. frigate *Daphne*, 8 May, above.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Saturday the 9th day of May 1778.—

Present.

Mr Whiting and Mr Travis.—

Mr Isaac Mercer received Orders to proceed with the Boat under his command¹ to Cabin point & apply to Mr James Belches for sixty Barrels of pork, and ten thousand weight of Bacon which he is to take on Board, and return as soon as possible to Mr Holts mill,² where is to unload and acquaint the Board thereof.—

DS, VI, Navy Board Journal, p. 393.

1. Lt. Isaac Mercer commanded the Virginia Navy armed boat *Nicholson*.

2. William Holt's mill was on the James River. Holt served as agent and contractor for the Virginia Navy.

COMMANDER JOSEPH NUNN, R.N., TO REAR ADMIRAL SIR PETER PARKER

on board His Majestys Sloop the *Hound*

Sir,

Pensacola 9th May 1778

In my Letter of the 21st March¹ I had the honor to acquaint you that I should (in consequence of a Requisition from Governor Chester,) sail the Next day for the Mississippi, where I found my self in a very critical situation, the only Service I had in my power to execute there, was to receive the British Subjects who claimed my protection, got the Brig belonging to M^r Campbell restored,² and to see her with the rest of the British Vessels safe from Orleans. The Spanish Governor possitively refused to give up the *Rebecca*, which he has took possession of, and hoisted Spanish Colours on board her: by this you will concieve that it was not in my power to recover her, without commencing hostilities with Spain, which I did not think my self authorized to do.³

Having been obliged to Victual a Number of the British Subjects who sought protection, & the Spanish Governor having given possitive Orders to the Merchants not to supply his Majesty's Ships with provisions, I went down the River and arrived here yesterday, in company with the *Sylph*.

I herewith transmit for your information Copies of the Correspondence carried on between Captain Fergusson and me, with the Governors of West Florida and Louisiana,⁴ with the state of His Majesty's Sloops *Hound*, *Sylph*, and *Florida*, commanded by Lieu^t Osborn, who stays here untill you shall be pleased to signify, in what manner the Sloop is to be disposed of.⁵

The Spanish forces in Louisiana from the best intelligence I could get, consists of a Battallion of 500Men[,] a Millitia whose Number I have not been able to learn, they have a Row Gallie lately launched I cannot learn what service she is intended for, I send you herewith a Sketch of the Town and Fortifications of New-Orleans, for any further information I must beg leave to referr you to the Bearer of this, M^r Campbell who is a very intelligent man, and a Zealous good Subject, and has shewn the greatest desire to make himself usefull to us on every occasion.⁶ I have the honor to be [&c.]

Jo^s. Nunn

Copy, UklPR, Adm. 1/241. Enclosed in Sir Peter Parker to Philip Stephens, 27 July 1778. Addressed below close: "To/Peter Parker Esquire." Docketed: "1778 *Hound* Pensacola May 9/from Captⁿ. Nunn/In Sir Petr Parkers/Letter of 27 July 78/with 5 parcelles of/correspondence."

1. *NDAR* 11: 755–56.
2. Brig *Neptune*.
3. For a British account of the American capture of *Rebecca*, see Minutes of the Governor's Council of West Florida, 2 Mar. 1778, *NDAR* 11: 490–92.
4. Nunn enclosed copies of the following letters: Gálvez to Comdr. John Fergusson, R.N., 14, 15, 18, 20, 21 Mar., 1 Apr.; Fergusson to Gálvez, two letters of 14, 15, 20, 29 Mar.; Gálvez to Nunn, 14, 21, 22, 29 Apr.; Nunn to Gálvez, 14, 16, 23 Apr., 1 May; also enclosed were copies of the following: British merchants at New Orleans to Fergusson, 27 Mar.; Robert Ross to Fergusson, 28 Mar.; oath which British merchants at New Orleans were forced to swear, 16 Apr.; Proclamation of Gálvez, 15 Apr.; petition from British merchants at New Orleans to Gálvez, undated; British settlers on the Mississippi River to Gov. Peter Chester, undated; Nunn to Chester, 14 Apr. UkLPR, Adm.1/241.
5. The report on H.M. ship-rigged sloop-of-war *Hound*, Comdr. Joseph Nunn, commander, H.M. ship-rigged sloop-of-war *Sylph*, Comdr. John Fergusson, commander, and armed sloop *Florida*, Lt. John Osborn, commander, has not been found. As seen in Nunn's letter to Parker of 21 Mar. *Florida* had been "condemned by Survey" and Osborn was only remaining with the sloop until he received directions from Parker concerning its disposal. *NDAR* 11: 755–56.
6. John Campbell, a merchant from New Orleans and owner of brig *Neptune*. The sketch of the city and fortifications of New Orleans has not been found.

FROM THE JAMAICA GAZETTE

Kingston, Jamaica, May 9.

The brigantine *Pearl*, Capt. Braker,¹ from the coast of Guinea, bound for Liverpool, with a valuable cargo of gum, elephants' teeth, and cam wood, on board, was on the 24th of Feb. taken off the Isles De Loss, by an American privateer of 20 guns, commanded by one Babrock;² the said brig has since been retaken by the *Alexander*, Capt. Bain,³ and *Nancy*, Capt. M'Larthy, letters of marque from Greenock, and brought into Port Royal on Wednesday last.⁴

Capt. Braker informs us, that the settlements on the Isles De Loss, belonging to Mess. Andrew, French, and Co. of London, had been plundered, burnt, and destroyed, by the crew of the above privateer; the damage computed at 70,000 l.

Wednesday arrived a French sloop, which lately sailed from Port Royal for Hispaniola; and, on her arrival at Port Morant, was there searched by a small privateer of this town (Kingston) when a discovery was made of her having Congress papers on board; the privateer took the sloop, and sent her down as a prize.

On Monday morning arrived the letter of marque sloop *Gayton*, Capt. Chambers, from a cruize, with three valuable prizes.⁵

A list of prizes sent in this week: A sloop to the letter of marque *Lord Sandwich*; two schooners and one sloop to the privateer sloop *Gayton*; a brig to the *Lowestoffe*;⁶ a schooner to the *Racehorse*;⁷ and another to the *Niger's* tender.⁸

The London Chronicle, 4–6 Aug. 1778.

1. Brigantine *Pearl*, Peter Branker, master, 130 tons burthen, built in Liverpool in 1764, extensively repaired and ten guns added in 1776, owned by Gregson and Co. *Lloyd's Register of Ships, 1777–1778*. According to the Log of *Marlborough*, *Pearl* was a Liverpool letter of marque, mounting eight carriage guns and four cohorns and carrying a cargo of "Camwood 102 Tons Ivory 6 or 700^{lb} Rice 30 Tons & Gum 800^{lb}". See Log of Rhode Island Privateer Ship *Marlborough*, George Wait Babcock, commander, 25 Feb. 1778, in appendix D, below.

2. That is, Rhode Island privateer ship *Marlborough*, George Wait Babcock, commander.

3. Ship *Alexander*, Capt. J. Baine, commander, 200 tons burthen, built in Piscataway in 1770, carrying fourteen guns, owned by Campbell & Co. *Lloyd's Register of Ships, 1777–1778*.

4. Ship *Nancy*, Archibald McLarty, master, Duncan Campbell, owner, 200 tons, carrying twelve carriage guns and a cargo of provisions and dry goods, on a voyage from Greenock, Scotland, to Jamaica. UkLPR, H.C.A. 22/62, p. 22.

5. Jamaica privateer sloop *Gayton*, Capt. William Chambers, commander.

6. H.M. frigate *Lowestoffe*, Capt. William Locker, commander.

7. H.M. armed sloop *Racehorse*, Lt. James McNamara, commander.

8. *Lady Parker* was tender to H.M. frigate *Niger*, Capt. Robert Lambert, commander.

May 10 (Sunday)

JAMES WARREN TO SAMUEL ADAMS

[Extract]

My Dear Sir

Boston May 10th. 1778

I wrote to you two days ago¹ since which nothing very material has occur'd. I was yesterday at an Elegant Entertainment at Marston's House² by our Council for the Officers of the French Frigate³ and other Strangers. This was attended with firing of cannon, etc. and seemed to give great Satisfaction, and if not quite Conformable to the rigid rules and Oeconomy of a Young Republic may under our Circumstances be good policy.⁴ the Representatives of your Town were all present Except Gen'l Hancock⁵ who did not honour us with his Company. why he did not is a subject of Conjecture for you and others without being able to assign a reason in any other way. had you been present you might not have appeared as the greatest Man in Company while the Council were there and at the head of the Feast, tho' you might Actually have been so. . . .

L, NN, Samuel Adams Papers, vol. 11.

1. See Warren to Adams, 8 May, above.

2. John Marston. M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777–1778), fol. 281b.

3. French Navy frigate *Nymphe*, Lieutenant commandant Nicolas-Antoine, Chevalier de Beaudot de Sainneville, commander. This dinner for the French naval officers was ordered by the Massachusetts Council on 7 May. M-Ar, Mass. Archives Collection, vol. 22 (Council Records, January–October 1778), p. 200.

4. The "Elegant Entertainment" included three and half dozen bottles of wine, ten bottles of beer, eighteen double bowls of punch and ten double bowls of grog, the cost of which amounted to £746.18.0. M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777–1778), fol. 281b.

5. John Hancock, major general of Massachusetts militia in 1776 and recently elected delegate to the Continental Congress.

ACCOUNT OF NATHANIEL SHAW, JR., WITH THE CONTINENTAL NAVY BOARD OF THE
EASTERN DEPARTMENT

[*New London, Conn., 10 May 1778*]¹

The Continentl. Navy Board—

D^r

1778

April 2	To 5 Large Cables	W ^t	24000
	To 2 Shroud hawsers		4020
	To 191 Coils Cordage		<u>35349</u>
			<u>63369</u> a £15 ⌘ C ^t

£9504 . . 18 . . 0

Shipt ⌘ Nath¹ Harris to Maj^r: Joshua Huntington²

⌘ Capt. Deshons³ Order

Returned for *Putnam & Nancy*⁴

30 Coils 5653

Returned 7 Coils 1263

56453⁵

May 10

By a Bill on the Marine Committee	}
in fav ^r of Mon ^s Mitchel ⁶ for 80000 Dollars	
24000 . . 0 . . 0	

Carried to the other Book
before this y^e last page—

D, CtY, Nathaniel and Thomas Shaw Papers, Ledger Book No. 39, p. 59.

1. Date is established by last item in account.
2. Huntington was supervising construction of Continental Navy frigate *Confederacy* at Norwich, Conn.
3. John Deshon, member of Continental Navy Board of the Eastern Department.
4. Connecticut privateer ship *General Putnam*, Thomas Allon, commander, and Connecticut privateer brigantine *Nancy*, Michael Melally, commander. Both vessels were fitting out at New London.
5. 56,453 equals the total weight of cordage (63,369) less the weight of the coils (5,653 and 1,263) that were returned.
6. Jean Michel, captain of French merchant ship *Lyon*.

JOURNAL OF H.M. FRIGATE *UNICORN*, CAPTAIN JOHN FORD

May 1778
Sunday 10th

Moor'd in Quick's Hole SW point of the Hole and
Gayhead in one.¹

at 7 AM anchor'd here his Majesty's Ship *Sphynx* with the two Transports wth: Troops at 8 D^o. landed them on Pescanese Island² & emp^d: all the Boats in getting the Stock onboard the Transports, at Noon the Marines ret^d: onboard.

Moor'd in Quick's Hole SW point of the Hole and Gayhead
in one.

First part fresh Gales and squally, middle and latter Parts mod^t and fair W^r: (PM) the Boats employ'd taking the Cattle onboard the Transports,

D, UKLPR, Adm. 51/1017, part 6, fols. 241–42.

1. Quicks Hole is a passage between Nashawena I. and Pasque I., Mass., some of the Elizabeth Is.; Gayhead is a point on Martha's Vineyard. The southwest point of Quicks Hole is in a north to south alignment with Gayhead.
2. That is, Penikese I.

LIEUTENANT'S JOURNAL OF H.M. FRIGATE *MAIDSTONE*, CAPTAIN ALAN GARDNER

May 1778
Sunday 10th.

D^o. [Nantucket Shoals] N9W Dist 13 Lg^s.

AM Chaced fired at & br^t: too a Schooner¹ with Tobacco from Bermudas for New York that had been taken by an American Privateer, *Apollo* in Co^v sent a Midⁿ: & 2 Men in the Schooner to Rhode Island— at 11 gave Chace to a Sail in the SW Quar^r:

D^o. [Nantucket Shoals] N69W Dist 17 Leag^s.

Mod^t & fair W^r: PM, br^t: too the Chace a Sloop from Jamaica for Halifax, lost sight of the *Apollo*²

D, UKGrNMM, ADM L/M/27. Journal kept by Lt. George Countess, second lieutenant of H.M. frigate *Maidstone*.

1. Schooner *Nancy*, master unknown, a recapture, bound from Bermuda to Newberry P^{rt}: [*Newburyport*] with tobacco and turpentine, taken in Lat. 40°. 26 [*North*] and Long. 68°.16 [*West*], sent to Rhode Island. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 485–86.
2. H.M. frigate *Apollo*, Capt. Philemon Pownoll, commander.

H.M. ARMED SCHOONER *VIPER*, LIEUTENANT EDWARD PAKENHAM

May 1778

In Delaware River

Sunday 10thAt 5 AM She¹ gott off D^o Weigh'd & turn'd down to Bristol and at 11 fir'd sev^l. Guns at some Light Horse that came down.

In Delaware River

Mod^t & Cloudy W^r At 3 PM Turn'd down, passing Burlington a p^{ty} of Rebel Light Horse fir'd upon us w^{ch}. we ret^{d2}

D, UKLPR, Adm. 51/4385.

1. As seen in the *Viper's* journal entry of 9 May, above, it was probably H.M. galley *Philadelphia*, Midn. Robert Aitchison, commander, which had run aground.

2. For an American account of this raid, see Maj. Gen. Philemon Dickinson to Gen. George Washington, 9 May, above. See also the report of Capt. John Henry, R.N., an enclosure in Vice Adm. Viscount Howe to Philip Stephens, this date, below.

VICE ADMIRAL VISCOUNT HOWE TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Number 60.

Eagle Off Billingsport [*N.J.*]

Sir,

May the 10th: 1778.

Upon Advice received that the Enemy had advanced four armed Gallies down the Delaware between Bordentown and Bristol, a Detachment of the Light Infantry under the Command of Major Maitland¹ of the Marines, were embarked in the Flat-Boats, and with the Gallies and Armed Vessels of the Fleet under the chief Command of Captain Henry,² sent up the River in the Night of the 6th. Instant; To intercept the Enemy's Gallies and bring down or destroy such of their Frigates and other Vessels as had been withdrawn above the shoaler Passages of the River, when the Troops first took Possession of Philadelphia.

The enclosed Report of Captain Henry's judicious Conduct in the Execution of his Orders, contains all the Particulars I have to communicate to the Lords Commissioners of the Admiralty on the Subject of that material Operation. I am, with great Consideration, Sir, [&c.]

Howe

[Enclosure]

Copy.Report from Captain Henry.

At 10 o'Clock on Thursday Night the 6th. of May,³ the *Hussar*,⁴ *Cornwallis*,⁵ *Ferret*⁶ and *Philadelphia*⁷ Gallies, with the *Viper*⁸ and *Pembroke* armed Schooners, four Gun-Boats and eighteen Flat-Boats in which the Second Battalion of Light Infantry with two Field-pieces were embarked, proceeded from Philadelphia up the River Delaware. The Wind being down the River with much Rain and the Ebb making when We had proceeded twelve Miles, We came to an Anchor and so remained 'till 5 o'Clock the next Morning. We then got under Way and sailed up the River: At Noon We were abreast of White-Hill, where the Gallies, Armed Vessels and Gun-Boats were placed to cover the Landing of the Troops, which was performed without Opposition. At this Place the *Washington* and *Effingham*⁹ Rebel Frigates (the former pierced for 32 and the latter for 28 Guns) were set on fire and consumed, together with a Brig and Sloop. The Troops then marched, took Possession of Bordentown, and destroyed a Battery of three Six-pounders. Whereupon the Gallies, Armed Vessels &^{ca}. proceeded to that place, where they burnt two new Ships, one of which was pierced for eighteen Guns, one Privateer Sloop for ten Guns, with ten Sail of Brigs,

Schooners and Sloops. Several Store-houses containing Provisions, Artillery-Stores, Camp-Equipage and some Tobacco were burnt at the same Time.— This Service being executed, the Boats proceeded up Crosswicks Creek, and set fire to the *Sturdy-Beggar* Privateer pierced for eighteen Guns, and eight Sail of Brigs, Sloops and Schooners. The Troops were then embarked and landed on the Pennsylvania Side, where they rested that Night.

At 5 on Saturday Morning the *Hussar* and *Ferret* Gallies, Gun-Boats &c^a. rowed up to Biles-Island-Creek, and burnt one new Schooner pierced for fourteen Guns, one new Sloop for sixteen Guns, one old Schooner for [*fourteen*] Guns, one old large Sloop for sixteen Guns and two large new Ships.

The Rebel Gallies in Watson's Creek on [the] Jersey Shore being reconnoitred, were found sunk and hid at Low Water.

At Noon the Troops marched to Bristol, first burning two Sloops at the Ferry; and the Gallies, Gun-Boats and Flat-Boats proceeded down the River to embark them, which was done at 6 O'Clock in the Evening, after burning a Ship and Brig at that place. The *Philadelphia* Galley, *Viper* and *Pembroke* Armed Schooners with two Gun-Boats, burnt the remaining Vessels consisting of four new Ships, one new Brig and an old Schooner.

The whole Number of Vessels destroyed was forty four Sail.

At 6 o'Clock on Sunday Morning the Troops arrived at Philadelphia, without losing one Man.

During this Expedition up the Delaware, some Houses were unfortunately burnt, very contrary to the Directions and Sentiments of the Officers employed on this Service.¹⁰

(signed) John Henry.

L, UklPR, Adm. 1/488, fols. 262–65. Addressed at foot of first page: "Philip Stephens Esq^r/Secretary of the Admiralty." Docketed: "N^o. 60./10 May 1778/Lord Visc^t Howe/R, 13 June, by the Mail/(1 Inclosure)." Enclosure docketed: "Report from Captain/Henry./In Lord Howe's N^o. 60."

1. Maj. the Hon. John Maitland, British Marines. His report on the operation, dated 11 May, is below.
2. Capt. John Henry, R.N.
3. Thursday's date was actually 7 May 1778.
4. Probably commanded by Lt. Sir James Mantle Barclay, R.N.
5. Lt. Thomas Spry, R.N., commander.
6. Probably commanded by Lt. John O'Bryen, R.N.
7. Probably commanded by Midn. Robert Aitchinson, R.N.
8. Lt. Edward Pakenham, R.N., commander.
9. Continental Navy frigates *Washington* and *Effingham*.
10. On this expedition, see also Maj. Gen. Philemon Dickinson to Gen. George Washington, 9 May, above.

MASTER'S JOURNAL OF H.M.S. *EXPERIMENT*, CAPTAIN SIR JAMES WALLACE

May 1778 Cape Henlopen W^t 15 S^o. 274 M^s
 Sunday 10th AM at 9 got up Top Gallant Yards at 11 Saw a sail in the SW—
 made sail and chaced saild 48: 30 W^t: 8 Miles at Noon fine
 Weather.
 Nantucket Sand^l SWbS^t: 67 Miles
 Fresh Breezes still in Chace PM at 5 fired 6 shott at the Chace ½
 p^t: 6 Brought too the Chace the *Portsmouth* Reble Privateer of 22
 Guns 150 Men Thom^s: Roach Commander 4 Days from Boston But

had taken Nothing.² Emp^d: getting onb^d: the Prisoners sent 26 men onboard the Prize. at 12 Wore Ship & Close Reefed the Tops¹—

D, UKLPR, Adm. 52/1964, fol. 127.

1. That is, Nantucket Shoals.

2. New Hampshire privateer ship *Portsmouth*, Thomas Roach, commander, owned by “John Langdon & Will^m. Gardner Merch^s all of Portsm^o in New Hampshire.” See Continental Bond for New Hampshire Privateer Ship *Portsmouth*, 22 Apr., above.

JOURNAL OF H.M. FRIGATE *ARIEL*, CAPTAIN THE HONORABLE CHARLES PHIPPS

May 1778 [Cape Henlopen WNW distance 6 or 7 Leagues—]
Sunday 10th.

at 2 the Chace bro^t: to¹ sent our boat on board. found her to be the *Lark* Schooner from Virginia with 51 Hogsheads of Tobacco on board bound to Nantz.² took the prisoners out of her & sent a Prize Master & 6 Men to take Charge of her at 3 Sounded & had 22 f^m: water fine brown sand at Noon the Prize in Company—

[Cape Henlopen WNW distance 6 or 7 Leagues—]

D^o: W^r: [Light Breezes & Clear] at 1 PM the Prize pt^d: Company for New York at 6 Sounded 17 f^m: water Sand & Small Shells—

D, UKLPR, Adm. 51/61.

1. The chase had begun at 9 P.M. the previous day when Phipps reported: “saw a Sail on the Starboard Quar^r: gave Chace fired several Guns with Round & Grape.” UKLPR, Adm.51/61.

2. Schooner *Lark*, Udney Pringle, master, owned by William Sydebotham. Howe’s Prize List, 30 Oct. 1778, UKLPR, Adm.1/488, fols. 487–88.

LOG OF RHODE ISLAND PRIVATEER SHIP *MARLBOROUGH*,
CAPTAIN GEORGE WAIT BABCOCK

Remarks for Sunday May 10th: 1778

Latt^d: by Obs. 37° ..38′ N Long^d in 59° ..01′ W [*lat. of Virginia near mid-Atlantic Ocean*]

[AM] [at] 4 Sett main Sail & Stay Sail— [at] 6 Sett Mizⁿ. top sail— [at] 8 Wore Ship & stood to the South & west— [at] 12 Light Breezes with a Swell from the NW—

Latt^d: by Obs. 38° .. 25′ N Long^d in 60° ..3[*torn*]′

[PM] Clear & Moderate Breezes saw a Sail upon our Weather Bow. Let^t reefs out of the Top Sail, & Sett top gallant Sails, Stay Sails &c. att 2 Saw another Sail on our Lee Bow. kept ship a Clear full and att 6 P.M Came Up with the Leeward Ship. Bore Down on her. She fird a gun and hoisted English Colours to our Joy. Our Captain Orderd them to Strike which they Did. Lieu^t: Eldred¹ with Several men went on Board, and took Possesion. She Proves to be the Ship *John*² from Leith in Scotland Captain James Oggilvy. Showing 18 Guns, 4 of which was wood Laden with Beef, Pork, flour, hams, Cheese Loaf Sugar 1000 ham Porter &c. Saw a Sail to Leeward gave Chace the Latter part fresh Breezes the Chace³ in Sight

D, NjMoHP, Lloyd W. Smith Collection, “Journal of A Voyage in the Good Ship *Marlborough* George W^r: Babcock Commander Bound On A Five Months Cruize Against the Enemies Of The United States of America from Rhode Island, Kept by John Linscom Boss. Capt^{ns}: Clerk.—” For the first part of this log, see appendix D, below.

1. Probably, Lt. James Eldred.
2. Ship *John*, James Ogilvie, master. *Independent Chronicle, and the Universal Advertiser* (Boston), 18 June 1778.
3. The "chace" turned out to be a French merchantman.

JOHN CAMPBELL AND ROBERT ROSS TO ANTHONY HUTCHINS

Sir

[*New Orleans, 10 May 1778*]¹

Since the departure of Elliot with a party of eight men of which you have no doubt had intimation,² M^r Willing has shewn no intention of going up the River in a hostile manner, but is meditating a Retreat with the greater part of his people; From many circumstances & Credible information, it is certain his intentions are to go to Natchitoches by the Red River, & from thence by land to Arkansas,³ and there embark for the Ohio; In the mean time M^r Pollock and he have concerted and are Actually putting in Execution a Plan of transporting thither the proceeds of the Plunder taken from the English plantations, in several Illinois Batteaux which they have hired or purchased; The first has the figure of a Woman[s] head on her Stern and is to depart hence to day the two other will follow in a few days.⁴ Their Cargoes consist of all kinds of dry Goods, and such liquor and other commodities as are wanted in the northern Provinces, and also a Considerable quantity of Guns with Bayonets— If these boats get up in safety, the Congress will receive a very valuable Supply, and Willings expedition will in the end prove of the greatest advantage to them. Such it is to be pr[*oved*] will not be the case, on the contrary from your own character and th[at] of the Gentlemen who are now with you, it is to be hoped that it will be entirely frustrated; The means of doing so are in y[*our*] hands, and they can never be employed to better purpose; The Bearer of this, Graiden,⁵ can give you such proofs regarding Identity of the Cargo of the first Batteau, as must remove from you every doubt or Scruple: The other two Boats which are to follow are entirely on the same Account. This man is deser[*ving*] of belief and is a faithful Subject of His Majesty. To expect that Batteaux thus laden with Supplies to the Rebels, and that to the knowledge of all the world, should be permitted under any pretence whatsoever to pass unmolested the Forts & forces of His Majesty is a mockery more cruel than all that Individuals have Suffered. It is believed that the frenchmen who row in these Batteaux are to quit them at the Arkansas and that they will be replaced by American Soldiers.⁶ The time that the Boats may remain at the Arkansas is unknown but there is Reason to believe that Willing will go hence about the beginning of next Month, but it is evident that New Orleans is intended as a future Sanctuary or place of Refuge, for instead of giving up the house he has hired, he intends building Stables adjoining to it.⁷

M^r Pollock has finished the State of all the plunder, and it only amounts to thirty thousand dollars, one half of which is for the Congress, and the greater part of the other half is expended in Charges, so that from all the iniquity committed very little advantage will result to the perpetrators of it. The discontent and dissension that prevail among the Rebels, as well Officers as men, is very great M^r Frances and M^r

McIntire have thrown up their Commissions,⁸ and many of the Soldiers only remain with them in the hope of Sharing the plunder, which appears to have been the sole motive of their engaging.

Two of your prisoners, Winslow and Stephen Rhode arrived here on Sunday last and bring such accounts of the loyalty of the Natchez Settlers as leave no hopes to the Rebels of being able to renew their depra-dations in that quarter; they also say that many of the Prisoners mean to desert as Soon as they find an Opportunity; from their Report the most faithful among your people are Bennet Truly Love Odrum & Armstead. If by any misfortune this paper should become publick Some innocent person might Suffer; The friend who sends it to you is totally unconnected in this Country and has no property in it; he conceals his name, that he may be the better able hereafter to serve his country, and will make himself known to you on a proper Occasion⁹

Copy, UKLPR, C. O. 5/117. Addressed below the close: "To Anthony Hutchins Esq^r/Natchez." This letter was intercepted and ended up in the possession of Don Bernardo de Gálvez, the Spanish Governor of Louisiana. Above the opening is the following note: "Copy of an anonymous Letter in the Possession of John Campbell which Governor Galvez has attributed to the said John Campbell and Robert Ross, and founds entirely thereon the Sentence he has passed against them." Anthony Hutchins was a retired British army officer and a magistrate in the Natchez district. As seen in Capt. James Willing to the Continental Marine Committee, 14 Apr., above, he had been a prisoner on parole in New Orleans, but had broken that parole, returned to the Natchez district, and organized resistance to the Americans. Ross and Campbell were two British merchants who had fled to New Orleans ahead of Willing's invaders. Though they had taken an oath of fidelity to the Spanish Crown in order to remain in New Orleans, they became angry at the courtesies shown Willing and his men by Spanish officials and decided to do what they could to disrupt American operations.

1. The letter is undated; the date is taken from another letter that Campbell and Ross wrote to Hutchins, dated 10 May, introducing Alexander Graidon, the bearer of this letter.

2. Lt. James Elliot was one of Willing's subordinates. Nothing more is known about his mission.

3. That is, the Spanish Arkansas Post, sometimes called Aux Arcs, where the Arkansas River flowed into the Mississippi.

4. Bateaux *Speedwell*, Joseph Conand, master. For more on this boat and its cargo, see Pollock to the Continental Commerce Committee, 1 Apr., above.

5. Alexander Graidon was a carpenter who worked for and resided in the home of Oliver Pollock. Robert V. Haynes, *The Natchez District and the American Revolution*, (Jackson: University Press of Mississippi, 1976), p. 169, n. 18.

6. As seen in Pollock to the Continental Commerce Committee, 1 Apr., above, Pollock had arranged for the *Speedwell* to proceed "under the Spanish Colours" until it arrived at Arkansas Post.

7. There is no evidence that Willing was preparing to make New Orleans a base for future operations.

8. Both Philip Francis and Lt. Thomas McIntire continued in American service.

9. Graidon placed this letter and others in the hands of William Dunbar, who may have been the person referred to here. While Graidon never reached Natchez, Ross and Campbell's purpose was achieved as Gálvez, not wishing to risk having the British capture a batteau flying Spanish colors and carrying arms and ammunition to the Americans, ordered Pollock to dispatch a rider to overtake the *Speedwell* and order it back to New Orleans, which Pollock did. Pollock to the Continental Marine Committee, 20 May, below. After Graidon was discovered and apprehended, Ross and Campbell were also arrested and confined by the Spanish authorities. After an imprisonment of almost two months, the two merchants were compelled to pay a heavy fine and court costs amounting to some 595 dollars and were banished from Louisiana. Memorial of Robert Ross and John Campbell to Peter Chester and the West Florida Executive Council, 9Sept. 1778, in Haynes, *The Natchez District and the American Revolution*, p. 169, n. 18.

JOURNAL OF H.M. ARMED BRIGANTINE *ANTIGUA*, LIEUTENANT BILLY DOUGLAS

May 1778
Sunday 10

The Body of S^t Cruz¹ W^t ½ S^o. 9 Leagues
at ½ past 2 (AM) Saw a Sail gave chase which we supposed was the Vessell we had been in chase of the Proceeding Evening, at 7 the chase perceiving we Gained upon her, She began to Heave casks of Tobacco over board which Successively floated past us in Great Quantities from 7 till 8 oClock this was a Convincing proof of her being an American Rebel Vessell at 8 Fired Several 4 P^{dr}s. & several Swivells Shotted at the Chace at 9 Ceased Firing at 10 the Chace Ran into craul Harbour in the Island of S^t Johns² at ½ past D^o. Shortened Sail & hauld our Wind, D^o. Made the Signal to speak the Commander of the *Pelican*,³ at 11 Sent Lieu^t John Hardy to the Commanding Officer to Demand the Chace if she was of Rebel Property D^o. Made the Signal for a Pilot.

The Body of S^t Johns N^o. 2 Mile
Moderate Breeses & fair W^r. at 1 PM) came on Board a Pilot & carried the Brig into craul harbour & Anchor'd with the Best Bower in 5 fathom Water as did the *Pelican*, at ½ past Lieut Jn^o. Hardy return'd with the Boats & inform'd us the Vessell we had been in Chace of Was of Rebel Property from Virginia bound to S^t Eustatia with Tobacco, was in Shore but had leave from the Commanding Officer of the Port to take her Off, D^o. sent an Officer with a Party of Men hauld her of[*f*] the Shore & anchor'd the Prize Schooner Near us in 5 fathom Water, Got a New top Gal^l mast up⁴

D, UKLPR, Adm. 51/4117, part 2.

1. That is, St. Croix, Danish West Indies.

2. That is, Cruz Bay, St. John I., in what is now the U.S. Virgin Islands.

3. H.M. armed brig *Pelican*, Lt. John Oakes Hardy, commander.

4. In the journal entry for the following day, Douglas wrote that *Antigua*, *Pelican*, and their prize were asked to remain at Cruz Bay by the Danish officer commanding there until that officer could send word of the capture to Gov. Peter Clausen at St. Croix. The British brigs ignored this request and sailed with their prize on the afternoon of 11 May. A Danish Man of War followed them as far as St. Croix. UKLPR, Adm. 51/4117, part 2. The identity of the prize schooner is not known.

May 11

JOURNAL OF H.M. FRIGATE *RAINBOW*, CAPTAIN SIR GEORGE COLLIER

May 1778
Monday 11

Segwin Isl^d.¹ NW 4 or 5 Leag^s.

at 4 AM Wore— Saw a Sail to the N^o-w^d.—& one in the NE Quarter— gave Chase— at 7 fir'd sev^l. Guns at her, She bro^t too & prov'd the Ship *Martha* f^m. London bo^d. to N. York taken by the Rebel Frigate *Boston* 2 Months ago.²

D^o. Island NW 6 Leag^s.

First & latter p^{ts}. moderate & clear W^r. middle p^t fresh Breezes & cloudy W^r. at 1 PM Wore & made Sail— at 5 close reef'd tops^{ls}. Carr^d. away the Main tops^l. yard got another up

D, UKLPR, Adm. 51/762, part 1, fols. 33–34.

1. That is, Seguin I., Me.

2. British letter of marque ship *Martha*, Peter McIntosh, master, 350 tons burthen, built in Maryland in 1773, mounting two 6-pounders and four 3-pounders, owned by Samuel Bean. It was captured by Continental Navy frigate *Boston* while on a voyage from London to New York with bale goods. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 483–84; *Lloyd's Register of Ships, 1777–1778*. For more on *Boston's* capture of *Martha* on 11 Mar., see *NDAR* 11: 1078–80, 1085–86.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO WILLIAM VERNON

Navy Board Eastern department
Boston May 11th. 1778

Dear Sir

We have just received yours of the 9th. instant,¹ having received Several of your favours before that. We have not for want of time Answered for indeed we are Crouded with business. however We have had at heart the Matter of Cannon for the New Ship² and Considered it for some time past as a Matter of Capital importance not only to the public but to our own Charectors. If the Ship should be detained for want of Cannon after being so long on hand the delay will be the public Censure which you know is very Sincere be carried to our account and they are always glad to find some persons and often no matter who to take the blame. the demands of M^r Brown³ is indeed high but they are less than those of any other person We have yet Applied to and must be Closed with immediately if he will not moderate them. You will please to Consider that it is necessary to have the Guns soon. The powder Shot Small Arms and the Cannon of 6 pounders if any such there be had better be sent here. with regard to the Pigg Iron to be purchased from the *Syrene*⁴ Stores if it can be had Cheap say for not exceeding Fifty pounds pr tun (as much Cheaper as possible) We had better purchase it and send it forward to Norwich. the Beef of the *Columbus* please to send here and that which is damaged and Condemned you will please to dispose of or distribute as your own discretion in considering the Circumstances of them may direct. We wish we could find Employ for the Many Marine Officers walking your streets and others. There are a quantity of hooks and Thimbles and such kind of Iron work that belonged to the *Syrene* now to be disposed of which we Conceive might answer very well for the Ship at Norwich⁵ and suppose might be bought Cheap. We wish you would purchase and send them forward and if you can make a Saving by it. Inclosed is M^r Babcocks⁶ order for the *Syrens* Anchors. We wish they might be received and sent forward. the present owners are to have them taken up at their Expençe &c. You know how much we want the resolves of Congress with regard to the Navy. Commod^r Hopkins⁷ can Supply us with a Number of them. his son Esek⁸ who comes down as third Lieu^t of the *Warren* can bring them. When do you think of joining us. it is yet out of our power to make you a further Supply of Cash but we hope that we shall soon be Enabled to do it having Ventured at last to Supply ourselves by a draft on the Marine Com^{tee}

We are Your most hum^{ble} Serv^{ts}.

J Warren

Inclosed is a Letter from M^r Babcock to Mess^{rs} Dyer⁹ and Sands which you will Seal and deliver. We are told Cap^t Whipple¹⁰ left behind him a Cable and Anchor, if so as they are Wanted for the *Warren* you will please to have them taken up and sent forward as soon as possible. the *Warren* goes on well and will soon be Manned and gone.

"Papers of William Vernon and the Navy Board," 242–43. Addressed at foot: "Hon^{ble} Will^m Vernon Esq."

1. Not found.
2. Continental Navy frigate later named *Alliance*.
3. John Brown of Providence.
4. Pig iron from the wreck of H.M. frigate *Syren*.
5. Continental Navy frigate later named *Confederacy*.
6. Adam Babcock. See James Warren to William Vernon, 4 Apr., above.
7. Commo. Esek Hopkins, Continental Navy.
8. Lt. Esek Hopkins, Jr., Continental Navy.
9. Col. Charles Dyer and Lt. Col. Ray Sands, Rhode Island Militia. See *NDAR* 10: 498.
10. Capt. Abraham Whipple commanding Continental Navy frigate *Providence*.

CAPTAIN JOHN LAMB TO NATHANIEL SHAW, JR.

Sir/

Boston May 11th 1778

as I am now bound on a Cruce in the Brigg^{tⁿ} *Favorite*,¹ In Case I should be so Fortunate as to Send any Prizes into Connecticut or Rhode Island State I would have you take the Charge and Directions of my & M^r. Patrick Moores Part, & keep in your hands Untill further Orders

John Lamb

[Enclosure]

Boston May 11th 1778—

For the Consideration of One Thousand Pounds L Money² and a Certain House and Land Adjoining to S^d House in N Londⁿ Late the Rev^d. M^r. Woodbrige I do by the Presents sell sett over and deliver to ~~the~~ Nathaniel Shaw Jun^r. One Eighth part of the Brigg^{tⁿ} *Favorite* now in this Port to gather with One $\frac{1}{8}$ of all the Stores Requisite ~~of a~~ for a Six Months Cruce Against the Enemys of the United States, and I do hereby warrant the S^d: $\frac{1}{8}$ of the S^d Brigg to the S^d. Shaw well fitted for S^d Purpose free of all Demands att the time of Sailing on a Cruce—

John Lamb

L, CtY, Nathaniel and Thomas Shaw Papers, packet 70, no. 4078. Addressed below close: "To Cap^t. John Nath^l Shaw Jun^r/Press". Docketed: "Jno^o. Lamb/Bill of Sale $\frac{1}{8}$ of/Brigg *Favorite* &/orders/(1 paper)."

1. Massachusetts privateer brigantine *Favourite*, which was commissioned on 27 May 1778. M-Ar, Mass. Archives Collection, vol. 139, pp. 172, 221.

2. That is, "lawful money".

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport. Rhode Island]

11th May. Fine weather. Wind S.W.

It is still unknown here what became of the *Providence*, Rebel Frigate¹ which escaped out of this port by the Narraganset passage the night of the 30th April. There was no account of her at New London the 8th nor at Boston the 6th Instant.² The Officers of The *Lark* are of opinion she suffered a good deal from their fire.³

Mackenzie, *Diary* 1: 281.

1. Continental Navy frigate *Providence*.

2. *Providence* had sailed directly to France. See *NDAR* 11: 471–72.

3. H.M. frigate *Lark*, Capt. Richard Smith, commanding; see *The Providence Gazette, and Country Journal*, 9 May, above.

THE NEW-YORK GAZETTE: AND THE WEEKLY MERCURY, MONDAY, MAY 11, 1778

Prizes sent in since our last, are,

A French Polacca,¹ from Old France, for North-Carolina, by the *Loyal Subject*,² who had drove a Rebel Vessel ashore, and was left in Chace of another Frenchman.

A Brig and Sloop, by the Ship *Rose*, Capt. Duncan; the former with 126 Hogsheads of Roanoak Tobacco, Staves, &c., the latter with French Goods.³

A Sloop with 61 Hogsheads of Tobacco by the *Richmond* Frigate, James Fielding, Esq; Commander,⁴ from Chesapeak, who, on her Way hither, took a French Brig from Boston, bound for South-Carolina in Ballast, called the *La Basqu' Aise*.⁵

1. Probably French snow *Amphitriton*, Jean Joseph Roch Vidal, master, from France to North Carolina. UKLPR, H.C.A.32/267/21.

2. New York letter of marque brig *Loyal Subject*, Capt. Andrew Sym.

3. British letter of marque ship *Rose*, Capt. James Duncan. French brig *Patriarch Jacob*, Pierre Pineau, master, from North Carolina to St. Pierre, France. UKLPR, H.C.A. 32/418/3. Sloop *Speedwell*, James Robertson, master, a Pennsylvania vessel on a voyage from Virginia to France. UKLPR, H.C.A. 32/454/11.

4. This unnamed sloop was captured by H.M. frigate *Richmond*, Capt. John Lewis Gidoin—not James Fielding, commander, on 23 Apr. off Willoughby Point, Va. Journal of H.M. frigate *Richmond*, UKLPR, Adm. 51/784.

5. On 9 May Rivington's *The Royal Gazette* reported that "four of the *Richmond*'s swivels" had been transferred to the sloop, which the prize crew used to capture the French brigantine *Basquacse*, Joachim Reallon, master. UKLPR, H.C.A. 32/277/6.

SURGEON'S REPORT CONCERNING PRISONERS ON BOARD THE PRISON SHIP *JUDITH*

[Extract]

. . . The above is a true list of American prisoners on Board the *Judith* prisoner Ship at New York.

139	}	206
French prisoners 67		

Of which number 84 are Sick with a putrid fever, many of them irrecoverably ill, and all must inevitably lapse into the same unhappy State, as the weather encreases in heat, by Suffocation from a Stagnate and foul air, arising from their being promiscuously confin'd to about two thirds of this Small Ship's Between decks, together with the well.

Ja^s: Fulton Surgeon
May 11th: 1778—

D, Nj, Department of Defense Collection, #3999. Included is a list of the 139 American prisoners on board *Judith*. It is in the form of a chart and includes columns for the prisoner's name, rank, time when taken, vessel captured in, and "where belonging." The information given is incomplete for most of the prisoners.

JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Monday, May 11, 1778

Whereas, it hath been represented unto us that a certain snow, called *Our Lady of Mount Carmel and St. Anthony*,¹ said to be the property of Messrs. John Ignatius de Oliveria Pereira and Anthony dias dos Santos, subjects of his most faithful majesty the king of Portugal, and bound from the Brazils to Fayal, was taken on the high seas by a private armed vessel,² commissioned by these United States, and

sent as a prize into the State of Massachusetts bay; that the said vessel, being duly libelled in the courts of the said State, was acquitted; and that no owner hath appeared to claim the said snow and her cargo, the master of the said snow having, as is said, been sent home in another vessel, at his own request, by the master of the said armed vessel; and whereas it hath been further represented unto us, that divers of the commodities in the said snow contained are perishable; that damage may arise from permitting the vessel and cargo to continue in their present situation, and that it would be dangerous to send the said snow to the place of her former destination, as she might be made prize of by ships in the service of the king of Great Britain.

Now, therefore, to the end that right may in this behalf be done,

Resolved, That the Board of War of the said State of Massachusetts bay be requested to make sale, with all convenient speed, in the best manner, and for the most money possible, of the said snow and her cargo,³ to deposit the net proceeds thereof, after deducting all costs and charges, which shall then be due thereon, in the public funds of these United States; and to transmit an exact account thereof to the Committee of Foreign Affairs:

That the said committee do transmit such account, and a copy of the proceedings of the court of admiralty relative to said snow, together with these resolutions, to the commissioner or commissioners of these states, who may then be and reside at the court of his most Christian majesty; and

That the said commissioner or commissioners do inform the ambassador or resident of his most faithful majesty at the said court, of the premises, in order that the lawful and rightful owners of the said snow and her cargo, may obtain proper certificates, and authentic proof of their property in the same, and thereby be enabled, either personally or by their lawful attorney, to appear, demand, and receive the moneys so deposited as aforesaid, together with the interest thereof.⁴

It is nevertheless provided, that nothing in the foregoing resolutions contained, shall be construed to bar the lawful and rightful owners of said snow, and of her cargo, from their action or actions against the master or owners of the said private armed vessel, or any of them, for damages sustained beyond the money so to be deposited by reason of the capture aforesaid; any clause or article thereof to the contrary in any wise notwithstanding:⁵

JCC 11: 487–88.

1. For background on the case of *Nostra Senhora de Carmo e Santo Antonio*, João Garcia Duarte, master, see John Rowe to Massachusetts General Court, 19 Jan. 1778, and John Rowe to Robert Morris, 21 Jan. 1778. *NDAR* 11: 160–61, 178.

2. Massachusetts privateer schooner *Phoenix*, Capt. Joseph Cunningham.

3. On 3 June, the Massachusetts General Court authorized the Massachusetts Board of War to sell the snow and its cargo at public auction. M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records, 1777–1778), p. 537.

4. Before such a letter could be sent, João Garcia Duarte arrived in America as the representative for the owners and petitioned Congress for assistance in collecting payment for his claim. Smith, *Letters of Delegates* 13: 158n.

5. This resolution was approved by a vote of 5 to 4 with the Massachusetts delegation splitting its vote, the New York delegation lacking a quorum, and New Hampshire and North Carolina unrepresented. *JCC* 11: 489.

REPORT OF MAJOR THE HONORABLE JOHN MAITLAND, BRITISH MARINES

Report

On the Night of the 7th: Inst^t: at 8 o'Clock, I embarked with the 2^d: Battalion of Light Infantry, and proceeded up the delaware in the Flat Boats commanded by Capt: Henry of the Navy¹ and landed about ten next morning at White Hill, where the Rebels appeared in Force, both Horse and Foot, (but chiefly Horse). As soon as our three pounders were landed I advanced towards Bordentown (two miles distant) the Rebels Still kept in Front, and at a Creek where I was obliged to pass by a Dam, part of which was Wood, they made a Stand, having a Field piece with them, and attempted to break down the dam to prevent my passage; but the Battalion pushing on with their usual Alacrity, they were not able to effect this, and a warm Fire ensuing they abandoned their Field piece, having only fired it once— We pushed and drove them from five Guns they had in the Town, which were disposed in such a manner as to prevent shipping coming up the River—The Rebels left fourteen dead on the Spot—² In this Town we destroyed four Store Houses containing provisions of all Species, a very large quantity of Tobacco some Military Stores and Camp Equipage;³ The Fire accidentally communicating from the Stores to M^r: Bordens House (A Col^t: in the Rebel Service) it was consumed together with all the Furniture.

The Rebels alarmed the Country, and collected a Strong Body at Trenton, where it appears they apprehended I would direct my March; I was willing to confirm them in their Opinion, and therefore moved a little that Way, then reembarked and crossed to the Pennsylvania shore, when I took post as to cover the Naval Force. early next Morning we proceeded to Biles Island Creek, and burnt some valuable Vessels belonging to the Rebels, particularly two Ships loaded with Tobacco, Rum and Military Stores. About two o'Clock the Battalion marched for Bristol (thirteen miles distant) where they arrived at five in the Evening, burnt what Vessels were there belonging to the Enemy, and embarked by SunSet.⁴

Upon the whole this Expedition has been very fatiguing to the Troops, but must in its Consequences be extremely distressing to the Rebels, as their Magazines and Ships upon the River are totally destroyed. The annexed List will inform you of their Number & Quality: the Gallies being sunk in deep Water could not be injured.

In Justice to Capt: Henry and the Seamen employed on this Expedition and to the Battalion under my Command I must say they behaved with such Spirit and Alacrity as cannot fail to do them Honor, and I flatter myself has merited the Generals Approbation—

John Maitland
Major C: 2 L: I:⁵
Philadelphia 11th May 1778.

List of Ships Vessels &ca/burnt on the 8th and 9th Ins^t:

- 2 Frigates one for 32 Guns, the other for 28.
- 9 large Ships
- 3 privateer Sloops for 16 Guns each
- 3 ditto . . . ditto for 10 Guns each
- 23 Brig^{nes} with a Number of Sloops & Schooners

(Signed) John Maitland
major C: 2^d. L: I:

Copy, UkLPR, PRO 30/55, Gen. Sir Guy Carleton Papers, vol. 4, no. 134. This report was enclosed in Gen. Sir William Howe's letter to Lord George Germain, 11 May 1778. UkLPR, C.O. 5/96, fols. 8–9. In this letter, Howe also reported that his army had established a post at Billingsport, N.J., in order "to secure the Navigation of the Delaware [*River*] in a narrow part of the Channel."

1. Capt. John Henry, R.N. His report on the raid is included as an enclosure in Vice Adm. Viscount Howe to Philip Stephens, 10 May, above.

2. An account of the expedition in the *Pennsylvania Ledger or the Philadelphia Market-Day Advertiser* of 13 May reports that one of the casualties was "one Ivins [*who*] was accidentally killed in crossing the street" as the British pursued the Americans through Bordentown.

3. In the account in *ibid.*, the "camp equipage" was reported to be "some thousands of tent-poles, pegs, &c."

4. For an American account of this expedition, see Maj. Gen. Philemon Dickinson, *New Jersey Militia*, to Gen. George Washington, 9 May, above.

5. Maitland, an officer in the British Marines, was indicating that he was temporarily commanding the Second Battalion, Light Infantry.

JOHN COOKE TO CORNELIUS HARNETT

Sir

New Bern [*N.C.*] 11th May 1778—

I have taken the Liberty to enclose to your Care a Petition to Congress drawn up at the Request of Cap^t Cockran and others.¹ Their Case I think is peculiarly hard, more especially as no Claim was made in Behalf of the Colonies, till sometime after the Jury had given in a Verdict and were unanimously of Opinion that Cap^t Cockran &c. were entituled to the Sloop from their representation of the Case. Besides the Continental Agent never claimed untill his time had elapsed by our Laws in this State.— I understand that M^r Ellis has received Orders from Congress to remit the money to Edenton. I wish you would interfere on this Occasion & procure Justice for the Petitioners.— I hope there is nothing improper in the Application if there is impute it to our Ignorance & not to an Inclination of offending that respectable Body of men, the Congress.² I hope you enjoy your Health & wish you would put it in my Power to oblige you in this part of the World. I am, Sir [&c.]

Jn^o. Cooke

L, DNA, PCC, item 41, vol. 10, p. 17 (M247, roll 52). Addressed below close: "Honorable Cornelius Harnett." Addressed on separate page: "The Honorable Cornelius Harnett Esqr./Or in his Absence to any one of/the Delegates from the State of/North Carolina at Congress.—" In another memorial concerning this case from William Tisdale, a judge of the Court of Admiralty at Beaufort, N.C., Cooke was identified as "Proctor & Advocate" in the Court of Admiralty at Beaufort. DNA, PCC, item 41, vol. 10, p. 13 (M247, roll 52).

1. The petition was the memorial of William Tisdale. It laid out the facts of the case repeating much of the information to be found in the Memorial of Captains Cornelius Anabil, John Cockrom, Nathan Moar, and Isaac Mackey to the Continental Congress, 21 Feb. 1778. *NDAR* 11: 400. In addition, Tisdale's petition emphasized the financial suffering the four captains had endured and the small amount of money the prize, the sloop *Tryal*, would garner for the United States. DNA, PCC, item 41, vol. 10, pp. 13–16 (M247, roll 52).

2. Congress granted the petition of the memorialists. See *Journal of the Continental Congress*, 29 May, below.

JOURNAL OF TIMOTHY BOARDMAN, CARPENTER'S MATE OF CONNECTICUT NAVY SHIP *OLIVER CROMWELL*

[19^o. 32' Nth Latt]

[1778, May] 11th At 5 o'Clock in the Morning Saw a Sail at the Windward two Leagues Distance Bearing Down Upon Us we Lay too for her till She Came in half Gun Shott of us the Man at Mast head Cry^d out 4^l Sail to the Leeward Our Officers

Concluded to Make Sail from her Supposing her to be a Frigate of 36 Guns after we Made Sail We Left as Fast as we wanted She Gave over Chase at two oClock Afternoon She was the *Seaford* of 28 Guns.²

Log-Book of Timothy Boardman, p. 53.

1. That is, "for".

2. See Journal of H.M. frigate *Seaford*, Capt. John Colpoys, below.

JOURNAL OF H.M. FRIGATE *SEAFORD*, CAPTAIN JOHN COLPOYS

May 1778 At Sea [Latt^{de}. 19°..23´ N]
 Monday 11th At 2 AM Saw 2 Sail in the SW^t Gave chase At 6 AM. Clear'd Ship for Action the Ships Hoisted American Ensigns & Pendants.¹
 At Sea [Latt^{de}. 19°..23´ N]
 Ditto [Light] breez^s. & Cloudy W^r. At 2 PM. Left off chase at 3 D^o. Lost Sight of y^c Chace.

D, UKLPR, Adm. 51/880.

1. These ships were the Connecticut Navy ship *Oliver Cromwell*, Capt. Timothy Parker, commander, and Connecticut Navy ship *Defence*, Capt. Samuel Smedley, commander. For more on this encounter, see Journal of Timothy Boardman, this date, above.

May 12

ADVERTISEMENT BY THE CONTINENTAL AGENT FOR SETTLEMENT OF ACCOUNTS

[*Portsmouth, N.H., May 12, 1778*]

ALL PERSONS who have any Demands against the Continental SHIPS built in this Place,¹ are desired to present their Accounts as soon as may be, for Adjustment.

JOHN LANGDON.
 Agent for the State.

The Freeman's Journal, or New-Hampshire Gazette (Portsmouth), 12 May 1778.

1. That is, Continental Navy frigate *Raleigh*, Continental Navy ship *Ranger*, and Continental Navy ship of the line *America*.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present—	Boston May 12 th 1778—
Sam ^l Ph'ps Savage Esq ^r	Isaac Phillips Esq ^r
John Brown Esq ^r	Eleazer Johnson Esq ^r
Thomas Walker Esq ^r	

Sam^l Ph'ps Savage Esq^r President—

Order'd, That half a dozen Port Wine from Inv^o. 23, N^o. 4, be sent on Board Brig^t *Tyrannicide*¹ for the use of the Sick—

Order'd, That Mr. Henry Williams deliver Chevalier de Senneville² the Commander of the Frigate "la *Nymphé*" belonging to his most Christian Majesty Thirty-six Sheep such as he may chuse, & one Ton Sren'd Hay—

Order'd, That Cap^t Hopkins³ deliver the Chevalier Ch'r de Senneville the Commander of the Frigate "la *Nymphé*" belonging to his most Christian Majesty 25^{lb} Coffee—& 46^{lb} Loaf Sugar—

Order'd, That Cap^t Hopkins deliver Joseph Henderson Esq^r or to his Order 100^{lb} old Junk, & 20 Fathom 2½ Inch Rope, ret^s the weight— Also 20 y^ds old Canvas, P^r order of Council for the Guard-Ship *Rising Empire*^A—

Order'd, That Abner Sylvester be paid the Ballance of his Account, Disbursements &c, on Schooner *Starks*⁵ as p^r his several Bills £190.. 6.. 8

Order'd, That Cap^t Holmes⁶ Master of the Schooner *Hannah* land his Cargo of Naval Stores at the Cellar of Cap^t Prince⁷ at West Boston & that Cap^t Prince be paid at y^c. rate of 25/. P^r Month, for s^d Cellar. Also That he land the Corn he has on board at the Mills, & the Staves at New-Boston—

Voted, That Cap^t Phillips⁸ be a Committee to superintend & direct the unloading the above Schooner *Hannah*—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 303–4.

1. Massachusetts Navy brigantine *Tyrannicide*, Capt. Jonathan Haraden, commander.
2. Lt. Commandant Chevalier de Beaudot de Sainneville, commanding French Navy frigate *Nymphé*.
3. Capt. Caleb Hopkins.
4. Massachusetts State prison ship *Rising Empire*, William McClure, commander.
5. Massachusetts State trading schooner *Starks*.
6. Capt. Bartlett Holmes, master of Massachusetts State trading schooner *Hannah*.
7. Capt. Job Prince.
8. Capt. Isaac Phillips.

JOURNAL OF H.M. FRIGATE *SPHYNX*, CAPTAIN ALEXANDER GRAEME

May 1778 At Single anchor in Quixes Hole¹ in Buzzard's Bay [Mass.]
 Tuesday 12 at 6 [AM] made the Signal unmoored and hove short, at 9 weighed
 & made Sail in C^o: 2 Transports and 3 Sloops, D^o: run^g2 out of the
 Vineyard Sound at Noon Seconnet Point³ NW¾W 3 Miles—
 Seconnet Point NW¾W 3 Miles
 Moderate breezes and fair W^r: at 2 [PM] Anchored in Seconnet
 passage D^o: employed Landing the Troops and Cattle⁴

D, UKLPR, Adm. 51/922.

1. That is, Quicks Hole.
2. That is, "running."
3. That is, Sakonnet Point.
4. Capt. Frederick Mackenzie records in his *Diary* for 12 May, "Came into the Seconnet passage, the *Sphinx*, with the Transports and other vessels from the Elisabeth Islands, having about 900 Sheep and lambs on board, which were immediately landed at Sachawest [*Sachuest*] point"; and for 13 May, that H.M. armed sloop *Haerlem* came in with a convoy of two sloops with about eighty head of cattle. Mackenzie, *Diary* 1: 281-82.

LIEUTENANT'S JOURNAL OF H.M. FRIGATE *MAIDSTONE*, CAPTAIN ALAN GARDNER

May 1778 D^o: [Nantucket Shoals] N82W Dist 20 Lg^s.
 Tuesday 12th. Fresh Breezes & fair, AM joined the *Apollo*,¹ and gave Chace to a Sail
 in the SE Quarter
 D^o: [Nantucket Shoals] N62W Dist 24 Lg^s.
 D^o W^r: PM at 4 br^t: too the Chace a Schooner² from S^o: Carolina
 for Newberry, with Indigo, Cordage, & Rice, Sent our Gunner &
 4 Men on board her³ & gave Chace to a Sail to the E^t:ward, at 7
 fired 3 Guns & br^t: too the Chace a Schooner from Philadelphia
 for Halifax,

D, UkGrNMM, ADM L/M/27. Journal kept by Lt. George Countess, second lieutenant of H.M. frigate *Maidstone*.

1. H.M. frigate *Apollo*, Capt. Philemon Pownoll, commander.

2. Schooner *Jack & Harry*, master unknown, owned by John Tracey & Co. of Newburyport, Mass., bound to Newburyport from [South] Carolina with rice, indigo and cordage, sent into Rhode Island. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 485–86.

3. The Journal continues on 13 May: "AM sent 6 of the American Prisoners on board the *Apollo*, took the Indigo & Cordage out of the Prize, our Gunner & two of our Men ret^d. on b^d. & the *Apollo* sent a Midⁿ. & two Men on board her, at 11 Made Sail the Prize parted Co^s for Rhode Island, the *Apollo* in Co^s at Noon." UkGrNMM L/M/27.

MASTER'S MATE WILLIAM STACEY, R.N., TO CAPTAIN WALTER GRIFFITH, R.N.

[*Newport, R.I., May 1778*]¹

Copy of Intelligence given to Captain Walter Griffith by M^r. William Stacey, Master's Mate of the *Carysfort*.

On the 6th of April I was taken and put onshore at the Port of Bedford,² where I found fourteen Sail of British Ships made Prizes of by the Rebel Privateers, with four Sail of American Privateers. On the 17th. Of April I arrived at Boston, and on the 24th. were sent in by the Rebels three large Ships with very valuable Cargoes. Arrived on the 3^d. of May a French Ship with dry Goods³ and the *Cumberland* of 20 Guns;⁴ on the 5th. two Privateers, a french Brig with dry Goods from Bordeaux,⁵ and one French Frigate of 36 Guns and 300 Men,⁶ mostly American prisoners. On the 6th. this Frigate careened Ship; and was to sail on the 7th. On the 8th. three large French Ships and Snows (laden with dry Goods and mounting from twenty to ten Guns each) and some Merchant Ships from Bordeaux and Bilboa, laden also with dry Goods, arrived at Boston.— There were twenty Sail of Armed Vessels in the Port, mounting from 28 to 20 and 12 Guns each, most of them fit for Sea, and had chiefly British Seamen onboard.

From very diligent Inquiry I found the general Prayers of the People in Boston were for the King's Troops to relieve them from their Oppression.

On my Arrival at Bedford, I found a very current Report of the Coast from that Quarter being lined with Rebel Troops and Cannon; but having four Days to examine the above-mentioned place, I found a Fort to stand on the East Side of the Harbour with two Guns in it, and in the Town four Field Pieces, where there were six Officers and four Privates; And in the Battery two Officers and six Men in order to row Guard when Ships came in. In travelling one hundred and thirty Miles of this Country, I did not observe more than forty Men, and most of them very old.

(Signed) Will^m. Stacey.

Copy, UKLPR, Adm. 1/488, fols. 386–87. Docketed: "No: 3./Intelligence respecting the/Ports of Boston and Bedford/given to Captain Griffith by/M^r. W^m. Stacey Master's Mate/of the *Carysfort*./In Vice Adm^l. L^d. Howe's Letter/Dated 25 Oct^r. 1778—."

1. This intelligence report is undated, but Stacey probably reached Newport by this date.

2. New Bedford, Mass.

3. Possibly, ship *Henrietta*, Patrick Brown, master.

4. Massachusetts privateer ship *Cumberland*, James Collins, commander.

5. Possibly, ship *Three Friends*, — Hall, supercargo.

6. French Navy frigate *Nymphé*, Lt. Commandant Chevalier de Beaudot de Sainneville, commander.

GENERAL GEORGE WASHINGTON TO HENRY LAURENS, PRESIDENT OF THE CONTINENTAL
CONGRESS

[Extract]

Valley Forge [*Pa.*], May 12th. 1778.

. . . The inclosed Copy of a Letter from Gen^l Dickenson to me, will inform Congress of the Fate of the Continental Frigates in Delaware—¹ a fate in the situation they were left, I had long predicted; & which I had taken much pains to avert by using every argument in my power to have them sunk. In that case their destruction would have been, at least, a work of time, difficulty & expence; & might have been perhaps prevented. about One OClock on Thursday I got notice of an intended move of the Enemy by water, & conjecturing the destination of it, had a Detachment under Gen^l Maxwell (whose tour of duty it was) ready to March towards the Delaware by 4 OClock, but a heavy rain prevented their moving till next morning². . .

L, DNA, PCC, item 152, vol. 6, pp. 31–34 (M247, roll 168). Addressed below close: “Henry Laurens/Henry Laurens Esq^r” Docketed: “[Entr^d & examined]/Letter from gen Washington/May 12. 1778/read 14.—/referred to the/board of war.”

1 Continental frigates *Effingham* and *Washington*. Maj. Gen. Philemon Dickinson’s letter to Washington, dated 9 May, is above.

2. Thursday was 7 May. Brig. Gen. William Maxwell of the New Jersey Continental Line and his detachment seem to have marched from camp on 9 May. In a letter of 10 May, Alexander Hamilton, Washington’s aide-de-camp, chided Maxwell for having left camp without taking artillery. He instructed Maxwell to march to the Delaware River opposite Bordentown to try to intercept the British raiders, adding, “Though you may not be able to do any thing without Cannon.” DLC, Washington Papers, Series 4. By the time Maxwell reached the river, the British had returned to Philadelphia. Washington’s letter was read in Congress on 14 May and the portion relating to the British raid up the Delaware River was referred to the Continental Marine Committee. JCC 11: 496.

RICHARD PETERS OF THE CONTINENTAL BOARD OF WAR TO
GENERAL GEORGE WASHINGTON

Sir

War Office [*York, Pa.*] May 12th. 1778

The Board ever since their Institution have been anxiously endeavoring to establish a Communication on a permanent Footing from the lower Parts of North Carolina to your Camp in Order that the Supplies of Provisions & Stores might be reduced as nearly to a Certainty as our Circumstances & the Nature of the Business would admitt.¹ They have procured the Promises of Assistance from the Governments of the several Southern States concerned but the Machine is so complex & so many of its Parts are so frequently disordered that great Difficulties are yet to encounter. Fifty one Waggon with Cloathing lately Returned & one hundred are on their Way down to South Key² for Tents & Military Stores of which Col. F. Lewis³ informs us there are more at that Place & other southern Ports than will load double the Number of Waggon. We find that this occasional Mode of Transportation is attended with many Inconveniencies & particularly on Account of the Numbers of Teams plying at once which cannot be supplied with Forage as there are no Magazines laid up altho the Board long ago directed the Quarter Masters on the Communication to do it. If settled Stages both by Land & Water were established & Teams & Boats had particular Stations allotted them agreeable to the Design of the Board the Cloathing & Stores might be sent on as they arrive, so great a Quantity would not accumulate & of Course the Number of Teams would not be at once necessary;

besides our Wants would be more frequently supplied whereas we have now either a Glutt or almost a total Scarcity. We find that it is almost impossible to transport the Goods & Stores by Land— Large Quantities of Cloathing have been lying on the Eastern Shore of Virginia ever since October last among other Reasons because it could not be brought by Land & it was thought too dangerous to attempt a Transportation by Water. The Board are however Determined to use every Exertion to bring the Stores & Provisions Coastwise & for this Purpose have procured the Assistance of the Governments of Maryland & Virginia who have promised to lend & man as far as they are able their Gallies to protect the Craft employed in the Chesapeak.

Application has been made to the Government of this State for the Remnants of their Galleyemen to be employed in the Chesapeak but no Answer has been given to the Request.⁴

A spirited Continental Officer will be necessary to take the Command of the Virginia & Maryland Gallies as there are some Disputes about Rank between the naval Gentlemen of these two States. There is none among the Officers of our Fleet so capable of the Task as Cap^t Robinson now detained by the Enemy in Philadelphia on Acc^t of some Irregularity in the conduct of a Flag which Cap^t R. accompanied. He is brave intelligent & prudent understands the Navigation perfectly of the Chesapeak & is the only Person in every Respect suitable for our Purpose. The Board would therefore be much obliged to your Excellency for your Endeavors to procure Cap^t Robinson's Release by Exchange or otherwise as his Services are so essential & we can obtain Permission from Congress for him to be employed in this Service—⁵ The salted Provisions are so cumbrous that they cannot be transported by Land & as the Army depend upon the Southern Supplies the sooner the Navigation is set on Foot the better & Cap^t Robinson's Release will greatly accelerate this necessary Work. Besides the Supplies furnished by the Commissaries the Board have ordered & have every Reason to believe there will be twelve thousand Barrells of Shad the greater Part whereof are smoked & will be useful for Light Parties as well as an agreeable Change for the Troops. This with the large Quantities of salted Pork & Bacon in North Carolina Virginia & Maryland will take much Time therefore the Bussiness should be instantly put in Motion.

The Board have been duly honoured with your Excellency's Letter consenting to Cap^t Scull's undertaking the Survey of the Creeks.⁶ He informed us that the Work you had employed him in was nearly completed or we should not have thought of desiring him to engage in the Bussiness pointed out by Congress. The French Gentlemen⁷ & a Surveyor of this State are now surveying & reconoitring the Susquahanna having began at Harris's Ferry.⁸ I have the Honour to be with the greatest Respect [&c.]

Richard Peters
By Order

L, DLC, George Washington Papers, Series 4. Addressed below close: "His Excellency/General Washington." Addressed on separate sheet: "On public Service/His Excellency/General Washington." Docketed: "Board War/12 May 1778/ans^d 16." Docketed in another hand: "Rich^d Peters./War Office."

1. Congress established the Board of War and Ordnance on 12 June 1776. From its establishment, Peters served as the Board's permanent secretary. Robert K. Wright, Jr., *The Continental Army* (Washington, D.C.: Center of Military History, United States Army, 1983), p. 89.

2. That is, South Quay, Va.

3. Fielding Lewis, Washington's brother-in-law and chief commissioner for a small arms factory in Fredericksburg established by the state of Virginia. *DAB*

4. On 12 May, the Board wrote President Thomas Wharton of Pennsylvania reiterating their desire to use "Galley-men formerly employed in the Delaware" to man "a Number of Gallies in the Chesapeak." *Pennsylvania Archives*, 1st ser., 6: 492.

5. See Washington's reply to the Board of 16 May, below, in which he spells out the difficulty in securing Capt. Isaiah Robinson's release.

6. In a letter of 6 May, Richard Peters had asked that Capt. William Scull be released from his task of surveying the "Country from Derby to Lancaster," Pa., in order to survey the creeks flowing into the Susquehanna River.

7. The French officers were Michel Capitaine Du Chesnoy and Charles-Frédéric Bedaulx.

8. Harris's Ferry was located at modern Harrisburg, Pa.

JOURNAL OF AMBROSE SERLE

TUESDAY, 12th. May. [*Philadelphia, Pa.*]

Lord H.¹ after Breakfast called me aside, and gave me a long & full account of the Disgust wch Govt. had conceived from his Brother's² Conduct, and of his own Intentions to resign his Command, tho' the Admty had expressed strong Wishes for his continuing in a Service, where he had been so eminently & undeniably useful. He then told me, that as the Commission, we came out with, was now at an End, our Attendance in this Country was no longer necessary, & therefore that Mr. Strachey³ wd. embark with the General, and that I might sail in the next Ship of War for England, wch wd. be the *Porcupine*,⁴ & wch probably might carry the news of the Event of an Expedition upon the Rebels, now in meditation.⁵ I thanked his Ldp for his Favor, & told him that my Wishes of remaining here terminated with his, & must be guided by them, &c. &c.

Edward H. Tatum, Jr., ed., *The American Journal of Ambrose Serle, Secretary to Lord Howe 1776-1778* (San Marino, Ca.: The Huntington Library, 1940), 291-92.

1. Vice Adm. Viscount Howe.

2. Gen. Sir William Howe.

3. Henry Strachey, secretary to the Howe Peace Commission, which was created in May 1776 and included Sir William and Viscount Howe. That commission was superseded by the Commission for Quieting Disorders in America—commonly referred to as the Carlisle Peace Commission—which was created on 22 Feb. 1778. Viscount Howe had been named to that commission as well.

4. H.M. frigate *Porcupine*, Capt. the Hon. William Clement Finch, commander.

5. The operation was an attack on a detachment of Continental troops commanded by Marquis de Lafayette by a British force commanded by Brig. Gen. James Grant. The British did not succeed in their plan of trapping and destroying Lafayette's force. See Lafayette, "Memoir of 1779," *Lafayette Papers* 2: 6-7.

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN CHARLES FEILDING, R.N.

Copy.

Secret.

By the Viscount Howe, Vice Admiral of the White and Commander in Chief of His Majesty's Ships and Vessels employed and to be employed &c:^a in North America.

As from the Proceedings of the French Court by a late indecent and public Avowal of a defensive Alliance concluded with the King's disaffected Subjects in these Colonies, it is probable that War has been some Time since declared against France in Europe; whereby a different Arrangement of His Majesty's Ships employed on the Coasts of these Provinces is become requisite: And as the 70th: Regiment with those of M^cLean and Campbell¹ may be daily expected for strengthening the Garrison at Halifax; You are therefore when the said Corps arrive, to detach the *Raisable* and *Centurion*, as soon as they can be made fit for Sea, to join me with all Expedition at

New York: First causing the sick and infirm Men not likely to become serviceable in those Ships to be landed; And the deficient Numbers to be completed equal to their Complements by Impress or otherwise, as the Men can be in the shortest Time procured, from the Shore (with the Consent of the chief Governor) or trading Ships.

The Ships of War then remaining under your Orders, are to be employed in future for the defensive Service of the Province more particularly: In such Manner as from the Intelligence You may obtain, or in Concurrence with the Governor or Commanding General Officer, You may deem most effectual for that purpose.

The *Experiment* having been appointed to cruize for six Weeks from the Time of her Arrival off of the Ports of Boston or Piscataqua, to watch the Motions of the Enemy on the Coasts of the Northern Provinces; You are in case You should have a suitable Opportunity to communicate with Sir James Wallace² in the mean Time, to give him Directions to join me in this River without Delay.

And whereas the Battalion of Marines now at Halifax is to be sent to serve onboard the Ships of His Majesty's Fleet in England, on the Arrival of the several Regiments before-mentioned; and Instructions will be given to the Commanding General Officer at Halifax correspondent to that Intention; When the said Commanding General Officer shall, upon your Application, signify his Concurrence to that Effect, the whole Battalion of Marines or such part thereof as can be suitably taken onboard the Transports wherein the Regiments by which they were relieved were brought to Halifax, are to be sent to England without Loss of Time: Under Convoy of One or more Frigates according to the Number then with propriety to be detached from the Force under your Orders; the necessary Provision for the Security of Halifax and Ports connected with the Defence thereof, being duly considered. The Commander of the Convoy is to be directed to the first port he can most conveniently gain in England; And acquainting the Secretary of the Admiralty with his Arrival, to wait therefor further Orders.

The Commander in Chief of the Army³ having expressed his Wishes that Means should be taken to obtain a Ship of Coals from Spanish River, for the Garrisons in the Middle Provinces; And further made known his Intention therein to the Commanding General Officer at Halifax⁴ by this Opportunity; You are to assist in protecting the Detachment of the Garrison ordered on that Service, as upon advising with the said General Officer may be judged adequate. Such of the Transports before described as are not wanted for the Conveyance of the Marines to England may be employed for transporting the Coals according to the General's Intentions; Unless such Appropriation of them should be inconsistent with any more urgent Service pointed out in the Orders to the Senior Captain of His Majesty's Ships charged with the Conduct of the Transports to Halifax. A Convoy will be requisite for the Transports so appointed, whilst they wait to take off the Coals raised for their Lading. And an additional Force to escort them hereafter to the Port of their Destination. But the Mode in which this last Arrangement is to be regulated, must depend on Circumstances occurring later in the Year.

Given onboard His Majesty's Ship the *Eagle* in the River Delaware the 12th Day of May 1778.

Howe.

Copy, UKLPR, Adm. 1/488, fols. 407–8. Addressed below close: "To/Cap^t Charles Feilding/Commander of His Majesty's Ship/the *Diamond*." Notation: "By Command of the Vice Admiral/Jos^h Davies." Docketed: "N^o. 9./Copy of Instructions given to/Captain Feilding for altering/the Arrangement of the Division/of the Fleet stationed at Halifax./Dated 12th May 1778./In Vice Adm^l: L^d: Howe's Letter/Dated 25 Oct^r: 1778—."

1. The 70th Regiment (Glasgow Lowlanders), Lt. Col. James Bruce, commanding; the 74th Highland Regiment (Argyll Highlanders), Col.-Commandant John Campbell of Barbreck, commanding; and six companies of the 82nd Regiment of Foot (the Duke of Hamilton's), Brig. Gen. Francis MacLean, commanding, arrived in Halifax in late Aug. or early Sept. 1778.

2. Wallace commanded H.M.S. *Experiment*.

3. Gen. Sir William Howe.

4. Maj. Gen. Eyre Massey.

JOURNAL OF THE MARYLAND COUNCIL

[*Annapolis*] Tuesday [May] 12. 1778.

Capt. Gordon,¹ The Copy of a Clause in a Resolve of the General Assembly passed last Session by which you will see there is an Advance on the pay of the Officers & Men in the Gallies and you are desired to ship your men agreeable thereto.²

D, MdAA, Governor and Council Proceedings, 3842, S1071-23, p. 214.

1. Capt. John Gordon commanded the Maryland Navy galley *Conqueror*.

2. See Resolve of the Maryland House of Delegates, 21 Apr., above.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Tuesday the 12th day of May 1778.—

Present.

Mr Whiting. Mr Travis. and Mr Archer.—

Ordered that a Warrant issue to Foster Webb junior¹ for Three thousand pounds upon accmpt for the purpose of paying the Officers and sailors wages in the Navy of this State.—

Captain Francis Bright late of the Brigantine *Northampton*, personally appeared before the Board, and resigned his Commission, which is ordered to be filed.—

The proceedings of a Court Martial held on Board the ship *Tartar*, the eleventh day of May 1778 for the trial of Lieutenant Stafford Lightburne of the *Lewis* Galley for misbehaviour, were this day laid before the Board, which being read, Ordered that the same be filed.—

Lieutenant Stafford Lightburne of the *Lewis* Galley personally appeared before the Board, and resigned his Commission, which is Ordered to be filed.—

Lieutenant Henry Lightburne of the *Page* Galley personally appeared before the Board, & resigned his Commission, which is Ordered to be filed.—

DS, Vi, Navy Board Journal, p. 394.

1. Webb was the paymaster and muster master for the Virginia Navy on the west side of Chesapeake Bay. NDAR 11: 370.

JOURNAL OF H.M. FRIGATE *SOLEBAY*, CAPTAIN THOMAS SYMONDS

[May 1778]

D^o. [at anchor off Cape Henry—]

Tuesday 12

at 7 AM gave Chace to 4 S^l in the E^t q^r.¹ spoke the *Hotham*² with 2 Prizes³ anchord off the Capes in 13 f^s—

D^o: [at anchor off Cape Henry—]
 Mod: breezes & C^r: at 1 PM weighed & ran up to the Shoe⁴ anchor'd
 in ½ 6 [fathoms] & veer'd to 1/3 [*cable*] Cape Henry SSE½E^t: at 7
 made the Sign¹ for seeing a S¹ in the SE—

D, UKLPR, Adm. 51/909.

1. East quarter.

2. H.M.S. *Preston's* tender.

3. Probably the sloop *Rising Sun*, with a cargo of tobacco, and brig *Gascon*, with salt and coarse cloth, both captured off Cape Charles on 12 May 1778, both credited to H.M.S. *Preston* and H.M. frigate *Solebay*. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 486–87.

4. Horse Shoe Shoals, Chesapeake Bay.

JOURNAL OF H.M. FRIGATE *ARIEL*, CAPTAIN THE HONORABLE CHARLES PHIPPS

May 1778

[*off Cape Hatteras, N.C.*]

Tuesday 12th

at 7 AM saw a Sail¹ to the Westward made sail & gave Chace saw
 the Land ahead of the Chace Standing in for it, at Noon Anchord
 with the Small B^r: in 8 f^m. Water—

Cape Hattrass SbE distance 5 or 6 Leagues

Mod^{te}: & fair W^r: at 1 PM got our boat out. Arm'd her & sent her on
 board the Chace, found her Scuttl'd & aGround She proved to
 be a French polacker laden with Salt & dry Goods, her people all
 left her & got on [*shore*] our boats employ'd getting out the Bale
 Goods at 6 Set her on fire & left her

D, UKLPR, Adm., 51/61, part 1, fol. 26.

1. Polacre *Le Gaston*, French owned, run aground, set on fire, part of the cargo saved. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 487–88.

CAPTAIN DENIS-NICHOLAS COTTINEAU DE KERLOGUEN TO GOVERNOR RICHARD CASWELL OF NORTH CAROLINA

Exallenty

Hardly arrived from Beauforts, I have nothing more in haste than to give an
 acount—of the state in Which I Left the forard of the orders I have I give to my offi-
 cer—but I Saw Cap^t Ellmen,¹ and fear they ignore your orders.—He Will offer some
 Delay to your Command for assemble there the Guard that you Destin'd for. your Ex-
 allenty Will feal how it is, Consequences for my, to hasten the Work, I recommend My
 self to your Country, and Expect from you friendships then you Will agree to my Prayer.²

I have Continually 60 men Working.³ but the planks hold me back, and if I Can
 send enough of that I hope than I have work shall be Soonly done. What it finished
 is however able to rebite to one attack. The house for Garrison is ready also the Pow-
 der house and the well.

I ordered to Plase in the store les the Garrison be orderd there, 10 Gunners and
 one officer, So much for Serve the Guns, as for Instructe in that Exercise the Soldiers
 who shall be Send there—and as the Same inconvenience which succeeds for my Ex-
 ists for them.⁴ I apply to have the complaisance to send me Commission of Lieu-
 tenant for my officer and of Sargeant for my second chief gunner.

The officer is called M. Le Meignan, Gentleman very Well born, and able in all
 Concerns to be officer Since he is in france.⁵

The chief Gunner named James Martin had been employed 6 years in the artillery. Will observe that all these Commissions are at war & without allowance.

I am instructed that We have Saved 12 guns of 18 pounds at Occacoke Barre—it is Very Essential to give Orders to transport to Cape Lookout at Least 8. and I think it Should Be important to lay Som in Beaufort Point. but it needs order to Construct Carriages for them and assemble bals of Corespondent?⁶

I Pray to adress your answer to M^r Long Brother⁷ at New Bern—Who shall Send it to my if I am absent—

I am please to preSent my Respects to your Laidy and assure you of that Whith Which I am [&c.]

New Bern 12th may 1778

De Cottineau

L, Nc-Ar, Governor's Papers, State series 111, Richard Caswell, 3, 1778, Apr. 20-Oct. 17, G.P. 3, p. 35. Addressed on separate sheet: "His Exelesia/Richard Casouel Esq^r." Docketed: "Capt D Cottineau/Newbern 12. May/1778."

1. Capt. John Tillman, commander of Fort Hancock.

2. Cottineau wanted a commission in the Continental Navy and was soliciting Caswell's assistance in obtaining it. Henry Laurens to Caswell, 22 July, ScHi, Henry Laurens Letterbook. In a letter of 13 May to Henry Laurens, President of the Continental Congress, Cottineau argued that his work on the fort left him vulnerable to maltreatment should he be captured by the British. "I have asked for a commission as naval captain, without assignment, so that I would have a title to defend myself and claim the rights of prisoners of war." DNA, PCC, item 78, vol. 5, p. 160 (M247, roll 93); the letter is in French.

3. The men were constructing Fort Hancock at the entrance to Cape Lookout.

4. In this confusing sentence, Cottineau seems to be saying that he had ordered a detachment of ten of his crew to remain at Ft. Hancock to man the fort's cannon and to instruct the newly-raised soldiers who were to garrison Ft. Hancock how to operate the guns.

5. Cottineau asserts that Le Meignan had been an officer in the French Army. Nothing more is known about Meignan, but he may be the same individual about whom on 29 Apr., the North Carolina General Assembly passed a resolution stating that it "highly approve of Mons. le Chevalier de Chambray's conduct since his arrival in North Carolina; that they entertain a most grateful sense of his disinterested and important service rendered to this State by planning and erecting Fort Hancock, and a high opinion of his knowledge and abilities in gunnery and fortification." They also directed Caswell to write letters on de Chambray's behalf to Congress and to Gen. George Washington. *North Carolina State Records* 12: 637–38. This officer, who had written to Washington under the name Cambray-Digny, received a commission as lieutenant colonel in the corps of engineers. *Papers of George Washington, Revolutionary War Series* 14: 395 and n.

6. Cottineau may be saying that he needs Caswell to order carriages for the 18-pounder guns to be constructed and ammunition ("bals") of the corresponding caliber to be assembled.

7. Presumably Nehemiah Long, who from the comment here was the brother of Col. Nicholas Long, deputy quartermaster for North Carolina.

May 13

JOHN BRADFORD TO CONTINENTAL COMMERCE COMMITTEE

Hon^{ble} Gentlemen,

Boston 13th May 1778

The Purchase I lately made of y^c *Mermaids*¹ Cargo left me indebted to y^c Captors upwards of £6000 which Goods are distributed between y^c Clothiers & Navy Board, have taken the Liberty to draw on the honble Committee of y^c above date in fav^r: of Patric Brown a set of Exchange for four thousand Dollars, shall remit by next Post to y^c hon^{ble} Board drafts on y^c Clothiers General for the Amount of the Supplies given that Department here Yesterday the Ship *Three ~~Brothers~~ Friends* arriv'd here from Rochfort,² the Signal is out for a Ship coming in, which we hope to be the same that came out with y^c *Dean* Frigate & not arriv'd—³

yours &c J B

LB, DLC, John Bradford Letter Books, vol. 2, p. 131. Addressed at top: "Hon^{ble} Commercial Committee."

1. Ship *Mermaid*, James Cockran, master, was a prize of Continental Navy brigantine *Resistance*. See NDAR 10: 804.

2. Ship *Three Friends* was also known as *Trois Amis* and *Three Brothers*.

3. Continental Navy frigate *Deane*, Capt. Samuel Nicholson, commander. The ship that was expected was *Duc de Choiseul*, Jean Heraud, master. As seen in *Extract of a letter received by a Gentleman, from an Officer on board his Majesty's ship Blonde, dated Liverpool Bay, America, 24th April, 1778*, above, it had been captured at sea on 24 April by H.M. frigate *Blonde*.

ORDER OF THE MASSACHUSETTS COUNCIL

State of Massachusetts Bay

[*Boston*] Council Chamber May 13. 1778

Ordered that Lie^t Colonel Revere¹ be & hereby is directed to fire the Heavy Cannon at Castle Island² when the French Frigate³ passes by the Castle Provided she Salutes the Castle same

read & Accepted

Jn^o. Avery D^y Sec^y

DS, M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777–1778), fol. 304. Docketed: "210/Order directing/Lieut. Col^o. Revere/to fire the Heavy/Cannon at Castle/Island upon the/French Ship's saluting/the same—/May13th. 1778."

1. Lt. Col. Paul Revere, Col. Thomas Crafts State Artillery Regiment.

2. That is, Fort Independence (formerly Castle William) on Castle I.

3. French Navy frigate *Nymphé*, Lt. Commandant Chevalier de Beaudot de Sainneville.

JOURNAL OF THE CONTINENTAL CONGRESS

[*York, Pa.*] Wednesday, May 13, 1778

The Marine Committee, to whom was referred the memorial from Messrs. F. Hopkinson and J. Wharton, brought in a report; Whereupon.

Ordered, That six hundred dollars be allowed to each of the memorialists, for their extra services in Bordentown, and to defray their expences to Baltimore.¹

The Committee on the Treasury brought in a report: Whereupon,

Ordered, That a warrant issue on Nathaniel Appleton, Esq^r commissioner of the continental loan office in the State of Massachusetts bay, for 11,666 $\frac{2}{3}$ dollars, in favour of the Committee of Commerce, to enable them to pay Archibald Mercer and Philip Moore, the valuation of the ship *Two Friends*, and the ship *Moore*, chartered and insured by the said Committee, and taken by the enemy, as appears to them by protests regularly made;² the said Committee to be accountable:

That 10,174 88/90 dollars be advanced to the Committee of Commerce, to discharge Samuel and Robert Purviance's bill of the 25 April last, on the said Committee, in favour of Elbridge Gerry, Esq^r for that sum, it being the amount of their accounts against the ship *Chase* and the snow *George*; the said committee to be accountable:³

JCC 11: 493.

1. In a memorial dated 29 Apr., Francis Hopkinson and John Wharton, members of the Continental Navy Board of the Middle Department, had requested reimbursement for expenses incurred while performing services outside the scope of their duties as commissioners. DNA, PCC, item 41, vol. 4, pp. 31–32 (M247, roll 6).

2. The protest of Boston merchants Archibald Mercer and Philip Moore has not been found.

3. As seen in Robert Morris to Continental Commerce Committee, 17 Feb. 1778, *Chase* and *George* had been contracted by Congress to carry tobacco to Europe. NDAR 11: 364.

RICHARD HENRY LEE TO JOHN ADAMS

My dear Sir,

York in Pennsylv^a. 13th May 1778

Our public letter¹ does not leave me much to add, but friendship will not suffer me to let this opportunity pass, without expressing my wishes to congratulate you on your safe arrival in France. You will find our affairs at your Court in a much more respectable Train than they have been heretofore, and therefore, no doubt more agreeable to you. Finance seems now the only rock upon which we have any danger of splitting. How far European loans may help us you can judge, but I fear that the slow operation of Taxes, which indeed are pretty considerably pushed in many States, will not be adequate to the large emissions of paper money which the war compels us to make. The number and activity of the British Cruisers on the coast, and in the Bays of the Staple States, render it utterly impossible with any degree of safety, and therefore very unwise to attempt making remittances to Europe at present.² It is in fact furnishing the enemy with what they want extremely, and much to our injury— Surely the Court of France will now give protection to their Commerce to and from America, the clearest policy demands it. Sir you would be greatly surprised at the number and value of the French Vessels taken and destroyed by the English on our Coasts this last winter and spring— Thus the Marine force of G. B. is actively employed in ruining the Commerce of France whilst her powerful Navy remains unemployed. Can this be wise? Gen. Howe remains yet in Philadelphia, and our Army where it was, but daily growing stronger in discipline and in numbers. I am inclined to think that the enemy will this Campaign act chiefly on the defensive (carrying on the small war to plunder and distress) holding all they can in order to get the better bargain of us when a Treaty shall take place. I wish, for the sake of future peace, that we could push these people quite off this Northern Continent. Mons^r. Beaumarchais, by his Agent Mons^r. Franci, has demanded a prodigious sum from the Continent for Stores &^c. furnished the States. His accounts are referred for settlement to the Commissioners at Paris, and I hope they will scrutinize most carefully into this business, that the public may not pay a large sum wrongfully. We have been repeatedly informed that the greater part of these Stores were gratuitously furnished by the Court of France— How then does it come to pass that a private person, a mere Agent of the Ministry, should now demand pay for the whole?³ It will give me singular pleasure to hear from you by all convenient opportunities, for I am [&c.]

Richard Henry Lee

P.S. Be so kind as take care of the letters for my brothers and get them conveyed, &⁴

L, MHi, Adams Papers.

1. Lee was referring to the letter of the Committee for Foreign Affairs to American Commissioners in France of this date. A portion of that letter is transcribed in the note at Proclamation of the Continental Congress, 9 May, above. The entire text of the letter is printed in Smith, *Letters of Delegates* 9: 658–60.

2. In a letter to his brother Arthur Lee of 12 May, who, like Adams, was one of the American Commissioners in France, Richard Henry wrote, “the enemy, whose Cruisers are so numerous on our Coast, and in our Bays, that almost every Vessel is taken. When a war with France and Spain shall take place, the numerous Ships of England will find some other employment than bending their whole force against us. Then it will be in our power to make the remittances we wish to make.” ViU, Lee Family Papers.

3. On 16 May, the Commerce Committee instructed the American Commissioners in France to liquidate the accounts of Roderique Hortalez & Co., Pierre-Augustin Caron de Beaumarchais’ firm, and in doing so “particular care be taken to distinguish the property of the Crown of France from the Private property of Hortalez and company, and transmit to us the accounts so stated and distinguished.” PPAmP, Benjamin Franklin Papers, vol. 9, fol. 175.

4. Richard Henry Lee’s brothers in France were Arthur Lee and William Lee, the Continental commercial agent at Nantes.

JOURNAL OF THE COUNCIL OF THE STATE OF VIRGINIA

[Williamsburg]

Wednesday May 13th 1778.*Present*His Excellency,¹John Page
Dudley DiggesDavid Jameson &
James Madison j^r

Esquires

The Governor having informed the Board that he thought it of the highest importance that a proper Fortification be provided without delay for protecting against a Superior Fleet of our Enemy, any Ships of War as well as Merchantmen belonging to our Allies² that may have occasion to come to this State & that he wished to have their Advice on the Matter— The Board after Mature deliberation are of Opinion that such an Asylum ought to be provided immediately; & do advise his Excellency to direct M^r Loyauté the Inspector General³ & M^r Fournier⁴ the assistant Engineer to examine the several Advantages attending York Town which is supposed to be preferable to any other Place in the Country, noting at the Same time the Disadvantages of that Place, if any, and what alterations ought to be made in the Works there in case it should be approved of. And his Excellency gave Directions accordingly.

H.R. McIlwaine, ed., *Journals of the Council of the State of Virginia* (Richmond: The Virginia State Library, 1932), 2: 132.

1. That is, Gov. Patrick Henry.

2. That is, France.

3. Soon afterward, St. Francois Arnert Michel Dieudonne de Layauté resigned as Inspector-General.

4. Joseph Feliz Fournier. For Fournier's report, see Journal of the Council of State of Virginia, 25 May, below.

SUNDRY MATTERS REFERRED TO THE CONSIDERATION OF THE VIRGINIA GENERAL
ASSEMBLY BY GOVERNOR PATRICK HENRY WITH THE ADVICE OF THE STATE COUNCIL

[Extract]

Sundry Matters referred by the Governor with the Advice of the Council to the Consideration of the General Assembly

[Williamsburg, 13 May 1778.]

. . . 5th. Many great Losses have been sustained by the Traders of this State & those of foreign Countries, on the coast for want of proper pilots. In order to stimulate Men of that profession, by Advice of Council, an additional Encouragement of four Shillings per Ton, besides their daily pay, was promised by the Governor to the Pilots for every Foreign or State Vessel safely brought into port.—

6th. For the Further Security of Trade four Small Batteries are ordered to be erected on the Eastern Shore. These seemed absolutely necessary as the Enemy are closely blocking up the Channels through which our Vessels formerly passed into North Carolina, and our Trade must in future be principally carried on by the way of that Shore.—

. . . 14th. Sundry Ship Carpenters employed in the public Yards were drafted to

serve in the Continental Army under the Act of the last Session of Assembly; and on the earnest Sollicitation of the Navy Board & the Superintendants of the Ships Yards, the Governor by Advice of the Council did desire the Officer commanding the Continental Troops here to permit the said Carpenters to continue in their Yards. It was said great Detriment would ensue from the Loss of these Carpenters, as others could not be got to supply their places. An Exemption of these Workmen from Militia Duty in future it is supposed would tend to promote the public Good. . . .

D, Vi, Executive Communications, July 5, 1776-June 1, 1778, Gov. Patrick Henry. Accompanying the document is a letter from Henry to Speaker of the Virginia House of Delegates Benjamin Harrison asking Harrison to "communicate" the enclosed "sundry Matters" to the General Assembly. Docketed: "Recommendations from/Gov^t & Council of certain/matters./May 13. 1778."

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Wednesday the 13th day of May 1778.—

Present.

Mr Whiting, Mr Travis, Mr Archer, and Mr Lewis.—

Ordered that the Keeper of the public store, deliver to Captain Maxwell,¹ as many Blacksmiths files as he may want for the use of the Chickahominy shipyard, also two tar Brushes and four paint ditto for the use of the said yard.—

Ordered that the Keeper of the public Magazine deliver to Captain Celey Saunders three hundred pounds of Lead for the use of the Ship *Tempest*.—

Lieutenant Jn^o Lurty has leave of absence from his duty in the Navy for one Month.—

DS, Vi, Navy Board Journal, p. 395.

1. Capt. James Maxwell.

"EXTRACT OF A LETTER FROM CHESAPEAK, MAY 13."

"Yesterday came in the *Solebay's* elegant tender,¹ and the *Preston's* (the *Hotham*) from New-York,² with two prizes, which they took the day before, one a French brig, (at an anchor, almost unloaded at Chinquitinck before they took her) the other a fine large new sloop laden with tobacco;³ and we are in *daily* expectation of a *French fleet* arriving *here*, under the convoy of some French men of war."

Rivington's *The Royal Gazette* (New York), 23 May 1778.

1. *Elegante* was tender of H.M. frigate *Emerald*, Capt. Benjamin Caldwell, commander; the tender of H.M. frigate *Solebay* has not been further identified.

2. Sloop tender *Hotham*, Master's Mate Christopher Hele, commander; H.M.S. *Preston*, Capt. Samuel Uppleby, commander.

3. French brig *Gascon*, Francois Giraud (Jeroud), master, bound from Chincoteague, Va., for Bordeaux; American sloop *Rising Sun*, George Rowan (Roan), master, from Baltimore to St. Eustatius. *The New-York Gazette: and the Weekly Mercury*, 25 May 1778; in its notice, *Gascon* is identified as "Brig *Bourdeaux*." According to Howe's Prize List, both vessels were captured on 12 May off Cape Charles. In that prize list, these captures are credited to H.M.S. *Preston* and H.M. frigate *Solebay*. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/484, fols. 485–86. *The Royal Gazette* reported on 23 May that *Gascon*, with a cargo of "bale goods and salt," and *Rising Sun*, with a cargo of "seventy hogsheds of tobacco," had arrived at New York on 21 May, escorted by *Hotham*.

JOURNAL OF H.M. FRIGATE *ARIEL*, CAPTAIN THE HONORABLE CHARLES PHIPPS

May 1778 [Cape Hattress SbE distance 5 or 6 Leagues]
 Wednesday 13th:

At 6 AM saw two Sail^l to the N.E^t got underway & gave Chace to them at 10 being little Wind got the pinnace out & sent her in Chace to discover what they were one proved an Armed Schoon^r which fired several Shott at the boat after which She returned. got her in & continued the Chace—

[Cape Hattress SbE distance 5 or 6 Leagues]

[Mod^{te}] W^r at 2 PM working to the Westward in Chace of the Two Schooners^l at 4 both of them Ran on Shore at 6 they fired several Shott from the Shore at us at 7 bro^t too & fired a Broadside at them which Silenced their firing

D, UKLPR, Adm. 51/61, part 1, fol. 26.

1. One was the schooner *Trader's Increase*. Both ran on shore and were burnt. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 487–88.

May 14

COMMANDER HENRY MOWAT, R.N., TO CAPTAIN ANDREW BARKLEY, R.N.

Copy

Sir,

Albany, Saint John's River 14 May 1778

Herewith I send you a Copy of my last publick letter to the Officer commanding at Halifax,¹ in which you will see a little of my opinion respecting this place;² I also think it proper in consequence of your Orders to make known to you that there are only two families here, that can possibly receive any protection from the Ship, all the others as I am informed being settled from fifty to a hundred Miles from where she now lies; and was the preservation of the State depending upon it, she could not move one Cable's length nearer to them, such is the Navigation of the River and the communication with it, that any Number of Men and Ordnance &^{ca} may be conveyed as near both to the Blockhouse³ and Ship as may be found necessary without ever coming near the entrance of it; not that I think this spot an object worth Notice, were there neither Sailor or Soldier in the way to oppose them, without it was to take Shelter from the inclemency of a bad Night as they passed by, which they have in their power to do in many other places between this and Machias, much preferable in every respect to favour any design they may have on your side the Bay, where I am informed Allan⁴ at this time has his emissaries in order to find out the inclinations of his old Neighbours, and he also (as we are told) corresponds with the faithfull inhabitants of this River, who from their characters are well disposed to favour his Rebellious designs a very few individuals excepted whom he and his Juncto threaten to drive from their possessions if they do not join in their cause both with Men and Money: how far this fellow means any more than keeping up his own consequence, as well as his Trafficking with the Indians and the people about him time (only) will discover, for my own part I must confess that I think these are and have been all along his principal Views; therefore if you consider

the insignificancy of this place a Sufficient guard for it, whether or no you may not see cause to employ the *Albany* more for the Publick good than by lying here doing nothing, at any rate by shewing her off of Machias and the other Piratical holes will be a sure means of keeping Allan and his Gang from annoying the Province of Nova Scotia with their Noise: You are sensible that all the Vessels in America may go up the Bay of Fundy without being discovered from hence, and were we to see or hear of their passing, such is the Navigation of the entrance of the River that days and perhaps Weeks might pass before an opportunity served to go to sea; surely had the Situation been represented in its proper light no Fort ever would have been erected here; if a Post on this Shore was meant to be any ways serviceable to the Province of Nova Scotia, in my humble opinion it Ought to have been placed at Passamaquady,⁵ where it would not only have served as a Check over Machias and the adjacent Piratical places, but also with the Advantage of a safe and open harbour for Ships of War at all Seasons of the Year. By laying this before you as it appears to me I discharge a part of my Duty which I think highly incumbent on me, with which desire. I am, Sir, [&c.]

H. Mowat

Copy, MiU-C, Lord George Germain Papers. Addressed below close: "Captain Barkley, *Scarborough*," that is, H.M. frigate *Scarborough*.

1. See Comdr. Henry Mowat, R.N., to Capt. Thomas Fitzherbert, 19 Apr., above.
2. The mouth of St. John River, New Brunswick.
3. Fort Howe.
4. Col. John Allan of the Massachusetts Militia and Continental Agent for the Eastern Indians.
5. That is, Passamaquoddy Bay, Me.

JEREMIAH POWELL, PRESIDENT OF THE MASSACHUSETTS COUNCIL, TO BRIGADIER GENERAL JOSEPH OTIS, MASSACHUSETTS MILITIA

State of Massachusetts Bay

[*Boston*] Council Chamber 14th may 1778—

The Council having been informed that the Enemy had stripped the Island of Nawshan,¹ of the greater part of the Stock on the Same, and that they were hovering along the shores within the limits of your Brigade as though they had it in contemplation to land on the main; and mark their rout[*e*] with Ruin & Destruction—

The Council are of Opinion that a little attention of the good people in your Brigade to this matter, will with the Blessing of Providence be sufficient totally to Disappoint the Enemy in their inhuman attempts— therefore you are hereby directed without loss of time to take the most effectual measures to have your Brigade equipped agreeable to law, and hold themselves in readiness with three days provision to march at a moments warning to any place within the limits of the same on which the Enemy may attempt to make a Descent upon your or any of the field Officers in your Brigade, Receiving authentic intelligence of any such attempt, Will immediately give the Alarm and cause Orders to be issued for the marching of such and so many Men of the respective Regiments or the whole Brigade if you think it Necessary to effect a defeat of the Enemy in such an Attempt, and secure the good people in that Quarter of the State.

You will place such Centries along shore as you may think Necessary with Orders to watch the motions of the Enemy and give intelligence thereof to such Officers as

you shall direct if any attempt of the kind should take place you will give the earliest Notice thereof to the Board— In the Name & behalf of the Council.

Jer: Powell Presid^t

L, NNC, Special Collections, Otis Manuscript Collection, no. 223. Addressed on cover: "Brigadier Joseph Otis/Barnstable." Note on cover: "On public Service."

1. That is, Naushon I. For more on this British expedition plundering stock on the Elizabeth Is., see Brig. Gen. Joseph Otis to Massachusetts Council, 4 May; Journal of H.M. frigate *Unicorn*, 5, 7, 8, 9, and 10 May, above; Journal of H.M. frigate *Sphinx*, 12 May, above; Master's Journal of H.M. armed sloop *Haerlem*, 6 May, above; Diary of Capt. Frederick Mackenzie, 5 and 9 May, above, and 16 and 20 May, below.

SAMUEL PHILLIPS SAVAGE, PRESIDENT OF THE MASSACHUSETTS BOARD OF WAR, TO AMERICAN COMMISSIONERS IN FRANCE

Sir's.—

Your esteemed favours of the 21st December¹ P^r: M^r: Deane,² 12th February³ P^r: Cap^t: Senneville,⁴ & 17th of the same Month P^r: Cap^t: Courter,⁵ we had the Honor to receive.—

Agreeable to your request, we have furnished Cap^t: Courter, with every necessary, for his Journey to Congress, On which he set out the 7th. Instant, being the second day after his arrival with us. The Money & other Articles advanced Cap^t: Senneville, We have by advice of the Council charged to the United States.—

Every Mark of Distinction, Government could shew, & all the assistance this Board could give, Cap^t: Senneville has received, we flatter ourselves, to his entire satisfaction, & happy shall we esteem ourselves, if by any Exertions on our part, we may be in the smallest Degree, instrumental in Strengthening, & Cementing, the Union between the Court of France; & the Independent States of America.—

This Important, & Fortunate Event, has already produced the most Salutary effects: It has had a tendency to fix the Wavering, confirm the Doubtfull; & diffuse Spirit & Animation through the whole. Our Moneys, those Sinews of War, have acquir'd new credit, & value; firmness, resolution, & unanimity; pervade the Thirteen United States.

But while we devoutly adore, that Almighty Being; to whose interpositions, in our favour, we are to attribute our present happy Situation; We wish not to be forgetfull of those WORTHIES, by whose unremitted assiduity's, this most arduous Business, has been thus gloriously accomplish^d.

May every Happiness, Temporal, & Eternal, attend your Excellencies; and may Succeeding Generations as they Rise^{up}, call you blessed.— We have the Honor to be with profound respect's [&c.]

Sam Ph^s Savage President

P^r: order

[*Boston*] War Office 14th May 1778.—

L, M-Ar, Mass. Archives Collection, vol. 199 (Revolution Letters, 1778), fol. 153. Addressed below close: "Their Excellencies, Benjamⁿ Franklin & Silas Deane Esq^s./Ministers Plenipotentiary from the United States of America/at the Court of France.—P^r: The Chevalier de Senneville of the *Le Nymphe*." Docketed: "Their Excellencies Benjⁿ/Franklin & Silas Deane Esq^s./Ministers Plenipotentiary from/the United States of America/at the Court of France/14th May 1778.—"

1. Not printed.

2. Simeon Deane.

3. Not printed.

4. Lt. Commandant Nicolas-Antoine, Chevalier de Beaudot de Sainneville, commanding French Navy frigate *Nymphé*.

5. This letter instructed the Massachusetts Board of War to furnish Capt. Harmon Courter "with every thing necessary for his making the greatest Dispatch on his way to Congress" and to pay the captain of the French Navy frigate *Nymphé* the equivalent of 15,000 livres to defray his refitting expenses. See *NDAR* 11: 1014.

JOHN BRADFORD TO CONTINENTAL MARINE COMMITTEE

Hon^{ble}. Gentlemen

Boston 14th. May 1778

I have the honour to acknowledge your favour under the 28th. Ultimo. the Goods Receiv'd from the *Warren's* Prize¹ were chiefly distributed, am happy to find agreeable to y^e Orders receiv'd from y^e hon^{ble} Board, the time is arriv'd that gives every Department ample Supplies of Articles that have been much wanted, May the happy Period be very near, when the Implements of War will not be needed among us in America, I sincerely sympathize with my Country in the Loss of Cap^t Biddle & the brave Men with him,² it grieves Me to find our Navy dwindling, but I hope we ~~were~~ shall ere long be thoroughly purged of all Dastards— The late brave Cap^t Chew's Brig³ brought home about fifty of the *Alfred's*⁴ Men since which the Clamour runs very high.⁵ Your Orders respecting Cap^t Burke⁶ shall be directly observ'd & by next Frost⁷ the Order of ye Capt of y^e Schooners Commissions shall be forwarded in the mean Time yours &c

J B

LB, DLC, John Bradford Letter Books, vol. 2, p. 133. Addressed at top: "Hon^{ble}: Marine Board."

1. This probably refers to the duck and osnaburgs taken out of ship *Neptune*, Joseph Smallwood, master, by Continental Navy frigate *Warren*, John Burroughs Hopkins, commander.

2. On the death of Capt. Nicholas Biddle and the destruction of the Continental Navy frigate *Randolph*, see *NDAR* 11: 683, 1175–77.

3. Continental Navy brigantine *Resistance*, formerly commanded by Capt. Samuel Chew.

4. Continental Navy ship *Alfred*, Capt. Elisha Hinman, commander.

5. This alludes to public opinion in Boston turning against Capt. Thomas Thompson, commanding Continental Navy frigate *Raleigh*, for not coming to the aid of his consort, Continental Navy ship *Alfred*, in their engagement with H.M. frigate *Ariadne* and H.M. ship-rigged sloop-of-war *Ceres* on 9 Mar. off Barbados.

6. For Continental Marine Committee's orders concerning Capt. William Burke, see the Committee's letter to Bradford of 28 Apr., above.

7. Presumably a slip of the pen for "post."

LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

State of MASSACHUSETTS-BAY. }
Middle-District. }

To all whom it may
concern.

NOTICE is hereby given, That Libels are filed before me, against the following Vessels and their Cargoes, viz.—In Behalf of James Babson, Commander of the armed Brigantine *General Mercer*, and all concerned therein, against the Schooner *NANCY*,¹ of about 60 Tons burthen, John Hunderhill late Master: In Behalf of the Owners, Officers, Marines, and all concerned in the Brigantine *General Mercer*, and the Schooner *Hawk*,² against the Brigantine *PEGGY*, of about 90 Tons burthen. ——— Jackson, late Master: In Behalf of John Leach Commander of the Schooner *Dolphin* and all concerned therein, against the Schooner *GAUGER* of about 25 Tons burthen, John Robinson late Master: In Behalf of William Steward, Commander of the armed

Sloop *Montgomery*,³ and all concerned therein, against the Schooner *POLLY*, of about 50 Tons burthen, Andrew Arthur late Master: In behalf of Samuel Champlin and Joseph Concklin, Commanders of the Sloops *American Revenue*⁴ and *Revenge*,⁵ and all concerned in said Sloops, against the Ship *LOVELY LASS*,⁶ of about 150 Tons burthen, Andrew Waid late Master: In Behalf of Wm. Langdell, Commander of the Schooner *Cente-Pea*,⁷ and all concerned therein, against the Schooner *BETSEY*, of about 50 Tons burthen, Joseph Saywood late Master: In Behalf of Jonathan Harriden, Commander of the Brigantine *Tyrannicide*, in the Service of this State, and all concerned therein, against the Snow *SWIFT*,⁸ of about 140 Tons burthen, William Peirce late Master: In Behalf of Nathan Brown, Commander of the private armed Brigantine *Montgomery*,⁹ and all concerned therein, against the Brigantine *WARBOURN*,¹⁰ her Cargoe, &c. of 150 Tons burthen, Martin Stokes, late Master: In Behalf of Benjamin Warren, Commander of the private armed Brigantine *Lyon*,¹¹ and all concerned therein, against the Brigantine *HECTOR*,¹² her Cargo, &c. of about 100 Tons burthen, William White late Master: In Behalf of Henry Phelps, Commander of the private armed Sloop *Black-Snake*,¹³ and all concerned therein, against sundry Goods and Merchandize, taken out of a Shallop, of about 15 Tons burthen, on the High-Seas, which said Shallop was bound from Halifax to some other Port in Nova-Scotia.— All which Vessels, and their Cargoes, so libelled, are said to have been taken and brought into the Middle-District aforesaid: And for the Trial of the Justice of said Captures, the Maritime-Court for the said District, will be held at *Boston*, on *Tuesday*, the 9th Day of *June*, next, at Ten o'Clock in the Forenoon, when and where the Owners of said Captures, or any Persons concerned therein, may appear, and shew cause (if any they have) why the same, or any of them, should not be condemned.

N. CUSHING, Judge of said Court.

Independent Chronicle, and the Universal Advertiser (Boston), 14 May 1778.

1. Schooner *Nancy*, H. Underhill, master, 60 tons burthen, mounting 6 two-pounders and 2 one-pounders, built in New England in 1760, new deck and repaired forecaste in 1777, owned by Rogers & Co., from Bristol bound to Newfoundland. *Lloyd's Register of Ships, 1777-1778*.

2. Massachusetts privateer schooner *Hawk*, Capt. Jeremiah Hibbert, commander.

3. Massachusetts privateer sloop *General Montgomery*, Capt. William Steward, commander. This privateer was captured by H.M. Brig *Cabot* on 18 May off Nova Scotia. For more on its capture, see Master's Journal of H.M. Brig *Cabot*, Lieutenant Edmund Dod, 18-19 May, below.

4. Connecticut privateer sloop *American Revenue*, Capt. Samuel Champlin, Jr., commander.

5. Connecticut privateer sloop *Revenge*, Capt. Joseph Conkling, commander.

6. Ship *Lovely Lass*, Andrew Waid, master. For more on its capture, see Captain Samuel Champlin to Nathaniel Shaw, Jr., 1 Apr., and *The Connecticut Gazette, and Universal Intelligencer* (New London), 8 May 1778, both above.

7. Massachusetts privateer schooner *Cente-Pea* (or *Centipede*), Capt. William Langdell, commander, mounting 2 carriage guns, a crew of 40 seamen, owned by Elias Hasket Derby and others, of Salem, was commissioned on 5 Dec. 1777. M-Ar, Revolutionary Rolls Collection, vol. 7, pp. 137, 140; Mass. Archives Collection, vol. 168, p. 105.

8. Snow *Swift*, William Pearce, master, 120 tons burthen, built in America, owned by Cruger & Co, from Bristol bound to New York. *Lloyd's Register of Ships, 1777-1778*.

9. Massachusetts privateer brigantine *Montgomery*, Capt. Nathan Brown, commander, mounting 16 carriage guns and 6 swivel guns, a crew of 100 seamen, owned by George Williams and Joshua Ward, Jr., of Salem, was commissioned on 5 Feb. 1778. M-Ar, Revolutionary Rolls, vol. 6, pp. 292, 295; Mass. Archives Collection, vol. 168, p. 172.

10. Brigantine *Warbourn*, Martin Stokes, master, 170 tons burthen, mounting 12 six-pounders, built in Pool in 1765, owned by Gregory Olive & Co., a transport from Cork. *Lloyd's Register of Ships, 1777-1778*.

11. Massachusetts privateer brigantine *Lyon*, Capt. Benjamin Warren, commander, mounting 16 carriage guns, crew of 100 seamen, owned by Jonathan Peele, Jr., John Fisk, and others, of Salem, was commissioned on 28 Nov. 1777. M-Ar, Revolutionary Rolls Collection, vol. 6, pp. 197, 198; Mass. Archives Collection, vol. 168, p. 49.

12. Brigantine *Hector*, William White, master, 120 tons burthen, built in New England in 1762, new deck and repairs in 1774, owned by Bonbonus, from Bristol bound to Halifax. *Lloyd's Register of Ships, 1777-1778*.

13. Massachusetts privateer sloop *Black Snake*, Capt. Henry Phelps, commander, mounting 12 carriage guns, a crew of 60 seamen, owned by Simon Forrester and Zachariah Burchmore, of Salem, was commissioned on 21 Jan. 1778. M-Ar, Revolutionary Rolls Collection, vol. 5, pp. 71, 72; Mass. Archives Collection, vol. 168, p. 155.

RESOLVE OF CONNECTICUT GENERAL ASSEMBLY

[*Hartford, Conn., 14 May 1778*]

Whereas the Marine Committee have requested his Excellency the Governor that a Suitable Packet be provided in this State for the purpose of carrying Dispatches to France Resolved that his Excellency be desired to give the necessary orders to have the *Spy*¹ got immediatly in Readiness for that purpose and to proceed thereon accordingly²

pass^d. in the upper House
Test George Wyllys

(May 1778)

Secret^y

Concurr^d. in the lower House
Test Benj^a: Payne Clerk

DS, Ct, Connecticut Archives, 1st Series, vol. 10, no. 220.

1. Connecticut Navy schooner *Spy*, Capt. Robert Niles, commander.

2. *Spy* sailed about 11 June 1778 and reached Brest, France, in twenty-two days. Niles became the first American officer to deliver to Benjamin Franklin copies of the Treaties of Amity and Commerce with France as ratified by the Continental Congress. See Governor Jonathan Trumbull to American Commissioners in France, 29 May, below. He was captured twice on his return voyage, arriving home in Connecticut on 17 July 1779. Hoadly, *Public Records of the State of Connecticut*, 2: 372.

MEMORIAL OF JONATHAN HAVENS AND OTHERS TO CONNECTICUT GENERAL ASSEMBLY

[*Hartford, Conn., ca. 14 May 1778*]¹

To the Honorable the General Assembly of the State of Connecticut Convened at Hartford May 1778—

Jonathan Havens, Dan^l Fordham, Nathan Fordham, Benjamin Conklin, Paul Howel, Stephen Howel, Francis Fanneier & Son, & Tho^s. Cumin, all Refugees from Long Island & Residents in this State beg leave now humbly to represent & Shew— That in Febry last they presented to your honors their Mem^l seting forth that they had then lately brot from s^d. Island some Effects, the Avails of what they were obliged to leave behind, to order for the necessary Subsistence of their Families—² That the same had been wantonly & in a lawless manner taken from them by the Officers of the Continental Frigate, called the *Trumbull*,³ at or near Saybrook, & by One Combs⁴ commanding a Whale Boat, who witheld & detained s^d. Goods— That your honors were graciously pleased to lend an Ear to our Complaint & to appoint a Com^{tee}. to examine in the premisses & to make Report there on, & in the meantime to take s^d. Goods into Their own hands &c.— That s^d. Com^{tee} accordingly having Examined the matters complained off & having found the same in favor of the Memorialists—& the Officers of s^d. Frigate haveing Insolently refused to pay any respect to your Honors Resolve & order or to deliver s^d. Goods agreeable thereto, but haveing since presumed to Libel the same before the Maratime Court for the County of New London

& put the Mem^{lsts.} to all possible Costs & Expence in their power, to defend therein, which s^{d.} Court refused to take any notice of s^{d.} Libel—and the Memorialists being still without redress or remedy they earnestly entreat your Honors to favor & Accept of the Report of Your Honors Com^{tee.} & thereupon to Resolve & order— that full, speedy & Compleat Remedy be provided your most unfortunate Memorialists in such way as to your honors shall seem mete & adequate & that your honors will not suffer such a manifest Contempt of the Supreme Authority of this State to pass with Impunity or such a Violation of your Subjects property, while under your protection to goe without Redress—and they as in Duty bound shall pray—⁵

Jon^{th.} Havens & Others—

DS, Ct, Connecticut Archives, 1st Series, vol. 10, no. 299.

1. The Connecticut General Assembly convened at Hartford on 14 May 1778 and heard this memorial during its first session between 14 and 18 May 1778. Hence the conjectured date. See Hoadly, ed., *Public Records of the State of Connecticut*, 2: 76–77.

2. The memorial, dated ca. 12 Feb. 1778, is in Ct, Connecticut Archives, 1st Series, vol. 13, no. 188a–b.

3. The officers were led by Lt. Jacob White, 2d lieutenant of *Trumbull*.

4. “Combs” has not been further identified.

5. The Connecticut General Assembly decided on or about 14 May 1778 thus: “Resolved by this Assembly, that the Sherif of y^e County of Hartford at the Cost of the Memorialists Do as soon as may be make Demand of the s^{d.} several Goods & Effects taken from them by the said White & Combs & their Associates, & That if They shall refuse to deliver the same, They shall forfeit & pay to the Memorialists a sum not exceeding one thousand pounds lawful money, . . . And it is further Resolved that s^{d.} White & Combs pay the Memorialists the reasonable Costs & Expence They have been put to by reason of the taking their Goods as afores^{d.} as the same shall be allowed by this Assembly & that the Secretary issue Execution therefor accordingly. Cost Taxed and allow^{d.} to be 23.1^s.3 lawful Money.” DS, Ct, Connecticut Archives, 1st Series, vol. 10, no. 300b.

CREW LIST OF THE MARYLAND NAVY GALLEY *CHESTER*

May 14^{th.} 1778—

A list of Men On board the <i>Chester</i> Galley & onshore . . .	
Men's Names	Where. Now
John Peckham 1 st L ^t	Onboard—
James Sullivan 2: D ^o	
John Chevier L ^t Mareins	
David fitzpatrick	
William fitzpatrick	
Tho ^s Dunbeaux	
frances Yates	
Charles Yates	
John Cain	
James Smith	
Sol ^o Kinnamon	In the Hospital
W ^m Larhea	
Nath ^{a.} Sullivan	Onboard
Nathan ^l Elbowen	
Sam ^l Gardiner. . . Cook—	
John Hopkins	
James Glenn	
Michal Glenn	
Peeter Classon	

Tho ^s . Green	
John Carter	
Tho ^s . Haycock	
Rich ^d . Mansfield	
John Green	in Baltimore for Sails
John Price	} in Goal Baltimore
George oharrow	
Tho ^s . Lynn	Listed for Soldier with Coll ^o . Gest. ¹
Daniel merick	Baltimore
Joshua Deford	
W ^m . Maloney	on the Eastern Shorexxx
John Bird	

memd^m. of what Left. David's Galley²—

Micha. Scott

John Moor

Joshua Deford — on the Eastern shore

John Cartrie...Steward Deserted in baltimore

William morris...Dead in Baltimore Hospital

Naat^h. Braus...on the Eastern shore

Sol^o. phillips...D^o.

Wm. Cockrel. . . D^o.

Sam Cockrel. . . D^o.

Benjamon Kirby D^o.

Nicholas Kirby D^o.

} Kent Island—

D, MdAA, Maryland State Papers (Executive Papers), S 1004, 6636-11-78. Docketed: "14 May 1778/a List of Men onb^d/the *Chester Galley*—"

1. Presumably, Col. Mordecai Gist, Maryland Continental line.

2. Maryland Navy galley *Conqueror*, John David, commander.

CAPTAIN BENJAMIN CALDWELL, R.N., TO COMMODORE WILLIAM HOTHAM, R.N.

Emerald

Sir

In Hampton Road [Va.] the 14th May 1778.

I received your letters of the 5th. by the *Hotham Tender*,¹ the 12th ins^t. and was obliged to detain her untill the *Solebay*² took the remaining provisions out of the *Jane* Victualler, which would clear her; as I am directed by my Instructions, when she was cleared to send her away as soon as possible by the first Convoy, and it is uncertain when such another oppertunity would offer.

I have received twelve men from Baltimore in exchange for twelve of the *Virginia's* Crew, and promised that twelve should be exchanged for them, as per list inclosed,³ by permission given them to return by land, which I am to request you will please to agree to, and give directions about: the exchange I think was in our favour, as there was an extraordinary good Pilot amongst the number sent to us, & I expect twenty more in a few days.

I am informed from the Shore, that a M^r. Dunbar, taken in the *Ottes Tender*,⁴ is coming to be exchanged, for one of the M^r. Rogers, carried round in the *S^r. Albans*,

and another Gentleman for the other;⁵ which you will also please to grant: there has been a great deal of Writing and frequent applications, on both sides, about those Gentlemen, of which Captain Onslow can acquaint you more particularly than me, but I hope now it will end, and beg to be informed, Sir, if you approve of what I have done, and whether the people applied for, are released.

There is a debt of ten Men, by receipt from Captain Onslow, for ten of the *Solebays* people returned to their proper ship, to be paid by ten *Virginian's*, (particularly) which I have lately been applied to for, and could only say I would write about them, I am thus particular, because I would wish to give correct, and positive answers, and the advantage is full as great to us, as to the Rebels, and many of our people are suffering much in their Gaols: if this mode is approved of many of them may be released. I am [&c.]

B.C.

LB, UkGrNMM, Benjamin Caldwell Papers, CAL/110, Letter Book (May 1776–June 1779), pp. 34–5. Addressed at the bottom “To/Commodore Hotham.”

1. Sloop tender *Hotham*, Lt. Thomas Jolly, commander.

2. H.M. frigate *Solebay*, Capt. Thomas Symonds, commander.

3. The list has not been found. See Caldwell to Capt. James Nicholson, 30 Apr., above, for more on the exchange involving crewmen of the Continental Navy frigate *Virginia*.

4. Probably Richard Dunbar of Gloucester County, Va. *NDAR* 10: 30; the tender of H.M. ship-rigged sloop-of-war *Otter*; Comdr. Matthew Squire, commander, was probably armed boat *Dreadnought*.

5. These were probably Capt. John Rogers of the sloop *Defiance* and Capt. George Rogers of the sloop *Shore*. Their vessels had been captured by H.M.S. *St. Albans*, Capt. Richard Onslow, commander, on 14 Feb. 1778. See Journal of *St. Albans*, 14 Feb. 1778, *NDAR* 11: 349 and n.

JOURNAL OF H.M. FRIGATE *ARIEL*, CAPTAIN THE HONORABLE CHARLES PHIPPS

May 1778 [Cape Hattress SbE distance 5 or 6 Leagues]
 Thursday 14th: at 5 AM got the boat out and sent them to destroy one of the Schooners which they set fire to & Burnt¹ at 11 the Boats returned got them in & gave Chace to two Sail in the Offing—
 [Cape Hattress SbE distance 5 or 6 Leagues]
 Fresh Breezes & Clear W^r: at 1 PM in Chace of a Schooner Standing in for the Land at 3 PM fired a Shott at her ½ p^r: 3 they ran a Shore at 4 Anchord with the Small B^r: in 7 f^m: got the boats out & sent them Armed after her found her Arm'd & She fired Several Shott at the Boats She proved to be the *Three friends*² Schooner from S^c: Eustatia for N^o: Carolina laden with Salt & Some dry Goods fired Several Guns at her from the Ship & her people left her. took possession of her & employ'd heaving the Salt overboard to Lighten her got an Anchor out to heave her off by, The Malitia fired several Volleys of Small Arms our people returned the fire from the Schooner—
 Friday 15th: Cape Hattress SSE about 3 or 4 Leagues
 Fine Pleasant W^r: at 2 PM got the Schooner afloat the Malitia still Continuing firing on our people who were employ'd getting the Schooner off

D, UklPR, Adm. 51/61, part 1, fols. 26–27.

1. The schooner *Trader's Increase*. See also, Journal of H.M. frigate *Ariel*, 13 May, above.

2. Schooner *Two Friends*, Jonathan Coffin, master, owned by Young & Co., sent to New York. Howe's Prize List, 30 Oct. 1778, UklPR, Adm. 1/488, fols. 487–88.

JOURNAL OF MAJOR JOHN FAUCHERAUD GRIMKÉ, CONTINENTAL ARMY

[Camp, *Fort Howe, Ga.*] 14 [May 1778]

A firing having been heard towards Darien last night of heavy pieces of Cannon, it is conjectured the Enemy have attacked Our Gallies,¹ in consequence of which a Detachment of 27 Rank & File under L^t Lining & another Sub[*altern*], is ordered to march with Expedition to render them assistance should it be necessary.²

D, ScHi, Grimké Papers, "Journal of the Campaign to the Southward." Grimké was aide-de-camp to Maj. Gen. Robert Howe, commander of the Southern Department. Howe in May and June 1778 led an expeditionary force of South Carolina and Georgia troops against British-held East Florida.

1. That is, the armed galleys of the Georgia Navy: *Bulloch, Congress, Lee, and Washington*.

2. Lt. Charles Lining, South Carolina Continental Line. As seen in Grimké's entry of 15 May, below, the galleys had not been attacked.

May 15

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present—

Sam^l Ph^{'ps} Savage Esq^r
John Brown Esq^r
George Williams Esq^r
John Prescott Esq^r

Boston May 15th 1778—

Jon^a Glover Esq^r
Isaac Phillips Esq^r
Eleazer Johnson Esq^r

Sam^l Ph^{'ps} Savage Esq^r President—

Order'd, That the Com^s Gen^l deliver Sam^l Hartley for the Sick Men landed by Cap^t Harreden at Rainsford Island . . . one Cord Wood—¹

Order'd, That Paul Baxter for cutting Staves, Heading &c. from Schooner *Hannah*,² be paid, ..14.—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), p. 307.

1. David Devens was the commissary general; Capt. Jonathan Haraden commanded the Massachusetts Navy brigantine *Tyrannicide*.

2. Massachusetts State trading schooner *Hannah*, Capt. Bartlett Holmes, master.

SAMUEL PHILLIPS SAVAGE, PRESIDENT OF MASSACHUSETTS BOARD OF WAR TO WILLIAM AND GODFREY HUTCHINSON

Gentlemen.

War Office, Boston May 15. 1778.

We are favored with your several Letters of the 23^d. and 31th. March,¹ the last of which inclosed the Acct of Cpts Harriden² and Sampson³ as also your Acct Currt ballance in your Favor 33[#]..431..14..4,⁴ which we have not, as yet, thro hurry, been able to examine, but doubt not the same to be right, & when found so, shall be carried to your Credit.

In One parag^h: of yours of 31th you mention y^e Receipt of Cap^t Sampson and Harriden for Rations, and desire we would particularly write you on that head, as you are unacquainted wth them: we own ourselves to be equally unacquainted ~~as~~ with this method of supplying them, and are much surprized those Gentlemen should have applied therefor, and for the future, beg, no such Requisition from any Master of ours may be complied with.

We own ourselves under very particular Obligations for the large Advance made us: as it was unexpected, it puts us to the greatest difficulty to reimburse, not having it in our power at present to make a ~~Draught~~ Draft on France for the payment ~~the~~ ~~payment~~ thereof. however hope as Cap^t Sampson—and Cap^t Lambert⁵ in the *Massachusetts* are still on a Cruise and Cap^t Harriden who arrivd here a few days past⁶ & is soon going out again, ~~they~~ we shall, by them, be so fortunate as to ~~have replied~~ have replaced the sum you so generously advanced for us.— You may rely every Endeavour of ours shall be us'd to procure a Suitable Cargo for your Market.— We are with great esteem [&c.]

Sam^l: Ph'ps Savage Pres^t
Pr Ord^r:

L, M-Ar, Mass. Archives Collection, vol. 205 (2d ser., Revolution Letters, 1775–1783), fols. 346–47. Addressed at top: “Mess^{rs} W^m. & Godfrey Hutchinson.” Docketed: “Mess^{rs} W^m. & Godfrey/Hutchinson—/Letter May 15th 1778/Ent^d.” There is a letter book copy of this letter in M-Ar, Mass. Archives Collection, vol. 151 (Letters from the Board of War, 1776–1780), p. 178.

1. For the letter of 31 Mar. 1778, see NDAR 11: 854–55.
2. Capt. Jonathan Haraden, commanding Massachusetts Navy brigantine *Tyrannicide*.
3. Capt. Simeon Samson, commanding Massachusetts Navy brigantine *Hazard*.
4. # is the symbol for the *livres tournois*.
5. Capt. John Lambert, commanding Massachusetts Navy brigantine *Massachusetts*.
6. *Tyrannicide* arrived at Boston on 7 May. See Log of the Massachusetts Navy Brigantine *Tyrannicide*, Captain Jonathan Haraden, 7 May, above.

JOHN BROWN TO CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT

Gent^lm

Providence 15 May 1778

We will agree to make you Thirty Twelve pound Cannon at our Air Furnace in the best and Neatest manner at £300 each Gun, allowing them to weigh 24 Cw^t you finding patterns with all their Irons &c Compleat of w^{ch}. their must be Three setts, in Order to have one Cast every day, and whatever they weigh more then 24 Ct. being the w^t of those made from our Pattern for the ships *Warren* and *Providence*,¹ You are to Pay for in the same proportion by weight, or we will make you sixty by your Patterns at £300 each without any allowance for the Extra-weight, and will deliver the whole at Furnace Hope² (where they must be Bored out) as soon as possible. By order and in behalf of the Owners, I am your H^{ble} Serv^t.

John Brown

“Papers of William Vernon and the Navy Board,” 243–44. Addressed at foot: “Continental Navy Board.”

1. Continental Navy frigates *Warren* and *Providence*.
2. Hope Furnace, Bristol, R.I.

THE CONNECTICUT GAZETTE; AND THE UNIVERSAL INTELLIGENCER, Friday, May 15, 1778

NEW-LONDON, May 15.

The Privateer Sloop *Bever*,¹ Capt. Dodge, sailed from Bedford on a Cruise, last Saturday Se'nnight, and on Monday fell in with the *Maidstone* Man of War:— the Wind being light, the *Maidstone* sent three armed Boats to attack the Sloop; but one of them was soon sunk by Capt. Dodge, on which the other two returned to the Ship; and a thick Fog setting in about the same Time favoured Capt. Dodge's Escape. The Sloop had one Man killed and four slightly wounded. Capt. Dodge arrived here on

Thursday Afternoon, and brought in two empty Sloops which he took the same Day, off Montauk, bound from Newport to New-York.²

Last Saturday the *Mifflin* armed Schooner,³ Capt. Kerr,⁴ returned here from a Cruise up the Sound,⁵ and brought in six Prizes, coasting Sloops and Schooners, laden with a Variety of useful Articles.⁶

Sunday Night last, two Boats under the command of Capt. Dayton⁷ and Capt. Chester,⁸ with 24 Men in both, went to Long-Island; and carrying one of the Boats across a narrow Part of the Island at South-Hampton, they went about 60 Miles up the South-Side of the Island, to Fire Island Inlet, and took Possession of five Sail of coasting Vessels which lay there, laden with Lumber, Oysters, Houshold-Furniture, some Dry-Goods, Provisions, &c. The Prizes are all safe arrived.⁹ More might have been brought off could they have manned them— Among the Prisoners is a British Sergeant.

Last Tuesday a Prize Sloop, laden with Wine, was taken going into Newport by two armed Boats, and carried into Connecticut River.

1. Connecticut privateer sloop *Beaver*, Joseph Dodge, commander, was commissioned on 6 Mar. 1778 and owned by Joseph Trumbull, Samuel Broome, John Broome and John Livingston. It mounted 12 guns and was manned by a crew of 65 seamen.

2. Sloop *Morning Star*, Peter Woglom, master, and *Sea-Flower*, George Webster, master. See Libels Filed in Connecticut Maritime Court for New London County, 20 May, below.

3. Continental Navy schooner *Mifflin*.

4. Lt. John Kerr, Continental Navy.

5. Long Island Sound.

6. See Libels Filed in Connecticut Maritime Court for New London County, 20 May, below.

7. Connecticut privateer boat *Suffolk*, Capt. Ebenezer Dayton, commander.

8. Capt. Jason Chester.

9. Schooner *Peggy*, Charles Cameron, master, schooner *Polly*, George Hallock, master, sloop *George*, Samuel Tobey, master, sloop *Delancy*, Thomas Ming, master, and pettyauger *Jacob*, James Smith, master. See Libels Filed in Connecticut Maritime Court for New London County, 20 May, below.

TIMOTHY PICKERING, JR., TO JOHN PICKERING, JR.

[Extract]

Dear Brother

York Town [*Pa.*] May 15. 1778.

. . . You'll perhaps have heard the fate of the two remaining frigates built at Philadel^a. The enemy lately set them on fire, as they lay up about Borden-town but half covered with water.¹ They were ordered last fall to be sunk, but they were strangely halled to a place where there was not half water enough to Cover them. Thus the whole four have fallen.² Our whole navy has been strangely managed. The *Randolph*, Capt. Biddle, is the only one that has conducted nobly. Tho' attacked by a 64 gun ship, she attempted to defend herself & disable her enemy, on board whom nine men were killed, & 13 wounded, and she was so disabled, that Biddle w^d. have escaped, but for that great misfortune of being by accident blown up. 300 picked seamen with some gentlemen volunteers perished by this unhappy event.—³ Manly when attacked by a 44 gun ship, struck without firing a gun. Yet by tolerable conduct it seems the *flora* might have been easily taken before the *Rainbow* could have come up; & then it would have been wonderful indeed if all four could not have taken her. . . ⁴ In haste

Tim Pickering jun^r

DFS, MSaE, Timothy Pickering Manuscripts, volume III. Notation at bottom of last page: "Mr. John Pickering jun^r."

1. On the British destruction of the Continental Navy frigates *Effingham* and *Washington*, see Gen. Philemon Dickinson to Gen. George Washington, 9 May, above.

2. Continental frigates *Delaware*, *Effingham*, *Randolph*, and *Washington*.

3. On the destruction of Continental Navy frigate *Randolph* and the death of its commander, Capt. Nicholas Biddle, in an engagement with H.M.S. *Yarmouth*, see NDAR 11: 832–33. As seen there, *Randolph* did not injure *Yarmouth* to the extent that Pickering indicated.

4. On the engagement involving Continental frigates *Hancock*, Capt. John Manley, commander; *Boston*, Capt. Hector McNeil, commander; and *Fox*, Capt. Stephen Hill, commander, and H.M. frigate *Rainbow*, Capt. Sir George Collier, commander, H.M.S. *Flora*, Capt. John Brisbane, commander, and brig tender *Victor*, Lt. Michael Hyndman, commander, see Collier to Philip Stephens, 12 July 1777, NDAR 9: 269–73.

JOURNAL OF THE MARYLAND COUNCIL

[*Annapolis, Md.*] Friday 15th. May 1778.

That the said Treasurer pay to Capt. Bennett Matthews five hundred and Thirty seven Pounds, fourteen shillings and eight Pence due himself and Men of the Galley *Independence* as per Acc^t passed by the A Gen^l—¹. . . Commission of a Letter of Marque and Reprisal issued to Daniel Deshon Master of the sloop *Molly* mounting ten carriage Guns navigated by thirty men belonging to the State of Maryland—

D, MdAA, Governor and Council (Proceedings), 3842, S107123, p. 217.

1. That is, Auditor General Zephaniah Turner.

MARYLAND COUNCIL TO EPHRAIM BLAINE

Sir.

In Council Annapolis 15th. May 1778.

By this Day's Post we received yours of the 7th. We shall consider and advise you of the Persons we may think will assist you in your Office with Integrity and Industry. We have derived no Assistance from the Recommendation of Congress of the 24th of April, to the Government of Pennsylvania, to furnish Sailors for manning the Maryland and Virginia Gallies: a due Attention to it would much forward the Transportation of the Provisions purchased.—¹ A good Deal of Meat, especially Bacon, has been bought up in this State, we wish it to be removed as soon as may be, for immediate use, and shall do all we can to accomplish it, for, besides its being wanted, it will not keep in collected Quantities, unless there's more than common Attention to it. We are &^{ca}.

LB, MdAA, Governor and Council (Letter Books) 1777-1779, S1075-6, 4007, p. 152, no. 203. Addressed at bottom: "Ephraim Blaine Esq^r/D^r Com^y Gen^l of Purchases."

1. For more on Congress's resolution of 24 April and on the plan to forward by water provisions from the Southern states, see Richard Peters of the Continental Board of War to Gen. George Washington, 12 May, above.

MARYLAND COUNCIL TO CAPTAIN DANIEL DESHON

Sir.

In Council [*Annapolis*] 15th May 1778.

You are to load the *Molly* with the Tobacco we send you, and that she may take as much as can be put into her, break some of the Hh^{ds} and stow in between the whole Hogsheads. After you are loaded and properly cleared, you are to proceed to S^t Piers in Martinico¹ and there deliver your Cargoe to M^r Richard Harrison, to whom you go consigned, and whose further Orders you are to observe. We shall write him on the Subject. If you should be forced into any other Island or Port by Accident or

the Enemy, you are to stay there and write to M^r Harrison, advising him of it and inclosing him a Copy of this Instruction, he will, on Receipt of it, give Orders, which you will follow. You will advise us by every Opportunity of your Situation and Proceedings— We are &^{ca}.

LB, MdAA, Governor and Council Letterbook, 4007, S1075-6, p. 152, no. 202. Addressed at bottom: "Cap^t Daniel Deshon."

1. That is, St. Pierre, Martinique. See Maryland Council to Richard Harrison, this date, and Council to Deshon, 18 May, both below.

MARYLAND COUNCIL TO RICHARD HARRISON

Sir. In Council [Annapolis] 15th May 1778.

Cap^t Conway¹ having declined serving us any longer in the *Molly*,² we were at a Loss for a Cap^t for her: M^r Van Bibber³ undertook to procure one who might be depended on and we left the Terms to himself, he agreed with Cap^t Dan^l Deshon, and agreed he should have the Freight of two Hd^{ts}. Privilege Freight of his own Goods, fully the Produce, of his Venture out Freight free back, in what Articles he pleases except Salt, and that he should draw one fourth of the Commissions. Cap^t Van Bibber says Deshon might have had any Vessel in Baltimore, and we have no Doubt but he is very clever. We think it proper to give you this Information, left open with the Captain⁴ and are Sir &^{ca}.

LB, MdAA, Governor and Council (Letter Books) 1777-1779, S1075-6, 4007, p. 151, no. 201. Addressed below close: "M^r Richard Harrison Martinico."

1. Capt. Robert Conway.

2. Maryland State trading sloop *Molly*.

3. Baltimore merchant and Maryland State Agent Isaac VanBibber.

4. See also, Maryland Council to Capt. Daniel Deshon, this date, above, and 18 May, below.

JOURNAL OF THE COUNCIL OF THE STATE OF VIRGINIA

[*Williamsburg*]

Friday May 15th 1778.

Present

His Excellency,¹

John Page
Dudley Digges

David Jameson &
James Madison

Esquires

A Commission was issued appointing James Hobbs Master of the Schooner *Hornett*, employed in the Trade of this State.

H.R. McIlwaine, ed., *Journals of the Council of the State of Virginia* (Richmond: The Virginia State Library, 1932), 2: 132.

1. That is, Gov. Patrick Henry.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Friday the 15th day of May 1778.—

Present.

Mr Whiting, Mr Travis, Mr Archer, and Mr Lewis.—

The Commanding Officer of the *Manley* Galley¹ received Orders to take on Board

such Arms, Tents, &c as Mr Sanson² may want conveyed to the eastern shore, whither he is to carry and deliver them to him or any person he may appoint to receive them. Afterwards he is strictly and punctually to obey the Orders given him the sixth of April last for the protection of the Trade and Inhabitants against the enemies tenders or Vessells of War &c. &c.—³

DS, Vi, Navy Board Journal, p. 396.

1. Capt. William Saunders.

2. Possibly, Philip Sansum, a Virginia recruiting officer.

3. See Journal of the Virginia Navy Board, 6 Apr., above.

JOURNAL OF H.M. FRIGATE *GREYHOUND*, CAPTAIN ARCHIBALD DICKSON

May 1778
Friday 15th Cape Henry NW¹/₂W 8 Leagues
at 4 AM Light Airs & hazy at ¹/₂ past saw 4 Sail to the Eastward made sail & gave chase. at 10 got the Barge out man'd and Arm'd & sent her in Chace of a Sloop at Noon sent the Cutter in Chace
D^o: [Cape Henry] N67°W 20 Leagues
Light-Airs Inclinable to Calm. at ¹/₂ past 3 PM the Boats Return^d. with the Chace a Sloop from Virginia for St^t Eustatia,¹ put on board her a Petty Officer & 4 Men,

D, UkLPR, Adm. 51/420, fols. 205–6.

1. Sloop *Betsy*, Charles Joyne, master, owned by John Walker, of Norfolk, Va., from Norfolk to St. Eustatius with tobacco, sent to New York City. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 483–84. Its prize papers are in UKLPR, H.C.A. 32/281/5, which identify the master as Charles Joynes.

THE NORTH-CAROLINA GAZETTE (NEW BERN), FRIDAY, MAY 15, 1778

NEWBERN, May 15.

There are now cruising on this coast, three privateers, Capt. Mc Farling, in a 16 gun brig, and Captains Neale and Goodrich, in 10 guns sloops.¹ They have lately taken several vessels near Occacock bar, and a few days ago, Captain Goodrich decoyed the pilots at old Topsail inlet, came in and took a brig, a prize sent in by the continental frigate *Rauleigh*,² and a vessel just arrived from Charlestown with a valuable cargo and a large sum of money on board. He endeavoured to carry off the brig, but not being able to get her out, set her on fire and left her. She had on board 1200 bushels salt, had just been condemned by the court of admiralty and sold, and we hear those concerned extinguished the fire and have saved the salt, but the vessel is ruined.³ A fort is now building at cape look-out bay, for the protection of vessels that may lie there,⁴ but the harbour within old Topsail inlet is quite exposed, and while the pilots on the sea coast are so easily decoyed, and receive such ample rewards for their fidelity, we fear the trade of this state will be intirely stopped.

1. New York privateer sloop *George and Elizabeth*, Capt. Pendock Neal; Bermuda privateer sloop *Hammond*, Capt. Bridger Goodrich.

2. Continental Navy frigate *Raleigh*, Capt. Thomas Thompson, commander. For more on this prize, see Continental Marine Committee to Richard Ellis, 25 May, below.

3. Probably, brig *Jenny*. See *The New-York Gazette; and Weekly Mercury*, 25 May, below.

4. For more on this fort, see Capt. Denis-Nicholas Cottineau de Kerloguen to Gov. Richard Caswell of North Carolina, 12 May, above.

JOURNAL OF H.M. FRIGATE *GALATEA*, CAPTAIN THOMAS JORDAN

May 1778

D^o. [Charlestown] S80W 49 L^sFriday 15th.

half past 5 am Saw a Sail Gave Chase. At 9 fired 2 Shot & Bro^t too the Sloop *Black Joke* from Cape Francois bound to Virginia Laden with Coffee Sugar & Rum.¹

D^o. [Charlestown] S81W 19 L^sLight Airs and fair W^t at 5 wore Ship

D, UklPR, Adm. 51/4197.

1. Sloop *Black Joke*, Gear Chadwick, Smith & Co. owners, captured at latitude 33°36' north, longitude 77°35' west and sent into New York. Howe's Prize List, 30 Oct. 1778, UklPR, Adm. 1/488, fols. 487-88; UklPR, H.C.A. 32/282/19.

JOURNAL OF MAJOR JOHN FAUCHERAUD GRIMKÉ, CONTINENTAL ARMY

[Camp, *Fort Howe, Ga.*] 15 [May 1778]

The Alarm which was heard towards Darien night before last, is Reported to be only the falling of trees, the Woods being on fire.¹

The Carolina Galley² & a Schooner laden with Stores are said to be arrived at Tybée.

A large boat with Stores taken out of the Prizes captured at Frederica³ arrived this Morning from Sunbury.

The Camp was alarmed at 11 O'Clock last night by a Centry of One of the Out Piquets firing a Gun at a Person who (he Says) was advancing upon him & adds that the Man [*ran*] into the woods immediately: The Whole Army was Ordered to return to their Tents & to be ready to turn out upon the first Alarm.

D, ScHi, Grimké Papers, "Journal of the Campaign to the Southward."

1. See Grimké's journal entry of 14 May, above.

2. Grimké is referring to the South Carolina Navy armed galley *Beaufort*, Capt. James Mayberry, commander.

3. The prizes captured near Frederica, Ga., on 19 Apr. were H.M. brig *Hinchinbrook*, East Florida armed sloop *Rebecca*, and an unnamed armed brig. On the capture of these vessels, see Col. Samuel Elbert to Maj. Gen. Robert Howe, 19 Apr., and Captain Thomas Jordan to Gov. Patrick Tonym, 16 Apr., both above.

GOVERNOR PATRICK TONYN OF EAST FLORIDA TO LORD GEORGE GERMAIN

N^o. 57

My Lord;

Since my former letters to your Lordship, I have had various reports of the intentions of the rebels to invade this province, with considerable force.

The plan is formed by the continental Congress, and your Lordship will see by the enclosures, what progress they have made in the execution.¹

The Carolinians it seems apprehend no danger this Season from the north, and are to employ their whole force to reduce this province.

The State of the *Carrysfort* obliges Captain Fanshawe to go to the northward,² he carries a state of the province to be laid before Lord Viscount Howe and the General.³ Captain Jordan of the *Galatea* is the only King's Ship on the Coast.⁴

I was in hopes the *Hinchinbrook* and *Rebecca* would have been sufficient for our defense, untill Lord Viscount Howe's operations extended southward: but I find that

they would not have been adequate to oppose this formidable rebel armament.⁵

I am, my Lord, preparing with the utmost diligence two Brigs into Gallies, as I had the honour to mention in my last letter,⁶ and am constructing two floating Batteries to be mounted with twenty four pounders. I purpose likewise to engage such privateers as I can procure that are fit for the river navigation.

I am obliged to apply a part of the Fort Guns for the Gallies and the floating Batteries, and will endeavour to fall on some expedient to replace them.⁷

[All the Indians my Lord agree in confirming the peaceable talk given out to the Creek Nation by M^r Stuarts Agents,⁸ and some of them aver, a talk to the very same effect, was given to the confidential men in private at Pensacola by M^r Stuart. The bad effects of this Talk is now most sensibly felt here. The Indians that are come do not exceed a hundred, they also tell me the same measures have been recommended by the Superintendent to the Ocony King, the Cowkeeper and all the Seminoles.⁹ There, my Lord, the object of the rebels is attained to make the Indians neutral, as they failed in their attempts to persuade them to take a decisive side against His Majesty's interest.

I shall, my Lord, notwithstanding exert my utmost to bring them down, I will dispatch expresses to the Commissaries in the Nation, the Superintendent, and a letter to the Indians to that purport.]

I have issued a proclamation desiring all the Inhabitants, who are not incorporated in the militia, to take arms and to be aiding and assisting in all capacities to His Majesty's Service.

Brigadier General Prevost¹⁰ has embodied two hundred and fifty of the Refugees lately come into the province, and has put them under the direction of his Brother Major Prevost,¹¹ who is to discipline them.

General Prevost and myself are making all possible preparations for the enemies reception. I have the honour to be [&c.]

Pat. Tonym

St^e Augustine 15th. May 1778

L, UklPR, C.O. 5/558, fols. 158–59. Addressed at the foot of the last page: "Right Honourable/Lord George Germain." Docketed: "St^e Augustine May 15th: 1778/Gov^r: Tonym/N^o: 57/R, July 21st./2 Inclosures/Ent^d."

1. Tonym included two enclosures: the first was a proclamation issued by the Governor and Council of State of Georgia soliciting volunteers for an expedition against East Florida; the second was an affidavit from John Immerly/Imirie, a recent-arrival from Charleston, who detailed preparations taking place in South Carolina for an expedition against East Florida. *Ibid.*, fols. 160–63.

2. H.M. frigate *Carysfort*, Capt. Robert Fanshawe, commander. It was returning to New York for refitting.

3. Gen. Sir William Howe.

4. H.M. frigate *Galatea*, Capt. Thomas Jordan, commander.

5. As seen in Tonym's letter to Germain of 28 Apr., above, H.M. brig *Hinchinbrook*, Second Master and Pilot James Murray, acting commander, and East Florida Provincial armed sloop *Rebecca*, Capt. John Mowbray, commander, had been captured by the Americans in St. Simons Sound, Ga.

6. Tonym to Germain, 28 Apr., above.

7. Tonym wrote Vice Adm. Howe the same day informing him that he could arm these vessels with cannon from the fort but wished to avoid doing so "as it reduces the Number for its Defence." Tonym asked Howe to send him cannon "to reinstate them." UklPR, Adm. 1/488, fols. 380–81.

8. John Stuart was the British Superintendent of Indian Affairs in the Southern District.

9. Oconee is the name of one of the tribes comprising the Creek Confederacy. Its people, also called Seminoles, were led by Ahaya (Cowkeeper), here styled as their "king."

10. Augustine Prevost.

11. James Mark Prevost. On this force of Loyalist refugees, see William Brown to James Wright, begun on 26 Apr. and concluded on 30 Apr., above.

CAPITAINE DE VAISSEAU CHEVALIER CHARLES PICOT DE DAMPIERRE, FRENCH NAVY, TO
GABRIEL DE SARTINE

[à Basse Terre, Guadeloupe, entre le 8 et le 15 mai 1778]

Monseigneur

J'ai vû hier la necessité d'avoir Toujours une fregatte a la Basse Terre. il faudroit mesme y avoir un corps mort avec des chaisnes pour y amarrer un v^{ant} qui pour lors serait Toujours En appareillage.

a Six heures & demie du matin m^r. le ch^{ev.}. de cardaillac¹ m'envoia avertir qu'on voiait deux fregattes anglaises qui chassaient un Batteau. J'estais chez mr. le Comte d'arbaud. je me rendit a mon Bord. J'estais Sous voile a onze heures aprez avoir filé un de mes cables par Bout & avoir vire L'autre. Je joignit les fregattes qui avaient visité la veille Sous Terre un Bateau de S^t Eustache & une goalette française. je les priaï de ne pas visiter ny chercher aucun B^t plus prez de Trois lieues de Terre, S. M. T. C. Voulant que ses Côtes Soient libres pour Tous ceux qui viennent y faire le Commerce.

les deux fregattes S'appellaient la *favorite*² & le *cygnete*³ elles avaient avec elles une petite goalette de six canons qui fait le plus de mal parce qu'en Calme elle va visiter les Batimens qui sont sous Terre. je les ai conduit jusque aux Saintes. je Suis [&c.]

Le ch^{ev.}. de dampierre
une corvette de vingt canons fit mettre En panne une goalette du domaine de la martinique qui la prit pour L'*etourdie* parce que la Corvette anglaise avait assure pavillon & flâme Blanche, & avait des pavois français a la verité ils Estaient de Voille peinte.

[Translation]

[Basse Terre, Guadeloupe, between 8 and 15 May 1778]

My Lord

I saw yesterday the need to have a frigate at Basse Terre at all times. We should even have a fixed mooring with chains to make fast a ship of the line that would be ready to get under way at any time.

At six thirty in the morning Mr. Chevalier de Cardaillac¹ sent a warning that two English frigates were sighted chasing a ship. I was at Comte d'Arbaud's residence. I went on board my ship. I was underway by eleven o'clock after having veered one of my cables on end and heaved on the other. I joined the frigates that had inspected a vessel from St. Eustatius and a small French schooner the previous day, close to land. I asked them not to inspect any vessel closer than three leagues to the Land, as His Most Christian Majesty wishes the coasts to be free for all those who come to trade.

The two frigates are named the *Favorite* and the *Cygnets*.² They had with them a small schooner of six guns that does the most harm because it inspects vessels inshore in calm weather. I accompanied them as far as the Saintes. I am [&c.]

The chevalier de dampierre
A corvette of twenty guns stopped a small schooner from the area of Martinique, which mistook it for the *Etourdie* because the English corvette had confirmed a white pendant and ensign, and had French waistcloths; actually they were painted sails.

FrPNA, B⁴ 140, fol. 56. This undated letter is filed between letters of 8 and 15 May.

1. Lieutenant de vaisseau Chevalier Paul de Cardaillac.

2. H.M. ship-rigged sloop-of-war *Favourite*, Comdr. William Fooks, commander; H.M. ship-rigged sloop-of-war *Cygnets*, Comdr. William Swiney, commander.

May 16

CAPTAIN SIR GEORGE COLLIER, R.N., TO SECRETARY OF THE ADMIRALTY
PHILIP STEPHENS

Sir/

Rainbow at Sea 16 May 1778

I beg to acquaint their Lordships that being on a Cruize on the Coast of New England I Had the good Fortune on the 11th Instant to retake from the Rebels a very valuable Ship called the *Martha*,¹ whose Cargo (I am informd) is worth a hundred Thousand Pounds: She was bound from London to New York, & was taken a few Days after her sailing by the *Boston* Rebel armd Ship on her way to France;² I am proceeding with this valuable Ship to Halifax in order to prevent Her falling again into the Hands of the Rebels.— I took her a few Miles from the Land near Casco Bay.

I likewise retook the *Elizabeth*³ from Bourdeaux to New York, & the *Polly*⁴ from St^e Augustine to London; the former was loaden with Wines & Brandy, the other with Tobacco & Tar.

On the 10th. Instant I also took a Schooner called the *Mary*⁵ from Faro, laden with Salt, & intended for Boston, but had cleard out for Halifax. I am Sir [&c.]

Geo Collier

L, UKLPR, Adm. 1/1612, section 2, no. 4, fol. 11. Endorsed: "Rec^d 5 July." Notation in Stephen's hand: "8 July/Own rec^t/ & let him know/their Ldps are pleas^d/with his Success."

1. Ship *Martha*, Peter McIntosh, master. For more on this recapture, see Journal of H.M. frigate *Rainbow*, 11 May, above.

2. Continental Navy frigate *Boston*, Capt. Samuel Tucker, commander.

3. Ship *Elizabeth*, Thomas Howe, master. For further details on this recapture, see Journal of H.M. frigate *Rainbow*, 1 May, above.

4. Actually, brig *Mary*, master unknown. For more on this recapture, see Journal of H.M. frigate *Rainbow*, 8 May, above.

5. Actually, schooner *Polly*, Ignatius Webber, master, from El Ferrol, Spain, bound to Boston with salt. For more information on this capture, see Journal of H.M. frigate *Rainbow*, 9 May, above.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present,—

Sam^l Ph^{'ps} Savage Esq^r

John Brown Esq^r

George Williams Esq^r

Boston May 16th. 1778—

James Prescott Esq^r

Isaac Phillips Esq^r

Eleazer Johnson Esq^r

Sam^l Ph^{'ps} Savage Esq^r President—

Order'd, That Cap^t Johnson & Cap^t Phillips¹ be a Committee to superintend & direct the refitting the Arm'd Brig^t *Hazard*,² & dispatch her for the Sea upon a Cruise, first receiving the Orders of the Board therefor.—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 308–9.

1. Capt. Eleazer Johnson and Capt. Isaac Phillips, members of the Board of War.

2. Massachusetts Navy brigantine *Hazard*.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport. Rhode Island]

16th [May]—Fine day. Wind S.W.

The *Sphinx* went out of the Seconnet¹ this morning, with several vessels under Convoy for the Elisabeth Islands, to bring off Stock.²

Came in a Sloop from Bermuda,³ lately taken by a Rebel Privateer, but retaken by the *Maidstone* Frigate.⁴

Mackenzie, *Diary* 1: 282.

1. That is, Sakonnet Passage.

2. According to the Journal of H.M. frigate *Sphinx*, the captured “Stock” was sheep. UKLPR, Adm. 51/922.3. “Sloop *Nancy*, from Bermuda to Newburyport, with tobacco and turpentine, retaken on 10 May in Lat. 40°.26′, [N] and Long. 68°.16′, [W], sent into Rhode Island.” Howe’s Prize List, 30 Oct. 1778. UKLPR, Adm. 1/488, fols. 485–86.4. H.M. frigate *Maidstone*, Capt. Alan Gardner, commander.JOURNAL OF H.M. ARMED BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

May 1778

Loyds point WBN ½ Mile Dist

Saturday 16

at 12 Sent 8 Boats Armed with two from the *Falcon* & 1 from the Tender¹ at 8 AM the Boats Returned with a Brig in Tow Which They had Cut out of Newfield harbour² at 8 D° weighd in C° the *Falcon* Tender & prize working to Wward

Crean Neck³ ESE 1½ Mile Dist

Light airs and variable the First part Middle & latter Fresh Breezes & Cloudy at ½ past 7 PM Came too Best Bower in 9 f^{ms} off Smith Town the Prize & Tender in C° at ½ past 10 weighd in C°.

D, UKLPR, Adm. 51/4163.

1. H.M. ship-rigged sloop-of-war *Falcon*, Comdr. Harry Harmood, commander. In the *Diligent*’s journal entry for 15 May, it is mentioned that one of the eight boats came from H.M. frigate *Cerberus*, Capt. John Symons, commander. Also in that entry, Farnham writes that the unnamed tender was “of Newfield Harbour.” Ibid.

2. Newfield is present-day Bridgeport, Conn.

3. That is, Crane’s Neck Point, Long Island, N.Y.

MASTER’S JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *SCORPION*, COMMANDER PHILIP BROWNE

May 1778

Steadied with the Stream Anchor—Off New City Island¹Saturday 16th

AM Sent y^e Cutter to y^e Assistance of a Vessel which had been plunder’d by y^e Rebels Empl^d fishing Carpenters as before²

Steadied with the Stream Anchor—Off New City Island

First part Light Airs Latter Fresh Breezes & Clear PM & AM boarded Vessels as before At 2 PM ret’d y^e Cutter at 8 The Lieutenant, Midshipman & Sixteen Men went in a sloop on a Secret Expedition³

D, UKLPR, Adm. 52/1986.

1. That is, City Island, N.Y.

2. According to the journal entry for 13 May, the carpenters were repairing *Scorpion*’s rudder. Ibid.

3. Nothing more is known about this expedition led by Lt. James Drew. According to a subsequent journal entry, this party returned at 6 A.M. on 17 May. Ibid.

GENERAL GEORGE WASHINGTON TO THE CONTINENTAL BOARD OF WAR

[Extract]

GentⁿValley Forge [*Pa.*] May 16th. 1778.I have been honored with your two favors of the 12th Instant.¹

If the provisions and stores, which are in the Southern States, can be transported by water, it will without question be infinitely more eligible, than the present mode of conveyance, which is and must be attended with great delay and vast expence. The vessels to be employed in this business I should suppose, ought to be small and such as could, without difficulty, run into shallow water, or any port or inlet, in case of their being chased by the Enemy's ships or cruizers. From the opinion I entertain of Captain Robinson² and the Board's desire to give him the chief direction of the craft, I should be exceedingly happy to obtain his release; however, I cannot promise that it will soon take place. The moment I had notice of his detention, which General Howe communicated himself, I remonstrated against it, and demanded that he should be liberated, but without any effect.—³ I will urge it a second time.⁴ Captain Robinson's permitting a Captain Galt to attend the flag, in the character of a private, was the foundation of this unhappy affair.⁵ I am persuaded he had no ill design in the matter and that it proceeded intirely from an imprudent and unreasonable curiosity in Galt to see his Philadelphia acquaintances. The proceeding, considering the great delicacy of Truces, was not justifiable. I do not conceive that any proposition for his exchange can be made with propriety. He is not to be viewed in the light of a prisoner of war. If his seizure was illegal, he ought to be restored without our giving any compensation; if it was not; we cannot claim his release. To propose an exchange, would be to give up the point and to admit, there was a degree of criminality in his conduct. Supposing for a moment, that he could be considered as a prisoner, I don't know that we have an officer of his rank to offer for him. . . . I have the Honor to be

[&c.]

Df, DLC, George Washington Papers, Series 4. Addressed below closing: "Board of War." Docketed: "The Board of War/May 16th. 1778."

1. One of the letters, Richard Peters of the Continental Board of War to Washington, 12 May, is above; the other, Timothy Pickering to Washington, 12 May, is in *GW Papers, Rev. War Series* 15: 113–14.

2. Capt. Isaiah Robinson of the Continental Navy.

3. See Gen. George Washington to Gen. Sir William Howe, 22 Mar. 1778. *NDAR* 11: 759.

4. Washington wrote Howe on 27 May, below.

5. Capt. Nathaniel Galt of the Pennsylvania Navy. For an explanation of what occurred, see Gen. George Washington to Francis Hopkinson, 28 Mar. 1778. *NDAR* 11: 818–19.

CONTINENTAL MARINE COMMITTEE TO THE CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT

Gentlemen

[*York, Pa.*] May 16th 1778

You are to appoint a Clerk & Treasurer for your Board and a Clerk for the Pay Office

You are to call upon M^r Lux¹ for and Liquidate any Accounts he may have against the Continent as Continental Agent

You are to call upon & settle M^r Jonathan Hudsons Account for Superintending the building of the Ship *Baltimore*²

You are to call upon M^r Stephen Steward whom we have appointed to settle the

outstanding accounts and pay off the wages of the seamen of the *Virginia*³ and receive of him such Accounts as he hath collected as well paid as unpaid, and also his receipts for Seamens wages, and discharge him from any further trouble in that business which you are to take up & Settle.

You are also desired to take care of the Timber and other Materials for Ship building belonging to the Continent which we are informed are floating about the River Patapsaco.⁴

You are to converse with M^r [*George*] Wells Ship Carpenter about the building of Small Vessels for the Continent, and after that require of him whether any Continental Timber or other Materials for Ship building have been converted to private use

you are to be strict in the enquiry into the loss of the *Virginia*, among other things how Captain Nicholson came to attempt to go out of the Chesapeake without having a Pilot on board his Ship. why he did not attempt to run his Ship ASHore. If that could not be effected why he did not throw overboard his Guns ammunition war-like and Other Stores.⁵

Eight Ton of Continental Hemp hath been lately sent from this place to Baltimore and the other part was to be wrought up for the said Brigantine if she should want the whole. We would have you see that such Cordage is made up as Captain Read may want as soon as possible that Vessel lying at a great expence and waiting only for Rigging, and dispose of the Remainder of the Hemp as you may judge proper. We are Gentlemen [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fols. 150–51 (M332, roll 6). Addressed before opening: “The Commiss^{rs} of the Navy Board of the Middle District.”

1. William Lux, a Baltimore merchant and former Continental agent in Maryland.

2. Continental Navy packet *Baltimore*, Capt. Thomas Read, commander.

3. Continental Navy frigate *Virginia*, Capt. James Nicholson, commander. It had been captured by the British on 31 March. See Nicholson to Continental Marine Committee, 2 Apr., above.

4. In a letter of 2 June to Samuel and Robert Purviance, the board announced that it was taking charge of the “public timber, mahogany &c.” collected at Baltimore and asked them to furnish their “accounts relative thereto.” MdHi, Samuel and Robert Purviance Papers.

5. The board found it impossible to convene a court-martial to investigate James Nicholson during the summer of 1778. The matter was still pending in March 1779 when the Marine Committee gave Nicholson permission to go on detached service, though they reminded him that he was still liable to be “called to trial by Court Martial for the loss of the *Virginia*.” John Brown to James Nicholson, 2 Mar. 1779, DNA, PCC, Marine Committee Letter Book, p. 200 (M332, roll 6).

NEW YORK DELEGATES TO CONGRESS TO MAJOR GENERAL HORATIO GATES, CONTINENTAL ARMY

Dear General

York Town [*Pa.*] May 16th: 1778-

The Bearer Captain Tho^s Smith is an old Mariner, born in the City of New York, from which Place he sail^d for many Years, and, for some Time in the Employ of M^r Phil: Livingston— Should the Command of one of the Gallies now building in the North River for the Defense of the Chain be vacant, We beg leave to recommend this Gentleman for the Command of it, to which (having Served for a Considerable Time as a Lieu^t of a Privateer during the last War with Reputation) we doubt not he will be found very adequate—¹ We congratulate you on the Marquis de Noailles Mes-

sage to the Court of Great Britain,² and sincerely wish you much happiness, and Success in your Command— We are, dear General [&c.]

Phil. Livingston
Gouv Morris
W^m: Duer:

L, PHi, Simon Gratz Autograph Collection. Addressed below close: "To/The Hon^{ble}./Horatio Gates Esq^r/Maj^r Gen^l of the and/Com^r in chief of the Northern/Department—." Docketed: "Letter from Gov^r Morris/Phil. Livingston/& W^m Duer Esq^{rs}/May 16th: 1778—." The delegates to Congress from New York were Philip Livingston, Gouverneur Morris, William Duer, James Duane, Francis Lewis, and Philip Schuyler. The latter three were not attending Congress in May 1778.

1. Smith's name does not appear in a list of captains who served in New York waters during the Revolution; therefore, he presumably did not receive the appointment. Berthold Fernow, ed., *New York in the Revolution*, vol. 1 (Albany, N.Y., Weed, Parsons and Company, 1887), p. 254.

2. The delegates were referring to the Marquis de Noailles' insulting 13 Mar. announcement to King George III of the conclusion of a treaty of amity and commerce between France and the United States. *Pennsylvania Gazette*, 9 May 1778.

THE PENNSYLVANIA LEDGER OR THE PHILADELPHIA MARKET-DAY ADVERTISER,
SATURDAY, MAY 16, 1778

Philadelphia.

Affadavit has been made to the following circumstances before one of the magistrates of the police of this city:

"The 11th ult. Roger M'Carty of this city, having gone down the river in the schooner *Fidelity* to purchase some provisions at Rheedy-Island,¹ two of the schooners people went on shore; a few hours after which the schooner being hailed from the shore, thinking it was their own men, said M'Carty with another went into their boat in order to take them on board, but on approaching the shore found it was not their men that had hailed them, and were hesitating whether they should go on shore or not, when being assured by the people that no injury should happen to them with other circumstances to delude them, they went on shore, and were immediately fired upon, made prisoners, and carried to Wilmington, where they were put into close confinement. On the fifth day after they were tried by a court-martial, and found guilty of being on board a vessel that came down the river in order to get provisions. They were sentenced to receive and did receive 250 lashes two days afterwards on their bare backs, with wired and knotted cats, having first been tied by the arms and legs to the gallows. After this they were thrown again into confinement, and obliged to lie on the floor without covering or fire for two days, when they were told they might go about their business. . . ."

Thursday [14 May] arrived here the *Albion*, Capt. Smith, of 20 guns, in 12 weeks from Glasgow. On his passage he fell in with a rebel privateer of 18 guns, which, after a short engagement, he sunk.² In coming up the river, he unfortunately struck upon the upper cheveaux de frize, from which he got off, but has received considerable damage.

1. Reedy Island was in the Delaware River near present-day Port Penn, Del.

2. There is a strong possibility that this account is false. *The New-York Gazette and the Weekly Mercury* of 21 September 1778 included the following report. "The *Albion*, [John] Smith, from Clyde for Philadelphia, fell in the 16th of April with an American privateer of 16 carriage guns and 100 men. After a smart action of 30 minutes carried on with the greatest bravery of the *Albion*, the privateer thought proper to sheer off, and the *Albion* having her rigging damaged could not overtake her." The privateer has not been further

identified. The 200 ton ship *Albion* later sank after hitting chevaux de frize in the Delaware River. Ibid., 6 July 1778.

JOURNAL OF H.M. FRIGATE *EMERALD*, CAPTAIN BENJAMIN CALDWELL

May 1778 [In Hampton Road]
 Saturday 16th at 3 am unmoored at 5 weigh'd & Came to Sail; our Tender, *Solebay* & her Tender, and a Victualler in Company;¹ fired a Gun & made the Signal to make more Sail; at ½ past [5] fired a Gun & made the Signal, for the Ships at the Capes to prepare to get under way; at ½ past 6 repeated it; at 8 Joined the *Richmond*, *Isis* and *Senegal*, with 2 prizes; made the Signal for all Captains.

Cape Henry West 3 Leagues
 Ditto Wea^r [Moderate & fine] in Company with His Majesty's Ships *Richmond*, *Isis*, *Solebay* and *Senegal* & two Tenders,² at 7 pm Squally, down Topgall^t yards

D, UklPR, Adm. 51/311.

1. *Emerald's* tender *Elegante*; H.M. frigate's *Solebay's* tender has not been identified.
2. The squadron's departure ended the British Navy's uninterrupted blockade of Chesapeake Bay that had begun the previous summer.

JOURNAL OF H.M. FRIGATE *GREYHOUND*, CAPTAIN ARCHIBALD DICKSON

May 1778 D^o. [Cape Henry] N67°W 20 Leagues
 Saturd^y 16th at 5 AM saw 2 sail to the Eastw^d made sail & gave Chace, the Prize in Comp^r, saw a sail bear^g SWBS. at Noon Prize in Comp^r the Chace bearing EBS—

Cape Henry N72°W 32 L^s
 Light Breezes & Clear Weath^r in Chace of two Schooners. at 2 PM got the Barge out & sent her in Chace. at 5 the Barge Return^d wth the Chace. a Schooner¹ from Virginia. for S^t Eustatia. Laden wth Tobacco put on b^d her a Petty Officer & 4 Men. at 8 Made sail.

D, UklPR, Adm. 51/420, fols. 205–6.

1. Schooner *Dolphin*, William Thomas, master, owned by Andrew Hall, of Norfolk, Va., from Norfolk bound for St. Eustatius with tobacco, taken off Cape Charles, sent into New York City. Howe's Prize List, 30 Oct. 1778, UklPR, Adm. 1/488, fols. 483–84.

DON BERNARDO DE GÁLVEZ, GOVERNOR OF LOUISIANA, TO DON DIEGO JOSEF NAVARRO,
 GOVERNOR OF CUBA

Mui s^{or}. mio:

Por las cartas que he escrito a V.S. en 14. y 27. de Abril prox^{mo}. passado¹ se havra enterado de los rezelos con que he estado y estoy de ser atacado por los Yngleses, si no les entrego los Jefes de los Americanos, y todas sus presas,² por cuia razon he pedido a V.S. me auxilie con Tropa y Embarcaciones.

Las muchas espías que tengo entre ellos mismos, me avisan continuam^{te}, de que en las Conversacion^s privadas de los primeros sugetos de Pansacola, Natches, y demas puertos Yngleses, se trata con calor el asunto, y la opinion general es de obligárme

por la fuerza a ceder a sus demandas, si no conbengo en ellas de grado, se que en Natches entre blancos e Yndios de la nacion Chicachas ay mas de mil hombres que deven vajar a Manchak para desde hay pedirme los citados Americanos y sus presas con menos modestia que lo han hecho hasta ahora, y acompañar las amenazas a la peticion. Ademas de los dhos avisos que se me han dado de palabra, tengo un documento poderoso que justifica sus malas intenciones, es una carta que he interceptado de uno de los principales miembros del consejo de Pansacola, el mas habil de ellos, y el que lleva la voz, y da el tono en el citado tribunal, en la que escribe de su puño a un Yrlandes amigo suio establecido muchos años haze en esta Ciudad, y le dize q^c quisiera que el y todos sus amigos estuvieran fuera de esta Colonia quanto antes, porque se forma un nublado que va a descargar sobre ella, y sentira que los coja la tormenta.³

Ya ve V.S. que en caso q^c se empeñen en sus pretenciones, no puedo ni devo asentir a ellas, y que si yo no hecho el resto en la defensa, seria una mancha que recaeria sobre nrã Nacion, y a lo qual estoi resuelto, con la esperanza de que este partido sera de la aprobacion del generoso corazon de nuestro Monarca.

Las dos fragatas q^c estavan al frente de esta Ciudad se han ido por ahora,⁴ pero los mas creen que volveran asi que lleguen las que han pedido a Jamaica;⁵ su salida de aqui fue intempestiva, y yo no dudo q^c sus ideas fueron de coger el cituado que subia el rio en la Balandra de S.M. *Nrã S^{ta}. del Carmen*,⁶ ò a lo menos asi lo indicaron sus maniobras, pues habiendo estado aparentando tranquilidad y prometiendo en sus oficios escritos con moderacion, la continuacion y deseo de conservar la buena armonia, y dando a entender no pensavan en hirse tan pronto, se levaron el dia 1^o del presente que el viento les favorecia mui temprano, dirijiendose rio avajo hazia la Balandra que se hallava a tres leguas de distancia de esta ciudad, pero yo que desde que las cosas se pusieron de mal semblante, he tenido y tengo a todas horas un Cavallo ensillado, monte inmediatam^{te} y a toda carrera pude llegar un quarto de hora antes a la dha Balandra que las fragatas; de modo que habiendo conocido que la plata estava en tierra y lejos de la orilla del rio dieron fondo un poco mas abajo por la popa de dha Balandra.

El haver las referidas fragatas desde q^c supieron que la Balandra estava en el rio, quitado los parapetos, y el empalletado que las cubrian, haver salido la mañana que se levaron sin ellos, y haver asi que perdieron de vista la Ciudad, hecho safar-rancho, parapetadose, tendido las redes de combate, y cargado los cañones a metralla (como despues supe) sin que en el Rio tuviesen embarcaciones enemigas, son a mi parecer indicios claros de que sus miras eran las de apoderarse del situado, quisas con la idea de obligarme por este medio a devolverle las presas de los Americanos, ò indengnisarse de aquella perdida con nrõ. dinero.

Las Balandras corsarias se mantienen en el Lago Pontchartrin,⁷ y p^a. observar sus movimientos, y los de las tierras Ynglesas, he dispuesto armar una goleta q^c no haga otra cosa que cruzar en el dho Lago, para facilitarme los mas prontos avisos siempre que note alguna novedad.

Por las mismas cartas de 14 y 27. de Abril que llevo citadas, havra V.S. visto que le pido auxilio de tropa, y embarcacion^s. para ponerme en mejor estado de defensa, pues aunque esta se hara siempre que llegue el caso, en terminos que conosca el Rey el amor con que le servimos, con todo V.S. no dejara de conoser lo que pueden dar de si poco mas de doscientos hombres de tropa reglada, que es lo que tengo en

la Plaza, que como V.S. save no tiene murallas ni Baluartes, por lo q^e. espero no me retardara dho refuerzo.

Aunque havia hecho animo de quedarme con la Balandra que ha traído el citado por estar armada en Grrã interin me llegan los socorros que tengo pedidos a V.S., he resuelto se vaya, por haverme presentado el Oficial q^e. la manda, la orden del s^{or}. comand^{te}. general de marina⁸ en que le previene se vuelva con la maior brevedad por la falta que le haze dho Barco para los fines del r^l. servicio.

Todo lo que en cumplim^{to}. de mi dever pongo en noticia de V. S. p^a. su inteligen^a. Dios guê [&c.]

Nueva Orleans 16. de mayo de 1778.

Bern^{do}. de Galvez

[Translation]

Very Dear Sir:

You should know by now, through the letters I have written to Your Lordship 14 and 27 April ultimo,¹ of the suspicions I held, and still hold, of being attacked by the English should I not surrender the American leaders and their prizes;² for this reason, I have requested Your Lordship to support me with troops and vessels.

The many spies I have among them continually inform me that in private conversations, the principle citizens of Pensacola, Natchez, and other English ports heatedly debate this matter, and the general consensus is to force me to comply with their demands. Should I not willingly accede, I know that over a thousand whites and Chickasaw Indians from Natchez would descend on Manchac to request, with less modesty than used thus far, said Americans and their prizes and to accompany their request with threats. Beside the verbal warnings I have been given, I have a powerful document that proves their ill intentions. It is a letter I have intercepted from one of the principal members of the council of Pensacola, the ablest, and the one who best expresses the sentiments of the group and sets the tone in that important tribunal. In it, he personally writes to an Irish friend of his who settled in this City many years ago, that he wishes that he and all his friends should leave the Colony at once because of the dark cloud that is forming that will discharge upon it and he would regret if they were caught in the storm.³

In case they are resolute in their intentions, Your Lordship will see I cannot and will not accede to them, and if I should not give my best defense, it would be a stain that would fall upon our Nation. I am resolved then, with the hope that my course of action will meet the approval of our Monarch's generous heart.

The two frigates that were anchored in front of this City have left for the time being,⁴ but many believe they will return as soon as the ones from Jamaica arrive.⁵ Their departure from here was oddly timed. No doubt their intention was to seize the allowance traveling up the river in His Majesty's sloop, *Nuestra Señora del Carmen*,⁶ at least their maneuvers indicated as much. Having appeared to be peaceful and, having assured us in their letters, written in the language of moderation, of their desire to preserve harmonious relations yet implying they had no intentions of leaving soon, they set sail early the first of the month when the wind favored them. They headed downstream toward the sloop which was three leagues distant from this city. However, since the situation has turned grim, I have had and continue to have at all times, a saddled horse which I mounted immediately and at full gallop reached the sloop a quarter of an hour before the frigates. And so knowing that the silver had been moved

inland and far from the shore, they anchored farther down by the stern of the sloop.

From the moment they realized the sloop was in the river, the frigates took down their parapets and the mattress barrier that protected them. They set sail early in the morning without them and when out of sight of the city, cleared the decks, put up the parapets, set out the combat railings, and loaded the cannons with shrapnel (as I later found out) without any enemy vessels being in the River. In my view, these are clear indicators that they had their sights set on taking the allowance, perhaps as a way to force me to return the prizes taken by the Americans, or to compensate their loss with our money.

The corsair sloops remain in Lake Pontchartrain⁷ and in order to observe their movements and what is taking place on the English shore, I have arranged to arm a galiot whose sole purpose will be to cruise said Lake to inform me immediately of any changes taking place.

In the same letters dated 14 and 27 of April, Your Lordship will see I have requested assistance with troops and vessels in order to prepare a better defense. While this will always be done when the occasion demands it in a manner in which the King will know the love with which we serve him, even with this, Your Lordship knows the limitations of fighting with a little over two hundred regular troops, which is what I have in this town. And as Your Lordship understands, the town has no bulwarks or ramparts which is why I expect said reinforcements will not be delayed.

Since the sloop that transported the allowance was an armed warship, I had expected to keep it until the reinforcements I requested from Your Lordship arrived. However, after reviewing the orders presented to me by the vessel's commanding officer from the general commander of the navy,⁸ in which he stresses its importance and orders its immediate return for the purposes of the royal service, I have determined it should depart.

In compliance with my duties, I make this information known to Your Lordship.
May God protect [&c.]
New Orleans, 16 May 1778./,

Bern^{do}. de Gálvez

L, SpSAG, Papeles de Cuba, Legajo 1232, no. 86. Notation before opening: "N^o. 86/Reservada." Addressed below close: "S^{or}. Dⁿ. Diego Josef Navarro=" Docketed on separate page: "N^o. 86 Reservada/N^a. Orleans 9 de Jun^o. 78./El Gobernador./Da gracias por el envio de la/tropa, y que se hallaba ya en/la Baliza, acompañando/igualmente estados de la Tropa/y Pertrechos de guerra exis-/tentes en aquella Prov^a. con/lo demas que contiene/R^{da} en 12 de Julio S. M." Notation translated: "No. 86 Confidential." Address translated: "Señor Don Diego Josef Navarro." Docketing translated: "Gives thanks for sending reinforcements; notes that he is at Baliza; accompanied by report of troops and munitions for war that exist in that province. Received on July 12. S.M."

1. Gálvez's letter to Navarro of 14 April is above. The letter of 27 April is in SpSAG, Cuba, Legajo 1232, fol. 68.

2. The American leaders were the officers of Capt. James Willing's expedition and Oliver Pollock, the American agent at New Orleans.

3. In a letter to Don José de Gálvez of 17 May, this individual was identified as John Stephenson. SpSAG, Santo Domingo, Legajo 2596.

4. The Royal Navy ship-rigged sloop-of-war *Sylph*, Comdr. John Fergusson, commander, and ship-rigged sloop-of-war *Hound*, Comdr. Joseph Nunn, commander.

5. The 28-gun frigate *Active*, Capt. William Williams, commander; H.M. armed schooner *Florida*, Lt. James Kirkland, commander; and a transport carrying troops had sailed from Jamaica for Pensacola on 5 May. Peter Parker to Philip Stephens, 21 June, UKLPR, Adm. 1/240.

6. *Nuestra Señora del Carmen*, Capt. Don Miguel Sapiain.

7. The only sloop then operating on Lake Pontchartrain was the H. M. armed sloop *West Florida*, Lt. George Burdon, commander.

8. Probably, Juan de Aroz.



Governor Don Bernardo de Gálvez of Spanish Louisiana

"NEWS FROM JAMAICA"

KINGSTON, May 16.

On Friday the eighth instant, a schooner belonging to Mr. Fairlie Christie, of St. Thomas in the East, with a load of hard timber, &c. was taken off Salt-pond Bay, by an American privateer of twenty swivel guns and forty men;¹ there were five valuable sailor Negroes on board the schooner, belonging to Mr. Christie, whom they carried off, together with the vessel.— The said privateer had likewise taken a boat, belonging to Daniel Crookat, esq; which was ransomed for twenty dollars; and a shallop belonging to Jonas Jones, of Port Antonio, loaded with provisions, which they took out, and returned the vessel to her owner. Another sugar drogging vessel² from Kingston, her name unknown, was also made a prize of by the above mentioned privateer.

Pennsylvania Evening Post (Philadelphia), 6 Aug. 1778.

1. The privateer has not been further identified.

2. A drogher was a clumsy cargo-vessel of a coasting type. *Encyclopedia of Nautical Knowledge*.

PROTEST OF MILLER JOHNSTON

[St. Pierre, Martinique, 16 May 1778]

Ce Jourd'huy seize May Mil sept Cent soixante Dix huit De Relevée Et Comparû Pardevant Les Notaires Royaux En lisle Martinique Resident au Bourg S^t. Pierre sousignés Et Dans L'Etude De Ponsard Lun Deux Sieur Miller Johnston De Newbery Etat De La Baye De Massachusets Dans L'amerique Cy Devant Commandant Le Brigantin Nominé La *Prudence* appartenant aux s^{rs}. Jean Payson De Salem Et Jean Johnston De Barwick Chargé De

90006. Poids Planches De sap Blanc

20000. Mirrains De Chaîne Rouge

25000. Feuillards

Et 40000. ou Environs Essentes

Laquels Par L'interpretation De Sieur François Michel interprete Juré De La Langue angloise Etably En Ce Bourg au Dit Et DEclaré Et Même affirmé a Serments De Luy Pris Et Recû Par Les Dits Notaires que Le sept avril Dernier Il Fit Voile De Piscataqua Et qui Les Vingt Neuf Du Dit Il Rencontra a Environ quarantes Lieux au Vent D'antigua un Bateau armé ayant Pavillon anglois qui Porta Tout De Suite Sur Luy Et après Luy avoir Donné Chase Pendant quatre heures Et Luy avoir Tiré Cinq ou Six Coups De Canons Il Le Joignit Et Lorsquil Fut a La portée De La Voix Il Luy Demanda D'ou Il Venoit Et Comme Il Luy Repondit De La Nouvelle Ecosse, Il Luy ordonna De Mettre son Canot a La Mer, Et De se Rendre a son Bord, Ce que Le Sieur Comparant fit Et Lorsquil fut a Bord Du dit Bateau ont Luy Demanda ses Papiers Et Comme Il Craignoit que Le Dit Bateau fut un Croiseur anglois Il Leur Remit Des Vieux Papiers anglois quil avoit apporté avec Luy Et après quon Les Eut Examiné Le Cap^{ne} Du Bateau Luy Dit quil Etoit Corsaire ameriquain Et quil Etoit De Bonne Prise, Et Donna Des ordres Pour que Le Coffre Du Sieur Comparant fut Porté Dans son Bateau Et Lorsquil y fut Le Comparant Luy Montra Les Veritables Papiers americain Comatants En Laete De Propriete L'Expedition Du Bureau Du Domaine De Piscataqua Et Les ordres De ses armateurs a La Datte Du Six avril ou Environ, Cependant au Prejudice De Cette Justification Le Corsaire Insista que son Brigantin Etoit De Bonne Prise, fit

sortir Dicellecy Cinq hommes De LEquipage Du Sieur Comparant y Mit un Cap^{ne} De Prise Et douze De son Matelots Et Donna En particulier Des ordres au Cap^{ne} De Prise concernant Le Brigantin Et après Lavoir gardé quainze Jours abord du dit Bateau Ils fut Mis a Terre Près De La guadeloupe observant Le Sieur Comparant quil a pris a Lors que Le Dit Bateau Corsaire Etoit Commandé Par Le Sieur Fontaineau quil se Nommé Le *Rancard* Et quil apartinoit a Des M^{rs}. De Cette Isle M/que.

Et Etant icy Presente John Donton Et John adams Cy Devant Matelots Embarqué Dans Le Dit Brigantin Lesquels Par Linterpretation Du Dit Sieur Michel ont Dit Et DEclaré Et même affirme a serment que LExposé De La DEclaration Cy Desus Et Sincere Et Veritable En tout son Contenu Pour avoir Eté Present a Tout Et De Laquelle Le Dit Sieur Johnston Nous a Requis acte Pour Luy Servir En tems Et Lieu, Et a Ce que De Raison octroyé, faite Et Passé au Lieu Sur dit Et ont Les Comparants signé avec Le dit S^r Michel Et Les dits No^{res}. Signés Miller Johnston, John Donton, John adams, F^s Michel, Baudon No^{re}., Et Ponsard. aussy No^{re}. Depositaire De Laminute,

Signé Collationné
signé Baudon signé Ponsard¹

[Translation]

Today, sixteen May One Thousand seven Hundred seventy-Eight, stood up and appeared before the undersigned Royal Notaries of the island of Martinique residing in the town of St. Pierre and in the office of Ponsard, one of the two notaries, Mr. Miller Johnston of Newburyport, State of Massachusetts Bay in America, the former Commander of The Brigantine Called The *Prudence* belonging to Messrs. John Payson of Salem and John Johnston Of Berwick, [*Me.*], Laden With

90006 Feet of White pine boards

20000 Red Oak Staves

25000 Iron hoops

And 40000 or Thereabout Shingles [or Shakes]

Which, By The translation Of Mr. François Michel sworn interpreter of the English Language Established In This Town, Said And Declared And Even affirmed on oath Administered to Him and Received By the Said Notaries that On seven April Last He Made Sail From Piscataqua And that on The Twenty-Ninth Of the Same He Encountered About forty Leagues to the Windward Of antigua an armed Boat having an English Flag that was raised immediately On Her And after She had Given Chase For four hours And had Fired at Him Five or Six Cannon Shots, He Joined Him And When he was within Hearing he Asked Whence He Came And As He Answered Him From Nova Scotia, He ordered Him to Put his Boat in The Water, And To Come on board, Which the Gentleman declarant did And When he was on Board Of the said Boat Asked Him for his Papers And As He Feared that The Said Boat Was an English Cruiser He delivered over Some Old English Papers that he had brought with Him and after They Had Been Examined The Captain Of the Boat Told Him that he Was an American Privateer And that he Was A Good Prize, And Gave Orders That The Chest of the Gentleman declarant be Brought In his Boat And When it was there the Declarant Showed Him The True American Papers [presenting in proof] of Property The Consignment from the Office of the Port of Piscataqua And The orders Of his owner dated 6 April or Thereabout, Nevertheless in Detriment Of This Justification The Privateer Insisted that his Brigantine Was a Good Prize, took from It

Five Crew men Of the Gentleman Declarant and Sent on board a Prize Master And a dozen Of his Sailors And Gave In Particular orders to the Prize Master Concerning The Brigantine, And after Having remained fourteen Days on board the said Boat He Was Put Ashore Near Guadeloupe, The Gentleman Declarant Observing that he then learned The Said Privateer Boat Was Commanded By Mr. Fontaineau, that it was Called The *Rancard*, And that it belonged to Some Gentlemen of The Island of Martinique.

And Having Here Presented John Donton and John Adams, Former Seamen Embarked In The Said Brigantine, Who By The translation Of The Said Mr. Michel have Said And Declared And even affirmed on oath that The Report of The Above Statement Is both Sincere and True In all its Contents, For having Been Present at All, and Of Which The Said Mr. Johnston has Required of Us a document for His Use In Time and Place, And for that Purpose it is granted, done and passed in the Place mentioned above, And they have signed, The Declarant with The said M^r. Michel And The said Notaries. Signed Miller Johnston, John Donton, John Adams, F^{rs}. Michel, Baudon Notary, And Ponsard also Notary. Depository Of The draft,

Signed and Compared
signed Baudon signed Ponsard¹

Copy, DNA, PCC, item 78, pp. 507–9 (M247, roll 91). Notation: “I do certify the foregoing to be a true Copy of the Original Protest of Capt Johnston late Commander of the Brig *Prudence* & of John Donton & John Adams, two of the Crew of said Vessel—St Pierre M/que July the 8th 1778 W^m Bingham.” Enclosed in William Bingham to the Continental Commerce Committee, 6 July 1778, DNA, PCC, item 78, pp. 503–6 (M247, roll 91).

1. With the protest are copies of ships papers, British and American, for the brig *Prudence*. Ibid., pp. 510–16. The British register and clearances, dated late December 1777, identify *Prudence* as a former prize taken in 1776 by H.M. frigate *Milford*, of 90 tons, and navigated by a crew of six. Among the papers are orders from the owner, Robert M. Lintock, to Capt. Miller Johnston, dated Halifax, 24 Dec. 1777, instructing Johnston to proceed to Liverpool, Nova Scotia, purchase boards, hoops, staves, and shook hogsheds, carry the cargo to Jamaica, via St. Kitts, sell the cargo, purchase salt at Anguilla or salt and rum at Jamaica, and return to Annapolis Royal, Nova Scotia.

The heading, “American papers found on board The Brig *Prudence*, Cap^t. Miller Johnston Captured by the Sloop *Rancar*; and afterwards retaken and carried into Antigua,” precedes copies of the American papers. These papers include orders from the owners, Jonathan Payson and John Johnston, to Capt. Miller Johnston, dated Portsmouth, N.H., 1 Apr. 1778, instructing Johnston to sail to St. Eustatius and return, with salt and other merchandise, to a safe port, such as the Kennebec River. The American register, dated 1 Jan. 1778, identifies *Prudence* as a brigantine of about 100 tons, built in Piscataqua River, owned by Jonathan Payson, of Portsmouth, N.H., and Edward Jones, of Boston, Mass., and commanded by James Hart. A notation on the register dated 6 Apr. 1778 indicates that Miller Johnston had replaced Hart as master of the vessel.

May 17 (Sunday)

BRIGADIER GENERAL WILLIAM SMALLWOOD, CONTINENTAL ARMY, TO GENERAL GEORGE
WASHINGTON

[Extract]

Dear Sir

Wilmington [*Del.*] May 17th: 1778

I have inclosed you the Proceedings and sentence of a Court Martial against one Jetson¹ a person who for some time past has been not less dreaded, than famed for his Infamous Practices of Piloting the Enemy in the Night and Aiding them in kid-napping the more virtuous Inhabitants, particularly those who have Manifested an Attachment to, &, have been Active in Support of the Common Cause and de-

priving them by force of their Property, he lately headed a party in the Neighbourhood of Port Penn and carried off Lieu^t Hyatt of the Delaware Regiment,² who was at his fathers recovering of a wound which he had received, Striping the Family of a good deal of Property at the same time, his depredations and range have principally been in the Neighbourhood of Duck Creek & Bomba Hook³ so remote from this, that there has not been an Opportunity of Adducing several Evidences which might otherwise have appear'd against him,⁴ he was taken in the Thorough-fair of Duck Creek on the 12th: Ins^t: after a Smart Engagement by Capt. Jaquet⁵ who I had detachd down to Cantwells Bridge with 50 Men to guard & Escort the removal of the Stores; Jetson was in a barge Carrying a two pounder in her Bow two Swivels & two Howitzers with one Cap^t: Cook who had Sixteen men Arm'd with Musquets & his Barge loaded with goods & wheat which he had traded for and was just proceeding on board of her Schooner which mounts 10 Carriage Guns and in which he has traded all this Winter loading her twice a week in that Creek without Interruption when Jaquet attacked him with 30 Men, took the barge killed wounded & took 14 among the wounded & Prisoners was Cap^t: Cook & his Mate—⁶ I have since detached Upward of 100 Men under Col^o: Pope to Secure and destroy all the Craft upon these Creeks and the Enemies Store houses and Granaries upon Bomba Hook to break up their Trade with the Inhabitants and to take off all the Stock on that Island and the Shores Adjacent which might lay in their reach, and if Possible to Apprehend China Clowe and a party of 100 of his Adherents who I had understood had rendevouzed on the Island with an Intention to Fortify it and keep up a Constant Communication with the Enemy or have it in their power to secure a retreat to their Shipping, I have not yet received any Accounts from Col^o: Pope but on Friday Night a heavy firing was heard and a great light in that Quarter from which Conclude he was destroying their holds on the Island⁷ . . . I have the honor [&c.]

W. Smallwood

L, DLC, George Washington Papers, Series 4. Addressed below close: "General Washington." Addressed on separate sheet: "His Excellency/General Washington/ Express head Quarters/Valley Forge/W Smallwood." Notation on cover sheet: "Public Service." Docketed: "from/Gen Smallwood—/answer'd."

1. "Jetson" was Joseph Judson, from Newcastle County, Del.

2. Lt. John Vance Hyatt, Delaware Continental Regiment.

3. That is, Bombay Hook, Del.

4. The court-martial proceedings of Joseph Judson have not been found. In his reply of 19 May Washington wrote: "The character you give of Jetson, makes him so atrocious, that I regret his trial and sentence are not more clear and regular. There could be no more proper object for an example; if it could be made with propriety, than the circumstances you mention designate this man to be. But the proceeding in this affair has not all that precision, authority and evidence; which are essential to affect life. The charge is laid in too general terms to be admitted either at a civil or military tribunal." Washington then explained why the charges could not be sustained and recommended that Judson be turned over to state officials who "will at least take proper precaution to prevent his doing further mischief." DLC, Washington Papers, Series 4. As Washington suggested, Judson was tried and convicted by a Delaware state court. James Booth to Caesar Rodney, 7 Aug. 1779, *Rodney Letters*, p. 312.

5. Capt. Peter Jaquett, Delaware Continental Regiment.

6. The captured schooner was *Duck Creek Packet*. Judson had been its master in 1777 when he "carried off" the schooner from its owners "stood down the River and Bay with her and during the Fall and part of the Winter employed her in Supplying the British Fleet with Wood." The Petition and Memorial of James Oellers and Henry Horn, 29 July 1778, DNA, PCC, item 41, vol. 7, p. 185 (M247, reel 51). On 22 May, Smallwood informed Washington: "One of our party's the other day took a Refugee Sloop loaded with flour, Bacon wheat &c- about 5 Miles above this on board of which I got a Ledger which brings to light the Intercourse & Transactions of a Number of People some wealthy in the Neighbourhood of Appaquimina, Duck Creek & Bomba Hook who have kept up a Constant trade & Communication with the Enemy. I have Transmitted Pope the black List & ordered them to be Apprehended to the Amount of Eighty." He also wrote that the British were threatening "Vengeance against this post, and are much rous'd

on Account of their Intercourse on Bomba Hook & the Creeks below being Intercepted." DLC, George Washington Papers, Series 4.

7. Rodney reported to Thomas McKean in a letter of 18 Apr. that Lt. Col. Charles Pope and a detachment of Delaware troops had attacked Cheney (China) Clow, a loyalist officer, the night of 16 Apr. and "verry soon routed" Clow's "army" of 150 men. Pope's men recovered "about a thousand weight of Bacon and two barrels of flower" that the loyalists had stolen from the inhabitants and stored in their "fort." *Rodney Letters*, pp. 261–62. Upon learning of this rout, Rodney dispatched horsemen to pursue Clow's detachment; fifty of Clow's men were captured. Of these, twenty, "being single," were sent to the Delaware Continental Regiment "to enlist or do Worse." Clow himself escaped capture and was not taken until 1782. Rodney to Henry Laurens, 24 Apr., *ibid.*, p. 263 and *n.*

May 18

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO WILLIAM VERNON

Navy Board Eastern department

Boston May 18. 1778

Sir

By this Conveyance I send you in Rhode Island Currency Two Thousand Seven hundred & ninety five dollars and one Sixth we cannot obtain any money from the Loan office but this ~~we send~~ have not more than five hundred dollars at the board and have more calls than ever for Cash wrote you a few days agoe have Nothing New to add am Respectfully—

Yours in behalf of the board

John Deshon

P.S. In case of absence Col^o. Tillinghast¹ is directed to open this Letter & receive the Money & give you Credit for the Same

2795 1/6

.6

1677.1

838..11

L, RNHi, William Vernon Papers. Addressed at foot: "Hon^{ble}: Will^m Vernon Esq^r."

1. Daniel Tillinghast, Continental Agent for Rhode Island.

JOURNAL OF THE MASSACHUSETTS COUNCIL

[*Boston*] Monday May 18th. 1778

Whereas it has been represented to this Board that there was a Mutiny onboard the State Brigantine *Hazard* Capt Simeon Sampson, commander, while on her late Cruize,¹ the fomenters of which mutiny are not yet discovered & it being of dangerous consequence to let such atrocious crimes go unpunished—Therefore Ordered that Capt Simeon Sampson commander of the *Hazard*, Brigantine of War belonging to this State be & hereby is directed to detain all Wages & prize money as is now due, or may hereafter become due to the Ships Crew aforesaid until he has examin'd into the mutiny that arose on board the Brigantine aforesaid during her late Cruize & has found out the ringleaders thereof, or until the further Order of the Council—

LB, M-Ar, Mass. Archives Collection, vol. 22 (Council Records, January–October, 1778), pp. 215–16. Marginal note: "Representation of/Cap^t Simeon Sampson."

1. Massachusetts Navy brigantines *Hazard* and *Tyrannicide* had set sail on this cruise on 26 Nov. 1777 from Casco Bay, Me., and returned to Boston 15 May 1778. MSaE, Log of Brigantine *Tyrannicide*, (Nov. 1777–May, 1778).

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present,

Sam^l Ph[']s Savage Esq^rJohn Brown Esq^rThomas Walker Esq^r[Boston] May 18th 1778—Isaac Phillips Esq^rEleazer Johnson Esq^rSam^l Ph[']s Savage Esq^r President—

Vote'd, That Cap^t E. Johnson¹ be desir'd to take charge of the Ship *Live Oak*² & her Cargo,—captur'd by the Brig^t *Hazard*,³ & make division of the same.—

Order'd, That the Boat now improv'd by Cap^t M^cLane for the use of the State Prison Ship,⁴ be continued in that Service till further Order, Cap^t M^cLane, engaging to return her in the same good order he receiv'd her whenever call'd for.—

Order'd, That D^r Greenleaf⁵ deliver Cap^t Hopkins⁶ sundry Medicines for the use of the sick Seamen, at Rainsford Island, belong^g to the Brig^t *Tyrannicide*.—⁷

Ord'd, That Cap^t Hopkins receive from Schooner *Hannah*,⁸ as part of her outward bound Cargo ret'd—1 H[']d R^m.⁹..

cont^g 120 Gills26 out

94—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 309–10.

1. Cap^t Eleazer Johnson, member of Massachusetts Board of War.

2. Ship *Live Oak*, George Forten, master. For more on this prize, see *The Boston-Gazette, and Country Journal*, this date below.

3. Massachusetts Navy brigantine *Hazard*, Cap^t Simeon Samson, commander.

4. Massachusetts State prison ship *Rising Empire*.

5. Dr. Jonathan Greenleaf.

6. Cap^t Caleb Hopkins.

7. Massachusetts Navy brigantine *Tyrannicide*, Cap^t Jonathan Haraden, commander.

8. Massachusetts State trading schooner *Hannah*, Bartlett Holmes, master.

9. That is, a hogshead of rum, containing 120 gallons.

THE BOSTON-GAZETTE, AND COUNTRY JOURNAL, MONDAY, MAY 18, 1778

BOSTON, May 18.

Saturday last the *Hazard*,¹ Captain Sampson, arrived here from Martineco; on his Passage thither he took a Schooner and two Brigs, one of which we hear arrived safe there, the others were retaken.² On his return, he took a Brig from France, bound directly to Lord Howe,³ laden with Wine, Brandy, &c. which he parted with about 20 Days ago; also a Ship from Bristol for New-York,⁴ laden with Salt, Cordage, Nails, Glass, &c. which arrived safe in Port Yesterday.

1. Massachusetts Navy brigantine *Hazard*, Cap^t Simeon Samson, commander.

2. The prize of *Hazard* that arrived in Martinique was brig *Polly*. See William and Godfrey Hutchinson to the President of the Massachusetts Board of War, 31 March 1778. NDAR 11: 854.

3. Vice Adm. Viscount Howe. That brig, *Elizabeth*, was recaptured by H.M. frigate *Rainbow*. See Journal of *Rainbow*, 1 May, above.

4. Ship *Live Oak*, George Forten/Fortune, master, 160 tons burthen, built in the Carolinas in 1751 and repaired and/or significantly rebuilt in 1765, 1772, and 1773, owned by Wraxall & Co., from Bristol bound to Philadelphia. *Lloyd's Register of Ships, 1777–1778*. It was libeled on 18 May for trial at Boston. *Boston-Gazette, and Country Journal*, May 18, 1778.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport. Rhode Island]

18th [May.] Fine day. Wind S.W.

A Schooner, late the *Lady Parker* tender, having been fitted out as a Galley, and named The *Pigot*, under the Command of Lieu^t Stanhope of The Navy,¹ went out of the harbour this day for her Station in the Seconnet;² where there are now Three Gallies; viz^t The *Alarm*, L^t D'Auvergne;³ The *Spitfire*, Lieu^t Sauma,⁴ and The *Pigot*, L^t Stanhope.

When Lord Howe was here he saw how useful such vessels would be for the defence of the Island, and ordered several of them to be fitted out. Another is now equipping at Goat Island.

Mackenzie, *Diary* 1: 282.

1. Schooner *Lady Parker* had been tender to H.M. frigate *Niger*, Capt. Robert Lambert, commander. *Pigot's* commander was Lt. Henry Edwyn Stanhope.

2. Sakonnet Passage.

3. Lt. Philip D'Auvergne, R.N.

4. Lt. James Saumarez, R.N.

PENNSYLVANIA NAVY BOARD TO THOMAS WHARTON, JR., PRESIDENT OF THE PENNSYLVANIA
SUPREME EXECUTIVE COUNCIL

Sir,

As soon as the Board rec^d your Excellencys Letter by Cap^t Blewer, we gave notice to the Officers that they were to be discharged except 15 or 20.¹ They thought it hard, and sent us the inclosed Petition,² and drew up a Remonstrance to your Excellency and Council, and have deputed the Commodore, Cap^t Houston, and Cap^t Brown,³ to wait on you. The men were uneasy on being sent up, and a great many has run since they had notice. The Stewards, Gunners, & Boatswains we have discharged. The rest of the men sets off this Day. We sent off Mr. Thompsons Letter⁴ for Waggons the Day we rec^d it, but never received a Waggon till yesterday.

The Gallies are all sunk, but can be raised very easily. The Brig & Shallops are also easily got up, and the Enemy has done no damage to nay one Vessel belonging to the State. The Stores are all moved off; some Six miles, some Eight miles, &c., and some at Pitts Town. The situation of the Vessels Cap^t Houston can inform you particularly.

I am

your Excellencys

most H^{ble} Serv^t,

W^m BRADFORD

Trenton [*N.J.*], May 18, 1778.

Pennsylvania Archives, 1st ser., vol. 6: 517.

1. See Pennsylvania Supreme Executive Council to Pennsylvania Navy Board, 23 Apr., above. Capt. Joseph Blewer was president of the Pennsylvania Navy Board.

2. The petition has not been found.

3. Commo. John Hazelwood, Capt. Thomas Houston, and Capt. William Brown, all of the Pennsylvania Navy.

4. On this letter to John Thompson, see note at Pennsylvania Supreme Executive Council to Pennsylvania Navy Board, 23 Apr., above.

JOURNAL OF CAPTAIN JAMES PARKER, BRITISH ARMY

[Extract]

[*Philadelphia*] 18th [May, 1778] a Number of prisoners fifty seven escaped from the State Prison by Undermining part of the Yard, they are supposed to be concealed [*illeg.*]. At four this day Lord¹ & Gen¹ Howe with the Officers concerned in the Macheanza [*illeg.*] embarked at the upper part of the Town in Galleys Barges & flat boats, finely decorated, they rowd slowly down the River. The *Vigilant*,² the highest ship in the River, was dressed & man'd, The *Fanny* transport³ in the Middle, opposite Market Street was dressed, & the *Roebuck* below was man'd.⁴ The Ships at the wharfs being very numerous along the whole bank of the River, with collours exhibited a very fine appearance, filled with people, as were also the tops of the houses. The Regimental bands played going down in the line, they Landed in front of Duke Whartons⁵ house, & was saluted by the *Roebuck*. Then moved up in front of the work, an Arch supported by pillars, on the front above, was Neptune driving his Marine Chariot & on the top of the Angle a Triton mounted on a fish motto *Laus illi debatur, et a me gratia* Major⁶. . . . Had the Rebels got such a correction as they deserved, restored to their senses, & this been the feast of peace, it would have been very proper, but there are, who think it ill timed, Our Country, by procrastination, being involved in a french War. On the Tickets of invitations to the Machianza A Sun setting behind a mountain. The feathers of the 23^d Reg^t for crest⁷ motto *Lucco descendens aucto Splendore Resurgam—Viva*⁸ [*vale*] It was alltogether, a Compliment of some officers to the General [*upon*] his departure, & hereafter we go upon a new account.

D, UkLi, Parker Family Papers, Captain Parker's Journal during the American War in the form of letters to Charles Stuart.

1. Vice Adm. Viscount Howe.

2. H.M. armed ship *Vigilant*, Comdr. Christian Brabazon, commander. The first of four ships fitted out in America specifically configured for shore-bombardment, it was the former transport ship *Empress of Russia*, 683 tons burthen. Chartered in 1774, it was modified in New York to carry fourteen 24-pounders on its main deck and six 6-pounders on the quarterdeck. Manned by a crew of 150, it was commissioned on 16 Apr. 1777. See also, Vice Admiral Richard Lord Howe to Philip Stephens, 23 Apr. 1777, NDAR 8: 408, where he misidentifies the transport as *Grand Dutchess of Russia*.

3. Transport *Fanny*, Daniel Sinclair, commander.

4. H.M. frigate *Roebuck*, Capt. Andrew Snape Hamond, commander. In his account of the festivities, Maj. John André, who organized the Mischianza, wrote this description of the procession:

A grand regatta began the entertainment. It consisted of three divisions. In the first was the *Ferret* galley, having on board several General-Officers, and the number of Ladies. In the center was the *Hussar* galley with Sir William and Lord Howe, Sir Henry Clinton, the Officers of their suite, and some Ladies. The *Cornwallis* galley brought up the rear, having on board General Knyphausen and his suite, three British Generals, and a party of Ladies. On each quarter of these galleys, and forming their division, were five flat boats, lined with green cloth, and filled with Ladies and Gentlemen. In front of the whole were three flat boats, with a band of music in each—Six barges rode about each flank, to keep off the swarm of boats that covered the river from side to side. The galleys were dressed out in a variety of colours and streamers, and in each flat boat was displayed the flag of its own division. In the stream opposite the center of the city, the *Fanny* armed ship, magnificently decorated, was placed at anchor, and at some distance a-head lay his Majesty's ship *Roebuck*, with the Admiral's flag hoisted at the foretop-mast-head. The transport ships, extending in a line the whole length of the town, appeared with colours flying, and crouded with spectators, as were also the openings of the several wharfs, on shore, exhibiting the most picturesque and enlivening scene the eye could desire. The rendezvous was at Knight's-Wharf, at the northern extremity of the city. By half past four the whole company was embarked, and a signal being made by the *Vigilant*'s manning ship, the three divisions rowed slowly down, preserving their proper intervals, and keeping time to the music that led the fleet. Arrived between the *Fanny* and Market Wharf, the signal was

made from one of boats a head, and the whole lay upon their oars, while the music played *God save the King*, and three cheers given from the vessels were returned from the multitude on shore. By this time the flood-tide became too rapid for the gallees to advance; they were therefore quitted, and the Company disposed of in the different barges. This alteration broke in upon the order of procession, but was necessary to give sufficient time for displaying the entertainments that were prepared onshore.

The landing-place was at the Old Fort, a little to the southward of the town, fronting the building prepared for the reception of the company about 400 yards from the water by a gentle ascent. As soon as the General's barge was seen to push for the shore, a salute of 17 guns was fired from the *Roebuck*, and, after some interval, by the same number from the *Vigilant*. "Particulars of the Mischianza in America," *Gentleman's Magazine* 48 (1778), pp. 354–55.

5. Joseph Wharton, a successful Philadelphia merchant who died in 1776, was called "Duke Wharton" because of his stately bearing. His country home, "Walnut Grove," was located on Fifth Street. "Thomas Wharton," www.famousamericans.net/thomaswharton, 20 April 2009.

6. Translated: Praise be owed to that man, and a greater thanks from me.

7. Gen. Sir William Howe was the titular commander of the 23rd Regiment of Foot, also known as the Royal Welch Fusiliers. Philip R.N. Katcher, *Encyclopedia of British, Provincial and German Army Units 1775-1783* (Harrisburg, Pa., Stackpole Books, 1973), p. 39.

8. Translated: Descending with the light, I will rise again with increased splendor. Live [hail].

COLONEL HENRY HOLLINGSWORTH TO GOVERNOR THOMAS JOHNSON, JR.,
OF MARYLAND

Dear Governor

Head of Elk 18 May 1778

I am apply'd to by the Board of War and the Forage Master General¹ to apply to your Excellency for such arm'd Galleys or Vessles as you may think proper to Escort some small Craft to Potomack in order to convoy a part of 16,000 Bills of pork and 20,000 Bushels of Corn to this State. I have therefore apply'd to Capt Elliot of the *Safeguard* Gally of Virginia and an arm'd Brigg of Eight Guns to take such Craft as I could Collect under their Charge,² and Submit it what further guard Ships and Craft you may think fit to add, shall also thank you for your necessary Credentials to the State of Virginia that the fleet may have every dispatch & assistance, I am appris'd of the Dangers we are in hear with the Stores, have not Rec'd that assistance from the distant Comtyes I Expected,³ shall thank you for your further assistance as I am ordred by the Board of War to forw'd two Bregades of waggons to Chinkoteague⁴ to forward some some Tents and other Bagage from that place, and all other Stores of the pennisolo⁵ Colo Ezeziel Froman at Chestertown⁶ is also a Deb' Q M G submit it whither he aught not to be ordred and assisted to Impress waggons for this service as the stores hear will take up my attention I wish for you Early as advice and assistance⁷ and am [&c.]

H Hollingsworth
—DQMG

L, MdAA, Maryland State Papers (Executive Portfolio), S992. Addressed at the bottom: "His Excellency Governor Johnson"

1. Col. Clement Biddle.

2. Virginia Navy galley *Safeguard*, Capt. George Elliott, commander, and Virginia Navy brigantine *Northampton*, which at the time of these orders was commanded by Capt. Francis Bight. See Journal of the Virginia Navy Board, 14 Apr., above.

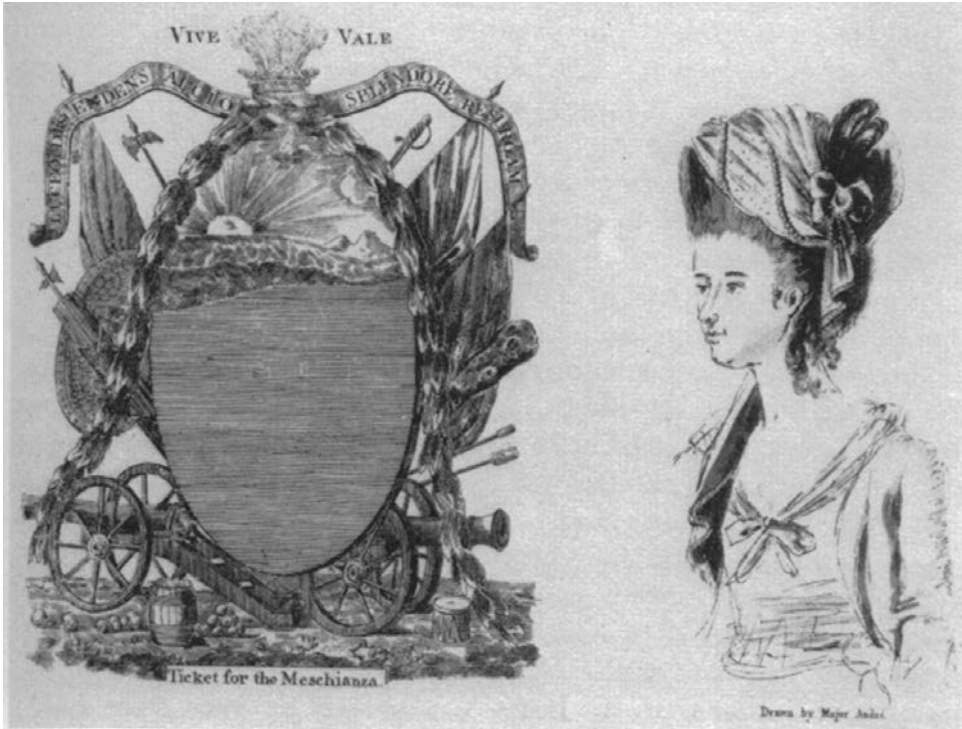
3. As a result of a letter from Gen. George Washington apprising them of the imminent British evacuation of Philadelphia and the consequent threat to the stores at Head of Elk, the Maryland Council mobilized a large force of militia to protect that post. See Maryland Council to Hollingsworth, 21 May, below.

4. That is, Chincoteague I., Va.

5. Probably, peninsula.

6. That is, Ezekiel Forman.

7. The Maryland Council sent advice and instructions in its reply of 21 May, below.



Meschianza ticket and sketch of costume

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis, Md.] Monday 18. May 1778.

That the said Commissary of Stores¹ deliver to Lieut Boyle two Bolts Canvas for the Galley *Baltimore*—²

Commissions issued to James Boyle appointed first Lieut of Marines onboard the Galley *Baltimore* also to Edward Markland first Li^t and Richard Brogden second Lieut of the Galley *Baltimore*—

D, MdAA, Governor and Council (Proceedings), 3842, S1071-23, pp. 219–20.

1. John Muir.

2. Maryland Navy galley *Baltimore*, Capt. Thomas Walker, commander.

MARYLAND COUNCIL TO CAPTAIN DANIEL DESHON

Sir.

In Council [Annapolis] 18th May 1778.

We send down a Quantity of Flour by the Gallies,¹ out of which you are to finish the Stowage of the *Molly* after putting in the Tobacco now on Board the *Baltimore* Galley. We thought it better to make up the Deficiency with Flour, which will give you a mixed Cargoe, than to purchase the Tobacco below. Inclosed you have a Letter for M^r Harrison.² Do not omit to send us by the Gallies, what belongs to the *Molly* and will not be necessary in her, with an Inventory— We are &^{ca}

LB, MdAA, Governor and Council (Letter Books) 1777-1779, S1075-6, 4007, p. 157, no. 214. Addressed at bottom: “Cap^t Dan^l Deshon.”

1. Probably, the Maryland Navy galleys *Baltimore* and *Conqueror*.

2. See Council to Richard Harrison, this date, below.

MARYLAND COUNCIL TO RICHARD HARRISON

Sir.

In Council Annapolis 18th May 1778.

This by the *Molly* Cap^t Deshon. Cap^t Conway’s declining to go again in this Vessel and her Distance from us, put us under Difficulties and has occasioned great Delay. Vanbibber under-took to get us a Cap^t; we left it with him, as his Anxiety to get something into your Hands, we knew, would prompt his Exertions; we inclose you a Copy of his Letter, which shews his good Opinion of Deshon and the Contract he made with him.¹ The *Gen^l Smallwood*, we expect, will sail with Tobacco & Flower about the same Time as the *Molly*.² The Difficulty and great Expence of procuring Cargoes at the Inlets³ makes it desirable these Vessels should come into the Bay, and we have Expectations if, as probable, there shou’d be a French War the Danger will not be so great as now or lately, wherefore we wish you to give Orders for them to return into the Bay with a Discretion in the Captain to vary his Port and attempt the Inlets, if Circumstances should make it expedient— We wish to have both the Vessels well ballasted, at least, with Salt. We are &^{ca}.

LB, MdAA, Governor and Council Letterbook, 4007, S1075-6, pp. 156–57, no. 213. Below the close is a note to Harrison, dated 18 May, stating that a copy of this letter was being sent in the *General Smallwood*.

1. The letter of Isaac Van Bibber has not been found, but for more on the contract with Capt. Daniel Deshon, who replaced Capt. Robert Conway, see Maryland Council to Harrison, 15 May, above.

2. See Maryland Council to Capt. John Rogers, 19 May, below.

3. These were the inlets between the barrier islands located off the Eastern Shore of Maryland.

MARYLAND COUNCIL TO CHARLES HOWARD

Sir.

In Council Annapolis 18th May 1778.—

We have sent down by Cap^t. Gordon a Letter from M^r. Morris and an Invoice Order and Letter from J. M. Nesbit and Co., concerning the Cargoe of the Brig *Lively* in Matompkin Inlet, a Part of which we have engaged for this State.¹ We understand on the Whole of the Matter, that the Invoice contains those Goods only which belongs to Nesbit & Co. and that M^r. Morris has about the same Quantity and Kinds, and that we are to have one fourth of the Whole. The State the Goods are in will make a good Deal of Judgment and Care necessary to divide them equally and justly and we want them so much that we cannot Delay it. We therefore request, as you are at or near the Spot, that you will oblige us and the Public so far as to divide the Goods as fairly and equally as possible, receiving one fourth Part for us, and send our Part with an Invoice in Cap^ts. Gordon & Walker, but chiefly in Gordon, unless you judge it very unsafe. If you judge it ~~very unsafe~~ too dangerous to send the Goods by Water, we request you to have them forwarded by Land with all Expedition, to Vienna, but before the Goods are removed from Matompkin, we would by all Means, have them put into small Bales or packed in Casks, to prevent Embezzlement. This Business lying at such a Distance from us, we intreat your Attention to it. Cap^t. Gordon will furnish you with the Papers referred to.— We are &^{ca}.

P. S. If the fourth Part of the Whole of the Goods should not amount to the Quantity for which Mess^{rs}. Nesbitt & Co. gave their Order the 5th. of May, it is expected the Quantity will be sent from all the Parcels to answer the Intention of the Order—

LB, MdAA, Governor and Council Letterbook, 4007, S1075-6, pp. 154–55, no. 207. Addressed before postscript: “M^r. Cha^s. Howard.”

1. Robert Morris, John Maxwell Nesbitt, and the state of Maryland all owned a portion of the cargo of linen in the brig *Lively*, which was stranded at Metomkin Inlet, Va. Maxwell informed the Council that he was preparing to move the entire cargo by land to Lancaster, Pa. To save itself the expense and the delay attendant on bringing goods by wagon, the Council decided to send the Maryland Navy galleys *Conqueror*, Capt. John Gordon, commander, and *Baltimore*, Capt. Thomas Walker, commander, to transport their part of the cargo and, if agreeable to Nesbitt's and Morris' representative, their portion of the goods as well. Robert Morris to Maryland Delegates in Congress, 28 Apr. 1778, MdAA, Maryland State Papers (Red Books), S989, 4567-7; Maryland Council to John Maxwell Nesbitt & Co., 15 May 1778, MdAA, Governor and Council Letterbook, 4007, S1075-6, pp. 152–53, no. 204; Journal of the Maryland Council, 20 May 1778, MdAA, Governor and Council (Proceedings), 3842, S1071-23, p. 221.

MARYLAND COUNCIL TO CAPTAIN THOMAS RICHARDSON

Sir.

In Council Annapolis 18th. May 1778.

We have sent a Sloop of M^r. Eastman's¹ which will carry about 280 or perhaps 300 Barrels round to M^r. Magruder's desiring M^r. Magruder to load her with Fish, unless you should give contrary Directions.² If you had rather she should take in any other Load, you'll lodge your Orders accordingly that there may be no Delay. We received a Letter by the last Post from M^r. Blaine,³ pressing us to forward the Provisions from this State to Charles Town, if Vessels can be got in Potomack and the River is clear, we think they had best be pushed forward— We are &^{ca}.

LB, MdAA, Governor and Council Letterbook, 4007, S1075-6, p. 155, no. 210. Addressed at bottom: “Cap^t. Tho^s. Richardson, Geo. Town.”

1. The unnamed sloop owned by Joseph Eastman, a principal in the merchant firm of Eastman & Neth, was captained by William Middleton, who received instructions similar to those found here in a letter of this date. *Ibid.*, no. 208.

2. On the same date the Council wrote to Enoch Magruder, who ran a fishery in Prince George's County, repeating much of the information found here. *Ibid.*, no 209.
3. Ephraim Blaine was Continental Deputy Commissary General of Purchases.

JOURNAL OF H. M. FRIGATE *GREYHOUND*, CAPTAIN ARCHIBALD DICKSON

May 1778

Monday 18th:

D^o: [Cape Henry] N74°W 37 Leagues
at 6 AM out 2^d: reef tops^{ls}: & set top Gall^t: s^{ls}: Exercis'd Great Guns
& small Arms

Cape Charles N82°W 17 Leag^s:

Fresh Breezes & foggy Weath^r: at 6 [*PM*] saw a s^l: in the NE
Q^r: made sail & gave Chace. at 8 fir'd 17 Nine Pound^{rs}: & several
Vollies of small Arms to bring her too, at ¼ past Run along side the
Chace in Laying her on B^d: carried away the Larb^d: fore top M^t:
stud^g: sail Boom & Lost the greatest part of the Lower fore Stud^g:
s^l: found her to be a Schooner from Virginia bound to Nantes with
Tobacco.¹ put on B^d: her a Petty Officer & 6 Men & took out of her
9 Prisoners. at 9 Wore ship & made s^l:

D, UKLPR, Adm. 51/420, fols. 205–6.

1. Schooner *Herbert*, J. Herbert, master and owner, from Baltimore, Md., bound to Nantes with tobacco, sent into New York City. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 483–84. Its prize papers, which are in UKLPR, H.C.A. 32/352/7, identify the master as Thomas Herbert.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD

Navy Board

Monday 18th May 177[8]

The Board Met According to Adjournment

Present..

Edward Blake Esq^r: first Commission [*er*]

Josiah Smith, Geo Abb^t: Hall, Edw^d: Darrell, Esq^{rs}:

The Minutes of Last Meeting were read—

The Board agreed to recommend John Drew to the Command of the Schooner *Rattle Snake*—

Salley, ed., *South Carolina Navy Board*, p. 154.

May 19

MASTER'S JOURNAL OF H.M. ARMED BRIG *CABOT*, LIEUTENANT EDMUND DOD

May 1778

Monday 18th

Georges Island bore NNE 4 Miles Distance

Light Breezes at 4 AM Saw 5 Sail to the WNW Giving Chace to
us at 5 D^o: Cleared Ship for Action Shortened Sail and Stood be-
tween the Convoy and the Enemy and Brought too at 7 the head-
most of the priveteers fired two Guns And hoisted Reble Cowlars
Being 5 in Number at D^o: Hawld their Wind at D^o: fired 2 guns
and Gave Chace to the privatiers at D^o: the 3 Smallest of them TK^d
and Stood [for] along Shore a large Schooner and Sloop Stood

out to Sea Gave Chace light airs out Sweeps and Rowed Come up with our Chace and fired Several Guns at 10 D° the privatiers fired Several Guns at us & gave three Cheers at ½ past 10 TK^d and Stood in Shore—

Knows head [*Owls Head, Nova Scotia*] NW Dist^e 4 or 5 leag^s D° W^r. [Light Airs and Clear W^r.] Coming up with our Chace brooke 3 Sweeps at 1 PM the two Privatiers parted the Sloop Stood in Shore and the Schooner hawld her wind Chased the Sloop and made the Signal for the Convoy to Follow us into the Harbour and Anchored¹ at 2 D° Chased the Sloop into Ship Harbour She Endavouring to Work throug[h] the Other passage Continued a Constant fire from 2 to ½ past 3 D[o] when She run on shore and Struck her Cowlars hoisted them againe and fired Several Guns we Come to an Anchor & Brought a Spring on our Cable Sent the Boats to board her fired three broad Sides to Cover the boat[s] in boarding at 4 the boats got possesiⁿ. Of the privatier² the Rebles Getting on Shore and firing Several Shot at us on Board Sent a party of 30 men in Serch of the Rebles the woods Being So thick Could not find then found one Man Kill^d.— Wee fired from the Sloop and Woounded Some Others at 4 PM all the Com^y Got Safe Inn and Anchor^d Employed lighting the Sloop to Get her Off

Tuesday 19th at 1 AM Got the Sloop off Being thick and Foggy Sawing her Dow[n?] Got her ashore againe Continued thick fogg with Rain—

Lying At Anchor in Ship Harbour—

These 24 hours thick fogg and Rain at 3 PM Got the Sloop off brought her too under the *Cabots* Stern Sent another party of men in Serch of the Rebles and a party Round the Island³ in Boats at 8 D° the boats and Men Return^d. Could not Get any Intelligence of them,⁴

D, UKLPR, Adm. 52/1636, part 3, fols. 45–46.

1. Ship Harbour, Nova Scotia.

2. Massachusetts privateer sloop *General Montgomery*, Capt. William Steward, mounting 6 carriage guns and manned by 30 seamen, was commissioned on 3 Feb. 1778. It was owned by Thomas Adams and others, of Boston. M-Ar, Revolutionary Rolls Collection, vol. 5, pp. 309, 310; Mass. Archives Collection, vol. 168, p. 168. *General Montgomery* was sent into Canso after its capture. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 484–85.

3. Possibly Nichol I., or Charles I., at the mouth of the inlet to Ship Harbour.

4. The Master's Journal notes on 20 May: "at 6 AM Sent an Officer to Comm^d the Sloop as A Tender with 9 Men at 8 Saw 2 privateers of [j] Owls head Gave chace Carried away the Main Topmast Emp^d Clearing the wrack And Getting up Another Topmast." UKLPR, Adm. 52/1636, part 3, fol. 46.

JOURNAL OF H.M. FRIGATE *AMBUSCADE*, CAPTAIN JOHN MACARTNEY

May 1778 Cape Sables EBN Dis^t: 20 Leagues

Tuesday 19th at 3 (AM) down TG^{lt}: y^{ds}: two sails in C^o: one of them in tow close reef^t y^e: TS^s: split y^e: fore topm^t: stays^l: set y^e: mains^l: The main sheet carried away 3 of the Q^r: Iron Stantions y^e: Sloop in tow Lost the log and 4 Lines—

Cape Sable N½ 2°=0' E^c: Dis^c: 21 Leagues
 Mod^c: and hazey (PM) let out 2 & 3^d: reefs TS^{ls}: got up TG^{lt}:
 Y^{ds}: set driver and TG^{lt}: Sails Sloop in tow at 7 (PM) saw a sail
 to y^c: N^o:w^d: gave chace y^c: Sloop in tow cast off at ½ p^t: 7 came
 up with the Chace out Cutter sent her on board she proved to
 be the Brig *Mary*¹ taken by the *Greyhound* Rebel Privateer² took 8
 prisoners out sent a Mate and 6 Men on board d^o: in Cutter at 9
 filled and stood on y^c: Prize and Sloop in C^o: reefed the TS^{ls}:

D, UKLPR, Adm. 51/36, part 3, fol. 10.

1. Brig *Mary*, master unknown, bound to London from St. Augustine with a cargo of tar and tobacco, sent into Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fol. 488.

2. Probably, Massachusetts privateer schooner *Greyhound*, Capt. Benjamin Hammond, Jr., which was commissioned on 21 Apr. 1778. Allen, *Massachusetts Privateers of the American Revolution*, 159.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present, Boston May 19th. 1778—
 John Browne Esq^r Eleazer Johnson Esq^r
 Thomas Walker Esq^r Isaac Phillips Esq^r

John Browne Esq^r President P.T.

Order'd, That Cap^t Bartlett Holmes deliver from the Schooner *Hannah*¹ to M^r Benj^a. Hall of Medford 1850 merchantable White Oak Staves Hogshead—100 Heading—also, one half a hundred refuse Staves—part of which he is to deliver Sam^l Phillips Esq^r of Andover to make Powder & to account for the remainder.—

Order'd, That the Com^y Gen^l² receive from the Schooner *Hannah* two hundred, forty five & a half Bushels Corn.—

Order'd, That Cap^t Phillips receive from the Schooner *Hannah*, Cap^t Holmes 232 Barrels Turpentine stor'd in Cap^t Pattin Store at W Boston.—

Voted, That Cap^t Phillips be a Committee to apply to the Navy Board³ requesting the Loan of a quantity of Pork which the Navy Board agreed to lend.—

Order'd, That Cap^t Hopkins⁴ deliver Cap^t Phillips from Prize Snow *Swift*.⁵

2 P^r Worsted Hose—

2 P^r Cotton d^o. —

2 P^r Thread d^o. —

Order'd, That Cap^t Hopkins del^r: John Brown Esq^r f^m: Prize Snow *Swift* 2 P^r white Cotton Hose—

Order'd, That Cap^t Hopkins deliver Eleazer Johnson Esq^r from Prize Snow *Swift*—

4 P^r Brown Thread Hose—@

2 P^r white Cotton d^o.

Order'd, That Bartlett Holmes be paid the Ballance of his Account as master of the Schooner *Hannah*—am^s to £246..16..11½

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 311–12.

1. Massachusetts State trading schooner *Hannah*, Bartlett Holmes, master.

2. Commissary General David Devens.

3. Continental Navy Board of the Eastern Department.

4. Capt. Caleb Hopkins.

5. Snow *Swift*, William Pearce, master. For more on *Swift*'s capture, see Log of the Massachusetts Navy Brigantine *Tyrannicide*, 28 Apr., and Capt. Jonathan Haraden to Massachusetts Board of War, 3 May, both above.

JOURNAL OF H.M. FRIGATE *UNCORN*, CAPTAIN JOHN FORD

May 1778

Tuesday 19th

At Anchor in Buzzard's Bay. Kittyhunk Island WSW Pennekece D^o. WNW.¹

at 10 AM hove up the B^t B^e & came to Sail, at 11 came thro' Quick's Hole, in Company with the *Haerlem*,² at Noon abreast of Robinson's Hole in the Viney^d Sound.

Sailing up the (Martha's Vineyard) Sound.

Fresh Breezes and hazey W^t at 1 PM came too with the Small B^t in 4 fms. Water in Tarpaulin Cove, the W^t part SWbS and the Fort NNW, sent the Boats mann'd & arm'd on Shore to destroy the Fort and Barracks, at 4 the Boats ret^d weigh'd & came to Sail, at 8 came too with the B^t B^e in Quick's Hole, veer'd away & moor'd a Cable each Way,

D, UKLPR, Adm. 51/1017, part 6, fols. 242-43.

1. That is, Cuttyhunk I. and Penikese I., Mass.

2. H.M. armed sloop *Haerlem*, Lt. John Knight, commander.

LIBELS FILED IN CONNECTICUT MARITIME COURT FOR HARTFORD COUNTY

HARTFORD COUNTY, May 19, 1778.

PUBLIC notice is hereby given, to all whom it doth or may concern, that a libel is filed before the Hon. JABEZ HAMLIN Judge of the County Court in the county of Hartford, against the sloop *Liverpool*,¹ burthen about 45 tons, Jabez Cobb late master, her tackle, apparel and cargo in favor of Asa Fuller and Joshua Griffith, and their associates the captors, who took her upon the high seas and sent her into said county. And also against the schooner *True Love*,² burthen about 50 tons Charles Moulton late master, her tackling, apparel, and cargo, in favor of Asa Fuller, commander of the armed Schooner called the *Retaliation*, and his associates the captors and setters forth of said Schooner, who took her upon the high seas and sent her into said county. And for the tryal of the justice of said captures, the maritime court for the county of Hartford, will be held at Hartford in said county on the 23d day of June A. D. 1778, at which time all persons claiming property may appear and shew reason If any they have why the said Sloop *Liverpool* and Schooner *True Love* with their apparel and ca[r]goes, should not be adjudged as lawful prizes to the captors and setters forth, of said vessel of war, agreeable to the prayer of libellants

By Order of the Judge.

GEORGE WYLLYS Register.

Connecticut Courant, and the Weekly Intelligencer (Hartford), 26 May 1778.

1. Sloop *Liverpool* was captured on 17 Apr. by Connecticut privateer schooners *Retaliation*, Capt. Asa Fuller, and *Fessey*, Capt. Joshua Griffith, while sailing to presumably New York City from Halifax with a cargo of sea coal. The judge decided in favor of the captors. Middlebrook, *Maritime Connecticut*, 2: 207.

2. Schooner *True Love* was taken on 11 May by the same privateers. Again, the judge decided in favor of the captors. *Ibid.*

THE ROYAL AMERICAN GAZETTE (NEW YORK), TUESDAY, MAY 19, 1778

New-York, May 19

Prizes sent in since our last, are,

The *Friendship*, Crarey, from New-London, for South-Carolina,¹ taken by the latter of marque ship *Rose*, Captain Duncan.²

The sloop *Exchange*,³ with rum and sugar, taken by the ships *True Brothers*, Capt. Marshall;⁴ ship *Elizabeth*, Capt. Hunter;⁵ and the *Antigua Planter*, from the bay of Honduras for London.⁶ The *Exchange* had been taken before by the *General Arnold* privateer.⁷

The French ship *Citizen*,⁸ from Boston for Virginia, with salt, &c. taken last Tuesday, in lat. 58. long. 72, by the tender belonging to his Majesty's ship *Experiment*, Sir James Wallace, commander.⁹

1. Ship *Friendship*, Humphrey Crary, master, a Massachusetts vessel captured on a voyage from Connecticut to South Carolina. UKLPR, H.C.A. 32/336/16.

2. Privateer ship *Rose*, Capt. James Duncan, 305 tons and three decks, built in 1752 and rebuilt in 1777, carried 22 six-pounder guns, 2 four-pounders, 2 three-pounders, and a crew of 40, from London, owned by the captain. *Lloyd's Register of Ships, 1777-1778*; UKLPR, H.C.A. 26/60/177.

3. Sloop *Exchange*, John Wardell, master. UKLPR, H.C.A. 32/326/9.

4. In *Lloyd's Register of Ships, 1777-1778*, this vessel is called *True Briton*. It is listed as a British privateer ship, Capt. George Marshall, burthen 400 tons, built in 1756 in France and extensively rebuilt in 1778, mounting 20 six-pounder guns. According to its letter of marque application, it carried sixteen guns, ten swivels and a crew of forty; it was owned by a group of London merchants led by James Mather. UKLPR, H.C.A. 26/60/170.

5. British privateer ship *Elizabeth*, Capt. Robert Hunter, 200 tons, mounted 18 six-pounder guns, and a crew of thirty. It was built in New York in 1770, but operated out of Glasgow and was owned by Glasgow merchants John and George Buchanan. *Lloyd's Register of Ships, 1777-1778*; UKLPR, H.C.A. 26/60, p. 179.

6. Ship *Antigua Planter*, J. Johnson, master, 250 tons burthen, carried 10 four-pounders, built in the Thames River in 1753, repaired in 1771 and 1777, owned by Porter & Co. Ibid.

7. There are several vessels named *General Arnold* that served as privateers about this time. The likely captor of *Exchange* was the schooner *General Arnold*, Capt. John Willson. It carried four cannon and four swivels and a crew of 25. It was from Boston and was owned by William Shattuck and Alexander Rose. Allen, *Massachusetts Privateers of the Revolution*, p. 142.

8. Ship *Citoyen (Citizen)*, Pierre Badet, master, was captured on 13 May. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 485-86.

9. The tender of H.M.S. *Experiment* was schooner *Hawk/Hawke*, formerly the American merchant schooner *Willing Maid*.

COURT MARTIAL OF JOHN GILFROY, BOATSWAIN, PENNSYLVANIA NAVY

At a court Martial, held at Trenton, May 19, 1778

Capt. Thomas Moore, (President.)

Members Present.

Captains—Montgomery,

Houston,

McFatricks

Watkin,

Hazelwood,

Martin,

Beasly,

Brice.

Lieutenants—Berry,

Philips,

Fell,

Bell,

Fitz Simmons,

Simpson,

Quality.¹*Prisoner before the Court.*

John Gilfroy, Boatswain of the late Ship *Montgomery*, of State Pennsylvania, Stands Indicted for Mutiny, and Deserting to the Enemy in Philadelphia.²

Prisoner's Defence.

Saith, That he went to Philadelphia (when the Enemy was there) to his Wife and Family, in order to support them, which was the chief reason of his Desertion—Confesses he went in a Battoe from Newtown Creeks mouth, to Philadelphia.

Evidences.

Robert Collins, Then 1st Lieut of s^d Ship *Montgomery*, declareth on Oath, That s^d John Gilfroy bred a Mutiny on board s^d Ship, and struck him so that s^d Collins fell over the breech of a Gun in time of action with the Enemy off Red bank,³ and s^d Gilfroy did take up a Handspike against s^d Collins when pointing a Gun at the Enemy, and s^d Gilfroy said, “Damn you if you shall.”

William Lamb, Then Gunner of s^d Ship *Montgomery*, declareth on Oath, That s^d John Gilfroy bred a Mutiny against s^d Collins, at the time of Action against the Enemy off Red bank; That s^d Lamb went to the assistance of s^d Collins and struck Gilfroy with a Crow-bar; That Gilfroy was put in Irons, and let out again the next morning.

John Wilson, Then Master of s^d Ship *Montgomery*, declareth on Oath, That s^d John Gilfroy bred a Mutiny on board s^d Ship *Montgomery*, against s^d Collins, 1st Lieut of s^d Ship, at the time of Action with the Enemy off Red bank; That s^d Willson was at the 3^d Gun forward, and hearing a noise went to see the cause, and found s^d Gilfroy taking up a Handspike and assaulting s^d Collins; That s^d Collins drew out a Pistol, and said he would blow Gilfroys brains out if he did not desist, on which Gilfroy used many abusive words (being in liquor) to s^d Collins; That s^d Lamb came up and struck Gilfroy with a Crow-bar, secur'd him and put him in Irons; That after the s^d Ship *Montgomery* was burnt,⁴ the Crew of s^d Ship stopp'd at Coopers ferry, opposite Philadelphia, (on account of the Enemy's Ship firing upon them,) and there took out of a Boat sundry Articles belonging to s^d Ship, Then received orders to proceed to Burlington; That s^d Gilfroy accompanied the s^d Company belonging to s^d Ship to the Dunn Horse, then said he was making the best of his way to Burlington, and s^d Willson saw no more of s^d Gilfroy afterwards; That on Tuesday following s^d Willson went to Coopers ferry, in order to recover the s^d Ships' Barge; That below s^d Ferry s^d Willson saw Warwick Hale, (a Boat Builder) who s^d he saw s^d Gilfroy and John McDaniel go over the river to Philadelphia, on Saturday morning; That the Enemy took s^d Barge at the same time when s^d Gilfroy and McDaniel went over.

Doctor John Connor declareth on Oath, That he knew the s^d John Gilfroy to be Boatswain of s^d Ship *Montgomery*.

Michael Bonna, then Masters Mate of s^d Ship *Montgomery*, declareth on Oath, That he saw the s^d John Gilfroy drunk on board s^d Ship, confin'd to his Cabbin, and had a Musket; That James Stevens, (then 2^d Lieut. of s^d Ship *Montgomery*) offer'd to take the Musket from s^d Gilfroy, which he refus'd, saying, “I will sooner loose my life;” That after s^d Ship was burnt, s^d Gilfroy went with him to Coopers ferry, afterwards went on about three miles, and then s^d Bonna saw no more of s^d Gilfroy.

Sentence.

The Court having heard the Evidences, the Majority of s^d Court are of Opinion, That the s^d Prisoner, John Gilfroy, is worthy of Death.

THOMAS MOORE.

Jonh Thornton, Clk. Copy.

I do approve of the above Sentence.⁵

JOHN HAZELWOOD, C.P.F.⁶

Directed,

To Honorable George Bryan, Esq^r., Vice President of the State of Pennsylvania, in Lancaster.

Pennsylvania Archives, 1st ser., vol. 6: 527–28.

1. The members of the court were: Captains Hugh Montgomery, Thomas Houston, John McFatruck/McFetrick, William Watkin, Thomas Hazelwood, Henry Martin, Stephen Beasley/Beasley, and John Brice; Lieutenants Theodorus Barry, Thomas Philips/Phillips, Thomas Fell, Thomas Bell, Nicholas Fitz Simmons/Fitzsimmons, James Simpson, and Joseph Quality.

2. The *New-Jersey Gazette* of 20 May reported that Gilfroy and another deserter from a Pennsylvania row galley were “lately taken by a scouting party of our troops, in Gloucester county,” and sent to Trenton.

3. The action involving the Pennsylvania ship *Montgomery* at Red Bank, N.J., took place on 4 Nov. 1777. *NDAR* 10: 395 and *n*.

4. The *Montgomery* was burnt on 21 Nov. 1777. *NDAR* 10: 568–69 and *n*.

5. According to the Minutes of the Pennsylvania Supreme Executive Council, 25 July 1778, Gilfroy received a pardon.

6. That is, Commodore Pennsylvania Fleet.

JOHN MAXWELL NESBITT TO ALEXANDER NESBITT

[Extract]

Dear Alick

Manheim [*Pa.*] May 19th 1778

I wrote you the 30th April by Return of express 15th. May by M^r: Miller and hope in Consequence of the first you have Supplied Captⁿ: Weeks wth the money he wanted & that the *Mary & Elizabeth* is going on briskly & well;¹ M^r: Fitzsimmons I suppose will go down to undertake the loading of Her when nearly ready & ease you of any Care on this Acco^t:² in my last I mentioned if the *Livelys* Hull Could not be Saved you Could perhaps engage Eyres & the Carpenters wth. Weeks to build a Hull for the Materials, or perhaps build the Hull of a Good Sloop or Schooner Virg^a. Boat Fashion which the Cables, Riggins & Sailcloth by the *Lively* would go well on to fit out³ & I sent you in my last a list of Goods which Paul Zantzinger & C^o (of w^{ch}. Comp^y: we are apart) have Agreed to furnish Doct^r: Potts⁴ for use of the Hospitals[.] he & M^r: Parr are gone to the Southard to make these & other purchases in which we are to share & desired me to forward you the list & to tell you to make purchase of any of the Articles it Contain'd as they arrived if to be got pretty Good in their kind & on tolerable terms, The Treaty wth. France & the probable Consequences of that Treaty a War between France & England, will no doubt Affect the price of all Goods, it has already lower'd the price of all West India Produce this way & in the New England States & will doubtless have the Same Effect to the Southard & with you & you must be Cautious in your purchases, perticularly those on our own Acco^t: the Hospital must be furnished with what they want & as we Can't Suffer by what is bought for them you may make freer wth what is order'd for them, though here you will Act wth Prudence & Caution, if you purchase any Cargoes wholly what is in the Hospital list you Can set aside marking them G H that is General Hospital, & Charging them at the Current Price you Can purchase Such Goods at & we Can get Waggons or Vessells engaged on the Publick Acco^t: to go for them & under this protection have some of our own Goods bro^t: forward,

The Enemy have been up at Bordentown & destroyed the Frigates & most of the Vessells that way.⁵ our New Sloop & Schooner are burn'd the *Security* & Old Sloop Safe. I am Sorry for these Vessells as they were fine ones & had began to flatter myself they would be Safe, some Interests I suppose you will be able to get in Vessells below, DHC writes he has taken a third Interest in a Sloop he Intended for Matompkin.⁶ I hope she is arrived, Among the Islands I think he might Interest us in Small Vessells or purchase us Some on better terms than we Can get them any where else. Numbers

of our American Vessells are Carried into Antigua, where I thing the Smaller ones must Sell Cheap, & ways & means might be fallen upon I think to purchase there, I have wrote DHC by Ord⁷ on this & other Subjects do you Repeat it & what else Occurs to you, for my part I want to push every proffitable business for the present in hopes to have Suffic^t when the War is at an end to Retire & leave you & Jonathan⁸ to Carry on the House, When M^r Dean left Passy, (a place near Paris where Doct^r Franklin & the American Commissioners reside)⁹ Jonathan was there, I wish I could hear from him & know what he is about or like to do Its very odd he does not write us, I am in hopes on our being acknowledged Free & Independant States by the Court of France, the American Commissioners (now Plenipotentiarys) will have Suffic^t Interest to get an order for the Restoration of the *Peggy* & Her Cargoe & that Jonathan was gone there on this Errand¹⁰

As soon as I heard Chesepeak was Clear of English Men of War I wrote M^r Rob^t Gilmour¹¹ to push over Tobacco to you but I hope you before thought of this & have got Some parcels over, as it will be a great Advantage to have Tobacco over to dispatch any Vessells may arrive, Holmes write f^m Carolina he Intended to push wth. the *Mary* for Matompkin, he would Sail ab^t Middle of Ap^l. f^m Charles Town & hope y^o. will see him in three Weeks, Receive his Cargoe & load him wth. Tobacco & dispatch him without delay for Martinique, unless there is a War between France & England, if there is it will be best for him to go to S^t Eustatia, as Tobacco must bear a much better price there, for the French Bottoms being no long Neutral, Insurance & Freight in them must be high & Consequently lower the prices of Tobacco in the French Islands.—¹²

Today's post bring advice of Sixteen Sail of Vessells being arrived in New England from France,¹³ this is Supposed to be the fleet that sail'd beginning of March wth. a large Quantity of Goods on Private Acco^t & Clothing on the Public Acco^t Suffic^t for Thirty thousand Men this will doubtless damp the price of Dry Goods but as they're Scarce & much wanted all will Sell & if any Articles of Summer wear are brought in on the Eastern Shore & offer'd to you on Reasonable terms I still think you may venture to purchase if you Can get them readily up & as by a letter I have this date from the State of Maryland they Seem Inclined, to have their Goods up by Armed Vessells belonging to them,¹⁴ perhaps you may be able to get Somethings at a reasonable freight by them & would advise if the Bay Continues Clear of Men of War & you have made any purchases to Ship them to DS¹⁵ at Baltimore & the *Livelys* Rum may Come up this way. The Letter for DHC Inclose you open, Copy it send Original by Ord wth what you may think necessary to add & Copy by any other Conveyance, Its Currently Reported & believed that the English are about embarquing their Heavy Artillery & Stores from Philad^a— I think it not Improbable they will soon abandon it.¹⁶ God Grant it may be so I am D^r Alick most Sincerely [&c]

J.M. Nesbitt

L, PHi, Miscellaneous Papers Collection. Addressed: "To Mr Alex^r Nesbitt." John Maxwell Nesbitt was a Philadelphia merchant.

1. Benjamin Weeks was captain of the privateer *Mary & Elizabeth*.

2. Thomas Fitzsimons, a Philadelphia merchant, was one of the owners of *Mary & Elizabeth*. DNA, PCC, item 78, vol. 9, p. 273 (M247, roll 95).

3. Benjamin Eyres was a Philadelphia ship builder. The brig *Lively* was then in Metomkin Inlet, Va. Council of Maryland to Charles Howard, 18 May 1778, *Maryland Archives* 21: 91.

4. Dr. Jonathan Potts was Deputy Director-General of Hospitals for the Middle Department. Heitman, *Register*.

5. On the British raid up the Delaware River to Bordentown, N.J., and the destruction of the Continental frigates *Washington* and *Effingham*, see Report of Major John Maitland, 11 May, above.

6. "DHC" was David Hayfield Conyngham, a Philadelphia merchant who invested in privateers with the Nesbitts. By "Matompkin," Nesbitt referred to Metomkin Inlet, Va.

7. George Ord, captain of the privateer *Retaliation*, which was then at Metomkin Inlet preparing to sail for Martinique. Robert Morris to William Bingham, 17 May 1778, PHI.

8. At the time of this letter, Jonathan Nesbitt was a merchant based in L'Orient, France.

9. Simeon Deane had left Passy to return to the United States on 23 Dec. 1777. *Benjamin Franklin Papers*, 25: 333n.

10. Presumably, the brig *Peggy*, which was captured in June 1777 by Continental Navy ship *Reprisal*, Capt. Lambert Wickes, commander; Continental Navy brig *Lexington*, Capt. Henry Johnson, commander; and Continental Navy cutter *Dolphin*, Capt. Samuel Nicholson, commander. The British ambassador to France challenged the legitimacy of its capture. *NDAR* 9: 478–81.

11. Gilmour was a Virginia merchant.

12. Nothing more is known about *Mary* or its master.

13. This report was false.

14. The Council of Maryland proposed bringing the supplies up Chesapeake Bay in the Maryland Navy galleys *Conqueror*, Capt. John Gordon, commander, and *Baltimore*, Capt. Thomas Walker, commander. Council of Maryland to Charles Howard, 18 May, above.

15. Probably Baltimore merchant David Stewart.

16. The British left Philadelphia on 18 June.

CONTINENTAL COMMITTEE FOR FOREIGN AFFAIRS TO MASSACHUSETTS COUNCIL

Gentlemen

York Town [*Pa.*] May [19]¹ 1778

The Navy-board² having been directed to keep two Packet-boats ready for your Orders,³ we now send to your Care very important Dispatches for France, which you are requested to give in Charge to a trusty Captain, to deliver with his own Hand to our Commissioners at Paris.⁴ Your Wisdom will dictate pointed Orders for conveying the Packets without Injury, with Secresy & with Dispatch; but, for sinking them in Case the Vessel should be unfortunately taken. We are respectfully Gentlemen [&c.]

Richard Henry Lee⁵

James Lovell⁶

L, M-Ar, Mass. Archives Collection, vol. 199 (Revolution Letters, 1778), fol. 145. Addressed on cover: "Honble/Council of Massachusetts-Bay." Notation on cover: "(on public Service)/York Town/May 19th." Addressed below close: "Honble Council/ Massachusetts-Bay." Docketed: "Letter from the Hon./Richard Henry Lee &/James Lovell—/May 1778—."

1. Date taken from cover of letter. The committee sent similar letters this date to Gov. Jonathan Trumbull of Connecticut and Continental Agent John Langdon of New Hampshire. DNA, PCC, item 79, fols. 230, 232 (M247, roll 105).

2. Continental Navy Board of the Eastern Department at Boston.

3. See Continental Marine Committee to Continental Navy Board of the Eastern Department, 5 May, above.

4. The Committee for Foreign Affairs on 19 May sent three packets containing copies of the ratified Franco-American treaties to the Massachusetts Council, which entrusted them to Capt. Corbin Barnes on 9 June. PPAmP, Benjamin Franklin Papers, vol. 53, no. 68.

5. Richard Henry Lee was chairman of the Continental Marine Committee.

6. James Lovell was a member of the Committee for Foreign Affairs.

VICE ADMIRAL VISCOUNT HOWE TO COMMODORE WILLIAM HOTHAM, R. N.

Private

Philadelphia May the 19^h 1778

D^r. Sir/

The Convoy returning with the *Thames*, will, I conclude, remove the wants at New-York.¹

I must confess the cause of discontent which induced Sir William Howe to desire

his recall, with the consequent circumstances, has rendered my Stay abroad very ineligible. I have however, the Satisfaction to think that the part incumbent on me thereupon, will not affect your Situation in the manner you have the goodness to describe.

Hoping to have soon the pleasure of meeting you here, or at New-York, I postpone enlarging further on the Intimations in my public Letters, until I have that opportunity to repeat my assurances of the great regard with w^{ch} I am D^r Sir [&c.]

Howe

L, University of Hull, England, Brynmor Jones Library, William Hotham Collection, Letters from Viscount Howe, 1776–1780 (DDHO/5/1). Addressed at foot: “Comm^o Hotham—.” Docketed: “19th. May 1778./Private Letter from/Lord Howe.”

1. H.M. frigate *Thames*, Capt. Tyringham Howe, commander, had escorted a “large Convoy,” which had originated at Cork, Ireland, from New York, where it had arrived on 5 May, to Philadelphia. It then escorted a convoy, presumably made up of the same vessels, from Philadelphia to New York, departing from the former on 23 May and arriving in the Hudson River on 31 May. Journal of H.M. frigate *Thames*, 7 May to 31 May, Adm. 51/982, part 7, pp. 23–24.

MARYLAND COUNCIL TO CAPTAIN JOHN ROGERS

Cap^t. Rogers.

In Council Annapolis 19th May 1778.

We have 20 Hh^{ds}. of Tobacco which we shall endeavour to send you in our Boats to Pungoteague,¹ with that and the Flour which goes down in the Gallies;² beyond what will compleat the *Molly*'s³ Load, you will load the *General Smallwood* and proceed with her to the Address of M^r. Harrison at Martinico.⁴ If we should not be able to send the whole of the 20 Hh^{ds}., or if the *General Smallwood* will take more than the 20 Hh^{ds}. and the Surplus of the Flour, we would have you purchase what is deficient of Tobacco or any Thing else, which can be conveniently and speedily got. We expect M^r. Harrison will, if he can, furnish you with a Load of Salt back and, on your Return, we wish you to get into the Bay, but we do not intend to tie you up so, but that you may use your Discretion to make an Inlet, in Case you think attempting the Bay is too hazardous.—

LB, MdAA, Governor and Council Letterbook, 4007, S1075-6, p. 158, no. 216. Addressed at the foot: “Cap^t. Rogers.”

1. On 29 May, the Council ordered that Stephen Steward, Jr., be paid £800 and Stephen Steward, Sr., £500 to purchase tobacco “for the *Gen^l. Smallwood*.” Governor and Council Proceedings, p. 227. Pungoteague is a creek in Virginia.

2. Probably the Maryland Navy galleys *Baltimore* and *Conqueror*.

3. Maryland State Trading sloop *Molly*, Capt. Daniel Deshon, commander.

4. See Maryland Council to Richard Harrison, 18 May, above.

JOURNAL OF THE COUNCIL OF THE STATE OF VIRGINIA

[*Williamsburg*] Tuesday May 19th 1778.

The Governor having informed the Board that M^r. John King was not willing that his Vessel¹ should wait any longer for the Despatches which are expected from Congress to go by her to France;² but was very desirous that she should make use of the present opportunity of getting out of the Bay the Enemy's Ships being all gone—the Board do advise his Excellency to write by her to William Lee Esquire our Agent, to procure the proper Cannon, Mortars, Howitzers with all the Implements and Apparatus necessary for the fortifying of York Town for the protection of the Ships of

War & Merchantmen belonging to our Allies that may have occasion to come to this State³ And his Excellency having prepared a Letter accordingly the same was read approved of & ordered to be recorded.⁴

H.R. McIlwaine, ed., *Journals of the Council of the State of Virginia* (Richmond: The Virginia State Library, 1932), 2: 135.

1. Possibly, schooner *Fly*.

2. On 27 June, President of the Continental Congress Henry Laurens sent Gov. Patrick Henry “several packets for the Ambassadors of the united States at Paris.” Henry acknowledged receipt of the packets, adding: “Altho’ I have not any particular Conveyance in view at present, I make no Doubt, but in the course of a Week I may find some Vessell going to France; and they shall go by the first opportunity that appears a good one.” Patrick Henry to Henry Laurens, 4 July 1778, *Official Letters of the Governors of the State of Virginia*, vol. 1, *Letters of Patrick Henry, July 1, 1776—June 1, 1779*, edited by H.R. McIlwaine (Richmond: Virginia State Library, 1926), p. 294.

3. For more on the proposed fortifications at Yorktown and Gloucester, see Journal of the Council of State of Virginia, 25 May, below.

4. The letter to Lee sent via King has not been found, however, Lee had already been sent orders to procure arms and ammunition via Capt. Jacques Le Maire de Gimel, who had sailed for France from Virginia in March, 1778. On Le Maire’s mission, see *Benjamin Franklin Papers*, 27: 361–63n. Upon receipt of these orders, both Le Maire and Lee had begun working independently on obtaining armaments and ammunition for Virginia, including, in Lee’s case, an unsuccessful request for the loan of artillery from France. In a letter to Benjamin Franklin of 27 June 1779, Lee wrote: “The most important part of the supplies that the French ministry are requested to furnish for the State of Virginia are the cannon, howitzers, mortars, ball and shells, none of which have ever been contracted for with any one, and if they should be sent to Boston or Charlestown for Congress, they cannot be of any more use to Virginia while the War continues and the enemy have the superiority in the American seas, than if they were in France.” Lee decided to instead focus his efforts on forwarding a supply of “good fusils,” which were light flintlock muskets. *Letters of William Lee . . . 1766-1783*, collected and edited by Worthington Chauncey Ford, 3 vols. (Brooklyn, N.Y.: Historical Printing Club, 1891), 3: 696.

JOURNAL OF H.M. FRIGATE *GREYHOUND*, CAPTAIN ARCHIBALD DICKSON

May 1778

Tuesday 19th:

Cape Charles N82°W 17 Leag^s:
at 11 AM the Schooner¹ part’d Comp^y: saw a sail to the SSE, Tack’d
made s^l: & gave Chace
D^o: [Cape Charles] West 14 Leag^s:
D^o: [Fresh Breezes] & haz’y in Chace to the Southw^d: at 5 fir’d 1
Nine Pound^r: to bring her too. found her to be a Sloop from Vir-
ginia for S^c: Eustatia wth Tobacco.² put on B^d: her a Petty Officer & 3
Men & took out of her 5 Prisoners, at 7 Part’d Comp^y: wth the Prize.
at 8 PM Tack’d

D, UKLPR, Adm. 51/420, fols. 205–6.

1. Prize schooner *Herbert*. See Journal of H.M. frigate *Greyhound*, 18 May, above, for more on this prize and its capture.

2. Sloop *Fame*, Joshua Farnham, master, owned by William Godfrey, from the James River, Va., bound to Martinique, sent into New York City. Howe’s Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 483–84; H.C.A. 32/328/14.

JOURNAL OF H.M. FRIGATE *ARIEL*, CAPTAIN CHARLES PHIPPS

May 1778

Tuesday 19th:

[Cape Hattress SSE about 3 or 4 Leagues]¹
at 5. AM saw a sail at Anchor on the Weather Bow at 10 in Chace
of a Snow in shore which Anchor’d, at Noon saw her Sinking sent

the Pinnacle on board her. The Entrance of Roenock² SSW^{te}: about 4 or 5 Miles—

Roenock SSW 4 or 5 Miles—

Mod^{te}: & Cloudy W^{te}: at 1 PM the Pinnacle Returned with an account that the Snow was Scuttle'd, sent her back again & she set y^{ce}: vessel on fire³ ½ p^{te}: 4 made sail Roenock SW^{te}: 4 or 5 Miles Sounded & had from 20 to 17 f^{te}:

D, UKLPR, Adm., 51/61, part 1, fol. 28.

1. Last recorded bearing and distance at noon on 16 May.

2. That is, Roanoke Inlet.

3. Snow "*S. Jean*," French owned, no cargo was saved. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 487–88.

JOURNAL OF H.M. FRIGATE *ÆOLUS*, CAPTAIN CHRISTOPHER ATKINS

May 1778

Old Cape Fran^s WbN. 4 or 5 Lg^s:

Tuesd^y 19th

at 1: AM hand. d^o. [M^{te}: Sail & M'opsail]— at 6 AM gave Chace to a Sail in the NW^{td}: with all Sail— ½ past 8 fird Shot & bro^t: her too— a French Ship from Rochford to C. Francois— & rec^d: on b^d: 4 British Subjects, who had been taken by an American Privateer, wore Ship & stood to the S^d: in Chace of 2 Strange Sail— at 11 bro^t: too 2 French Ships, one from Bourdeaux, the other from Guinea bound to Port au Prince & Cape Francois—

Old Cape Franc^s: SEbE 4 or 5 Lg^s

Moderate & Cloudy with Rain— at 1 PM. gave Chace to a Sail in the N.E. d^o: punish^d Th^s: Dunavan with 12 Lashes for Drunkenness— at 2 made the private Signal to the Chace, but She not answering it tk^d ship— at 3 fir^d Eleven 12 pdr. at the Chace— at 5 being little Wind, mannd & armd the Boats & sent after her— ½ past they boarded her— prov^d to be an American Schoon. from Virginia wth: Tobacco.¹

D, UKLPR, Adm. 51/4107, part 1.

1. The prize was probably schooner *Dolphin* from Virginia to Cape François with a cargo of tobacco. Parker's Prize List, 21 June 1778, UKLPR, Adm. 1/241. In the prize list, the date of capture is given as 7 June.

May 20

CAPTAIN SIMEON SAMSON, MASSACHUSETTS NAVY, TO MASSACHUSETTS COUNCIL

[*Boston*, May 20th: 1778]

To the Hon^{ble}: the Council of the State of Massachusetts-Bay.—

Simeon Sampson Commander of the Arm'd Brig *Hazard*^l begs leave humbly to represent,—

That on his late Cruise against the Enemies of the United States, he fell in with and took the Ship *Live-Oak*, George Forten, Master, which Ship is since happily arrived in this Port;—² That Cap^t Forten left America where he has a Family, in the Year 1775, in a Ship for Honduras, from thence to Britain, from whence he took the first opportunity to return to America, & join his Family & Friends lately driven from

Philadelphia, & now residing at Lancaster.— That it appears by several Letters found on board the Prize, that Cap^t Forten had been friendly to our Cause while in England, which has been fully confirm'd by his Conduct and Behavior since his Capture;— That Cap^t Forten is far advanc'd in Life, and that Confinement on board the Guard-Ship might, and probably would be fatal;— Therefore your Memorialist would humbly submit it to your Honors the permitting Cap^t Forten to return to his Wife, and Family in Lancaster, for which he most earnestly solicits, & ardently prays.— & as in Duty bound, &c.—

Simⁿ Samson

In Council May 20th 1778 Read and Ordered that the Prayer of this Petition be granted and that the Commissary of Prisoners be and he hereby is directed to liberate George Forten late Master of the Ship *Live Oake* captured by Cap^t Sampson & bro't into this Port—it appearing that he is a Native of Pensilvania & friendly to the United States and Said Commissary is hereby directed to permit him to go at large—
read & Accepted
Jn^o. Avery D^y Sec^y

DS, M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777–1778), fols. 315–16. Docketed: “217/Petition of Simeon/Sampson in/behalf of Cap^t Forten/with Order thereon/May 20^h 1778.”

1. Massachusetts Navy brigantine *Hazard*.

2. For more on ship *Live Oak*, see *The Boston-Gazette, and Country Journal*, 18 May, above, and Libels Filed in the Massachusetts Maritime Court of the Middle District, 25 May, below.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present—

John Brown Esq^r

Isaac Phillips Esq^r

Boston May 20th 1778

Eleazer Johnson Esq^r

John Brown Esq^r President, P^r T.—

Order'd, That the Com^y. Gen^l deliver Cap^t Harreden² for the use of the Brig^t *Tyrannicide*, four Cords Wood.—

Order'd, That the Articles deliver Cap^t Hinman³ for the Ship *Alfred*, be charg'd to the Continent.—& that Thomas Cushing Esq^r be credited for the same . . am^g to . . £619..18..10—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 312–13.

1. David Devens.

2. Capt. Jonathan Haraden, commanding Massachusetts Navy brigantine *Tyrannicide*.

3. Capt. Elisha Hinman, commanding Continental Navy ship *Alfred*. For more on *Alfred's* fitting out at Boston in June and July 1777, see *NDAR* 9: 254, 298, 862, 941.

WILLIAM VERNON TO JOHN ADAMS

[Extract]

Dear Sir

Boston May 20th. 1778.

The preceeding is Copy of my last, via Bilboa.¹ I have noted, that we have run out the *Warren* Cap^t. Hopkins from Providence,² he happily escaped the vigilance of the Enemy, received the Fire of Two Ships in the River, as he passed them without any meterial damage, several ships follow'd him out from Newport & pursued a day or Two, he out saild them³— he was ordered to Boston immediately, the severity of

the weather and being badly Man'd, obliged him to run as far to the southward as the Latt: 24^d.0. upon his Passage he Captured the ship *Neptune* Cap^t Smallwood from Whitehaven, bound to New York, with salt and dry Goods, great part of w^{ch} he took on board his ship The Ship with Salt, was retaken within Six hours sail of Boston;⁴ also a Snow from S^t Eustatia going to Ireland Loaded with Flax-seed & Fustick⁵ w^{ch}. arrived safe at Bedford; this Vessil was cover'd with fictitious Dutch Papers— The *Warren* anchored safe in Boston Harbour after being at Sea five Weeks⁶— We next dispatched the *Columbus*, with only Twenty five Men on board, leaving all her stores, except just sufficient to run her to New London,⁷ she was drove on shore at Point-Judith, by two or Three Frigates, the same Night, the next day the Enemy sat her on Fire under cover of their Ships, who were annoy'd by a few Troops from the shore, with Three feild Peices, Killed them fourteen Men & wounded Twenty⁸— I think they Paid a high price for the Hull of an old Ship, as our people strip't her Sails Rigging &c— The 30th of April we sent down the *Providence* Cap^t Whipple,⁹ having on board about 170 Men, who was ordered to the first Port in France he cou'd make, to be under the direction of the Commissioners, where we hope she is safe Arrived, no dispatches was sent by this Ship, as she was to pass a dangerous passage; however in a brisk Wind & dark Night she got out safe, receiveing a heavy fire from the *Lark*, w^{ch} was the uppermost ship, who's Fire she returned with Spirit & good effect, Kill'd a Number & Wounded many Men, much disabled the Ship;¹⁰ The lowermost Ship by this alarm, was prepared to receive the *Providence*, who was obliged to pass her very near, gave her Their Fire, that was returned with good success, but we have not yet heard the particulars as they ever endeavour to conceal their Losses¹¹—

You find how injudiciouly our Ships ~~our Ships~~ have been confined in Providence River at a vast expence, when they might have been employed to good purposes— The Ship *Virginia* is Captured in Chesapeake bay, perhaps impru-dently¹²—The *Randolph* Cap^t Biddle was lately blown up to Windward of Barbadoes, in an engagement with the *Yarmouth* a 64 Gun Ship, every Soul perished except four: this is an unfortunate stroke of Providence, w^{ch} we must submit too without repineing, yet we cannot but regret the loss of so brave an officer and Crew¹³— The loss of the *Alfred* on her passage home from France we lament not so much for the Ship as the gallant & worthy Cap^t Henman,¹⁴ Officers & Crews being in the hands of a Cruel Enemy, and the shameful cowardly manner in not being supported by The *Rawleigh* Cap^t Thompson,¹⁵ who saw him engaged with an 18 Gun Sloop of Warr,¹⁶ whom he had obliged to sheer off, and a 20 Gun Ship¹⁷ bearing down upon her within Two Mile, w^{ch}. Two ship he maintain'd the conflict with upwards of a hour, while Cap^t Thompson lay within Two or Three Mile a spectator to the Capture; soon as the *Alfred* struck her Colours, the Enemy gave Chase to the *Rawleigh* who flee'd with all the Sail she cou'd croud, lightening his Ship by throwing over board, Provisions Cables &c &c, and had certainly parted with his Guns, had not some Passengers interposed;¹⁸ I am verily sorry to say thus much respecting this matter, but they are truths too notorious to pass over in silence— a report prevails that the Enemy have burn't our Galleys and shiping upon the Delaware that were above the City; its not said the Two Frigates that was sunk are distroyed¹⁹— are we not Dear Sir compensated in those Losses by the glorious Treaties of Alliance of Amity & Commerce which were executed the 6th. of Feb^{ry}: last at Paris & unanimously ratified by Congress the 4th. Instant, I think S^r: they are magnanimous founded in our Independency, equality

& reciprocity; upon which I most sincerely congratulate you & our oppressed Country— . . . Please to make my most respectful compliments acceptable to your Honorable Colleges, and believe me truly Your most Obedient Humble Servt
(duplicate)

Copy, MHi, Adams Papers. This duplicate letter was enclosed in William Vernon to John Adams, 26 May, below.

1. William Vernon to John Adams, 9 Mar., a triplicate which was enclosed in Vernon's letter to Adams, 26 May, below.

2. Capt. John Burroughs Hopkins, commanding Continental Navy frigate *Warren*.

3. For accounts of frigate *Warren's*, escape on 16 Feb. down Providence River and the Narragansett (or West) Passage of Narragansett Bay, see Memoir of Elias Ware, 16 Feb., Diary of Captain Frederick Mackenzie, 17 Feb., and William Vernon to Continental Navy Board of the Eastern Department, 25 Mar. *NDAR* 11: 355–56, 362, 786–87.

4. Ship *Neptune*, Joseph Smallwood, master, was recaptured on 26 Mar. by H.M. frigate *Orpheus*, Capt. Charles Hudson, commander, and sent into Newport. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 486–87.

5. Snow *Robert*.

6. *Warren* arrived at Boston on 23 March. See William Vernon to the Continental Navy Board of the Eastern Department, 25 Mar. *NDAR* 11: 786–87.

7. Continental Navy ship *Columbus*, Capt. Hoysteed Hacker, commander, attempted to break out of Narragansett Bay through the Narragansett Passage on the night of 27 Mar. See William Vernon to James Warren, 28 Mar. *NDAR* 11: 812–13.

8. For an account of the destruction of ship *Columbus*, see Capt. Walter Griffith, R.N., to Vice Adm. Viscount Howe, 28 Mar. *NDAR* 11: 815–16.

9. The sailing orders for Capt. Abraham Whipple, commanding Continental Navy frigate *Providence*, dated 25 Apr., are above.

10. For more on the action between frigate *Providence* and H.M. frigate *Lark*, Capt. Richard Smith, commander, see Diary of Captain Frederick Mackenzie, 1 May, above.

11. H.M. frigate *Juno*, Capt. Hugh Dalrymple, commander. See Diary of Captain Frederick Mackenzie, 1 May, above.

12. On the British capture of Continental Navy frigate *Virginia*, Capt. James Nicholson, commander, see Nicholson to Continental Marine Committee, 2 Apr., above, and Capt. Benjamin Caldwell, R.N., to Capt. Richard Onslow, R.N., 31 Mar. *NDAR* 11: 848.

13. Continental Navy frigate *Randolph*, Capt. Nicholas Biddle, commander, was blown up on 7 Mar. in action with H.M.S. *Yarmouth*, Capt. Nicholas Vincent, commander. For more on this engagement, see Vincent to Vice Admiral James Young, 17 Mar., and President Rawlins Lowndes of South Carolina to President of Congress, 30 Mar. *Ibid.* 683–84, 837–38.

14. Capt. Elisha Hinman, commanding Continental Navy ship *Alfred*.

15. Capt. Thomas Thompson, commanding Continental Navy frigate *Raleigh*.

16. H.M. ship-rigged sloop-of-war *Ceres*, Comdr. James Richard Dacres, commander.

17. H.M. frigate *Ariadne*, Capt. Thomas Pringle, commander.

18. For more on the capture of ship *Alfred*, see Journal of H.M. frigate *Ariadne*, Captain Thomas Pringle, 9 Mar. *NDAR* 11: 575.

19. For further information on this raid of 8 and 9 May, see Report of Capt. John Henry, an enclosure in Viscount Howe to Philip Stephens, 10 May, and Maj. Gen. Philemon Dickinson to George Washington, 9 May, both above.

SAMUEL ELIOT, JR., TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

Hon^d Sir

Boston 20th May 1778—

I have the pleasure of congratulating you on the Arrival of the *Cyrus* of 16 Carriage Guns,¹ which (with the *Admiral Kepple* of 18 Guns²) was taken by the Ships *Oliver Cromwell* and *Defence*,³ after a Smart engagement of 3 Glasses— We have met with a loss in the Gallant Capt Day⁴ who with one man was kill'd, both Ships had some Wounded— the particulars of the engagement, of the Courage & good Conduct of

the respective Captains, Officers and Men, M^r Cohoun⁵ (the bearer) an Officer of the *Oliver Cromwell*, will give to your Excellency— The prize arriv'd safe in Cape Ann last Eve^s; I am taking the necessary steps for her being brou't up to this port— the *Admiral Keppel* is not yet arriv'd— I enclose the only schedule of the Cargo of the *Cyrus*— it appears to me that there must be many valuable Articles on b^d beside those mention'd, by the account M^r Cahoon gives of her— Your Excellency's directions shall be strictly conform'd to, by Your dutifull & Obedient Serv^t

Sam Eliot J

L, Ct, Connecticut Archives, 1st Series, vol. 9, p. 254. Addressed below close: "Gov^r Trumbull." Docketed: "20th May 1778, Wednesday/Sam^l Eliot Jun^r Esq^r/de arrival of Prize Ship." Eliot was Connecticut Agent in Massachusetts.

1. British letter of marque ship *Cyrus*, Capt. Christopher Deake.
2. British letter of marque snow *Admiral Keppel*, Capt. Abraham Brown.
3. Connecticut Navy ship *Oliver Cromwell*, Capt. Timothy Parker, commander and Connecticut Navy ship *Defence*, Capt. Samuel Smedley, commander.
4. Capt. James Day, Connecticut Marines.
5. Midn. Isaiah Cahoon, Connecticut Navy.

JOHN MANLEY TO JOSHUA HUNTINGTON

Sir

providence May 20. 1778

I have inclos'd you a Recp^t for Grape Shott for M^r Shaw¹ also fifty 12^{lb} grape ready made up for the *Trumbull*² which you please to forward to M^r Shaw Carting is got to be very Difficult I was oblig'd to agree with the Teamster @ Six Shillings ~~7~~ mile w^{ch}. you'll please to notice Accordingly. I am in behalf of Daniel Tillinghast³ Sir [&c.]

John Manley

L, DN, Frigate *Trumbull* Papers. Addressed on cover: "To/Major Joshua Huntington/at/Norwich." Docketed: "John Manly/Dupl May 20 1778." Manley was Deputy Continental Agent for Rhode Island; Maj. Joshua Huntington was superintendent of construction of frigate *Trumbull*.

1. Nathaniel Shaw, Jr., Continental Agent for Connecticut.
2. Continental Navy frigate *Trumbull*, Capt. Dudley Saltonstall, commander. By "fifty 12^{lb} grape," Manley meant grape shot packed in canvas bags equal in diameter to a 12-pound cannon ball.
3. Continental Agent for Rhode Island.

AUGUST NEWMAN AND JOSEPH SHERMAN TO GOVERNOR WILLIAM GREENE OF RHODE ISLAND

Providence May. 20th. 1778.

To his Excellency the Governor.

We the Subscribers request your Excellency to grant a Commission or Letters of Marque and Reprisal to Paul Anderson Cartwright Commander of the Sloop *General Arnold* of which we are Owners. She is burthened about Eighteen Tons, carries two Carriage Guns two Pounders and Six Swivel Guns and otherwise fitted in a war-like Manner with Small Arms Cutlasses, Pistols, Powder, Ball and other military Stores. She hath on board Four bbls Beef & Pork Five Hundred Weight of Bread &c. We are Sir [&c.]

August Newman

Joseph Sherman

Providence May 20th. 1778.

I acknowledge the above and foregoing to be a true Copy of the Instructions delivered me this Day by his Excellency the Governor, with my Commission or Letters of

Marque and Reprisal as Commander of the Private Sloop of War *Genl. Arnold*.
Witness. Paul a Cartwright

L, R-Ar, Maritime Papers, Letters of Marque and Reprisal (1776–1780), Petitions and Instructions, p. 71.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport. Rhode Island]

20th May.— Fine weather. Wind E. Fog at Sea most of the day.

The *Kingsfisher*¹ came round this day from the Seconnet,² and brought with her the two transports and four Sloops which have been to the Elisabeth Islands for Stock. The *Kingsfisher* is come round to repair her Foremast, and is replaced in that station by the *Sphynx*—³

Mackenzie, *Diary* 1: 283.

1. H.M. ship-rigged sloop-of-war *Kingsfisher*, Comdr. Hugh Cloberry Christian, commander.

2. Sakonnet Passage.

3. H.M. frigate *Sphynx*, Capt. Alexander Graeme, commander.

JOURNAL OF H.M. FRIGATE *UNICORN*, CAPTAIN JOHN FORD

May 1778

Wednesday 20th

Moor'd in Quicks's Hole. [*Mass.*]

AM emp^d. occasionally.

At Anchor in Buzzard's Bay. Kuttyhunk—SW Quick's Hole—SEbE.

First and middle parts light Breezes and cloudy, latter part light Airs & thick Fog, at 2 PM unmoor'd and hove short on the B^u B^r at 3 weigh'd & came to Sail, and run [*down*] Buzzard's Bay, at ½ past saw the *Haerlem*¹ at Anchor on the East Side of Gooseberry Neck, and firing Guns at a Number of the Rebels assembled on the Shore, run down to her, and anchor'd in 4 f^{ms}. at ½ past 4 weigh'd & came to Sail, struck Ground in working out, came too with the B^u B^r and carried a Warp out to the SE, at 10 came too with the B^u B^r in 10 f^{ms}. & veer'd to ⅓ of a Cable,

D, UKLPR, Adm. 51/1017, part 6, fols. 242–43.

1. H.M. armed sloop *Haerlem*, Lt. John Knight, commander.

CAPTAIN THOMAS ALLON TO NATHANIEL SHAW, JR.

Sir

New London [*Conn.*] 20th May 1778

I rec^d yours of the 18th Ins^t & observe the Contents, I am sorry that you disapprove of my going to Bedford,¹ & that you do not order me to some other Port, but I shall do every thing in my Power to get the Ship² Mann'd here I tried her yesterday & she exceeded my most sanguine Expectations, I had North Hill on Fishers Island bearing EbN & in Twenty Eight Minutes was abreast of the Light House with an ebb Tide, more then half the way as close hauled as possible, every Body say the distance is Seven Miles; Cap^t. Melally³ went Yesterday to Stonington I did not spare him any Lanthorn because I think it full as proper that he shou'd go short, as myself, nor has he by his behaviour merited any Thing like Favor from me. I still hope that I shall

have a hundred Men by Sunday next. if I shou'd, I will go to Sea, if you do not give me Orders to the contrary, I shall be very glad to see You before I go, to settle with you for M^r. Rose's⁴ Eighth of the Ship. I have wrote M^r. Tho^s. Russell⁵ to know how much Money he has in his hands, & if there shou'd be any deficiency I will give you a Bill on South Carolina for it, if it is agreeable, ~~to you~~ I am Sir [&c.]

Tho^s. Allon

L, CtY, Nathaniel and Thomas Shaw Papers, packet 141, no. 9051. Addressed below close: "Nath^l. Shaw Jun^r. Esq^r." Addressed on cover: "To/Nath: Shaw Jun^r. Esq^r/Hartford." Notation on cover: "{Favour'd by/Jer^h. Wadsworth/Esq^r}." Docketed: "Tho^s. Allons/Letter/ May 20 1778."

1. That is, New Bedford, Mass.
2. Connecticut privateer ship *General Putnam*.
3. Capt. Michael Melally, commander of Connecticut privateer brigantine *Nancy*.
4. Probably, Alexander Rose, merchant at Charleston, S.C.
5. Thomas Russell was a Charleston, S.C., merchant.

LIBELS FILED IN CONNECTICUT MARITIME COURT FOR NEW LONDON COUNTY
STATE OF CONNECTICUT, SS.

NEW-LONDON COUNTY.

TO WHOM IT MAY CONCERN.

KNOW YE that Libels are filed before the Hon. Richard Law, Esq.: Judge of the Maritime Court for said County, in Favour of John Kerr¹ and others, against the Sloops *Speedwell*, James Holt, late Commander; *Betsey*, William Robins, late Commander; *Polly and Hannah*, David Shadder, late Commander; *Katherine*, John Rutgard, late Commander; *Sea-Flower*, Isaac Seidmore, late Commander; Schooner *Industry*, Josiah Buffett, late Commander; and their several Cargoes. Also in Favour of Joseph Dodge,² and others, against the Sloops *Morning-star*, Peter Woglom, late Commander; *Sea-Flower*, George Webster, late Commander; and their Cargoes. Also in Favour of Ebenezer Dayton,³ and others, against the Schooners *Peggy*, Charles Cameron, late Commander; *Polly*, George Hallock, late Commander; Sloops *George*, Samuel Tobey, late Commander; *Delancy*, Thomas Ming, late Commander; and Petty-augre *Jacob*, James Smith, late Commander; and their several Cargoes. Also in Favour of John Kerr, Ebenezer Dayton, and Jason Chester, against Eight Whale Boats, their Tackle, Apparel and Furniture—Which said Vessels and Whale Boats, with their Cargoes, it's said were taken on the High Seas, between high and low Water Mark, and brought into the County of *New London*.

The Court erected for the Trial of all Captures taken and brought into said County will be held at *New-London*, in the County aforesaid, on Wednesday the 10th Day of June next, for the Trial of the Justice of said Captures, of which all Persons claiming Property in said Vessels, or their Cargoes, are to take due Notice, and govern themselves accordingly.

Per Order,

WINT. SALTONSTALL, Reg'r.

New London, 20th May 1778.

Connecticut Gazette; and the Universal Intelligencer (New London), 22 May 1778. In the advertisement all persons' names are italicized and all ships' names are in roman type.

1. Lt. John Kerr, commanding Continental Navy schooner *Miffin*.
2. Capt. Joseph Dodge, commanding Connecticut privateer sloop *Beaver*.
3. Capt. Ebenezer Dayton, commanding Connecticut privateer boat *Suffolk*.

ACT OF THE DELAWARE GENERAL ASSEMBLY

ANNO MILLESIMO SEPTINGENTESIMO SEPTUAGESIMO OCTOVO¹

An ACT

To prevent the Inhabitants of this State from dealing and furnishing the Enemies thereof with Supplies, and for other Purposes therein mentioned.

Whereas many evil-disposed Persons in this State, regardless of the Duty and Allegiance they owe to the same, frequently furnish the Enemies thereof with Provisions, thereby encouraging and aiding them to continue and carry on a cruel and unjust War against this and the *United States of America*:

1778
Preamble

Therefore, to prevent the like wicked Practice, in future, *Be it Enacted, the General Assembly of Delaware, and it is hereby Enacted, by the Authority of the same*, That all Provisions and Supplies of whatsoever Kind, which shall be shipped, loaden, or put on board any Boat or Vessel, in any Place or Port within this State, or which shall be found laden on any Horse, Cart, or other Carriage, to the Intent or Purpose to be transported, conveyed, or carried to or from the enemy, or such Refugees from this or any of the *United States*, who adhere to them, together with the Horses, Teams, and Craft conveying the same, which may be taken by any Inhabitants of this State, or those in the Employ of the State; or acting in the Defence thereof, shall, and they are hereby declared to be forfeited, to and for the Use of the Captors; who are hereby directed to secure the same, and to deliver a just and true Account thereof, to some Justice of the Peace in the County where such Capture happens. And the said Justice shall call to his Assistance, one other Justice of the Peace of the County, who together, are hereby empowered and required to enquire into the Circumstances of the Capture of said Articles, in the Presence of the Person or Persons accused or taken with the same, if he or they can be had; and upon such Enquiry to adjudge the said Articles to be forfeited, if, on the Circumstances of the Case, it shall appear to them to be just and consistent with the Intent of this Act, and the said Justices, are hereby directed to issue their Order to the Sheriff of the County, directing him to make public Sale thereof, after giving five Days Notice, by Advertisement of such Sale, and to make Return of his Proceedings to the said Justices, at a Day by them to be appointed for that Purpose; and after Payment of reasonable Fees and Expences, to be ascertained by the said Justices, the Remainder of the Monies arising from such Sales shall be equally divided, among all those employed and engaged in seizing and taking the same. Provided that where any Detachments of the Continental Army, or Troops in the Pay of this State, or any Party of Militia, in actual Service, shall have been employed as aforesaid,

Supplies intended for the Enemy, forfeited with the Teams, &c.

1778
Captors to deliver a true Account to some Justice

Proceedings thereon

Monies Arising to be divided among the Captors

their Part of the Monies aforesaid shall be distributed among them, in Proportion to the Pay of the Officers and Soldiers so employed.

And to prevent any Doubts in future, as to the Property of Vessels and Cargoes therein, belonging to the Subjects of the King of *Great-Britain*, or others employed in carrying Supplies to the Enemy, which may be deserted by their Crews, or cast on the Shores of this State. *Be it Enacted*, That all Vessels with their Tackle, Apparel, Furniture, and Cargoes, which may hereafter happen to be deserted by their Crews, on the Sea near to the Shore of this State, or in the River or Bay of *Delaware*, opposite to the Shore of this State, and taken Possession of by any of the Inhabitants thereof, or others, and brought within the State; and also all Vessels with their Tackle, Apparel, Furniture and Cargoes, which may hereafter happen to be cast or stranded on any of the Shores of this State, belonging to any of the Subjects of the King of *Great-Britain*, or others employed in carrying Supplies to the Fleet and Army of the said King (excepting the Vessels and Cargoes, not contraband, of the Subjects of His Most Christian Majesty the King of *France*, and all Vessels bringing Settlers, Arms, Ammunition, or warlike Stores, to and for the Use of the *United States*, or any of them, or any of the Inhabitants thereof; who are Friends to the *American Cause*, or to such warlike Stores, or to the Effects of such Settlers) shall be forfeited and belong to the State and being libelled and prosecuted in the Court of Admiralty thereof, shall be deemed and adjudged lawful Prize, and after deducting and paying the Wages of the Seamen and Marines on board of such Vessels as are Merchant Ships or Vessels, and all necessary Charges and Expences which may attend the securing the said Vessels and Cargoes, and their Condemnation; the one Moiety thereof may and shall, by Order of the Judge of the Admiralty, be divided among all those actually engaged and employed in taking Possession of and securing the said Prize; and the other Moiety shall be paid to the State Treasurer, for the Use of the State, subject to the Disposition of the General Assembly.

And be it Enacted, by the Authority aforesaid, That if any Person or Persons, who shall be engaged and employed in taking Possession of or securing any Prizes, so as aforesaid brought within this State, or cast or stranded on any of the Shores thereof shall privately convey away, secrete or embezzle any of the Tackle, Apparel, Furniture or Cargoe belonging to the same, he or they shall forfeit the Share, Dividend, or Proportion, which of Right otherwise would have belonged to him or them under this Act, and also shall upon Conviction thereof by any Court of Quarter-Sessions in this State, return the Goods so conveyed away, secreted or embezzled, or pay treble the Value thereof, and the Cost of Prosecution.

Provided always, and be it Enacted, That this Act shall continue in Force so long as the present War between *Great-Britain* and *The United States of America* shall continue, and no longer.

Vessels
deserted
by their
Crews or
stranded
usurpt, &c;
How
to be
disposed
of.

1778

Persons
embezzling
the Tackle
&c. shall
forfeit,
&c.

Continu-
ance of
this Act

Signed, by Order of the House of Assembly,
SAMUEL WEST, Speaker.

Signed, by Order of the Council,
GEORGE READ, Speaker.

Passed May 20, 1778. [*Dover, Del.*]

Acts of the Delaware General Assembly, April 1778 sitting. . . . [Wilmington, 1778].

1. That is, One thousand Seven hundred Seventy Eight.

VICE ADMIRAL VISCOUNT HOWE TO SECRETARY OF THE ADMIRALTY PHILIP STEPHENS

Number 63.

Eagle Delaware [*River*]

Sir,

May the 20th: 1778.

The Return of the General Sir William Howe to England in the *Andromeda*, by which Opportunity this Letter is transmitted, succeeding so immediately to the Date of my former Dispatches, whereof the Duplicates are forwarded herewith, no Report could yet be made on the Orders sent for re-assembling the Ships distributed to the different Stations along the Extent of the American Coast, nor any appointment of them be fixed for the several purposes directed in the secret Instructions from the Lords Commissioners of the Admiralty dated the 21st: of March.¹

The farther Progress in the necessary preparations hath therefore been mostly confined to the Transports fitting for the general Evacuation of this Province, which I conceive may possibly be to take place at the same Time, if not necessarily precede the Departure of the separate Armament to be conducted by Commodore Hotham.²

Not having received Advice of the Arrival of the French Squadron on the American Coast, the *Preston*, *Somerset*, *S^c Albans*, *Isis* and *Nonsuch* (if this last can be made ready in Time) together with the assigned Number of Frigates and the Bomb -Vessels, are meant to compose the Detachment for the Secret Expedition. They will be put immediately in the best State that Circumstances will permit, and proceed upon the intended Service with all possible Expedition.

An adequate Assortment of Naval Stores and Provisions will be prepared for the same Occasion, if the Supplies arrive in sufficient Time from Europe to be taken with the Commodore. The *Jersey-Hospital-Ship*³ is not in Condition for present Service at Sea: Neither with respect to the State of the Hull, Masts, Rigging, or Stores; All of which, the lower Masts excepted, have been appropriated for fitting the Cruizing Ships, and are not now to be seasonably replaced. But Measures will be taken for providing the best Substitute to the *Jersey* that can in any suitable Time be procured.

As I could not yet comply with their Lordships' Orders for sending any of the specified Number of Frigates to England, without evident Hazard of Insult to the Posts occupied at the different Ports and perhaps committing the Troops in the several Movements now to take place; I trust their Lordships will not disapprove of the Delay which those Considerations may cause in that part of the prescribed Arrangements.

The Conveyance by which my Letter N^o: 57 was forwarded being insecure,⁴ I transmit herewith a Triplicate thereof, that their Lordships may not be prevented from being informed of my Proceedings subsequent to the Date of my Dispatches by the *Grampus*,⁵ by any accident that may happen to the Packet. The original Letters

for the Governors of Cuba and New Orleans,⁶ of which Copies accompanied my Letter N^o. 57, are sent by this Opportunity. I am, with great Consideration, Sir, [&c.]
Howe

L, UKLPR, Adm.1/488, fols. 277–78. Addressed at foot of first page: “Philip Stephens Esq^r/Secretary of the Admiralty.” Docketed: “N^o. 63./20 May 1778./Delaware/Lord Visco^t Howe/R, 2 July.”

1. See *NDAR* 11: 1103–07.

2. Howe refers to the planned amphibious expedition to seize French St. Lucia with the naval escort to be commanded by Commo. William Hotham.

3. Hospital Ship *Jersey*, Comdr. David Laird, commander. Laird was new to the command having just succeeded Comdr. William Anthony Halstead, who died on 16 May 1778. David Syrett and R.L. DiNardo, eds., *The Commissioned Sea Officers of the Royal Navy, 1660-1815* (Aldershot, Eng.:Scolar Press, 1994), pp. 196, 262–63.

4. See Howe to Stephens, 23 Apr., above.

5. H.M. storeship *Grampus*, Comdr. Ambrose Reddall, commander.

6. See “Extract of a Letter from Captain Onslow to the Viscount Howe,” 27 Mar., *NDAR* 11: 806–7.

JOHN COX TO JOSEPH BALL

[Extract]

D^e Sir

Trenton [*N.J.*] May 20th 1778

. . . I suppose you will have orders from M^r Hugg to buy both Rum & Wine aboard the prise—¹ The Prize sent in by Captⁿ Shaler I suppose must be sold at Vendue² you wont fail to let me know the time— Major Clark Called on me just now by Desire of Col. Wescott³ to know if I w^d. choose to be concerned in a Pilot Boat He & others are about fitting out, I desird him to tell the Col. I would willingly hold an Eighth or more if he held more— and that you’d pay him for my share, which you will do— By no means forget the Keg tongues—⁴ My Comp^t to M^{rs}. Ball & am [&c.]
John Cox Ass^t Qr M G¹

PS shall set out for Camp in an hour⁵

L, Nj, Department of Defense Collection, #4227. Addressed: “To/M^r Joseph Ball/Dept^o Quart^r Mast^r Gen^l/Batsto.”

1. Col. Joseph Hugg of Gloucester, N.J., was commissary for the New Jersey militia. *GW Papers, Rev. War Series*, 13:601n. Presumably this was the prize brigantine *William*, whose condemnation proceedings were advertised in the *New Jersey Gazette* on 23 Apr. 1778.

2. Capt. Timothy Shaler of the New Jersey boat *Chance*. According to the bond for *Chance*, Cox was a part-owner. Nothing more is known about the prize except that the *New Jersey Gazette* announced on 27 May that “Several” prizes had been recently captured and sent into Little Egg Harbor, N.J.

3. Probably Maj. Thomas Clark of the East New Jersey Militia Artillery. Col. Richard Wescott, whose name is sometimes spelled Westcott or Westcot, was part-owner with Cox of the boat *Chance*. DNA, PCC, item 196, vol. 2, p. 91 (M247, roll 202).

4. In the extracted portion of this letter, Cox asked Ball to remove a keg of fine “Irish [*beef*] tongues” from a shipment that would be passing through Batsto and reserve it for Mrs. Esther Bowes Cox.

5. The camp of the Continental Army was at Valley Forge, Pa.

JOURNAL OF H.M.S. BRISTOL, CAPTAIN TOBY CAULFIELD

May 1778

Manite head¹ SEBe Distance 17 Leag^s

Tuesday 19th.

Fresh breezes & Cloudy W^r Still in Chace at 1 Brought Too & left of [f] Chace. Manatee Head SEbS^h. at 8 [PM] saw a Ship & a Schooner in the SW. Quarter made sail & gave Chace at 11 Brought too the Ship called the *Isabella* taken by a privateer² took the prisoners from on board and sent a Midshipman and 12 men on Board of her to take Charge of her. made sail

Wednes^y. 20th. Manite Head SE Distance 6 or 7 Leag^s.
 at 4 [AM] saw a Sail Bearing W^t made sail and gave chace at 8
 Brought her too a Ship Called the *Swift* taken from the Convoy
 Loaded w^t Rum & Sugar³ took the prisoners out of her & sent a
 midshipman & 8 men on Board to take charge of her the two
 prizes in Company

D, UklPR, Adm. 51/137, part 3.

1. That is, Punta Manatí, Cuba.

2. Ship *Isabella* with crew of 12 men and carrying 9 guns. It was owned by the firm of Thompson & Campbell of Montego Bay and was on a voyage from the Mississippi River to Jamaica with a cargo of lumber and staves. Parker's Prize List, 24 Feb. 1779, UklPR, Adm. 1/241, part 2.

3. Ship *Swift*, William Loft, master, 170 tons burthen, crew of 16, carrying 10 guns. It was owned by Thomas Reaston of Kingston upon Hull, England, and was on a voyage from Jamaica to Kingston with a cargo of rum, sugar, and pimento. Ibid.

May 21

JOURNAL OF H.M. FRIGATE *RAINBOW*, CAPTAIN SIR GEORGE COLLIER

May 1778 D^o. [Cape Sambro] Light H^o. N^o.25W^t. 30 Leag^s.
 Thursday 21. AM at 6 out all Reefs—at Noon the Tender¹ in Comp^y.
 Cape Sambro L^t. H^o. N^o.4W^t. 29 Leag^s.
 Light Breez^s. & thick foggy W^t. PM at ½ past 2 saw a Sail to the
 S^o.w^d.—gave Chase—at 3 fir'd sev^l. Guns at, & bro^t her too, She prov'd
 the Schooner *Lucy*² f^m. Plymouth (New Engl^d.) bound to S^t. Peters³
 laden wth. Rice, Tar, Flour & live Stock at ½ past 3 PM saw a Sail to
 the E^t.w^d.—gave Chase—at 10 the Tender fir'd sev^l. Guns & bro^t her
 too—She prov'd the Brig *Eagle*⁴ f^m. Limerick to S^t. Johns (New-
 foundl^d.) with Provisions & Passengers taken by the *Montgomery*⁵
 Rebel Privateer 18 days ago—Rec^d. Prisoners on b^d.

D, UklPR, Adm. 51/762, part 1, fols. 34–35.

1. This was probably the schooner tender *Arbuthnot*.

2. Schooner *Lucy*, master unknown, owned by J. Bishop, from Plymouth, Mass., sent into Halifax. Howe's Prize List, 30 Oct. 1778, UklPR, Adm. 1/488, fols. 483–84.

3. That is, St. Pierre I., St. Pierre and Miquelon Is., French North America.

4. Brig *Eagle*, master unknown, a recapture, owned by Sparkes & Co., from Limerick, Ireland, sent into Halifax. Howe's Prize List, 30 Oct. 1778, UklPR, Adm. 1/488, fols. 483–84.

5. Massachusetts privateer sloop *General Montgomery*, Capt. William Steward, which was captured by H.M. armed brig *Cabot* on 18 May.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present—

John Brown Esq^r

Thomas Walker Esq^r

Order'd, That Cap^t Hopkins¹ deliver M^r John Cotton for the use of the Brig^t *Tyrani-*
*cide*² 3^{cwt}..2^{qr}..27^{lb} Iron.—

Order'd, That the Com^y. Gen^l receive³ from on board the Brig^{ts}. *Tyranicide* & *Hazard*⁴
 all the Bread now remaining on board said Brig^{ts}.—& that Cap^t Hopkins deliver
 the same return⁵ the weight.—

Boston May 21st 1778—

Eleazer Johnson Esq^r

Isaac Phillips Esq^r

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 313–14.

1. Capt. Caleb Hopkins.
2. Massachusetts Navy brigantine *Tyrannicide*.
3. David Devens.
4. Massachusetts Navy brigantine *Hazard*.

JOHN BRADFORD TO CONTINENTAL MARINE COMMITTEE

Hon^{ble} Gentlemen,

Boston 21st May 1778

Your Fav'r of the 20 Ultimo¹ reach'd Me last Ev'g Im pleas'd the Difficulty with M^r Grant² is like to be accomodated, little of ye Salt remains on hand being obliged to apply great Parts of it to comply with Engagements I had made to sundry Persons for Flax Seed having been disappointed in y^c Quantity that was on Board the *Industrious Bee*,³ that Cargo not turning out near so much as was expected— I'm glad the Case of ye Ship *Peggy* is soon to be tried—⁴ yesterday arriv'd here a Ship mounting 18 six Pounders⁵ the Engagement has done honour to our Captains, she is one of two ~~Captures~~ Ships taken by ye *Oliver Cromwell*⁶ & *Defence*,⁷ belonging to Connecticut & fitted out here, another Ship, captur'd at the same time & mounting sixteen 6 Pounders⁸ is not yet arriv'd— at the Time of Action on Board the *Defence* were twenty under Innoculation, The late Resolves respecting Frigates assisting each other gives the highest Satisfaction—⁹ the printers made a mistake in dating the Resolves & went back to ye 6th March but it was soon rectified— I have the Honour to be [&c.]

J B—

LB, DLC, John Bradford Letter Books, vol. 2, p. 134. Addressed at top: "The hon^{ble} Marine Board."

1. Letter not found.
2. Thomas Grant. For more on Grant and brig *Friendship*, see Bradford to Continental Commerce Committee, 15 Apr., above.
3. Brigantine *Industrious Bee* was refitted and renamed Continental Navy brigantine *General Gates*, Capt. John Skimmer, commander.
4. See Continental Marine Committee to Continental Navy Board of the Eastern Department, 9 May, above. For more on ship *Peggy*, James Kennedy, master, see NDAR 6: 15, 163–64; 7: 137; 11: 653.
5. British letter of marque ship *Cyrus*, Capt. Christopher Deake, taken on 15 Apr. east of St. Kitts.
6. Connecticut Navy ship *Oliver Cromwell*, Capt. Timothy Parker, commander. For Parker's accounts of this engagement, see Captain Timothy Parker to Governor Jonathan Trumbull, 20 Apr., 3 letters, above.
7. Connecticut Navy ship *Defence*, Capt. Samuel Smedley, commander. For Smedley's account of this engagement, see Captain Samuel Smedley to Governor Jonathan Trumbull, 20 Apr., above.
8. British letter of marque *Admiral Keppel*, Capt. Abraham Brown, taken on 15 Apr. east of St. Kitts.
9. See Journal of the Continental Congress, 6 May, above.

DECLARATION AGAINST CAPTAIN PETER POLLARD OF MASSACHUSETTS PRIVATEER SLOOP
INDEPENDENCE

[Boston, 21 May 1778]

THIS is to certify, That Capt. *Peter Pollard*, of Boston, late Commander of the Sloop *Independence*, now stands guilty of the following atrocious Crimes.— In Cape-Charles, Virginia, he feloniously plundered the effects of a Gentleman of that Place (whose Character as a Friend to America, is indisputable) of the Amount of *fifty Pounds*, in stealing of Sheep, Bedding, and other Articles, not at present necessary to be delineated. Since when, said Pollard has abused and insulted Mr. Gould,¹ First-Lieutenant of said Sloop; and that said Pollard has concerted a Plan with Mr. Blanchard,² of Boston, Agent to said Sloop, to defraud the Crew of said *Independence*, with a View to gratify their own Avarice, at the Expence of Virtue, Honor, Integrity, and

every other Requisite necessary to constitute the honest Man and the Gentleman. Many of the poor Fellows were wounded in the Action with the Prize³ taken by said Sloop, and now languish and pine under the most excruciating Pains. Can it be possible, that Men, who have the least Notion of Humanity, should behave in such an ungenerous Manner? Yet true it is. Nor can the impartial World view such Men without Contempt. It appears that said Pollard charged some of his Officers with Cowardice: In answer to which, it can easily be made evident, that the said Pollard, was the first Man that quited his Quarters, relinquished his Pretensions to Courage, behaved dastardly, and like a Coward; and must inevitably incur the Displeasure, the Contempt, and the Ridicule of every good, brave, noble, and generous humane Soul.

JAMES GOULD, First-Lieutenant.
THOMAS BURNS, Surgeon.⁴

Independent Chronicle, and the Universal Advertiser (Boston), 21 May 1778.

1. James Gould.

2. Joshua Blanchard, Jr.

3. Ship *Annapolis*, James Hendrick, master. For more on the capture of ship *Annapolis*, see Libels Filed in Massachusetts Maritime Court of the Middle District, 9 Apr., above.

4. On 4 June both Pollard and Blanchard published strong denials of these charges in the *Independent Chronicle*. In his statement, Pollard noted that after submitting their "declaration," Gould and Burns "secretly quitted the state." Blanchard stated, "The only Reasons I can possibly guess at for this violent Abuse, is, a late Dispute with said Gould, or that I did not pay them the whole Amount of the Prize Money, which it was utterly out of my Power to have done, as the Accounts are not settled with the Owners, neithe[r] had I received all the Money."

JAMES WARREN TO WILLIAM BINGHAM

[Extract]

Sir

Plym^o. N. Engl^d. May 21. 1778

. . . Your favour by the Brig^t *Resistance*¹ with the Inclosures have been received by the Navy Board.² Cap^t Thompson is suspended & will be Tried by a Court Martial.³ We wish for the return of Cap^t Hinman & his Officers.⁴ This is to be handed to you by Cap^t Avery,⁵ whose principal Business at Martineco is to Claim, & Obtain possession of the sloop *America* in Behalf of the owners. This Sloop has been Intrusted to the Command of Cap^t Coit who after a short Cruise Carried her to Martineco,⁶ & there by his Infamous Conduct lost his own Life & left her in a Situation that has occasioned the owners this Trouble & Expence. Some of my Friends are Concerned in that Vessel; if you can Afford him any Assistance you will do an act of kindness to them. & Oblige me. I am Sir [&c.]

J Warren

L, MHi, Adams Papers. Addressed below close: "William Bingham Esq^r."

1. Continental Navy brigantine *Resistance*, Lt. William Leeds, commander.

2. Continental Navy Board of the Eastern Department.

3. Capt. Thomas Thompson, commanding Continental Navy frigate *Raleigh*.

4. Capt. Elisha Hinman and the officers of Continental Navy ship *Alfred*.

5. Probably Samuel Avery who was commissioned on 26 May as commander of the Massachusetts privateer sloop *American*, 12 guns, 60 men. It was owned by Samuel Jackson and others, of Boston. M-Ar, Revolutionary Rolls Collection, vol. 5, pp. 35, 36. However, in the petition for the letter of marque, its name is given as *America* and the owner as Samuel Jackson of Plymouth. M-Ar, Mass. Archives Collection, vol. 168, p. 333. This is probably the same privateer sloop as below.

6. Massachusetts privateer sloop *America*, William Coit, commander, 12 guns, 67 men, commissioned on 20 Sept. 1777, owned by Ephraim Spooner and William Watson, of Plymouth. M-Ar, Revolutionary Rolls Collection, vol. 5, pp. 9, 12. Nothing more is known about Coit's "Infamous Conduct" while at Martineco.

JOURNAL OF H.M. ARMED GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

May 1778 Crane Neck E^w. 1 Miles¹
 Thursday 21 at 5 AM Weighd and Came to sail at 7 AM Anch^d. with the best
 bower in 11 fath^m. Water Hart Island² NbW 2 miles. Found riding
 here HM Ships *Scorpion Raven & Diligence* Brig³
 Hart Island NBW 2 miles
 D^o: W^r: [Mod^t and fair] these 24 hours at Noon Weighd & Came
 to Sail at ½ past 6 PM Anch^d with the best bower in 3 fath^m.
 Water Veerd to ½. of a Cable Captain Island South 1 Cables
 Dist^{a.4} at 7 fir'd 4: 4 Pounders w^t: round shott at 3 Rebel Whale
 boats that Where Going within us

D, UKLPR, Adm. 51/4159.

1. Crane Neck is on Long Island, N.Y.
2. Hart Island, N.Y., is now part of the Bronx.
3. H.M. ship-rigged sloop-of-war, *Scorpion*, Comdr. Philip Browne, commander; H.M. ship-rigged sloop-of-war *Raven*, Comdr. John Stanhope, commander; H.M. armed brig sloop *Diligence*, Lt. Thomas Farnham, commander.
4. That is, Great Captain Island, Conn.

JOURNAL OF THE CONTINENTAL CONGRESS

[*York, Pa.*] Thursday, May 21, 1778

That [on Application of the Commercial Committee] a Warrant issue in their favor on the Treasurer for sixteen thousand Dollars; And another Warrant on Thomas Smith, Esq. Commissioner of the Loan Office of the State of Pennsylvania, for three thousand four hundred eighty six Dollars and 31/90ths, to enable the said Committee to pay Jacob Winey the valuation of his Ship *Lord Camden*, Chartered and Insured by the Secret Committee, and Captured by the Enemy:¹ Also the Balance of said Winey's Account for Freight of Goods exported in his Ship *King of Prussia* to Ferrol, in April, 1776, [for which Sums, amounting to 19,486 31/90 Dollars, the said Commercial Committee are to be accountable.]

JCC 11: 522. Portions in square brackets were inserted in the manuscript of the journals by Elbridge Gerry, a delegate to Congress from Massachusetts.

1. Ship *Lord Camden*, George Geddes, master, captured by H.M.S. *Prince of Wales*, Capt. Samuel Barrington, commander, on 29 June 1777 near Cape Finisterre, Spain. NDAR 9: 444.

JOHN BROWN TO CAPTAIN JOHN BARRY, CONTINENTAL NAVY

Dear Barry

York [*Pa.*] May 21st 1778.

The Marine Committee haveing appointed you to the Command of the Frigate *Raleigh* now in the Port of Boston, you will therefore immediately on receipt of this repair hither to receive the Instructions of the Committee.¹ I am Dear sir [&c.]

John Brown

L, PPISPM, V Hepburn Collection, John Barry Papers. Addressed below close: "John Barry Esqr." Addressed on separate sheet: "To/John Barry Esq^r/Captain in the Continental Navy. Notation on address sheet: "fav^r/M^r Alricks." Docketed: "Letter from the Marine/Committee May 21/1778."

1. Barry replaced Thomas Thompson, who had been suspended from command of Continental Frigate *Raleigh*. The committee issued Barry formal instructions on 30 May. See note at Continental Marine Committee to Continental Navy Board of the Eastern Dept., 30 May, below.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis, Md.] Thursday 21 May 1778.

The *Dolphin* & *Plater*¹ are to proceed immediately to Baltimore there receive of Capt. Keeports, the Arms Accoutrements &^{ca} ordered from there² and with them to proceed to the Head of Elk and there deliver to Col^o Henry Hollingsworth what they may have received at Baltimore. The two field pieces &^{ca} put in the *Plater* here must be delivered to Major Smith at Balt-³ as soon as the Arms &^{ca} are delivered these vessels are to return to Annapolis as speedily as possible—

D, MdAA, Governor and Council (Proceedings), 3842, S1071–23, p. 222.

1. Maryland Navy schooner *Dolphin*, Capt. Daniel Bryan, commander, and Maryland Navy armed boat *Plater*, Capt., Richard Murrow, commander.

2. On 20 May the Council ordered Capt. George P. Keeports to prepare for shipment 500 muskets, cartouche boxes, and canteens, 10,000 cartridges, and 3,000 “good” flints. MdAA, Governor and Council Letterbook, 4007, S1075-6, p. 159, no. 220.

3. There is a list of “Ordnance Ammunitions & stores” sent on the *Plater*, dated 21 May, which includes two 3-pounders, 54 rounds of grapeshot, and various other implements needed for artillery. MdAA, Executive Papers, 6636-11-90.

MARYLAND COUNCIL TO COLONEL HENRY HOLLINGSWORTH

Sir.

In Council Annapolis 21st May 1778.

In consequence of a Letter received Yesterday from Gen^l Washington,¹ we have ordered a Battalion of your County Militia² to be called out as Guards to the Stores 'til they can be replaced by three Companies from Baltimore and two from each of the Counties of Harford, Cæcil, Kent and Queen Ann's. The Service will be short and, we expect, important in this View that the Regulars will be disengaged and may act together We have also ordered a Party of Matrosses. Matthews carries up one hundred Stand of Arms,³ which you'll receive and deliver to Col^o. Rumsey's Order;⁴ we would not have the Boxes broke, unless the Arms should be wanted. Two of our Gallies⁵ are gone below, one of them manned, the other only so as to navigate her, loaded; we are not able to man another as she ought to be, or as would in any Degree answer as a Convoy; we have represented it often and requested some Men from the Delaware, but without Effect.⁶ Sensible of the Necessity of forwarding the Provisions we have ordered a Sloop which will carry about 300 Barrels from hence to Potowmack for Shad, without Convoy.⁷ From our latest Accounts the Men of War⁸ were as low as Hampton Road and, if there's a good Look out kept, we think small Craft may be prudently trusted to Potowmack. You would do well to inform us where the Corn & Provisions are and in whose Hands that we may, as Opportunities offer, employ our own or other Vessels in the Removal of them. Col^o. Blaine mentioned Charles Town to us as a proper Place to deliver Stores,⁹ in Consequence of it we sent 102 Barrels of Pork there the other Day. We have yet received no Account of the Waggons and cannot give unlimited discretionary Orders, as to impressing them. The Burthen, the most equally divided, will be extreemly heavy, and we wish it to be lessened, by making use of Water Carriage as far as possible. Orders are gone to Baltimore to send 500 Stand of Arms from thence, Cartridges Cartridge Boxes & Flints; on their Arrival, you'll be so obliging as to take Care of them for Col^o. Rumsey—¹⁰ We are &^{ca}

LB, MdAA, Governor and Council Letterbook, 4007, S1075-6, pp. 161–62, no. 225. Addressed at the foot: “Col^o Henry Hollingsworth”

1. The letter from Gen. George Washington to Gov. Thomas Johnson, Jr., was dated 17 May. In it, Washington asked that the states of New Jersey, Pennsylvania, and Maryland provide a force of 5,000 militiamen to protect a magazine of stores at Head of Elk, Md. Maryland’s share of this force was to be 500 men and Washington asked that they be sent to Head of Elk by the “most expeditious way” possible. DLC, George Washington Papers, Series 4.

2. That is, Annapolis County.

3. Capt. Bennett Mathews commanded the Maryland Navy galley *Independence*.

4. Col. Charles Rumsey, the county lieutenant of Cecil County, had been named commander of the Maryland militia contingent going to Head of Elk. Maryland Council to Lt. John Davidson, MdAA, Governor and Council Letterbook, 4007, S1075-6.

5. Maryland Navy galleys *Baltimore* and *Conqueror*.

6. As seen at Maryland Council to Ephraim Blaine, 15 May, above, Maryland had asked the state of Pennsylvania to send its unemployed galley-men, who had formerly served on the Delaware River, to man the Maryland galleys.

7. On the sending of “Mr. [*Joseph*] Eastman’s sloop” to retrieve the shad, see Maryland Council to Capt. Thomas Richardson, 18 May, above.

8. That is, the British warships of Capt. Benjamin Caldwell’s squadron that had been blockading Chesapeake Bay.

9. Blaine was the Continental Deputy Commissary of Purchases.

10. See Journal of Maryland Council, this date, above.

CAPTAIN WILLIS WILSON, VIRGINIA NAVY, TO GOVERNOR RICHARD CASWELL OF NORTH CAROLINA

On board *Caswell*, Ocracock Bar—

21st. May 1778—

Sir,

Since my station at this place, there has nothing happened worth your Excellency’s notice, There now lies at Anchor without the Bar, waiting for a wind to come in a French Ship & Brig; an officer of the former is now onboard the *Caswell* who came in for a pilot; which I shall endeavour to procure him to morrow, as he has declined going off to night. Several American Vessels have arrived and gone to Edenton and South Quay. This place is not at all infested at present, with British Cruisers, shall exert myself to keep it so, The reason I did not get down so soon as I expected, when I last saw your Excellency was owing to my want of bread and 12 pound ball— all I rec^d from the Virginia Navy Board— for my station at this place, with a full Compliment of men— was twenty barrels— and four hogs heads of bread and flour, and eighteen pound shot, instead of twelve, we very much want a Tender, as it will be impossible for the Ship to keep any considerable time at her station without one—¹

I received your Excellency’s favor at Edenton from which it seems to be a doubt (with me) whether the present assembly will agree to an order of the last, respecting the additional pay to the *Caswell*’s Crew- If this is the case, they have brought me in a fine hobble. In consequence of that order (which I rec^d. in a letter from your Excellency) I bound myself to every man I shipped to pay them twenty dollars per month, exclusive of the Virginia pay, ’twas also in consequence of that, that I manned the ship, I therefore beg your Excellency with the Honorable the Council, will take it in consideration, and order the payroll (now offered you by M^r Cheshire² Master of the Ship) to be settled, if it is not, I know not what to do, at least I can never think of keeping the Crew on board at my expense, to whom I’m already in advance eight hundred pound— out of my own pocket, and have not a single dollar to defray any disbursement for self or Ship, our local situation rendering it impracticable to call on Virginia for every supply, makes it necessary for me to trouble your Excellency at

present on that head, as its been long since the men were paid off, and have received promises from me, all of which I've not been able, to comply with respecting their money, that I believe they begin to think me guilty of chicanery. Should be proud your Excellency would be pleased to send a Captain's and a Lieutenants Commission for Samuel Gardner and Hance Bond, who have raised a Company of Marines, under that promise. should be proud to know if allowed for the Horse that died—³ I am Your Excellency's [&c.]

Willis Wilson.

N.B. having shiped several men since I was at NewBern— have made out another full Roll, with a later date than the one left with your Excellency.

W.W.

Since writing the above, I went ashore to get a pilot to go off to the french Ship, but could not prevail on one to go, The officer is still on board [her?], and under the greatest anxiety for his Ship, which I fear will be cast away or taken, I have not a pilot to the *Caswell*, or I would compel him to go off— This is not the first instance by many of the rascality of those men, every Merchantman coming to this place, experiences it, and its clearly evident to me that they wish every Vessel cast away, as they may plunder them. Should be glad your Excellency would make the line of my conduct among them,⁴ M^r Cheshire being sick M^r Bond of the Marine is the Bearer of this, There being no Justice of the Peace at this place, could not get the pay roll proved, but will do it at the Settlement of next. Your Excellencies obedient Servant—

Willis Wilson—

LB, Nc-AR, Executive Letter Book, pp. 463-64.

1. The galley *Caswell* had been loaned by Virginia for service in North Carolina, which had assumed the expenses of the vessel. See Minutes of the North Carolina Senate, 20 Apr., above. That resolution also spells out the proposed rates of pay for *Caswell's* crew that Wilson discusses later in this letter.

2. John Cheshire.

3. Caswell replied on 26 May, below.

4. Caswell discussed the situation with the pilots in his reply of 26 May, below.

THE SOUTH-CAROLINA AND AMERICAN GENERAL GAZETTE (CHARLESTON),
THURSDAY, MAY 21, 1778

CHARLESTOWN. May 21

Last sunday¹ Captain Jacob Millegan, of the schooner *Margery*, from Bermuda with salt for this port, came ashore from the letter of mart ship *Levant*, of 18 guns, John Martin commander, belonging to Bristol, by whom he was taken on the 11th inst. Captain Doven, of a brig taken by the same vessel, Mr. Givins and Miss Polly Snell, who were passengers with Capt. Millegan, came in the boat with him. Capt. Millegan writes to inform the publick of the generous and kind treatment he received from Capt. Martin; but that from his officers, particularly his first Lieutenant, Mr. Matthews, was very different.

Capt. Millegan informs us that there are now cruising on this coast, the *Carysfort* and *Galatea* men of war;² the *Levant* letter of mart; three sloops from Bermuda, 1 of 14 guns commanded by Capt. Goodrich of Virginia,³ 1 of 12 commanded by Capt. Neale of New York,⁴ the other of 10; Bachop's sloop from St. Augustine of 12;⁵ the brig *Tryon*, of 16, belonging to New York, and without commission.⁶ He heard of two more brigs, without commissions, were expected from New-York.— Lord Howe, it

appears, has given great offence to the British privateering adventurers, by pressing the crews of some of them, and refusing commissions to others.

1. That is, 17 May.
2. H.M. frigate *Carysfort*, Capt. Robert Fanshawe, commander; H.M. frigate *Galatea*, Capt. Thomas Jordan, commander.
3. Capt. Bridger Goodrich commanded the Bermuda privateer sloop *Hammond*.
4. Capt. Pendock Neal commanded the New York privateer sloop *George and Elizabeth*.
5. Capt. Peter Bachop commanded the East Florida privateer sloop *Tony's Revenge*.
6. Capt. George Sibbles commanded the New York privateer brig *Tryon*.

JOURNAL OF H.M.S. *BRISTOL*, CAPTAIN TOBY CAULFIELD

May 1778 Cape Bonavisto—¹ SSEbE Dist^c 6 or 7 Leag^s
 Thursday 21st. Mod^c breezes & Cloudy The prizes in Company. saw a Schooner
 in Shore. Calm with her head to the Eward, D^o hoisted two boats
 out and Sent them manned & armed after the Schooner. Light airs
 & Cloudy W^r.
 Saddle Hill SE Dist^c 9 or 10 Leag^s
 Little Wind & Variable at 4 [PM] our boats return'd with the W^m.
 Schooner² one of our Convoy taken by a Rebel privateer. Light
 airs Took the Schooner in Toe the four prizes in Company.³

D, UKLPR, Adm. 51/137, part 3.

1. That is, Bahía de Buena Vista, Cuba.
2. Schooner *William*, Gilbert Kellam, master, G.W. White of Green I., Jamaica, owner, 75 tons burthen with a crew of seven, captured on a voyage from Jamaica to St. Augustine with a cargo of rum, sugar, slaves, and dry goods. Parker's Prize List, 24 Feb. 1779, UKLPR, Adm. 1/241, part 2. According to Parker's Prize List, H.M.S. *Bristol* on the same day was credited with the capture of the sloop *Aurora* of 40 tons burthen. Ibid.
3. Presumably, schooner *William*, sloop *Aurora*, ship *Isabella*, and ship *Swift*.

May 22

JOURNAL OF NEW HAMPSHIRE HOUSE OF REPRESENTATIVES

[Exeter] In the House of Representatives

Friday May 22^d. 1778.

Voted that Major Gains¹ & Cap^t Blunt be a Committee to Collect together and make Sale by Auction of all the Masts now in this State and belonging thereto, and Account for the Net proceeds thereof with the Treasurer of this State—²

Sent up by M^r Ames—

D, Nh-Ar, Journal of the New Hampshire House of Representatives (1776–1778), p. 360.

1. George Gains.
2. On 20 May the House of Representatives voted to form a committee to “Consider of the Propriety of Collecting Taking Care of and Disposing of the Masts belonging to this State & to report what measures are best to be taken with them.” Ibid.

PRESIDENT MESHECH WEARE OF NEW HAMPSHIRE TO NAVAL OFFICER COMMANDING AT
 HALIFAX, NOVA SCOTIA

Sir Exeter in the State of New Hampshire May 22^d. 1778
 The Bearer M^r Nathaniel Sherburne of Portsmouth in this State waits on you to So-

licit the Release of the Crews of the privateers *Portsmouth*,¹ and *McClary*² who lately Sailed from the port of Piscataqua, and whom the fortune of War hath made your Prisoners— The Subjects of the King of Great Britain who have been taken at Sea and brought into this State have from time to time been sat at Liberty or sent to Newport to be exchanged. ~~As there is~~ As it is out of my power at this time to send persons to be Exchanged for them, I hope principles of Generosity, and the feelings of humanity will determine you in releasing from Confinement those unhappy persons, and permit them to return home with Said Sherburne on Condition that an Equal Number of Equal Rank of the Subjects of Great Britain as soon as ever they may become prisoners in this State, or can be procured from the Neighbouring States shall be sent to Newport afores^d in lieu of them. for the True performance of which Condition the Faith of this State is hereby pledged.

Prest

Df, Nh-Ar, Meshech Weare Papers, vol. V, fol. 25. Addressed below close: "To the Commanding Officer of the Naval Department at Halifax." Nominally Rear Adm. Marriot Arbuthnot was the commanding officer at Halifax, though he appears to have delegated operational authority to the senior naval officer present. The senior naval officer of the Halifax squadron was Capt. Charles Feilding, R.N., commanding H.M. frigate *Diamond*, though he was at sea at this time.

1. New Hampshire privateer ship *Portsmouth*, Capt. Thomas Roach, was taken on 11 May by H.M.S. *Experiment* off Chedabucto Head, Nova Scotia. See Master's Journal of H.M.S. *Experiment*, 10 May, above.

2. New Hampshire privateer brigantine *McClary*, Capt. John Gregory, was captured on 6 Feb. by H.M. frigate *Unicorn* off St. Georges Bank and was sent into Newport. See NDAR 11: 297 and *n*.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport. Rhode Island]

22^d May. Fine weather. Wind S.W.

The Rebels are certainly preparing for an attack on this Island; and the General¹ having intelligence of the situation of their boats, is making arrangements for the destruction of them. An expedition against their principal collection of boats near Warren, will shortly be undertaken.²

Mackenzie, *Diary* 1: 284.

1. Maj. Gen. Sir Robert Pigot.

2. See Diary of Captain Frederick Mackenzie, 25 May, below.

ACCOUNT OF NATHANIEL SHAW, JR., FOR CONTINENTAL NAVY FRIGATE *TRUMBULL*
 [New London, Conn., 22 May 1778]¹

		D ^r
1778	The Ship <i>Trumbull</i>	
Jan ^r	To Sum Brought from page 39	£ 4993.. 9.. 9
	To Cash pd Capt Saltonstall ² as Ⓐ Rec ^t	185.. 0.. 0
	To pd John Bolles Bill	4.. 8.. 0
	To pd Ichabod Olmsted's Bill for Beef	369..18.. 6
	To pd Silas Churches Bill for Vinegar	28..—
Mar 8	To Cash pd Cap ^t Saltonstall as Ⓐ Rec ^t	170.. 0.. 0
	To 1 bar [r/s] pork	15.. 0.. 0
		Ⓐ Ships Boat 80/-,-
9	To 1 bar bread 0.. 3..13	3..10.. 0
	To 2 Teirces Rum 96 Gall	230.. 8.. 0
	To 1 bar Sugar 2.. 1.. 2 lb	48/-,-
	To 8 bar pork	@ £28—
	To 8 Cask Bread 9.2.21	£15—
	To 8 Cask for d ^o .	80/-
	To pd Rich ^d Spinks Bill of freight	10/
14	To 1 Bar ^t Old Rum 32 Gall Ⓐ y ^e Boat	55/
	To 1 barrel for ditto—	
	To pd John Braddicks Bill fr ^t	1/-,-
	To 456 feet Oars	
	To 1 Hand Line	6/-
	To 15 lb 20 ^d Nails	12/
	To 1 keg powder 28lb	
omitt 23	To an Order on John Chanover for 2 Cask Rum	
Apr ^t 4	To 4 bar [r/s] pork £60— 4 bar beef £50—	110.. 0.. 0
	To 12 G ^t Bread	48.. 0.. 0

omit	To order on Chanover for 1 Bag Coffee	48/- 6/	64..16.. 0 1..16.. 0 2.. 4.. 0 1..12..— 0..12.. 0 <u>1..10..—</u>
10	To 1 bar ^r Brandy 27 Gal To 6 Q ^r Cartridge paper To pd Daniel Hales Bill of fr ^t . To pd Sam ^{ll} Ingrahams Bill of fr ^t . To pd Jon ^a Douglass for a Rum barrel To pd Tim ^o Green for a Rheem Paper Car ^d . Page 51		£ 6607..5..3

Ship *Trumbull*

1778	To am ^o brought from page 42 To pd Jon ^a Setchals Wages as pr order To pd James Miller ditto To pd Richard Shoud ditto To pd W ^m . Carver ditto To pd John Masters ditto To pd Charles Reed ditto To Cash pd Cap ^t Saltonstall To pd John Tubbs Ballance of his Acco ^t for Wages To pd Daniel Hendsdales Bill fr ^t . To 2 Teirces Bread N ^t . 4.0.0 @ 100/, To paid Roger Robins Ball ^{ts} . of his Acc ^t for Wages		D £6607.. 5.. 3 17..14.. 0 12..18.. 0 15..18.. 0 17..14.. 0 17..14..— 17.. 2..— 45.. 0.. 0 6..11.. 1 0..14.. 0 20.. 0.. 0 <u>11..11..9</u> £6790..2..1 6.. 7.. 6
------	---	--	--

Apr ^t .	To pd Anth ^a . Robensons Bill To pd John Springer for fr ^t . of 128 12lb Grape Shott from Norwich To pd W ^m . Presher ballance of Wages To pd J T Miller ballance of Wages		0..18.. 0 8..13.. 4 17.. 3.. 3
--------------------	---	--	--------------------------------------

May 14 30

22

<u>21..19..8</u>
£6845.. 3..10
<u>342..5</u>
£7187.. 8..10
17.. 4.. 0
15.. 1.. 1
18.. 2..10
9..19.. 6
6.. 2.. 2
39.. 0.. 6
<u>10.. 0.. 0</u>
£115..10.. 1

To pd Nathan Gould ditto

To Commissions 5 p C^t—

Carr^d. to W. Ship Book 38

To pd W^m Taylor ballance of Wages

To pd Samuel Dunham d^o.

To pd Samuel Collens d^o.

To pd Richard Goff's ditto

To pd Ichabod Powers Jun^r Bill

To pd Peter Whitney's Wages as ~~£~~ Bill

To pd Tho^s Tileys Bill hire of a Sloop

Carr^d. t^o other side³

D, C^t, Nathaniel and Thomas Shaw Papers, Ledger Book No. 39, pp. 42, 51.

1. This date is determined by the last entry in the account.

2. Capt. Dudley Saltonstall, commander of Continental Navy frigate *Trumbull*.

3. This account is carried over to page 52 of Ledger Book No. 39.

JOURNAL OF H.M. ARMED GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

May 1778 Hart Island NBW 2 Miles
 Friday 22nd at 4 [AM] Weighd and Came to Sail at 11 Anch^d in the E^t passage
 of Norwalk Isl^d in 3 fath^m. Water Veer^d to _ a Cable
 Norwalk Town [*Conn.*] nw 3 Miles
 D^o. W^r. [Mod^t and fair] these 24 hours at 2 PM the Enemy fir^d several
 Shott [at] us from a Battery the [y] erected to prevent our passing
 between the Isl^d. & the Main at 3 Weigh'd and Came to sail at
 5 PM Anch^d w^t. the Best bower in 3 f^m. Water Veerd to ½ a
 Cable Crumpstown N ½ a Mile at ½ past the Rebels Open a bat-
 tery on us D^o. fir^d. 8: 24 Pounders w^t Round and Canester at them.
 and 10: 4 P^r with round Shott at them

D, UKLPR, Adm. 51/4159.

JOURNAL OF H.M. FRIGATE *THAMES*, CAPTAIN TYRINGHAM HOWE

May 1778 Ditto [At Single Anchor Off Chester]
 Friday 22 D^o. W^r. [Fresh Breezes and cloudy] at 1 PM Fired Several Shot as
 did the *Vulture* and *Porcupine* at the Rebel Light Horse¹ came down
 and Anch^d Several Sail of Victuallers Made the Signal for all Mas-
 ters at 11 Weighed and Stood down the River²

D, UKLPR, Adm. 51/982, part 7, p. 26.

1. H.M. ship-rigged sloop-of-war *Vulture*, Comdr. James Feattus, commander; H.M. frigate *Porcupine*, Capt. the Hon. William Clement Finch, commander. Howe reported firing "4 Shot" at a party of "Rebel Light Horse" again on 23 May as he lay off "Margarets Hook." Ibid. The American dragoons were probably from the command of Brig. Gen. William Smallwood who reported to Gen. George Washington from Wilmington, Del., on 26 May: "I had heard of the Enemies Embarkation, and there were a Number of Ships laying off Chester & Marcus Hook, the Motions of which I have detached a party of horse and foot to discover, who returned about 1 oClock at the time the Ships past by here, informing me they had no troops on board, and that there were no more Ships below the Chavaux du frize except five or six Ships of force." DLC, George Washington Papers, Series 4.

2. That is, the Delaware River.

MARYLAND COUNCIL TO WILLIAM DUER, THOMAS MCKEAN, AND RICHARD HENRY LEE

Gen^t In Council Annapolis 22^d May 1778.

The Recruits mentioned in the Extract of Parker's Letter¹ inclosed in yours of the sixteenth are, we believe, those carried off by one Sterling² a Deserter from one of our old Independent Companies though the Number exceeds that of which we before had Information A considerable Part of the Recruits were from Sussex and crossed over to Annimessex.³ Before the Recruits had left the Islands we received Information of what was going forward and immediately gave Orders to our Militia below and Notice by Letter to Col^o. Simpson that every Effort might be made to stop them,⁴ but their Flight on Board was too quick, nor indeed was it well in the Power of the Militia, for Want of armed Vessels, to have prevented their going off, if our Information had been earlier. There is a perfect Coincidence of Governor Henry's Sentiments and ours, as to the Utility and Necessity of Manning our Gallies; our Endeavours have been without any great Effect and, we believe, his have not been very successful. We have hoped for Assistance from the Resolve of Congress,⁵ but not a

Man has come that we know of: if we could Man our Gallies, they would cut off, or greatly obstruct the Intercourse between the Enemy's Ships and the Disaffected in this State and Virginia, prevent or punish the Depredations committed by the Tories on the Bay Craft and facilitate the Transportation of the Stores for the Army. Your Endeavours to have us furnished with some of those Men who were employed in the Gallies on Delaware, would be very obliging and, if successful, much assist the general as well as the particular Interest of Virginia and Maryland— We are &^{ca}

LB, MdAA, Governor and Council Letterbook, 4007, S1075-6, pp. 164–65, no. 231. Addressed at the foot: "Mess^{rs}. Duer, M^rKeen and/Rich^d. Henry Lee, Deleg^{ts}. in Congress."

1. The letter, John Lancaster to James Parker, 27 Apr., is above.
2. In his letter to Gov. Thomas Johnson of 27 Feb. 1778, Col. Joseph Dashiell called the man "John Starling." *NDAR* 11: 459.
3. That is Sussex County, Del., to Annessex, the name used for land lying between the Great Annessex River and the Little Annessex River in Somerset County, Md.
4. The Council sent a letter of notification to Col. Southy Simpson or the Accomac County, Va., Militia in late February. See *ibid*.
5. On the resolve of Congress mentioned here, see Maryland Council to Ephraim Blaine, 15 May, above.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Friday the 22nd day of May 1778.—

Present.

Mr Whiting. Mr Travis and Mr Archer.—

Ordered that the Keeper of the public Store, deliver to Captain Richard Taylor four coils of Ratline stuff, four Bunches of Marline, six drum Lines and twelve fish hooks for the use of the ship *Taytar*.—¹

Ordered that the keeper of the public store, deliver to Captain Eliezer Callender four coils of ratline stuff, four Bunches of Marline, six drum Lines and twelve fish hooks for the use of the ship *Dragon*.—²

Ordered that the keeper of the publick store, deliver to Mr Isaac Mercer four pounds of twine, fifteen yards of stuff proper to line his sails for the use of the Boat *Nicholson*.—³

Ordered that Mr William Holt deliver to Mr Mercer, one coil of two inch cordage, ten pound of spun yarn one hundredweight of Bread, and a Barrel of tar or turpentine for the use of the Boat *Nicholson*.—

Ordered that a Warrant issue to Mr Foster Webb Junior for one thousand pounds upon accmpt for the purpose of paying the Officers and sailors wages of the Navy of this Commonwealth.—⁴

Ordered that the Keeper of the public Magazine, deliver to Captain Johannes Watson thirty Muskets with Cartouch Boxes for the use of the Gallies *Accomack* and *Diligence*.—⁵

Ordered that Captain Callender deliver to Captain Watson eighteen Cutlasses for the use of the Gallies *Accomack* and *Diligence*.—

Ordered that the Keeper of the public store, deliver to Captain Goodrich Boush, one thousand yards of Canvas sixty pounds of twine and two dozen sail needles for the use of the ship *Washington*.—⁶

The Commanding Officer of the *Page Galley*⁷ received Instructions to proceed to Fredericksburg, and apply to Mr Hunter for the anchors he was to make for the use of the Gallies on the eastern shore, which he is to take on Board after he has cleaned his vessell and carry them to Onancock, where he is to deliver them, and then he is to return and bring down with him from Rapahanock all the hands Capt. Markham has lately recruited, to Queens Creek.—

Mr Mercer received Instructions to proceed with his boat to the Chickahominy ship-yard, and have her properly cleaned and repaired as expeditiously as possible. Then he is to return to his former station bringing with him the *Tartar*'s iron work that's at the said yard.—

DS, Vi, Navy Board Journal, pp. 401–2.

1. Capt. Richard Taylor commanded the Virginia Navy ship *Tartar*.
2. Virginia Navy ship *Dragon*, Capt. Eleazer Callender, commander.
3. Virginia Navy boat *Nicholson*, Lt. Isaac Mercer, commander.
4. Webb was Virginia Navy Paymaster and Muster Master for the Western Shore.
5. Virginia Navy galley *Accomack*, Capt. William Underhill, commander; Virginia Navy galley *Diligence*, Capt. Johannes Watson, commander.
6. Virginia Navy galley *Washington*, Capt. Goodrich Bousch, commander.
7. Capt. James Markham commanded the Virginia Navy galley *Page*.

JOURNAL OF H.M. SHIP-RIGGED SLOOP-OF-WAR *HOUND*, COMMANDER JOSEPH NUNN

May 1778

Friday 22nd

The *Perdido*¹ bore North 3 or 4 Leagues at 5 AM Weighed & made Sail having a fresh Breeze, Saw two Sail to the SSW Standing to the NW— gave chase and at ½ past 9 came up with & fired two Guns to bring them [*to.*] sent our boat on board the Sloop² & found that she came out from Mobile with intention to retake the Brig, that had been taken out of Mobile bay [*by*] the Rebels which Brig was now in company with her,³ they having retaken her Yesterday. at ½ past two made sail in Company with the Brig & Sloop. sent 3 Men on board the Brig &—

Standing off & on near Mobbille Bay

Light Breezes & clear weather. The Sloop & Brig in Company at 7 PM an^d in 5 Fms water about 2 Miles distant from Dauphin Island. The brig & Sloop anchored by us.

D, UKLPR, Adm. 51/463.

1. Perdido Bay, in present-day Alabama.
2. Armed sloop *Christiana*, Thomas Meaton, master. Minutes of the Governor's Council of West Florida, 6 June 1778, UKLPR, C.O. 5/635, pp. 180–83.
3. Brig *Chance* with a cargo of staves. It had been captured by American raiders and carried to Ship Island, near Mobile. Minutes of the West Florida Council, 28 May, UKLPR, C.O. 5/635, p. 175. In his entry of the next day, Nunn reported having sent a master and seven men on board *Christiana* to protect it "from the Rebels who had been seen [*in*] the bay last Even^g." UKLPR, Adm. 51/463.

JOURNAL OF H.M.S. *PORTLAND*, CAPTAIN THOMAS DUMARESQ

1778 May
Friday 22nd

Moored in Freemans Bay Antigua
Fresh Gales and hard Squalls, carried out y^e stream Cable astern at
8 AM^d loosed sails to dry. Our Longboat went to S^t Johns Came
down into the Bay His Majestys Ship *Renown*.¹ Our Tender y^e *Tartar*²
has carried into S^t Johns, the Brig *Eagle*. an American Privateer of
Eight carriage Guns & 39 Men, belonging to Boston,³ The Ships
Company received their Share of Prize Money for several remnants
of Vessels &c^a before left unsold, and for y^e *Victory*, *Swallow* and
William Sloops.⁴

D, UKLPR, Adm. 51/711, part 4.

1. H.M. frigate *Renown*, Lt. John Botham, acting commander.

2. Sloop tender *Tartar*.

3. Massachusetts privateer brigantine *Eagle*, Capt. Elijah Luce, mounting 8 carriage guns and 6 swivel guns, carrying a crew of 45, owned by Bostonians Paul Dudley Sargent and John Winthrop, commissioned 10–11 Mar. 1778. M-Ar, Revolutionary Rolls Collection, vol. 5, p. 220; Mass. Archives Collection, vol. 166, fol. 400. It was captured on 16 May. "A List of Vessels taken by the Squadron under the Command of Admiral Young at Barbados & the Leeward Islands 16th June 1778," UKLPR, Adm. 1/310.

4. On the capture of sloop *Victory*, Joseph Smith, master, see *The Providence Gazette; and Country Journal*, 11 Apr., above; on the capture of sloop *Swallow*, Joseph Davidson, master, see A List of Vessels taken by the Squadron under Command of Vice Admiral Young at Barbadoes & Leeward Islands, 14 Mar. 1778, NDAR 11: 644–45; on the capture of sloop *William*, Joseph Watson, master, see Journal of H.M.S. *Portland*, 4 Apr., above.

May 23

CAPTAIN TOBIAS LEAR'S ACCOUNT FOR SUPERINTENDING CONSTRUCTION OF CONTINENTAL NAVY SHIP HAMPSHIRE

[Extract]

[Portsmouth, N.H., May 23, 1778]¹

The HAMPSHIRE, renamed The RANGER.²

Cor'll John Langdon,³

DR.

1777				
Jan'y 11	To cash paid the Carpenters for work when building the Continental ship <i>Hampshire</i> , James Roch Esq. ⁴ Comdr. bldg. at Cor'll Langdon's Island	63	3	3
March 14	To Cash paid Do.	307	6	3
April 12	To Cash paid do.	288	14	11
" "	To Cash pd Sundry men when work'g on the <i>Raleigh</i> ⁵ when she hall'd on shore	1	12	3
May 9-10	To Cash paid the Carpenters and caulkers	226	15	9
" 10	To my supertend'g the ship <i>Hampshire</i> from Dec. 23, 1776 ⁶ to May 10, 1777, 114 days, 8s. p day	45	4	0
" "	To 19 weeks Board @ 14s,	13	6	0
" "	To Cash pd Sundry Carpenters for Sunday night Board while in Town @ 12d p Sunday	8	2	0
1778		954	4	5
May 23	To Cash to Ballance this Acc't	9	17	7
		964	2	0

CR.

Contra,

Jan'y 11	By Cash to pay the Carpenters when Building the Continental Ship <i>Hampshire</i> . James Roch, Comdr. at Cor'll Langdon's Island ⁷	40	2	0
" 13	By Cash for Do.	24	0	0
March 12	By Cash for Do.,	300	0	0
April 11	By Cash for Do.,	300	0	0
May 5	By Cash for Do.,	<u>300</u>	<u>0</u>	<u>0</u>
	.....	<u>964</u>	<u>2</u>	<u>0</u>

Captain Tobias Lear's Account Book (Dec. 23, 1776–May 12, 1781), taken from Pay Director Joseph Foster, Rear Admiral U.S.N. (Ret.), "Capt. Tobias Lear of Portsmouth, Builder of the *Ranger*," *The Granite Monthly: The New Hampshire Magazine of Biography, Literature, History and State Progress*, vol. 39 (1907): 85–92. Captain Tobias Lear (1737–1781) was a shipwright and trader at Portsmouth, N.H. His son, also named Tobias Lear (1762–1816), later became George Washington's private secretary.

1. This date is determined by the last entry in the account.
2. Continental Navy ship *Hampshire* was renamed *Ranger* by Resolve of the Continental Congress, 14 June 1777. In the same resolve Capt. John Paul Jones was appointed to command *Ranger*, superseding Capt. John Roach. See NDAR 9: 109–10.
3. Col. John Langdon was Continental Agent for New Hampshire and a colonel in the New Hampshire militia.
4. That is, Capt. John Roach [Roch, Roche], Continental Navy, of Concord, N.H.
5. Continental Navy frigate *Raleigh*, which was building at the same shipyard.
6. This is the date ship *Hampshire* was laid down. See NDAR 7: 58.
7. Langdon's L., present-day Badger's L., in the Piscataqua River opposite Portsmouth.

CAPTAIN TOBIAS LEAR'S ACCOUNT FOR SUPERINTENDING CONSTRUCTION OF NEW HAMPSHIRE PRIVATEER SHIP *PORTSMOUTH*

[Extract]

1776	Cor'll John Langdon, ² To paying the Carpenters for Building the ship <i>Portsmouth</i> from the 25th of Sept. to the 21st day of Dec. when she was launched ³ For Cash paid the Carpenters when finishing the ship at town and for lodging of same	£ 634.12. 3	
1777			£ 141.14.11
			Dr.

[*Portsmouth, N.H., May 23, 1778*]¹

1777	To my Time from Sept. 25th, 1776, to Dec. 21st, 1777 [1776] 106 days @ 6/6 To 15 Weeks Board @ 14s	£ 34. 9. 0 <u>10. 10. 0</u> £ 821. 6. 2
Contra		Ct.
1776		
Oct. 19th	By Cash to pay Carpenters for Building the ship <i>Portsmouth</i>	30. 0. 0
Oct. 25th	By Cash for Do.	104. 8. 0
Nov. 9th	By Cash for Do.	64. 16. 0
Nov. 16th.	By Cash for Do.	108. 0. 0
Nov. 19th	By Cash for Do.	30. 0. 0
Dec. 6th	By Cash for Do.	180. 0. 0
Dec. 23d	By Cash for Do.	120. 0. 0
1777		
Mar. 11th	By Cash for Do.	<u>176. 0. 0</u> £ 812. 4. 0 ⁴
1778		
May 23d	By Cash to Ballance this Ac't	<u>9. 2. 2</u> £ 821. 6. 2

Captain Tobias Lear's Account Book (Dec. 23, 1776–May 12, 1781), taken from Pay Director Joseph Foster Rear Admiral U.S.N. (Ret.) "Capt. Tobias Lear of Portsmouth, Builder of the *Ranger*," *The Granite Monthly: The New Hampshire Magazine of Biography, Literature, History and State Progress*, vol. 39 (1907), pp. 85–92.

1. 1. This date is determined by the last entry in the account.

2. Col. John Langdon was Continental Agent for New Hampshire and colonel in the New Hampshire militia. He owned a shipyard on Langdon's L., now Badger's L., Portsmouth, N.H.

3. Privateer *Portsmouth* was built earlier in 1776 and launched on 21 Dec. at Langdon's Shipyard. Continental Navy ship *Hampshire*, later renamed *Ranger*, was laid down two days later on 23 Dec. 1776 at the same shipyard to a similar draught and dimensions. *Portsmouth* (20 guns) was manned by a crew of 100 seamen while *Ranger* (18 guns) was manned by a crew of 140 seamen.

4. In the printed version, the editor added a note to say that the total should have been £ 813. 4. 0.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present,

Sam^l Ph[']ps Savage Esq^rBoston, May 23^d 1778—John Brown Esq^rIsaac Phillips Esq^rThomas Walker Esq^rEleazer Johnson Esq^rSam^l Ph[']ps Savage Esq^r President

Order'd, That the Schooner *Starks*¹ be deliver'd Jos: Henderson Esq^r Comm^y of Prisoners for a Cartel Vessel to Halifax,

—P^r Order of Court—

Order'd, That Cap^t Marston² for dining Cap^t de Seneville & his Suit, belong^g to his most Christian Majesty's Frigate "*la Nymphe*"³ be paid as P^r his Bill . . . £13..18.—

Order'd, That the Com^y Gen^l.⁴ receive all the Provisions return'd from the Brig^{ts} *Hazard* & *Tyrannicide*,⁵ he to keep a distinct Account of the same, have them put in Order, & make an imediate return to the Board.—

Order'd, That Cap^t Hopkins⁶ deliver the Com^y Gen^l all the Provisions in his hands return'd by the Brig^{ts} *Tyrannicide* & *Hazard*, taking a Receipt for the same.—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 315–16.

1. Massachusetts State trading schooner *Starks*.

2. John Marston.

3. Lt. Commandant Nicolas-Antoine, Chevalier de Beaudot de Sainneville. For more on this dinner, see James Warren to Samuel Adams, 10 May, above.

4. David Devens.

5. Massachusetts Navy brigantines *Hazard*, Capt. Simeon Samson, commander, and *Tyrannicide*, Capt. Jonathan Haraden, commander.

6. Capt. Caleb Hopkins.

HENRY SHIRLEY TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

Sir

I sail'd from Bristol the 8th of February with my Family and some of my Servants in the *Admiral Keppel* Abraham Brown commander bound to Jamaica and in company with the *Cyrus*¹ bound to Nevis and Jamaica; Both Letters of Mark: the 15th of April we were taken by the *Oliver Cromwell* Captⁿ. Parker² and the *Defence* Captⁿ. Smedley.³ The 21st Ins^t we arrived at Boston.

Both Captⁿ Parker and Captⁿ Smedley behaved with great Humanity to the crew, and were remarkably Kind and Civil to my Family and myself. Both the Crews of the *Oliver Cromwell* and the *Defence* were a week repairing the Rigging of our Ship, and I must own to your Excellency that during that Time I saw so much Prudence, Good Humour in Captⁿ Parker that I have a very great Regard for him.

He put on board the *Admiral Keppel* the 3^d. Lieut^t of his own Ship as prize master, one Mate was from the *Defence*. The first is a M^r. Tillinghast,⁴ the other a M^r. Wasson;⁵ We have every Reason to be pleased with the Behaviour of both these Gentlemen during the whole of our Voyage. I am particularly obliged to them for their Attentions to M^{rs}. Shirley and my Daughter.

I am now with my Family in the house of M^r. Eliot—⁶ I have been so fortunate as to get a Lodging in his Neighbourhood—I need not assure your Excellency that this Gentleman is very civil to us, but I must acknowledge with Gratitude, that Both Himself and M^{rs}. Eliot are particularly Kind to my Family.

As soon as M^{rs}. Shirley is easy and recovered from so long a Passage I shall do myself the Honour to wait upon your Excellency. I am in hopes to set out in the beginning of next Week— I have the honor to be [&c.]

H Shirley.

Boston.

May 23^d. 1778.

L, Ct, Connecticut Archives, 1st Series, vol. 9, pp. 260a–c. Addressed at top: “His Excellency Governor Trumbull.” Docketed: “Prisoner taken in the/Ship *Admiral Keppel*,/rec^d. 27th. inst—.”

1. British letter of marque ship *Cyrus*, Capt. Christopher Deake.
2. Capt. Timothy Parker, Connecticut Navy.
3. Capt. Samuel Smedley, Connecticut Navy.
4. Lt. John Tillinghast, Connecticut Navy.
5. John Wasson, clerk on *Defence*.
6. Samuel Eliot, Jr., who was Connecticut’s Prize Agent at Boston.

THE PROVIDENCE GAZETTE; AND COUNTRY JOURNAL
SATURDAY, MAY 23, 1778

PROVIDENCE, May 23.

We learn that Capt. Allen Brown, late of this Place, died at Rhode-Island a few Days since. He was Prize-Master of a Ship¹ taken by the *Warren* Frigate,² and retaken by the Enemy,³ and carried to Newport, where, from the inhuman Practice of confining the sick and well Prisoners indiscriminately; he took the Small-Pox, which put a Period to his Life. He was several Years Sheriff for the County of Providence, the Duties of which Office he discharged with Ability and Integrity; and his acknowledged Worth, as a very useful Member of Society, renders his Death a real Loss to the Public.


On Tuesday, last Week, a Schooner from Antigua, bound to Newport, with 80 Pipes of Wine, and 30 Puncheons of Rum, was taken by two Whaleboats off Point-Judith, and carried into Connecticut River.

The Thursday following, a Brig, laden with Salt, was taken off Block-Island by two Whaleboats, and carried to New-London.

1. Ship *Neptune*, Joseph Smallwood, master.
2. Continental Navy frigate *Warren*. For more on *Warren*’s capture of *Neptune*, see NDAR 11: 786–87.
3. Ship *Neptune* was recaptured by H.M. frigate *Orpheus*, Capt. Charles Hudson, commander, on 26 Mar. and sent into Newport, R.I. Howe’s Prize List, 30 Oct. 1778. UKLPR, Adm.1/488, fol. 486–87.

RECEIPT FOR GRAPE SHOT FOR CONTINENTAL NAVY FRIGATE *TRUMBULL*

[Norwich, *Conn.*, May 23, 1778]

Rece^d Norwich May 23rd. 1778 of Dan^l Tillinghast¹  Hand of Joshua Huntington² One Hund^d. & twenty Eight twelve Pound Grape Shott for use of Ship *Trumbull* also one Hund^d & Six pounds of 4^b Grape & fifteen Hund^d & Sixty three of 9^b Grape Shott for acc^t of Nath Shaw Jr³ all which I promise to Carry to N London & Deliver to M^r Shaw he paying freight for Same P^r me—

John Springer

DS, DN, Frigate *Trumbull* Papers.

1. Tillinghast was Continental Agent for Rhode Island.
2. Huntington was supervisor of construction of frigate *Trumbull*.
3. Continental Agent for Connecticut.

CAPTAIN BENJAMIN CALDWELL, R.N., TO CAPTAIN JOHN RAYNOR, R.N.

Sir

Emerald In Delaware River 23^d May 1778.

From your representation of the *Isis*, I sent the Master (M^r Ballardie) of this Ship, to sound about her, and find a Channal to move her,¹ and in whom I have reason to have the greatest Confidence. He is of opinion, he can move the Ship with safety; and I send him to take Charge accordingly, from the Pilot, untill she is brought into the Channal, between the Brandywine and Brown,² then your Pilot to resume his Charge.³ I am [&c.]

B.C.

LB, UkGrNMM, Benjamin Caldwell Papers, CAL/110 Letter Book (May 1776–June 1779), p. 39. Addressed at the bottom “To/Captain Raynor/*Isis*.”

1. In his journal entry for 22 May, Raynor wrote that he had boats from H.M.S. *Isis* “Sounding For the Channele, could not find out a Safe Channele For the Ship, Judged the Channele we came thro to Be nothing but a Swash leading thro the Brandy Wine Shoals, having Very Shoal Water Boath to the Northern and Southen; of the Swash and not a Ship Chan^{le}.” UKLPR, Adm. 51/484, part 2.

2. That is, between the Brandywine Shoals and the Brown Shoals in Delaware Bay.

3. In his journal entry of 24 May, Raynor recorded that “the Master of the *Emerald* took Charg of the Ship As pilot & Weighd and Workd into Another Channele, at 8 AM anch^d with the B^r B^r in 6½ fm.” Ibid.

ROBERT MORRIS TO JOHN BROWN

[Extract]

Dear Sir

Manheim [*Pa.*] May 23^d. 1778

. . . I find Cap^t Brown of the *Henrietta* arrived in Boston was 43 hours in possession of the Enemy which occasioned his throwing all his dispatches overboard. M^r Ross had this Ship sold in Hamburg and by that Means obtained Hamburgee papers & clearances for Hispaniola which has saved her & 600 Bales of Goods she has on-board.¹ My Comp^{ts} to the Committee tell them this Circumstance and they will find good Management prevail in all affairs under that Gentl^{ms} care. I am D^r sir [&c.]

Rob^t Morris

PS advise me the amo^t of what you receive for Ceronio’s bill to M^r Babcocke as I have forgot the Sum & M^r Griffin dont mention.²

L, NjP, Andre de Coppet Collection. The letter is addressed to “M^r John Brown. York Town—.” The letter is docketed: “Manheim May 23^d 1778/Robert Morris Esq^r” There are mathematical calculations on the back of the first page of the letter.

1. On the “papers” carried by the ship *Henrietta*, Patrick Brown, master, when it sailed from France, see John Ross to the American Commissioners in France, 28 Feb. 1778, NDAR 11: 1052.

2. Stephen Ceronio was the Continental Commercial Agent at Cape François; Adam Babcock was a Boston merchant; Cyrus Griffin was a Virginia merchant who on 29 May 1778 was elected as a delegate to Congress.

JAMES SEARLE TO ROBERT MORRIS

My Dear Sir

York town [*Pa.*] 23d May 1778

I have a thousand reasons to know that you take great pleasure in being useful to your friends whenever you have an opportunity. It will probably be in your power in a little time to Gratify me exceedingly, & I need not I think do more than point out the manner to you.

When our friend Nixon declined his appointment as one of the Navy board he was succeeded in the appointment by M^r Smith of Baltimore who I am told by a member of Congress it is probable will not Act;¹ if so as I know myself better calcu-

lated to be useful to my Country in that line than in any other & know also my being appointed woud be pleasing to the other two Gentlemen, I coud wish to be thought off, & no doubt if you woud do me the kindness to put a hand to it the thing woud take place.

An appointment at that board has long been my wish & as I have made Ships of War a kind of Study for a long time & take great delight in them I think myself not the less qualified.

I was applyd to on this very matter by a Member of Congress who at same time told me that it was very probable if M^r Smith did accept the appointment, that in a little time there woud be a vacancy as Congress had it in contemplation to remove M^r Hopkinson to a place he would like better.²

I will trouble you no more about it but only say that if you see no impropriety in the appointment when a Vacancy happens I shoud be much obligd by your attention to it & woud gladly owe it to your Friendship.³ I am very truly [&c.]

James Searle

L, DLC, Papers of Robert Morris. Searle was a Philadelphia merchant and an early and active advocate of American rights. At the opening of the war, he became a lieutenant colonel in the Pennsylvania militia and in 1776 was elected one of the managers of the United States lottery. *DAB*.

1. John Nixon resigned and was replaced on the Continental Navy Board of the Middle Department by William Smith, the Continental agent in Baltimore, on 9 May. See Journal of the Continental Congress, 9 May, above. Smith accepted the appointment, but resigned from the board on 17 July 1778. Smith to Henry Laurens, 17 July, DNA, PCC, item 78, vol. 20, pp. 225-27 (M247, roll 102).

2. On 27 July Congress named Francis Hopkinson to be treasurer of loans. *JCC* 11: 724.

3. Searle and Capt. Nathaniel Falconer were appointed to the Continental Navy Board of the Middle Department on 19 Aug. *JCC* 11: 813.

JOURNAL OF THE COUNCIL OF THE STATE OF VIRGINIA

[*Williamsburg*]

Saturday May 23^d 1778

Present

His Excellency,¹

(N.B. Ja^s Madison Esq^r Sick)

Dudley Digges Thomas Walker & David Jameson Esquires

A Commission was issued appointing John Archer Master of the Boat *Molly*,² employed in the Trade of this State.

H.R. McIlwaine, ed., *Journals of the Council of the State of Virginia* (Richmond: The Virginia State Library, 1932), 2: 137.

1. That is, Gov. Patrick Henry.

2. *Molly* was a 12-ton schooner. Joseph A. Goldenberg and Marion West Stoer "The Virginia State Navy," in *Chesapeake Bay in the American Revolution*, ed. by Ernest McNeill Eller (Centreville, Md.: Tidewater Publishers, 1981), p. 187.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Saturday the 23rd day of May 1778.—

Present

Mr Whiting, Mr Travis, and Mr Archer.—

Ordered that the keeper of the public store, deliver to Lieutenant Jn^o Thomas one seven inch cable sixty yards of Bunting ten gallons of spirits, and three pound of twine, for the use of the *Protector* Galley.—

Ordered that the keeper of the public store, deliver to Captain Taylor¹ eighty yards of Bunting for the use of the ship *Tartar*.—

Ordered that the Keeper of the public store, deliver to Captain Callender,² one hundred and sixty yards of Bunting for the use of the ship *Dragon*.—

DS, Vi, Navy Board Journal, p. 402.

1. Capt. Richard Taylor, Virginia Navy.

2. Capt. Eleazer Callender, Virginia Navy.

THOMAS SMITH TO CAPTAIN JOHN ARCHER

Dear Sir

[*Williamsburg, Va.*] 23rd May 1778

With the Schooner Boat *Molly* now Loaded & under your Command¹ you must embrace the first favourable Opportunity, of proceeding down the River, & going to Sea, You are bound to S^t Eustatia, on your arrivall at that place wait on Jn^o Ball Esq^r.² and deliver him your dispatches, who will furnish you with a return Cargoe, When you have got all on Board, and made the necessary arrangements at Port, use your best endeavours to return to Virginia, prefer comming into Cape Charles if possible, next Chingoteague, Matompkin, Matchapungo Land Shoal, Matchapreague,³ or any of the most safe & Convenient inlets on the Sea Side of the Eastern shore of Virginia, and let me recommend to you to avoid Carratuck & Ocracock, if posible consistant with prudence & safety for the many reasons, that your own knowledge of the disagreeable & dangerous Situations of those places will readily suggest, but particular circumstances must influence your Conduct, And I have no doubt but the Zeal, Your Industry & Good Wishes to this Your Native Country, will sufficiently stimulate you to make use of such endeavours, as will crown your Voyage with Success,⁴ which is the Eminent Wish of Sir Yours & & &^c

T Smith AS⁵

LB, Vi, Thomas Smith Letterbook, vol. 3: 56. Addressed before opening: "Cap^t John Archer."

1. See Journal of the Council of the State of Virginia, this date, above. *Molly* had laded a cargo at South Quay, Va. Smith to William Cooper, 1 May, *Ibid.*, p. 41.

2. Ball was the Virginia State Agent at St. Eustatius.

3. That is, Chincoteague, Metompkin, Ship Shoal, Matchapungo, and Wachapreague inlets.

4. On 23 May, William Aylett, the Continental Deputy Commissary of Purchases, wrote Ball:

M^r Abraham Vanbibber [*the former Virginia State agent at St. Eustatius*] was lately here & expressed much concern at being informed that you had heard he had spoken disrespectfully of you to me, I can assure you he spoke of you as a Gentleman, & Man of Honour, but signified that he was satisfied you would not be concerned in shipping Arms & Warlike Stores to the Continent, and that you were one of those who could visit the English Islands, when you pleased, & that he did not think you were a firm Friend of American Independance, You now have an Opportunity of clearing up this point, by lending the Agent [*Thomas Smith*] your Aid, in shipping a number of Arms purchased by Mess^{rs} Vanbibber & Harrison. . . *Ibid.*, p. 55.

5. That is, Agent of the State.

May 24 (Sunday)

JOURNAL OF H.M. BRIG-RIGGED SLOOP-OF-WAR *HOPE*, LIEUTENANT WILLIAM
HANCOCK KELLY

May 1778

white Point¹ WBS 3 mile

Sunday 24th.

at 8 AM saw a Sail chased her Came up with the Chase fird

some shot to Make her strick She provd the *Bunkers hill* Privatar²
from Boston of 7 Guns 25 men out 6 days Exchang'd the Priseners
at 11 the *Buckeram*³ join'd Company

White head N 3 or 4 Leag^s.

Very fine Pleasant w^r Bore up for Canso at 4 PM Anchor'd in D^o
with the S^m. B^r. in 13 f^m. Veer'd to ½ of a Cable found Riding here
His Majestys Brig *Cabbot* with the Convoy for Quebec

D, UKLPR, Adm. 51/4220. The journal was kept by Lt. William Hancock Kelly.

1. That is Whitehead, Nova Scotia.

2. Massachusetts privateer schooner *Bunker Hill*, Capt. Isaac Cobb, was commissioned on 4 and 5 May 1778 and was owned by James Lowell, Silas Atkins, and others, all of Boston. M-Ar, Revolutionary Rolls Collection, vol. 5, pp. 90, 93; Mass. Archives Collection, vol. 139, p. 170; vol. 168, p. 279.

3. Schooner tender *Buckram*. UKLPR, Adm. 52/1794.

SAMUEL ELIOT, JR., TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

[Extract]

Hon^d Sir

Boston 24th May 1778

... I am desir'd to mention M^r Shirley's request of having a Flag to Convey him his Lady and family to Jamaica, (and) if granted to know what would be expected on his part— M^r Shirley reputation is so high with those who have had the pleasure of an acquaintance with him heretofore that any security would be given for the punctual performance of His part— if that could not be granted, whether he might have liberty to return by the way of Newport— I have retain'd all the Seamen who came in the *Sirues*,¹ M^r Shirley recommended them for good men they fully answer'd their expectation, they did all in their power to bring the Vessells in Safe, it would now be hard upon them to thro them into prison, as they fulfill'd their part of the agreement; I have declin'd doing anything respecting them untill I have your Excellencys direction—

This prize is by farr the richest that has been taken by the States Vessells, I know nothing more of the Cargo than the schedule transmitted to your Excellency by M^r Cahoon—² As soon as the Vessells are unloaded, I will take care of the States Moiety, and will (as I suppose be order'd to Your State) have them in as great readiness as possible— I send forward packets sent by the Captains Smedley & Parker,³ I will only add that the greatest attention shall be paid to the Interest of the State— I remain
[&c.]

Sam Eliot J

L, Ct, Connecticut Archives, 1st Series, vol. 9, p. 256.

1. That is, *Cyrus*, Capt. Christopher Deake.

2. Midn. Isaiah Cahoon, Connecticut Navy.

3. Connecticut Navy captains Samuel Smedley and Timothy Parker.

MASTER'S LOG OF H.M.S. *RAISONABLE*, CAPTAIN THOMAS FITZHERBERT

May 1778

Cape Codd WBS 7 Leagues or 8

Sunday 24th.

[AM] ½ Past [12] TK^d Ship at 1 the *Diamond*^l SW ¼ of a mile. Do hauld down the Main Top mast staysail & hauld up the fore Sail at 2 the *Diamond* SWBW ¼ of a mile [at] 5 D^o W^r [moderate & hazy] with lightning & some rain [at] ¼ Past Saw a Sail to the SE Made Sail & gave Chace At 7 hoisted out the Barge mannd & Armd

her & Sent her in Chace [*as*] did the *Diamond* at ½ Past 8 light Airs & Cloudy [*at*] 9 the boats brought the Chace too Proved to Be a Schooner from Newberry to Virginia ~~With~~ In Ballast.² the *Diamond* took her along Side

Cape Codd W½N^o 5 or 6 Leagues Lattd Obs^d. 42..10 N^o
 [*PM*] [*at*] 1 Calm & Cloudy the *Diamond* set fire to the Schooner Prize [*at*] 4 Light Airs & hazy W^r [*at*] 7 Filled Mⁿ Top Sail & Set fore Sail in 1st & 2^d reefs fore & Main Top Sails. Cape Codd W½N^o 7 Leagues Punished Benjⁿ Goddard Peter Malone H G Crosby Jn^o Eaton Rob^t Wills Seaman with 12 lashes each for neglect of duty & Rob^t Sparing with 12 D^o for mutinous Expressions at 8 Modt & Cloudy with rain & lightning to the NE

D, UKLPR, Adm. 52/1938, fol. 151.

1. H.M. frigate *Diamond*, Capt. Charles Feilding, commander.

2. Schooner *Fly*, master unknown, owned by Ebenezer Stocker. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 487–88. It was credited a joint prize of *Raisnable* and *Diamond*.

NATHANIEL SHAW, JR., & CO. TO CAPTAIN THOMAS ALLON

Sir

New London [*Conn.*] May 24. 1778

You are now Commander of the Privat[eer] Ship of Warr *General Putnam*, fitted & Man'd for a Cruize of Six Months against the Enimies of the United States, & now lying at Anchor in this Port, and our Orders to you are, That you Sail on a Cruize the first fair wind (after your Men are on board) and Cruize where you think it will best Answer the desirable purpose viz. to take as many British Merchantmen Ships as you can Man, and send into the most convenient Port of the United States in America, should prefer New London, but if they fall into Bedford¹ let the Prize Master apply to Joseph Russell Jun^r, if to the Eastward of that Port to Col Josiah Waters at Boston If to the Westward, Newbern to John W. Stanley,² to the Westward of that to such Gentlemen as you think are Men of Honesty & Interest & that you can recomend as Such, & desire them to write me immediately, & dispose of Vessels & Cargo & let me know to what Am^o the prizes may have sold for, that we may draw on them for that sum We wish you a Good Cruize and Safe Return to your Friends & Owners

Nath^{el}. Shaw Jun^r & C^o.

A True Copy of the Original

Th^o. Allon

Copy, CtY, Nathaniel and Thomas Shaw Papers, packet 79, no. 4663. Addressed below close: "To Cap^t Thomas Allon/Commander of y^e Ship/*General Putnam*/Present." Docketed: "Capt. Tho^s Allons/ Orders."

1. That is, New Bedford, Mass.

2. John Wright Stanley, merchant at New Bern, N.C.

JOURNAL OF H.M. FRIGATE *APOLLO*, CAPTAIN PHILEMON POWNOLL

May 1778

d^o [Nantucket Shoal] NW.¾N. 31 Leag^s.

Sunday 24

½ past 7 [AM] TK^d. fired a Gun and brought too the Chace the *Triton* Victualler from Portsmouth bound to New Yk, part of A^d. Gambiers Convoy,¹ saw a Sail to the Eastward, set small & Studd^g Sails & gave Chace *Maidstone* in Sight to the Southward, at noon coming up

With the Chace.

d^o. [Nantucket Shoal] NW³/₄N. 32 Leag^s.
Mod & Clear 6 PM fired a Gun and brought too the *Patrick* &
Mary Brig from Martiniq, to Boston,² sent a Petty Officer & 6 Men
on board, and took out her People.

D, UKLPR, Adm. 51/52, part 2, fol. 15.

1. When Rear Adm. James Gambier arrived at New York on 27 May, he noted on his "List of Ships and Vessels under Convoy of His Majesty's Ship the *Ardent*" that the victualler *Triton* had parted company the evening of 29 Mar. *Triton*, Job. Keyburn, master, was described as being 200 tons burthen, mounting 4 guns, and having a crew of 10. UKLPR, Adm. 1/489, fol. 18.

2. Brig *Patrick and Mary* does not appear on Howe's Prize List of 30 Oct. 1778; however, it was libeled in the Vice Admiralty Court of New York on 6 June. Its prize papers are in UKLPR, H.C.A. 32/418/7, where the master is identified as Richard Weeden.

FRANCIS BRICE TO GOVERNOR RICHARD CASWELL OF NORTH CAROLINA

[Extract]

Sir,

Wilmington May 24th. 1778—

On the 7th. Inst. I shipp'd Ninety Barrels of the public Pork, on board of a small Sloop¹ (of which I was part owner,) for the South Quay, and had fortune smiled on this first Trip, I intended to have sent her a second time had I not got another vessel before her return— but my intention is set aside, as Goodrich² has laid hands on her, & sent her to New-York— by which the public as well as myself will be considerable losers— Without further orders from your Excellency, I dont think it will be prudent in me to ship any more, as we are well assured three small privateers are constantly cruising off Beaufort and the risk must undoubtedly be great—. . . .

I am your Excellency's [&c.]

Francis Brice

LB, Nc-Ar, Executive Letter Book, pp. 464-65. Addressed below close: "Gov: Caswell."

1. Sloop *Robert*, Samuel Pelton, master. UKLPR, H.C.A.32/443/2. See also, *The New-York Gazette; and the Weekly Mercury*, 25 May, below.

2. Bridger Goodrich, captain of the Bermudian privateer sloop *Hammond*.

COLONEL CHARLES COTESWORTH PINCKNEY, CONTINENTAL ARMY, TO BRIGADIER GENERAL WILLIAM MOULTRIE, CONTINENTAL ARMY

[Extract]

DEAR GEN.

CAMP AT FORT HOWE ON ALATAMAHA, [GA.] MAY 24, '78

Here we are still detained by the confounded delay of the South-Carolina galley,¹ and provision schooner, who are not yet come round to this river; and the reasonable and candid gentry of the this state are throwing a thousand reflections on the general² and the army for not marching to attack the enemy, and storm Lines, without provisions and without ammunition. The whole army, except a very small garrison to take care of our sick, and secure our retreat, will however march from hence to Reid's bluff, three miles lower down, and on the other side of the river,³ to-morrow afternoon, or next day at farthest; and as by that time our ammunition and provision will have come round to this river, we shall proceed with all possible expedition for St. Mary's, where we shall have some amusement by the attack of Fort Tonyn;⁴ notwithstanding any reflections which may be cast on the propriety of the present

expedition at this season; it is now incontrovertable, that the movements in Carolina, the capture of the *Hinchenbrook* and the other vessels,⁵ and the proposed expedition, have proved the salvation of the state of Georgia . . . having thus freely given you my sentiments concerning the articles we are in want of, I own I could wish, and the Gen. requested me to desire you to send round in a boat, or small schooner, 500 canteens, 100 camp-kettles, and 35 or 40 tents, I am sure they cannot be better employed, even if the state should lose them all; but I apprehend that cannot be the case, as they ought to be a continental charge. . . I am this moment informed, that the governor of this state,⁶ has ordered from us, to the militia, two-hundred barrels of rice: he likewise ordered the gallies 30 miles higher up the river than this place;⁷ when, on account of the shallowness of the water, they cannot come within 10 miles as high up as we are now: excellent generalship! . . . if you send a boat, the general would mean that the boat should come to Sunberry,⁸ where they will receive orders: we are very badly supplied with medicines: these articles not being sent, will not prevent our going on, but it will occasion the sickness of many, and render us less useful than we should otherwise be. I am, &c.

Charles C. Pinckney.

Brig. Gen. Moultrie.

William Moultrie, *Memoirs of the American Revolution*, 2 vols. (New York: David Longworth, 1802; reprint ed. New York: Arno Press, 1968), 1: 212–14. The printed version of this letter is an extract, which the editors have chosen not to print in full.

1. The South Carolina Navy galley *Beaufort*, Capt. James Mayberry, commander.
2. Maj. Gen. Robert Howe.
3. Altamaha River.
4. British forces abandoned and burned Fort Tonyn before the American forces arrived there on 28 June.
5. On the capture of H.M. armed brig *Hinchinbrook*, East Florida armed sloop *Rebecca*, and an unidentified watering brig by American forces, see Col. Samuel Elbert to Howe, 19 Apr., above.
6. Gov. John Houstoun was en route to join the American expeditionary force with a force of some 400 Georgia militiamen.
7. These are undoubtedly the armed galleys of the Georgia Navy.
8. That is, Sunbury, Ga.

CAPTAIN JAMES WILLING, CONTINENTAL ARMY, TO DON BERNARDO DE GÁLVEZ, GOVERNOR OF LOUISIANA

May it please your Excellency

[New Orleans, May 24, 1778]

It is with the utmost mortification I inform your Excellency that the sudden and unexpected appearance of the enemy in the Lakes has in a great measure frustrated my Intentions. I expected to have had possession of Manchac it is now Ten days since; but the unsettled state of my Mens Accounts, and the discontent which it occasion'd prevented my moving as expeditiously as I could have wish'd. However I have the honour to inform you that every thing is ready, and myself as well as my Officers should be sorry to see the Enemy Fortify themselves so advantageously, could they by any means prevent it C^t Rumsey Esq^r:² reports to me, that he conceives a party may yet get up time enough to open the Levy, drown the Country fell some Trees in the Baiu¹ and by Burning and destroying the Buildings and other materials, put a stop to their Operations untill such Time as sickness or y^e arrival of a Reinforcement might effectually prevent their fixing themselves solidly However I submit the whole to your Excellencys Superior Judgement fully convinc'd that you have the Honour & Interest of the States (my Masters) Service as much at Heart as him Who has the

Honour to Subscribe himself with all Respect Your Excellency³ [&c.]

Ja^s: Willing
 Cap^t in the service of the
 Indep^t United States of America

L, SpSAG, Cuba, Legajo 2370. Addressed at bottom of first page: "Son Excellence/Don Bernard de Galvez/Orleans/May 24,1778." Addressed on separate sheet: "To—/His Excellency Don Bernard de Galvez Knight of/the distinguish'd order of Charles 3^d: Colonell in his Majestys/Armies Gouverneur & Inspector Generale of/the Province of Louisiana &c &c &c—/N. Orleans—." Docketed: "Examado/."

1. That is, bayou.
2. As seen in Willing's letter to the Continental Marine Committee of 14 Apr., above, Capt. James Rumsey was a former British army officer and engineer. He was also a business associate of Continental agent Oliver Pollock. James A. James, *Oliver Pollock; The Life and Times of an Unknown Patriot* (New York: D. Appleton-Century Co., 1937), p. 250.
3. Gálvez's reply has not been found, but the expedition outlined here was never undertaken.

WILLIAM AND GODFREY HUTCHINSON TO THE PRESIDENT OF
 MASSACHUSETTS BOARD OF WAR

Sir,

S^t Pierre M/Que 24th. May 1778

The foregoing is copy of ours ꝓ Cap^t Coffin— The independance of the united states was proclaim'd here y^e 21st. inst, & we are in hourly expectation of some further acco^{ts}. from france—¹

The last of the *tyrannicide*'s² people are now out of the hospital, & as they are still invalids, we are oblig'd to be at Some expence in giving them fresh meat to make their soop every day, as have Likewise furnish'd them with some necessarys for their voyage of which you have acco^{ts}. inclosed— Likewise Joseph Bowden's Rec^t for Some money we were obliged to give him, as he had lost his cloaths, & was quite naked when he came out of the hospital— We have put them on board Cap^t Waters by whom this is intended— We are, with respect, Sir, [&c.]

W^m. & G Hutchinson

/Copy/
 [Enclosures]

M^r: Godfree Hutchinson for Brig^t: *Tyrannicide*'s People—
 To Draumont & Hassall D^r

1778.		
May 22	To Dinner for 3 Sailors @4/6	£..13.. 6.
23.	To Cash for D ^o . D ^o	8.. 3.
24.	To 7 Lb Beef @25 ^s	8.. 9.
25	To 1 fowl	3.. 9.
	To Supplying your Sailors with } beef 23 Days @2/6. P ^r : Day }	2..17.. 6.
Ent ^d .		£4 ..11.. 9

Acco^t of sundrys furnish'd for three men
 belonging to the Brig *Tyrannicide* Deliv'd to the
care of Cap^t Waters—

2 ^{cwt} bread @ 75 [#] . . 150 [#] ..—	
Am ^t of Dumont & Hassell's acco ^{ts}	91..15—
2 water Casks demanded by Cap ^t : } Waters /he not hav ^g : sufficient/ . . }	£ 132..—
	<u>£ 373..15—</u>

L, M-Ar, Mass. Archives Collection, vol. 205 (2d ser., Revolution Letters, 1775–1783), fols. 350–51½. Addressed at top: “Sam^l Philips Savage Esq^r” William and Godfrey Hutchinson were agents at Martinique for the state of Massachusetts.

1. This refers to the Treaties of Amity and Commerce of 6 Feb. with France.
2. Massachusetts Navy brigantine *Tyrannicide*, Capt. Jonathan Haraden, commander.

May 25

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present,
Sam^l Ph[']ps Savage
John Brown Esq^r
Thomas Walker Esq^r

Boston, May 25th 1778—
Isaac Phillips Esq^r
Eleazer Johnson Esq^r

Sam^l Ph[']ps Savage Esq^r President—

Order'd, That Robert Gardner on Account repairing the Brig^t *Tyrannicide*¹ . . . be paid . . . £39..—..—

Order'd, That Joseph Hayter for himself & others Riggers on Board the Brig^t *Hazard*² . . . be paid . . . £19.. 4.—

Order'd, That Cap^t Hopkins³ deliver from the Cargo of Schooner *Starks*, for Brig^t *Hazard*, half a Barrel of Tar—

Order'd, That the Com^y Gen^l.⁴ deliver Cap^t Harreden for the Brig^t *Tyrannicide*, the following Provisions viz:—

30 Barrels Beef
20 d^o Pork—
7^{cwt}.. 0^{qr}.. 0^{lb} Brown Sugar—
1 Cask Rice—
8 Barrels Flour—
80 Gallons Vinegar—
150^{lb} Coffee—
200^{lb} Candles—
25 Bushels Peas—
8,000^{wt} Bread—

Order'd, That M^f Isaac Peirce deliver Cap^t Harreden for the Brig^t *Tyrannicide* 500 Gallon N E Rum—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 316–18.

1. Massachusetts Navy brigantine *Tyrannicide*, Capt. Jonathan Haraden, commander. On 22 May the Board ordered that John Hunt be paid £11.. 4.. 0 for 56^{lb} Deck Nails for *Tyrannicide*. M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), p. 315.

2. Massachusetts Navy brigantine *Hazard*, Capt. Simeon Samson, commander.

3. Capt. Caleb Hopkins.

4. David Devens.

JOHN BRADFORD TO ROBERT MORRIS

[Extract]

Dear Sir,

Boston May 25th 1778

Agreeable to your Desire I have seen M^f Moore with Cap^t Prince who was a partner in the Vessell¹ that took the Brig,² the latter tells Me he saw the Register which was taken out at St Augustine on her Condemnation there, When she was capturd

she was loaded with Tar and Skins bound to England, all the Papers are lodged with ye: Register of the Marine Court, who is now on ye Southern Circuit; on his Return will thoroughly inform Myself of the Matter & let you know.

By Desire of Cap^t. Brown's Mate I have agreed with four of his Seamen which he highly recommended to proceed on ye Voyage which the Ship might be order'd to perform at 40 Dollars pr Month; it prevents the necessity of hiring Day Men to overhaul y^e Rigging, and we shall have but three to Ship besides a Captain when Orders for her sailing arrive, I have so often mention'd the Difficulty of getting Seamen that it appears rather troublesome We have now in Harbour 2 fine Ships mounting 20 Guns each, fitted out at an enormous Expence— after being five Months fitting them they have dismantled & hauld them up only because they could not mann them,³ this is ye Case with sundry Merchant Vessells, but I hope better things of the Continental Ships— Cap^t Skimmer⁴ we suppose, saild from Marblehead yesterday with a 104 Men on Board, if his Courage is tried I'm sure he will honour the American Colours— in addition to our naval Losses I'm not without my Fears the *Boston* may be added to ye Number, She had saild from hence 48 Days when the *Three Friends* left Nantz, but no Account of her Arrival,⁵ and what makes it more probable is the york Papers⁶ saying that ye *Boston* Frigate was taken & carried into Plimouth mentioning the Time, Place, & Ship, if its so, I hope M^r Adams⁷ will have an Interview with some of our american Friends in Parliament, unhappy it is, our naval affairs wear so gloomy an Aspect, pray God Brighten it, . . . yours &c

J B

LB, DLC, John Bradford Letter Books, vol. 2, p. 135. Addressed at top: "Hon^b Robert Morris Esq^r"

1. Philip Moore and Capt. Job Prince, Boston merchants and part-owners of the Massachusetts privateer ship *General Mifflin*, Capt. William Day, commander.

2. Brigantine *Fame*, James Coates, master. See NDAR 11: 11; *Letters of Delegates*, 10: 640.

3. Probably two Massachusetts privateers.

4. Capt. John Skimmer, commanding Continental Navy brigantine *General Gates*.

5. Continental Navy frigate *Boston* was not captured by the British. It arrived in the Gironde River, France, on 30 Mar. 1778 and anchored off Pauillac that afternoon. NDAR 11: 1139, 1141.

6. That is, New York newspapers.

7. John Adams, American Commissioner in France.

LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

State of Massachusetts-Bay, }
Middle District. } To all whom it may concern.

NOTICE is hereby given, That Libels are filed before me, against the following Vessels and Cargoes, viz.— In Behalf of Robert Richardson, Commander of the armed Brigantine *Terrible-Creature*,¹ and all concerned therein, against the Schooner *Connection*, of about 90 Tons burthen, Michael Doran, late Master: In Behalf of Simeon Sampson, Commander of the armed Brigantine *Hazard*,² and all concerned therein, against the Ship *Live Oak*,³ of about 200 Tons burthen, George Forten, late Master: In Behalf of John Fletcher, Commander of the armed Brigantine *Wexford*,⁴ and all concerned therein, against the Brigantine *Sally*,⁵ George Innes, late Master: In Behalf of the Owners, Captain, Marines and Mariners, of the private armed Ship *Cumberland*,⁶ against the Ship *Layton*,⁷ of 200 Tons burthen, Robert Johnson late Master: In Behalf of the Commander, Marines and Mariners, and all concerned therein, against the Schooner *Friendship*, 50 Tons

burthen, ———, late Master: In Behalf of ——— Cunningham, Commander of the armed Ship *Revenge*,⁸ and all concerned therein, against the Brigantine *Peace and Harmony*,⁹ 70 tons burthen, George Kennedy, late Master: In Behalf of Nathan Browne, commander of the private armed Brigantine, named the *Montgomery*,¹⁰ and all concerned therein, against the Brigantine *Defiance*,¹¹ her Cargo, &c. of about 80 Tons burthen, Edward Ahier, late Master. All which Vessels, and their Cargoes, so libelled, are said to have been taken and bro't into the Middle District aforesaid; and for the Trial of Justice of said Captures, the Maritime Court, for the said District, will be held at *Boston*, on Wednesday the 10th of June, 1778, at 10 o'Clock in the Forenoon, when and where the Owners of said Captures, or any Persons concerned therein, may appear, and shew Cause (if any they have) why the same, or any of them, should not be condemned.

N. CUSHING, Judge of said Court.

Boston-Gazette, and Country Journal, 25 May 1778.

1. Massachusetts privateer brigantine *Terrible Creature*, Capt. Robert Richardson, mounting 16 carriage guns and 6 swivel guns, owned by George and Andrew Cabot of Beverly, commissioned on 10 Mar. 1778. M-Ar, Revolutionary Rolls Collection, vol. 7, pp. 233, 234; Mass. Archives Collection, vol. 168, p. 197.

2. Ship *Live Oak*, George Forten, master. For more on its capture, see *The Boston-Gazette, and Country Journal*, 18 May, above.

3. Massachusetts Navy brigantine *Hazard*, Capt. Simeon Samson, commander.

4. Massachusetts privateer brigantine *Wexford*, Capt. John Fletcher.

5. Brigantine *Sally*, George Innis, master, 170 tons burthen, built in Scotland in 1773, owned by A. Anderson. *Lloyd's Register of Ships, 1777-1778*.

6. Massachusetts privateer ship *Cumberland*, Capt. James Collins.

7. Ship *Layton*, Robert Johnson, master. For more on the capture of this ship, see *The Independent Chronicle, and Universal Advertiser*, 7 May, above.

8. Continental Navy cutter *Revenge*, Capt. Gustavus Conyngham, commander.

9. Brigantine *Peace and Harmony*, George Kennedy, master. For more on the vessel and its capture, see NDAR 11: 1128-29 and n.

10. Massachusetts privateer brigantine *Montgomery*, Capt. Nathan Brown.

11. Brigantine *Defiance*, Edward Aheir, master, 70 tons burthen, built in America, owned by P. Lys & Co., from Jersey bound to Quebec. *Lloyd's Register of Ships, 1777-1778*.

ADVERTISEMENT FOR CANNON SHOT

CANNON SHOT

Of various Sorts and Sizes, may be had at JOSEPH CALLENDER'S SHOT STORE, at the lower End of STATE STREET, adjoining the Long -Wharf; where Agents and others may be supplied with the sorts they want, by giving timely Notice.— Cash given at said Store for refuge¹ Cannon Shot, and all Sorts old Cast-Iron, and Wrought-Iron, to such only as come by it honestly.

N. B. Left in said Callender's Hands for Sale, sundry Privateer Stores, consisting partly of 4 and 3 pound Cannon, with Carriages, Tackles, Ladles and Spunges, three Pair of Swivel's mounted, Small-Arms, Cutlasses, &c.

Boston, May 25, 1778.

Independent Chronicle, and the Universal Advertiser (Boston), 11 June 1778.

1. Obsolete variant of *refuse*. OED.

JOURNAL OF H.M. FRIGATE *VENUS*, CAPTAIN WILLIAM P. WILLIAMS

May [1778]
Sunday 24

D° [At Single Anchor off Dyers Island,] [R.I.]

[Monday 25]¹ at 1 AM² weighd & made s^l in C^o. wth the *Flora* [*& the*] Boats wth. the Land Forces f^m. Rhode Isl^d.³ at 3 came too wth the S^l B^r in 11 f^m water off Bristol Northernm^t P^t of Prudence [*Island*] NW Popple Squash⁴ NbW & the Battrey on Bristol Ferry NE½E Landed the Forces set fire to the Town of Bristol destroyed a Number of Flat Boats took a Galley⁵ wth 15 Prisoners at 11 Troops embarked wth out any Loss
 [off Bristol Ferry and northern point of Island of Rhode Island]
 Moderate Gales & Cloudy

D, UKLPR, Adm. 51/1033, part 5, fols. 4–5.

1. *Venus*'s journal was one day behind. The date of the expedition was 25 May. See Journal of H.M. frigate *Flora*, 25 May, above.

2. On 24 May the Journal notes: "PM came on b^d 5 Flat Boats f^m diff^r Ships on a Secret expedition by order of Comd^r Griffiths unmoored & hove in to ½ of the sm^l B^r." On the same date, Capt. John Brisbane of H.M. frigate *Flora* noted in his Journal that "PM at 4 a Pilot came on board, hove into ½. of a Cable at 7 Sent the flat boat & pinnace mann'd & arm'd on board the *Venus*." UKLPR, Adm. 51/360, fol. 156.

3. That is, Newport on Rhode, present-day Aquidneck Island.

4. Popasquash Point.

5. Rhode Island Navy galley *Spitfire*, Capt. Joseph Crandall, commander. See Diary of Captain Frederick Mackenzie, this date, below.

JOURNAL OF H.M. FRIGATE *FLORA*, CAPTAIN JOHN BRISBANE

May 1778

Mond^y 25

At Single Anchor as before Arnold Point NEbe ¾

East Popasquash N½W & Gold Isle¹ SW½South

at 12 [*midnight*] Weighd & made sail in C^o a Num^r of flat Boats at 2 AM past Popasquash point, at day light the Rebels fir'd sev^l Shot at us from Popasquash & their Alarm Guns at Warwick Neck, saw the flat Boats near Warren, at 8 it falling little Wind, & Tide done, dropt the sm^l Bower, run out the Kedge & began to warp tow^{ds}. the Boats, saw a Num^r of houses on fire & a g^t Explosion at Warren, at 10 saw a red Flag on Shore & our Troops march^s towards Bristol, ans^d it & made Sail to the S^o w^d. in C^o. the flat Boats at ½ p^t 11 saw several houses & a Church at Bristol on Fire

[off Popasquash Point and Hog I.]

Mod^t Winds & fair W^r. PM at 1 saw our Troops in possession of y^e Batteries on Bristol Ferry, at 2 came too w^t the sm^l Bower, Veer'd ½ Cable w^t a spring on it to cover the Embarkation of the Troops, at 3 they embarked, the Rebels then fired sev^l Shot from the Heights w^{ch} past thro our sails, the Channel being very narrow run out the Kedge, Weighd the Bower, slipt the Kedge & one hawser, made sail at 4 came too w^t the sm^l Bower of [J] Providence² in 11 f^m. water, during this Transaction the *Venus*³ advanced to our Station—

D, UKLPR, Adm. 51/360, fol. 157.

1. Gould I., R.I.

2. That is, Prudence I., R.I.

3. See Journal of H.M. frigate *Venus*, this date, below.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport. Rhode Island]

25th May. Fine weather clear. Wind N.E.

The *Spitfire* Galley¹ did not get into the harbour this day 'till one o'Clock, notwithstanding every effort. Some whaleboats from Point Judith, taking her for an unarmed vessel, came off to attack her, but when within Gunshot they met with such an unexpected reception, that they with difficulty got off; and it was supposed with some loss.

The 22^d Regiment, the flank Companies of the 54th, Captain Noltenius's² Company of Hessian Chasseurs, Some Artillery men and Guides, amounting in the whole to about 500 men, and under the Command of Lieu^t Colonel Campbell³ of the 22^d Regiment, marched from Newport at 8 o'Clock last night to Arnold's point, on the West side of the Island near Windmill hill, where they arrived at 11 o'Clock. It began to rain at the time the troops marched from town, and continued, with some intermissions till near 12. As the troops had no blankets, and waited near an hour on the beach for the boats, they were all thoroughly wetted. The boats arrived at the place of embarkation about 12 o'Clock, and consisted of 13 flat boats, and four or 5 barges and Whaleboats, under the direction of Captain Clayton of The *Strombolo*,⁴ assisted by Lieu^t Knowles,⁵ Agent of Transports, and some other officers of the Navy. The whole of the troops were embarked and put off from the shore about ½ past 12. They immediately proceeded to The *Flora*,⁶ which lay opposite, and from thence up the Bay, and round Papasquash point⁷ to the mouth of the Warren River, where they landed, undiscovered about half past 3 this Morning; one mile from Bristol and 3 miles from Warren. As soon as formed they proceeded to Warren (where the Company of Chasseurs were posted to observe The Neck, the road leading to Providence, and the Ferries over Warren River) and from thence to Kickemuit bridge,⁸ on the other side of which the Light Infantry of the 54th was posted to observe the roads that way. Here they found 125 boats, most of them large flat batteaux, capable of carrying 40 men each; a Galley mounting 2. 18; 4. 12; and 6. 4 pounders, besides Swivels;⁹ a Sloop loaded with Military Stores; a quantity of materials for building and repairing boats, a Store house, and Corn mill; all of which, together with some houses, the Bridge, and some Gun Carriages, were burnt and totally destroyed. Many Cannon were found here, which were spiked, the trunnions knocked off, and otherwise destroyed. The troops then returned to Warren, where they set fire to a new Privateer Sloop of 16. 4 pounders complete:— A considerable Magazine of Powder and other Military Stores, was discovered in a house at Warren, which was set fire to; by which means the Church and many houses were burnt. A Park of Artillery, consisting of 2. 18; 2. 12; and 1. 9 pounder, on travelling Carriages, with side boxes for ammunition, Complete, was found at the entrance of Warren.¹⁰ The Guns were spiked, the Trunnions knocked off, and the Carriages burnt.

After this service was completed, the troops returned by the way of Bristol, and, as the alarm had by this time become general and many of the Rebels had assembled, they were continually fired upon during their march, from behind Walls, trees, and houses by about 300 Rebels, with 2, 3 pounders; notwithstanding which they entered Bristol, where a small Magazine of Stores, the Church, and about 20 of the principle houses were burnt, and several Guns destroyed; after which the Detachment proceeded to the height above Bristol ferry, where they took post 'till the boats came round from Papasquash point.

On the landing of the troops in the morning above Bristol, Captain Seix¹¹ with 30 of the 22^d Reg^t was sent in a flat boat to take possession of the Enemy's Battery of 1. 18 pounder on that point, and which had fired on the *Flora* when she went round it to cover the Boats. This service they effected without any loss, made a Captain and 9 men prisoners, and destroyed the Gun, Platform, Carriage, &c. &c. The flat boats, after the destruction of this gun, assembled at the point, and waited for a Signal from Bristol ferry for their removal there to re-embark the Troops. The Signal being made about half after 10 o'Clock, they proceeded thence, with the *Flora*, up the Channel between Hog Island and Rhode-Island. The *Flora* anchored between the Islands, and the Boats proceeded to the Ferry, at which place the troops began to embark about ½ past 11. The Embarkation was completed about 12, under cover of The *Flora*, and the *Pigot* Galley.¹² The Rebels continued an irregular fire upon the advanced parties of the Troops until they began to embark, but did not attempt making any attack during that time or when the last were embarking. When the last boats were putting off from the ferry, a few stragglers fired from behind some Rocks, and soon after they brought forward one of their Field pieces and fired a few shots from it, but without any effect. From the time our troops quitted the hill above the Ferry until they were out of reach of Cannon shot, Our battery at Bristol ferry Redoubt, and the *Pigot* Galley, kept a smart fire on the Rebels, which deterred them from appearing in numbers. The *Flora* also fired a few shot at them. 69 Prisoners were brought over from Bristol point to Windmill hill, and were marched from thence to Newport. The troops returned in the boats to Newport, where they landed about 4 in the afternoon.

The whole of our loss on this occasion was Lieu^t Hamilton¹³ and 4 privates of the 22^d [,] 1 Grenadier, & one Light Infantry of the 54th, and 4 Hessian Chasseurs, Wounded. Two Drummers of the 22^d who after landing were sent back to the boats for some combustibles, were taken prisoners by the Inhabitants. The loss of the Rebels could not be ascertained, nor could it have been considerable, as they never shewed themselves openly, or came very near.

During the Expedition about 40 pieces of Cannon, including those belonging to The Galley and the Privateer, were spiked or otherwise destroyed.

At the time The *Flora* and the boats were proceeding up the bay, the *Pigot* Galley and 6 armed boats, under the Command of Captain Reeves¹⁴ of the *Nonsuch*, passed undiscovered through Bristol ferry into Mount Hope Bay;—The *Pigot* came to an anchor at the mouth of Taunton River, while the boats proceeded to Fall River, where a Rebel Galley called the *Spitfire*,¹⁵ lay at anchor. They surprized, boarded, & took her without the smallest opposition, and immediately towed her down to The *Pigot*. She mounted 2. 24 pounders in her bow, 2. 12 pounders in her Stern, and 6. 4 pounders in her waist, with 8 Swivels, and had when taken, the Captain¹⁶ and 15 men on board. Having secured the prisoners and got everything in order, and the wind about 9 o'Clock having sprung up from the N.E., the two Gallies and the 6 boats got under way to repass through the ferry. The Rebels had at that time 2. 18 pounders in their lower Battery, and as soon as they came within reach began to fire on them with both round and grape shot; but they passed without any other damage than one Seaman slightly wounded by a Grape shot. Captain Brady¹⁷ of The Royal artillery, who was in our Redoubt at Bristol ferry, kept so brisk a fire on the Rebel Battery that they had not time to fire many shot. The Gallies anchored ahead of the *Venus*,¹⁸ off Arnold's point, (The

Venus having replaced the *Flora* when she went above Papasquash point with the boats) where they remained till they were ordered up to cover the embarkation of the Troops. The Prize Galley however could not work up in time.

About 2 o'Clock this Morning the Guard house which the Rebels had on the N. point of Fogland,¹⁹ was burnt by some boats from the Armed vessels in the Seconnet passage,²⁰ without any loss, although the Enemy had a Guard in it, and fired some Cannon shot from their Battery on the S. point.

These different attacks caused a general alarm throughout the Country: Signal guns were fired at Warwick point, at Providence, and other places; but it did not appear that the Rebels turned out or assembled with much alacrity, as the numbers opposed to our Detachment did not increase much towards the close of the Expedition, altho they were near Eight hours on shore, and the burning boats at Kickemuit River, and the explosion of the Magazine at Warren sufficiently pointed out where our people were. The General²¹ knew, before the Expedition was undertaken, that Colonel Crary's²² Regiment, consisting of about 250 men, was quartered at Bristol.

The destruction of the Armed vessels and so many boats, must undoubtedly prevent the Rebels from making any attempt on this Island for a considerable time.²³

Unfortunately for the Rebels, almost all the boats which they had at Howland's ferry, were sent over to Kickemuit the Morning of the 24th, to be repaired, and consequently were destroyed with the others.

The Expedition was well planned, and executed. The troops underwent much fatigue during the continuance of it, but they supported it, and behaved with their usual spirit. The Flank Companies of the 54th acquired great credit for their address and conduct in flanking, and covering the march of the Main body.

Mackenzie, *Diary* 1: 284–88.

1. H.M. armed galley *Spitfire*, Lt. James Saumarez, commander.
2. Stabskapitän Augustus Christian Noltenius commanded a temporary detachment of Chasseurs drawn from the Hesse-Cassel garrison-regiment von Büнау.
3. Lt. Col. John Campbell, British Army.
4. H.M. fire ship *Strombolo*, Comdr. Samuel Wittewronge Clayton, commander.
5. Lt. John Knowles, R.N.
6. H.M. frigate *Flora*, Capt. John Brisbane, commander.
7. Pопасquash Point.
8. Bridge over Kickemuit River.
9. Probably Rhode Island Navy galley *Washington*. Maj. Gen. Sir Robert Pigot's account of the expedition reports the galley's armament as six 12-pounders. Pigot to Gen. Sir Henry Clinton, 27 May 1778, UklPR, C.O. 5/96, fols. 50–53.
10. Pigot reports that the artillery park consisted of two 24-pounders, two 18-pounders, and two 9-pounders.
11. Capt. Michael Seix, British Army.
12. H.M. galley *Pigot*, Lt. Henry Edwyn Stanhope, commander.
13. Lt. Alexander Hamilton, British Army.
14. Capt. Samuel Reeve, R.N.
15. Rhode Island Navy galley *Spitfire*.
16. Capt. Joseph Crandall, Rhode Island Navy. Pigot reports *Spitfire's* armament as two 18-pounders, two 12-pounders, and six 6-pounders and credits Lt. James Kempthorne with its capture. Pigot to Clinton, 27 May 1778, UklPR, C.O.5/96, fols. 50–53. On 10 June Capt. Reeve on behalf of the officers and crew of H.M. frigate *Nonsuch* entered a libel against the galley in the Vice Admiralty Court of New York. The libel describes *Spitfire* as being of about thirty tons burthen. UklPR, H.C.A. 32/455/1. For more on this capture, see Journal of H.M. frigate *Venus*, above.
17. Capt.-Lt. Thomas Brady, Royal Artillery.
18. H.M. frigate *Venus*, Capt. William Peere Williams, commander.
19. Fogland Point.
20. Sakonnet Passage.

21. Maj. Gen. Sir Robert Pigot.

22. Col. Archibald Crary, 2d Rhode Island State Regiment.

23. In his report, Pigot wrote that it was the "prevailing opinion" that the Americans under Maj. Gen. John Sullivan were planning an attack on the British garrison at Newport, which prompted Pigot and Capt. Walter Griffith to order the raid. He also wrote that he believed the operation would convince the "Rebels" that it was "in the Power of this Garrison to annoy, lay waste, and distress their Persons and Property" whenever "inclined to do so." Pigot to Clinton, 27 May 1778, UKLPR, C.O. 5/96, fols. 50–53.

THE NEW-YORK GAZETTE; AND THE WEEKLY MERCURY, MONDAY, MAY 25, 1778

NEWYORK, May 25

The armed Sloop, *George and Elizabeth*, Capt. Neal,¹ arrived here from a Cruize last Tuesday, in which he took three Prizes, one of them arrived last Week, the other two, viz. the Sloop *Canasta*, Law, Master, with Rum, Salt, Medicines, &c. and the Brig *Abigal*, from Boston for Edenton, in North-Carolina, are not yet arrived.²

Capt. Neal, during his Cruize, drove six of the Enemy's Vessels on Shore at different Periods, and on the 12th Inst. spoke with the Brig *Tryon*, of this Port, Capt. Sibles,³ off Cape Hatteras, who informed him, that the Day before he had drove a Privateer Sloop of 10 Guns ashore belonging to the Enemy.

We hear 4 more Whale Boats have again made their appearance in Blue Point Bay,⁴ and intend to prevent any Boats resorting thither: They lay on the Beach and get Necessaries from the Inhabitants in that Neighbourhood.

A Ship of 350 Tons, from Newcastle for this Port, is taken and carried into Boston,⁵ by the *Cumberland* Privateer, of 20 Guns:⁶ She had some Dry Goods on board, besides Coals.

Prizes sent in since our last, are,

The Sloop *Betsey*, from Virginia, for St. Eustatia;⁷ and Schooner *Herbert*, from Virginia for the West-Indies,⁸ both with Tobacco; Sloop *Fame*, from James's River, in Virginia, for Martinico, with 60 Hogsheads of Tobacco,⁹ by his Majesty's Frigate *Greyhound*, Capt. Dixon.¹⁰

The Schooner *Three Friends*,¹¹ by his Majesty's Frigate *Ariel*, commanded by the Honourable Capt. Phipps.¹²

The *Ariel* chased on Shore a French Polaque, on North-Carolina; the Crew scuttled her, after taking out three Boats full of her Lading, but the *Ariel's* People got some of her Goods before she was totally destroyed.

Two Prizes from Ocracock,¹³ by the *Daphne*.¹⁴

The Sloop *Greyhound*, Robert Cauldfield,¹⁵ Master, from Chincoteague for Bourdeaux, with 86 Hogsheads of Tobacco, and 1200 Staves; and the Sloop *Friendship*, Daniel Munro, Master, from Charlestown for Amsterdam, by the Letter of Marque Brig *Loyal Subject*, Andrew Syme, Commander.¹⁶

Brig *Bourdeaux*, Capt. Jeroud, from France for Virginia, Salt and Bale Goods;¹⁷ and the Sloop *Rising Sun*, Roan, Master, from Baltimore for 'Statia, with Tobacco,¹⁸ by the Tenders belonging to his Majesty's Ships *Solebay* and *Preston*, taken the 12th Instant.¹⁹

The above Schooner²⁰ on her Passage hither, off Cape Henry, was boarded by a French Frigate, of 22 Guns, and 240 Men, that the Night before had been chased by the *Ariel*; but the Frenchman having been three Months on her Passage from Europe, knew nothing of the Hostile Preparations of the King his Master.

The Schooner *Potowmack*, Yallet, Master, from Baltimore, with Tobacco;²¹ and a

Sloop by Captain Goodridge, in the armed Sloop *Hammond*.²² Besides which he took and destroyed the following Vessels, viz.

Schooner *Polly*, from New-London for Surinam, with Boards, Horses, and Onions:— Sloop *Lilly*, from South Quay, with Tobacco:— Schooner *Fish-Hawk*, from Boston, with Lumber:— Schooner *Nancy*, from Boston, Ballast:— Sloop *Jenny*, from Boston, Ballast:— Sloop *Elizabeth*, from Boston, Ballast— Sloop *Success*, from France, with Dry Goods, Cordage and Gun Flints:— Schooner *Esther*, from South-Quay, with Tobacco:— Schooner *Nancy*, from Boston, Ballast:— Boat *Spit-Fire*, from South Quay, with Flour:— Sloop *Nelly*, from Carolina, with Tobacco and Rice:— Sloop *Robert*, from Cape-Fear, with Pork:— Brig *Jenny*, with Salt, burnt at Carolina.

The Ship *La Dedegeaure*, Jean Caree, Master, from Bourdeaux, for Virginia, of 22 Guns, and 140 Men,²³ by his Majesty's Frigate the *Greyhound*, Capt. Dickson, laden with Salt, Dry Goods, Wine, Soldier's Cloathing, &c. The Ship is quite new, and 6 others of the same Force, Construction, &c. were soon to sail from Bourdeaux for Virginia. This is the same Ship that ordered the Master of a Prize Schooner on board his Vessel a few Days since off the Capes of Virginia.

1. A list of New York privateers prepared in November 1778 lists sloop *George and Elizabeth* as having 10 guns, 8 swivels, and a crew of 60. There the commander is given as James Ridley, but one of the owners is listed as Pendock Neal. UKLPR, C.O. 5/1109, fol. 109.

2. There is no record that either *Canasta* or *Abigail* was condemned in the New York Court of Vice Admiralty.

3. Brig *Tryon*, Capt. George Sibbles, carried 16 guns, 16 swivels, and a crew of 72; it was owned by Joseph Goldthwaite of New York. UKLPR, C.O. 5/1109, fol. 109.

4. Blue Point is on Long Island, N.Y.

5. Ship *Layton*, Robert Johnson, master. See Libels Filed in the Massachusetts Maritime Court of the Middle District, 25 May, above.

6. Massachusetts privateer ship *Cumberland*, Capt. James Collins.

7. Sloop *Betsey*, Charles Joynes, master, owned by John Walker. It was captured on 15 May 1778. Howe's Prize list, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 483–84; H.C.A.32/281/5. See also, Journal of H.M. frigate *Greyhound*, 15 May, above.

8. Schooner *Herbert*, Thomas Herbert, master, from Virginia, owned by J. Herbert. According to the prize papers, it was on a voyage to France when captured on 18 May 1778. Howe's Prize list, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 483–84; H.C.A. 32/352/7. See also, Journal of H.M. frigate *Greyhound*, 18 May, above.

9. Sloop *Fame*, Joshua Farnham, master, owned by William Godfrey. Howe's Prize list, 30 Oct. 1778, UKLPR, Adm.1/488, fols. 483–84; H.C.A. 32/328/14. See also, Journal of H.M. frigate *Greyhound*, 19 May, above.

10. H.M. frigate *Greyhound*, Capt. Archibald Dickson, commander.

11. Schooner *Three Friends*, Jonathan Coffin, master. For more on the vessel and its capture, see Journal of H.M. frigate *Ariel*, 14 May, above.

12. H.M. frigate *Ariel*, Capt. the Hon. Charles Phipps, commander.

13. The vessels were: brig *Litchfield*, Eliphalet Riley, master, a Massachusetts vessel captured on 8 May while on a voyage from Connecticut to North Carolina to Amsterdam; and ship *Peggy*, Elisha Lathrop, master, a New York vessel owned by W. Hubbard & Co., captured on 9 May on a voyage from Virginia to New York. Howe's Prize list, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 483–84; H.C.A. 32/390/8; 32/419/1. See also, Journal of H.M. frigate *Daphne*, 8 May and 9 May, both above.

14. H.M. frigate *Daphne*, Capt. St. John Chinnery, commander.

15. In the prize papers, the master's name is given as Robert Caulfield. UKLPR, H.C.A. 32/345/6.

16. Brig *Loyal Subject*, Capt. Andrew Sym, carrying 16 guns, 8 swivel guns, and a crew of 75. UKLPR, C.O. 5/1108, fol. 284.

17. Brig *Gascon*, Francois Girand, master, a French merchant vessel with a letter of marque, captured on a voyage from Portugal to Virginia. UKLPR, H.C.A. 32/338/4. See also, Journal of H.M. frigate *Solebay*, 12 May, above.

18. Sloop *Rising Sun*, George Rowan, master, captured on a voyage from Maryland to St. Eustatius. UKLPR, H.C.A. 32/442/12. See also, Journal of H.M. frigate *Solebay*, 12 May, above.

19. Unnamed tender of H.M. frigate *Solebay*, Capt. Thomas Symonds, commander; sloop tender *Hotham*, tender of H.M.S. *Preston*, Capt. Samuel Uppleby, commander.

20. The "above Schooner" may have referred to the tender of Solebay.
 21. Schooner *Potomack*, Jeremiah Gellot, master, captured on a voyage from Maryland to St. Eustatius. UKLPR, H.C.A.32/427/8.
 22. Sloop *Hammond*, Capt. Bridger Goodrich, carrying 16 guns and a 100-man crew. UKLPR, C.O. 5/1109, fol. 109.
 23. Ship *Dedaigneuse*, Jean Cary/Caree, master, captured while on a voyage from France to Virginia. UKLPR, H.C.A.32/303/11.

EXTRACT FROM THE MINUTES OF THE PENNSYLVANIA GENERAL ASSEMBLY

In General Assembly of Pennsylvania

May 25th. 1778.

[Lancaster, Pa.]

The Representation from the officers of the State Navy was read a second Time,¹ and being considered, it was thereupon

Resolved unanimously, that the said Officers be continued in the pay of the State under the Direction of the Honorable the Council, until the next Sitting of Assembly.

Extract from the Minutes

John Morris Jr

Clk of Gen. Ass:

D, PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. Docketed: "Resolve of the General As/sembly of the 25. May 1778/delivered to Council May 26./for continuing in pay the Officers of/the fleet untill the next sitting/of Gen^l Assembly." In another hand, someone has written over part of the docketing "1778" and below the docketing, "42."

1. The "Memorial of the Officers of the State Navy of Pennsylvania" was signed by Commo. John Hazelwood and Captains Thomas Moore, William Allen, William Greenway, John Harrison, John Rice, Hugh Montgomery, William Brown, William Watkin, William Ross, John Brice, and William Potts. John W. Jackson, *The Pennsylvania Navy 1775-1781: The Defense of the Delaware* (New Brunswick, N.J.: Rutgers University Press, 1974), p. 462, note 24. It was read first in the Assembly on 23 May, but was tabled. *Journals of the House of Representatives of the Commonwealth of Pennsylvania. Beginning the twenty-eighth Day of November, 1776, and Ending the second Day of October, 1781.* (Philadelphia, John Dunlap, 1782), p. 209.

PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO COLONEL BARTREM GALBRAITH, PENNSYLVANIA MILITIA

In Council

Sir,

Lancaster 25^h. May 1778.

The remains of the Crews of the Gallies lately employed on the Delaware are just come to this Burrough.¹ It was in contemplation to employ them on the Chesapeake Bay; Congress at least asked for them. But now it is hoped, that they may be soon re-established in their Vessels in guarding the River; for the Gallies are yet in being, & may, perhaps be refitted.

In the mean time as they, are ~~in the Town~~ at present here & must be paid & victualled, it will relieve you from the necessity of employing so many Militia, as was desired some days since, should you count on 130 of these boatmen towards the guard at Lancaster.² I dare say ~~your~~, the people of the County will have no objection that these ~~people~~ folk under take their duty for a few weeks I am Sir, [&c.]

Df, PHarH, RG 27, Executive Correspondence (loose) of the Supreme Executive Council. Addressed below close: "Col. Galbraith." Notation at top of first page: "Council to Col Galbraith 1778." Docketed: "1778 May 25th. To/Col^o. Bartram Galbraith." Galbraith was an officer in the Pennsylvania Militia.

1. See Pennsylvania Supreme Executive Council to Pennsylvania Navy Board, 23 April, above.

2. The "guard at Lancaster" was a large American prisoner-of-war compound at Lancaster, Pa.

CONTINENTAL MARINE COMMITTEE TO RICHARD ELLIS

Sir

[York, Pa.] May 25th 1778

We are now to acknowledge the receipt of yours of the 27th of April last. The Receipt of yours of the 2^d March we have already acknowledged and fully answered, and refer you to that answer—¹

We are exceedingly glad to hear of the arrival of the *Raleighs* Prize loaded with salt at Beaufort.² The Continent as we informed you in our last are entitled to One half only of Such Prizes as may be Captured by Continental Vessels of War. We would have you purchase the half of the salt belonging to the Captors at the lowest rate you can and remove to and store the same together with the Continental half at Newbern until farther Orders as this salt may be much wanted in the fall to pickle meat for the use of the Army. We have delivered your Oath of Allegiance and Oath of Office to the Secretary and you will take care not to sell anything belonging to the Continent that may come in your hands without first consulting us, unless the same should be of a perishable nature.³ We are sir [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fols. 151–52(M332, roll 6). Addressed above opening: “Richard Ellis Esquire.”

1. See the Continental Marine Committee to Ellis, 22 Apr., above.

2. Probably the brig *Sally* captured by Continental frigate *Raleigh*, Capt. Thomas Thompson, commander, and Continental ship *Alfred*, Capt. Elisha Hinman, commander, on 28 September 1777. *NDAR* 10: 875, 946–47. The *North-Carolina Gazette* reported on 15 May that this prize had been captured while anchored at Topsail Inlet by a loyalist privateer captained by Bridger Goodrich. Unable to carry off the vessel, Goodrich set it on fire. The 1,200 bushels of salt on board, which had “just been condemned by the court of admiralty and sold,” were saved; the prize, however, was “ruined.”

3. Ellis’s oath of allegiance is in DNA, PCC, item 195, p.183 (M247, roll 201).

SAMUEL ADAMS TO JAMES WARREN

[Extract]

My dear sir

York-Town [Pa.] May 25 1778

Your favor¹ by Capt Coltor² overtook me on the Road; agreeably to your Request I immediately on my Arrival here mentioned to a Gentleman of the Marine Committee the Necessity and Importance of keeping your Board³ duly supplyd with Cash to enable you effectually to do the duty of your Department, and was told that 50.m of Dollars had been lately remitted to you.⁴ I will not fail to do what in me lies to forward that Service, as our Navy has always lain near my Heart. . . .

L, MHi, Warren-Adams Collection, Adams Papers. Addressed below close: “Hon M^r Warren.” Docketed: “M^r S. A. Letter/May 25 78.” This is the recipient’s copy without signature.

1. See Warren to Adams, 8 May, above.

2. Capt. Harmon Courter.

3. Continental Navy Board of the Eastern Department.

4. On 23 May, Congress ordered that \$50,000 be sent to the Continental Navy Board of the Eastern Department. See Continental Marine Committee to Continental Navy Board of the Eastern Department, 26 May, below.

NOTICE PUBLISHED BY AUTHORITY OF THE CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT

NAVY-OFFICE, *Baltimore, May 25, 1778.*

NOTICE IS HEREBY GIVEN, That the Commissioners of the Navy for the Middle District, are now sitting at Baltimore, for the Despatch of Public Business. It is

expected that all Officers belonging to the Navy of the UNITED STATES, who have not taken the Oaths of Allegiance and Office, as prescribed by the Resolve of Congress of the 3d of February last,¹ will attend at this Board as soon as possible for that Purpose. And those, who on Account of Distance, cannot conveniently comply with this Order, are directed to take the said Oaths before the Judge or Justice of the Place where they reside, and forward their Certificates to this Office without further Delay.

The Maryland Journal, and Baltimore Advertiser, 2 June 1778.

1. See Journal of the Continental Congress, 3 Feb. 1778, *NDAR* 11: 271–74.

MARYLAND COUNCIL TO THOMAS CLAGETT

Sir.

In Council Annapolis 25th. May 1778.

We send you by your Brother¹ the four thousand Dollars as you desire. We have great Difficulties in procuring Craft for the Transportation of Provisions, the first we can command on that Service, we shall send round to Potowmack,² with Orders to take what you have on that River: What lies convenient to Patuxent, had best be sent to convenient Landings there but, if you have an Opportunity, we wish you in the mean Time to hire a Vessel and send forward the Provisions, inclusive of the Pork from Potowmack, addressed to Col^o Henry Hollingsworth at the Head of Elk.³ If we should send a Vessel round at the same Time, there would be no great Disappointment, as she may carry Fish or other Provisions from above or below you.— We are &^{ca}.

LB, MdAA, Governor and Council Letterbook, 4007, S1075-6, p. 167, no. 236. Addressed at the foot: “M^r Thomas Clagett/Piscataway.”

1. William Clagett who, like Thomas Clagett, was a purchasing agent for the state.

2. See Gov. Thomas Johnson, Jr., to Capt. George Ross, 27 May, below.

3. Hollingsworth was Continental deputy quartermaster general in Maryland.

MARYLAND COUNCIL TO COLONEL GEORGE DASHIELL, MARYLAND MILITIA

[Extract]

Sir.

In Council Annapolis 25th. May 1778.

. . . We are surprised that Cap^t Winder¹ should refuse to receive the Substitutes; it was certainly his Duty to have forwarded them; to make the best of it, we request you will send them to Cambridge, in char[g]e of some trusty Militia Officer, who must be paid for his Trouble: we shall send a Galley there in a few Days² for some continental Tents and other Matters, and she may take the Men immediately to the Head of the Bay, which will be a great Ease to them. We request the Men may be marched to Cambridge immediately, that the Galley may not be delayed. If they get there before her they may if inconvenient to the officer you send to stay, be left in the Care of any of our Continental Officers, who may be there or if none there, in the Care of John Chalmers. We inclose you a Copy of an Act passed the last Session;³ if there should be Occasion, you are by Virtue thereof and this Order, to call out such of the Militia as you think necessary and most proper, advising us immediately of it. We are &^{ca}.

LB, MdAA, Governor and Council Letterbook, S1075-6, 4007, p. 166, no. 235. Addressed at the foot: “Col^o George Dashiell.”

1. Capt. Levin Winder of the First Maryland Continental Regiment.

2. As seen at Council to Lt. John Hanson, 26 May, below, the Maryland Navy galley *Independence* was sent.

3. "A number of the Inhabitants of the Upper Part of Queen Annes County having represented their being in great Danger from Parties of Tories Commanded by Cheney Clows the said Cheney Clows and his Parties having lately committed several Roberies and taken some of the inhabitants out of their Houses and have therefore requested a small party of Militia to scout in those Parts which is thought necessary and is therefore recommended by the [*County*] Lieut of Queen Annes County immediately order out any Number of the Militia he may judge proper not exceeding Forty under proper Officers nor for a longer Time than one Month to serve as a scouting Party for the Protection and Defence of the inhabitants in the upper Part of Queen Annes County and the Neighbourhood thereof with Power if necessary to act in the State of Delaware" D, MdAA, Governor and Council Proceedings, 3842, S1071-23.

JOURNAL OF THE COUNCIL OF THE STATE OF VIRGINIA

[*Williamsburg*]

Monday May 25th 1778.

Present

His Excellency,¹

John Page
Dudley Digges
Thomas Walker

Nathaniel Harrison
David Jameson &
James Madison j^r

Esquires

. . . Report being made by the Assistant Engineer² respecting the Situation of York & the additional Fortifications necessary for that place as a protection to our Allies; and the Board taking the same under their consideration do advise the Governor to direct Colonel Marshall³ to consult with Captain Fournur the Assistant Engineer & take the proper Steps for extending the Works at that place & for fortifying the Gloster Shore so as to cooperate with York, and to encrease the number of Labourers for the purpose upon the best Terms possible. And the Governor is also advised to desire the Navy Board to direct that two Gun Boats be immediately built according to a Plan to be furnished by Captain Fournur.⁴

H.R. McIlwaine, ed., *Journals of the Council of the State of Virginia* (Richmond: The Virginia State Library, 1932), 2: 138.

1. That is, Gov. Patrick Henry.

2. Assistant Engineer Joseph Feliz Fournier (Founeer/Fournur). For more on this report, see Journal of the Council of the State of Virginia, 13 May, above.

3. Col. Thomas Marshall had been named commander of the Virginia State Artillery Regiment. *Madison Papers* 1: 228–29n.

4. These gunboats were never built.

JOURNAL OF H.M. FRIGATE *ARIEL*, CAPTAIN THE HONORABLE CHARLES PHIPPS

May 1778 [Cape Hattrass WSW^t½W^t: distance about 4 League]¹

Monday 25 at 10 AM made Sail & Stood to the South Ward—

[Cape Hattrass WSW^t½W^t: distance about 4 League]

Mod^{te}: & Cloudy W^t: at 5 PM saw a Sail ahead, made Sail & gave Chace, it being inclinable to Calms got the Boats out & sent them after the Chace, hoisted Signal lights & made false fires to the boats [½] p^t 9 the boats & Prize Join'd Company which proved to be Schooner *Gen^l: Scott* from Virginia for Nantz laden with Tobacco²

D, UKLPR, Adm. 51/61, part 1.

1. Last recorded bearing and distance at noon on 20 May.
2. Schooner *General Scott*, John Cook, master, sent to New York. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 487–88.

GOVERNOR PETER CLAUSEN OF THE DANISH WEST INDIES TO GOVERNOR WILLIAM
MATTHEW BURT OF THE BRITISH LEEWARD ISLANDS

Sir

The Reason why I have not before now answered your Excellency's most honored of the 26th of March last, which came the 5th of April to Hand, is because I would in Consequence of your Complaint against Abraham Keyler and one Daniel at S^t Thomas make the strictest Enquiry, and which I ordered the 12th of same month at the Court of S^t Thomas, and having a few days ago received the Proceedings: I can now with the more Certainty acquaint your Excellency, that it realy grieves me to assure your Excellency, that notwithstanding as good the foundations your Informations relative to the privateers fitted out at S^t Thomas, are built upon, is yet [*as*] my Letter of the 30th of January last¹ and the Assertions therein laid down concerning the Weakness of the Informations given you [*are*] an undeniable Truth, and which is founded upon Depositions and Declarations given under Oath before a public Court.—

The first viz Keyler, relative to his being Part Owner with L'Abadie, has proved his entire Innocence before the Court, and the Custom House Officers have also declared under Oath, that neither he nor any Inhabitant to their Knowledge was nor are interested.—²

And as to the other Daniel, there is not such a Man at S^t Thomas of that Name.—

It may be possible, that Provisions have been landed at Bochen Island³ near to S^t Thomas, and from thence brought in for Sale, which no Custom house Officer can see from the Harbour, but I am convinced of, that it never was entered as a Prize, besides having no Prize Master on Board, who can judge whether it is a Prize or not? when they enter from one or other Island.—

I would wish your Excellency had sent me the mentioned Depositions, that I might have produced them under the Examination for the better Elucidation of the Court, who had no other Guide but my Orders; which were founded solely on your Excellency's Declaration.—

This I can assure your Excellency as I have done before; that no American Privateer coming in to any of the Danish Ports here with a Prize, shall get permission to sell the same.—

Should Mollineux with his Crew happen to arrive in my Government;⁴ I shall then by Evidences before the Court convince him of Threats against me: as the Laws of my Sovereign doth not permit in Actions of Injury to impose on any Man by Depositions under Oath, but the accused Person shall be present at the Examination of the Evidences to defend himself.—

The danish Laws also dictates Punishment for those who menaces with threats, and consequently I can not be of Opinion with your Excellency: that the Privateers should first attempt illegal Acts or carry threats into Execution, before they are punished and meet with their Deserts—

It would be a very poor Satisfaction to me after such desperate People either had hanged or abused me that they afterwards lossed their Lives.—

The mentioned Execrations thrown out & Vengeance declared against your Excellency in my Government, I must declare that I never heard of: and even if so: I can positively assure your Excellency, that your Person should be very safe here, but such a certain Assurance can your Excellency not give me on the Seas under such desperate and wild Privateers, who's Conduct has, hitherto proved that Imposition is exercised without Law or Reason.—

The Roman Emperors Reply to a Sycophant I have known many Years ago and consequently long before your Excellency was invested with his Government, also the moral your Excellency has been pleased to alledge, that a Governor stands charged with nothing more than his own Misconduct; which has been strictly observed by me since the year 1751 when I was appointed Governor.—

Concerning what your Excellency has been pleased to mention; that it seems I did not regard the Complaints relative to Ledlar and his Crew,⁵ nor reflect on the Informations or Depositions you receive from the English and transmitté to me: I must animadvert: that it is strange, that your Excellency will have me to believe such Depositions, which hitherto have not bore the Shadow of Truth, and which I can prove by all the Inhabitants of this Island.

The same was M^r. Potters Information relative to one of Ledlar's Crew who was dead in Confinement.⁶

The Deposition transmitted to your Excellency by me regarding the threats which a Privateer without Name had uttered against some of our Inhabitants here, was not sent with that Intention to have Satisfaction, as your Excellency self acknowledges, that no English Man can be punished before he carries his threats into Execution, whereby no Man can be satisfied; but it was only to shew the illegal and Insolent Behaviour of the Tortolian Privateers even contrary to their them given Instructions, also that they do not mind the Orders of their Commanders.

I would really wish that your Excellency would not listen more to the Information of low People than I do, and I would then not be troubled with so many wrong and erroneous Accusations against the Danish Inhabitants within my Government.—

In my Letter to your Excellency of the 3^d. of February last I have already mentioned that I had nothing against Ledlar's Crew, whereby it was plain: that they after being examined would be immediately set on free foot, which also is done long ago: and regarding the Reason why they were arrested, I think my self not to be responsible but to my King.—

Your Excellency's uttered Surprise would hardly have taken Place, if you had considered, that I had no armed Vessel at that time when Ledlar was to an Anchor at Bochen Island, which could take him up and bring him in, and a Man who commits Hostilities will hardly be taken by one whom he is Master of.—

I have before mentioned that I no where can find in my Sovereign's Law, that the Rebels of foreign Powers are forbid Justice, and which besides is a thing that doth not concern me, as here are appointed Judges who must decide agreeable to Law and are answerable for their Actions to their Upper Judges.—

Lastly I am of the same Sentiments with your Excellency that I am answerable to my King for all my Transactions when called upon.— I am with sincere Regard [&c.]

P: Clausen

S^t. Croix

May 25th. 1778

LB, DNA, RG 55, Government of the Virgin Islands, Box 1 (Copybooks, Letters sent by Governor Peter Clausen to Foreign West Indian Officials, 1774-84), p. 45-48. Addressed at top of page: "To His Excellency/William Mathew Burt/Governor & Commander in Chief of His Britannic/Majesty's Caribe Islands in America &c^a &c^a &c^a/at Antigua."

1. See *NDAR* 11: 240-41.
2. Nothing more is known about Keyler or L'Abadie, who was presumably a privateer owner.
3. Modern-day Buck Island, St. Thomas, American Virgin Islands.
4. For more on the actions of Capt. Mollineau, a Tortolan privateer captain, see Clausen to Burt, 3 Feb. 1778, *NDAR* 11: 276-77.
5. On the case of Capt. James Ledlar of the privateer sloop *Rose* and his crew, see *ibid.*
6. On James Potter's allegations, see *ibid.*

May 26

LOG OF RHODE ISLAND PRIVATEER SHIP *MARLBOROUGH*, CAPTAIN GEORGE WAIT BABCOCK

[*off Nova Scotia*]

Remarks for Tuesday May 26th: 1778

att 3 AM hove Short a Peak, att 4 weighd our Anchor, & the Ship *John*¹ with us Stood through those Islands about. S.B'W the Wind att NW. att 7 hawld our wind to the westward. att 8 Saw 3 Small Sail under the Land. Lieut Eldred² went in the Barge towards them. att 11 they appeared Standing towards Us, as 3 Schooners with Continintal Colours Up from whom we hope to gett Intellegence—

[*in Spry Harbour, Nova Scotia*]

The first part fresh Breezes. the wind att NW. the Schooners run along Side. the Captains Came on Board us. When to our Sorrow they Informed us that we Where 20 Leagues to the Eastward of Hallefax. the wind being againstt us we Determind to make a harbour, took a pilot from one of the Schooners, of Which they was all armd Privateers mounting 8 Suivels & 25 Men 6 Weeks from Salem. the Pilot Came on Board. and att 3 P.M Anchord us in Taylors harbour.³ which is a very fine one, opening to the SE: it is Nova Scotia the Captain thinking we had not Provisision Sufficient to gett home with. we began to get Some out of the Ship *John*.

D, NjMoHP, Lloyd W. Smith Collection, "Journal of A Voyage in the Good Ship *Marlborough* George Wth: Babcock Commander Bound On A Five Months Cruize Against the Enemies Of The United States of America from Rhode Island Kept by John Linscom Boss. Capt^{ns}. Clerk.—"

1. Prize ship *John*, James Ogilvie, master.
2. Probably, Lt. James Eldred.
3. Probably, Spry Harbour, Nova Scotia, with Taylor Head at its entrance.

PETITION OF SAMUEL THWING AND WILLIAM SHATTUCK TO MASSACHUSETTS COUNCIL

To the Hon^{ble}: the Council of the State of
Massachusetts Bay.

The Petition of Samuel Thwing Agent for the Brigantine *Washington* and William Shattuck part Owner of said Brigantine burthen about 120 Tons Mount^g 12 Carr^g: Guns, 80 Men, 1200. w^t Powder & Shott in proportion, Provisions & Stores for four months, Nath^l Wardell Commander Robert Crage first L^t John Williams second D^o Rob^t Jervis Master—

Humbly Shew

That they have at a very great Expencc fitted out the said Brigantine¹ as a Priva-

teer to Cruise against the Enemies of the United States of America, That she is now Completely fitted for her Cruise being Victualled and fully Manned, but by some means or other they have been so misfortunate as not to be Able to procure a Commission for Nath^l Wardell the Commander of said Brigantine, And your Petitioners to their great Mortification are informed that there are no Commissions at present to be had within this State. That if your Honors would be pleased to Authorise Your Secretary to Alter an Old Commission and Insert the Name of the said Brigantine and Commander, they humbly apprehend it would Answer their purpose, And prevent the Cruise from being broke up.—

They therefore humbly pray your Honors would be pleased to Authorise and empower the Secretary of this State to Alter an Old Commission that it may Answer for the said Brig^a & Commander—And as in duty bound shall pray &c^a.

Samuel Thwing
William Shattuck

Boston May 19th. 1778

In Council May 26th. 1778 Read & Ordered that a Commission be issued out to Nath^l Wardell as Commander of the within mentioned Vessel—he complying with the Resolves of Congress—

Jn^o. Avery D^y Sec^y

DS, M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777–1778), fol. 313–13a. Docketed: “Samuel Thwing, William Shattuck/& others for a Commission for/a Privateer & order thereon/May 25th. 1778—”

1. Privateer *Washington* was captured by H.M. frigate *Blonde* on 30 May south of Cape Sable.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War,

Present,—

Sam^l Ph^{'ps} Savage Esq^r

John Brown Esq^r

Thomas Walker Esq^r

Boston May 26th. 1778—

Isaac Phillips Esq^r

Eleazer Johnson Esq^r

Sam^l Ph^{'ps} Savage Esq^r President—

Order'd, That the Com^y Gen^l.¹ deliver Thomas Powell for the Brig^t. *Hazard*,² as much Shroud Hawser as he may want ret^g the weight—

Order'd, That the Com^y Gen^l. deliver Samuel Hartley for the Sick Men landed by Cap^t Harreden³ on Rainsford Island, & for Men sent there by Col^o. Crafts⁴—one Cord Wood—

Order'd, That the Com^y Gen^l. deliver D^r Edward Kitchen Turner for Sick Men landed at Rainsford Island, belonging to the Brig^t *Tyrannicide*—the following Articles, viz:—

20^{lb} Brown Bread,—

7^{lb} Rice,—

7^{lb} Sugar,—

14^{lb} Flour,—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 318–19.

1. David Devens.

2. Massachusetts Navy brigantine *Hazard*, Capt. Simeon Samson, commander.

3. Capt. Jonathan Haraden, commanding Massachusetts Navy brigantine *Tyrannicide*.

4. Col. Thomas Crafts, Massachusetts State Artillery Regiment.

WILLIAM VERNON TO JOHN ADAMS

Dear sir

Boston May 26th. 1778.

The Two foregoing Letters are Copys,¹ thinking it necessary to transmit at least Three Copys these precarious Times, w^{ch}. I shall think no trouble in transcribing, if a single line thereof gives you the least satisfaction—The building the 74 Gun Ships are order'd to be stoped for the present, I suppose it to be in consequence I [of?] what You requested me to write M^r Ellery upon the subject²—nothing New in the Naval department since my last—

The Enemy from Newport made an excursion upon the Main Yesterday morning, they Landed about 700 Men at Warren at Day light, under the command of Co^l Cambell³ they burn't a number of boats that was collected there the last Winter, sat Fire to the Baptist Meeting House w^{ch} with three or four other buildings were consumed, the Militia collecting to the number of 120 they retreated towards Bristol made a stand, Two or Three Mile from that Town, while a number Rob'd & plundered the Inhabitants destroy'd furniture &c &c, sat Fire to the Episcopal Church and 22 of the best dwelling houses in the Town, retreated hastily down to the Ferry landing—opposite to Rhode Island,⁴ where a Frigate an Arm'd Brig^{t.5} & several Cutter was ready to receive them on board under cover of their Guns w^{ch}. constantly Fir'd upon our People who pursued & harassed them in their retreat & embarkation, although not a fourth part of their number. Co^l Barton⁶ (who took Prescott)⁷ was Wounded with one private we made three Prisoners, and its very probabil Kill'd some and Wounded many, as much blood appeared upon the Hill where they made a stand & several were seen to fall. Thus ended this burning thieving Expedition in six hours from their Landing after retreating 8 Mile & stealing Twenty respectable Inhabitants out of their beds, whom they took away, we suppose to Starve & Murder on board their Prison ships, as they have done with some Thousands before—I forgot to tell you Ten days past they sent a party into the Eastward sound⁸ and Rob'd the Elizabeth Islands of 1500 sheep & 100 Cattle, burn't some buildings &c. they did not Land at the Vineyard. return'd to Newport with their booty.

We are impatient to hear of your safe arrival. I am [&c.]

W^m Vernon

L, MHi, Adams Papers. The address portion of this letter has been lost and a portion of the surviving manuscript cut off, leaving only a fragmentary docket entry: "M[r. Vernon's Letter 26 May 1778]/ans. [27 July 1778]." The recipient's copy begins in the middle of page 3 and continues to the middle of page 4, being preceded by a triplicate of the letter dated 9 Mar. and a duplicate of the letter dated 20 May.

1. A triplicate copy of Vernon's letter of 9 Mar. and a duplicate of that of 20 May.

2. On 20 Nov. 1776 the Continental Congress authorized the building of three 74-gun ships of the line: one at Portsmouth, N.H., one at Boston and one at Philadelphia. It is not known what John Adams asked Vernon to write William Ellery, a member of the Continental Marine Committee in Feb. 1778. Ellery wrote Vernon on 16 Mar. that "these huge ships are too costly and unwieldy" and should be completed as large frigates. On 6 Apr. the Continental Marine Committee, in response to letters from William Vernon and William Whipple, ordered the Continental Navy Board of the Eastern Dept. to halt construction of the ship of the line at Portsmouth. Congress on 29 May concurred and directed that it be completed as a ship mounting 56 guns on two decks.

3. Lt. Col. John Campbell, 22d Regiment of Foot.

4. That is, the Island of Rhode Island.

5. According to British accounts of the raid, the evacuation of troops from Bristol Ferry was covered by H.M. frigate *Flora*, Capt. John Brisbane, R.N., commander, H.M. armed galley *Pigot*, Lt. Henry Edwyn Stanhope, commander, and the newly-captured armed galley *Spitfire*.

6. Col. William Barton, Stanton's Regiment, Rhode Island Militia.

7. Maj. Gen. Richard Prescott, British Army. Barton captured Prescott in a daring raid on Prescott's quarters on British-held Aquidneck I. in 1777.

8. That is, Vineyard Sound.

MAJOR GENERAL JOHN SULLIVAN, CONTINENTAL ARMY, TO HENRY LAURENS, PRESIDENT
OF THE CONTINENTAL CONGRESS

Dear Sir/

Providence [*R.I.*] May 26th 1778

I beg Leave to inform Congress That on the night of the 24th Instant. about Six or Seven hundred of the British & Hessian Troops at Rhode Island Embarked on Board two Ships of War Two Tenders & about Thirty Flat Bottom^d Boats¹ & pass^d up the River & Landed before Day between Warren & Poppasquash Point² at the appearance of Day Light they marched in Two Bodies one for Warren & the other for The Head of Kickemuet River³ where were about Seventy Flat Bottomed Boats & one of The State Galley⁴ They Burned all the Boats but Twelve & Set fire to the Galley which was afterward Extinguished without having Done Much Injury They Then Set fire to the Meeting House at Warren & to Seven Dwelling Houses and Retreated Toward Bristol where their Ships had Fallen Down with the Flat Bottom^d Boats to Receive them They Burnt in Bristol Twenty Two Houses among which ~~was~~ is Governor Bradfords⁵ in their Tour Every Species of Cruelty was Displayed twenty of The Inhabitants were taken & Carried off: almost Every House was Plundered They made no Distinction between their Friends & Foes Some women who had been Long noted as their faithful friends were Compelled by the Bayonet to Stand while Their Buckkels were taken from their Shoes their Rings from their Fingers Their Handkerchiefs from their Necks and I received Intelligence of the Enemys Landing about Eight of Clock The Country was immediately notified The Troops from this place put in motion & Lest an attempt might be intended upon This place or upon the Western Shore Some part of the Militia was called in to guard the Western Shore & this Place the Residue were ordered to march on Toward the Enemy. all Those from the Massachusetts were ordered ~~there~~ to meet & oppose them. They assembled with great alacrity & marched with much Expedition. Col^o Barton⁶ was Sent on to muster what force he Could on the Road to assist Col^o Crareys Regiment⁷ which was Stationed at Bristol & had got into the Enemies Rear Col^o Barton with ~~what~~ Crareys Reg^t & what force he had Collected amounting to near Two hundred attack^d them in their Retreat & I believe did them Considerable injury. The Gallant Col^o was Dangerously wounded in the Action.⁸ I arrived on the ground about half past Eleven of Clock The Troops from This Place & a Large Body of Militia were about two Miles in the Rear coming on, many of which had marched near twenty Miles in Less than four hours. when I came upon the ground Their Rear had Embarked & ~~had~~ been off near an hour. I know nothing of their Loss we had two or Three Killed Several wounded & five taken. I am Sorry to Inform Congress that Notwithstanding my Repeated Solicitations There is not a hundred men Sent here from Mass^a. but Eighty from New Hampshire & not a man from Connecticut. The whole force here is Less than five hundred to Defend a Shore of near a hundred

Miles in Extent. While we Remain in this weak Situation They Enemy will have it in their power to Destroy the Towns upon the Shore one after another & Retreat before any force can be Collected to oppose them Successfully. I have Repeatedly urged this to the States but without Success I am Informed that the Continental Bounty being So high for Soldiers to Join the Grand Army There priviledge of Drawing Cloathing at a Reasonable Rate & Those in this Department having So Small a Bounty Compared to the other & having no Certainty that they can Draw Cloathing but at an Extravagant Price They prefer going into the grand Army.— I have again wrote by Express to the Several New England States informing them of our Situation & of the advantage the Enemy have taken of it. hope it may have a good Effect.—

I cannot help observing that The place for Laying up the Boats was very injudiciously Chosen. I was about to move them when I first Came to this Port but upon Examination found not one of them would Swim: I Employed a Number of Carpenters to Repair them with a view of moving them up Taunton River where they would have been Safe but before this could be Effected they were destroyed one of the State Gallies⁹ manned with Thirteen Men was taken yesterday morning at Gardners Neck by one of the Enemies Gallies¹⁰ which Rowed up to her in the Night. Sir I have the Honor to be [&c.]

Jn^o Sullivan

L, DNA, PCC, item 160, pp. 125–27 (M247, roll 178). Addressed below close: “His Excellency/Henry Laurens Esq.” Addressed on cover: “His Excellency/Henry Laurens Esq./President of the Continental/Congress/York Town.” Notation: “(On public Service)/P^o Express/M General/Sullivan.” Docketed: “N^o 24/Gen. Sullivan/26 May1778/Recd 6 ~~May~~ June/Read 8 June 1778/Referred to the Com^{te}/of intelligence to extract/from it what is proper/for publication & then/to be referred to the Board of War.” Sullivan wrote an identical letter the same day to General George Washington, DLC, George Washington Papers, Series 4.

1. British accounts list only two Navy vessels accompanying the raiders: H.M. frigate *Flora* and H.M. armed galley *Pigot*, the former schooner tender *Lady Parker*.
2. Popasquash Point.
3. Kickamuit River.
4. Probably Rhode Island Navy galley *Washington*.
5. Deputy Governor William Bradford. *The Providence Gazette; and Country Journal* on 30 May reported that the British burned eighteen “of the most elegant Dwelling Houses” in Bristol “not sparing the Episcopal Church, a large Edifice near the Centre of the Town.”
6. Col. William Barton, Stanton’s Regiment, Rhode Island Militia.
7. Col. Archibald Crary, 2d Rhode Island State Regiment.
8. In its report of 30 May, the *Providence Gazette* stated the attack of Barton’s force prevented the British from “taking off any live stock, although a Number of Cattle was collected near the Shore.”
9. Rhode Island galley *Spitfire*, Capt. Joseph Crandall, commander.
10. H.M. armed galley *Pigot*, Lt. Henry Edwyn Stanhope, commander.

GOVERNOR WILLIAM GREENE OF RHODE ISLAND TO GOVERNOR JONATHAN TRUMBULL OF
CONNECTICUT

State of Rhode Island } Council Chamber
and Providence Plantations. } Providence May 26th. 1778.
Sir

This is to inform you That a party of the Enemy supposed to be about Seven Hundred, landed upon the Eastern part of this State, the Night before last towards break of Day, and burnt about Thirty Houses and Stores in the Towns of Bristol and

Warren, as also our Flat bottom'd Boats, to the Number of about Seventy or Eighty which lay at a Place called Kekamuit,¹ which has greatly alarmed the Inhabitants of this State, especially as we have been for a considerable Time past intirely neglected by our Sister States, not assisting with their Quota of Troops according to the Agreement entered into by the Convention at Springfield,² and unless we can be better furnished for the future I see nothing to hinder immediate Destruction from taking place, for unless the major Part of our Militia are continually upon Duty, the Shores cannot be properly guarded, and in that Case we shall very soon be deprived of the Necessaries of Life, that considering our unhappy Situation and how distressing the Scene has now opened I am convinced I need not use any further Arguments to Convince you of the Necessity of your States sending forward their Quota of Troops with the utmost Dispatch. I am with great Respect Sir [&c.]

W. Greene

P.S. Our Magazine at Warren is also blown up and a considerable Quantity of military Stores been destroyed.

L, Ct, Jonathan Trumbull Papers, vol. 8, pp. 137a–d. Addressed at foot: "Govr. Trumbull." Addressed on cover: "His/Excellency/ Jonathan Trumbull Esqr;/ Governor of the State of Connecticut/ Lebanon." Notation: "On Public Service." Docketed: "26th May 1778/Gov^r. Green/de Depredation at/Warren, & Bristol/Ask^s Assistance—/rec^d. 28th ins^t." Greene sent an identical letter this day to Jeremiah Powell, president of the Massachusetts Council. R-Ar, Letters from the Governor (1778), vol. 3, p. 34.

1. Kickamuit River, R.I.

2. This refers to the convention which met at Springfield, Mass., on 1 to 6 August 1777 and included representatives from New Hampshire, Massachusetts, Rhode Island, Connecticut and New York.

LIBEL FILED IN CONNECTICUT MARITIME COURT FOR HARTFORD COUNTY

HARTFORD COUNTY, May 26, 1778.

PUBLIC notice is hereby given to all whom it doth or may concern, that a libel is filed before the Hon. Jabez Hamlin, Esq; Judge of the County Court in the County of Hartford against the Brigantine *Britania*, burthen 150 tons, Edward Hooper late master her tackling, apparel and cargo, in favor of David Brooks, commander of the armed schooner called the *Chatham* and his associates the captors and setters forth of the said schooner, who took her upon the high seas, and sent her into the county of Hartford: and for the trial of the justice of said capture, the maratime court for the county of Hartford will be held at Hartford in said county on 23d day of June, A.D. 1778, at which time all persons claiming property may appear, and shew reason if any they have, why the said brigantine *Britania* with her apparel and cargo, should not be adjudged as lawful prize to the captors and setters forth agreeable to the prayer of the libellants.

By order of the Judge,

GEORGE WYLLYS, Register.

Connecticut Courant, and the Weekly Intelligencer (Hartford), 2 June 1778.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport. Rhode Island]

26th May. Fine weather. Wind S.

The *Haerlem* Sloop, coming into the harbour this morning from the Seconnet,¹ was taken for an unarmed vessel by some Rebel boats from point Judith, who put off to attack her;² but a Signal being made by the Commodore³ for the *Pigot* and *Spitfire* Gallies⁴ to go out, and they being followed by some armed boats, the Rebels were afraid of being intercepted, and retreated precipitately.

Mackenzie, *Diary* 1: 288.

1 That is, Sakonnet Passage.

2. See Master's Journal of H.M. armed sloop *Haerlem*, below.

3. Capt. Walter Griffith, R.N, acting commodore at Newport.

4. H.M. armed galley *Pigot*, Lt. Henry Edwyn Stanhope, commander, and H.M. armed galley *Spitfire*, Lt. James Saumarez, commander.

JOHN POTTER TO WILLIAM VERNON

S^r

S^o Kingston [*R.I.*] May 26th 1778

I receiv'd Your Letter of the 22^d: Inst^t. wherein You Requested me to inform the Navy Bord at Boston whither I wou'd take up with the Terms, You Mentioned in said Letter.— Respecting the Pigg Iron Ballist, and wrought Iron, I together with Co^{ll}. Sands¹ have therefore concluded to take up with the Terms You Mentioned in said Letter And shall take the first Oppertunity in forwarding said Pigg & wrought Iron to Maj^r. Joshua Huntington in Norwich agreeable to Your directions—²

S^r You will Please to Inform the Navy Bord at Boston with the same— I am with great respect S^r. [&c.]

John Potter

L, RNHi, William Vernon Papers. Addressed at foot: "William Vernon Esq^r"

1. Lt. Col. Ray Sands, Rhode Island Militia.

2. The pig iron was for the Continental Navy frigate later named *Confederacy*.

MASTER'S JOURNAL OF H.M. ARMED SLOOP *HAERLEM*, LIEUTENANT JOHN KNIGHT

May 1778

Secunnet¹ N^o. 3 Miles

Tuesday 26th.

(AM) at 4 Rhode Isl^d. L^thouse² NNW 3 or 4 Leag^s. work^g up for d^o. at 10 fired 6 four P^{ds}. at 4 Rebel whale Boats join'd us 2 Galley's³ from Newport at Noon Light house NBE 1 Mile

[Rhode Island Light house NBE 1 Mile]

D^o. [Light airs and Calm] wth. rain PM anch^d in Rhode Isl^d. Harb^r⁴ in 7 fm^s. of [f] Scapgoat Isl^d.⁵ found here H: M: Ship *Nonsuch* & *Strumbolo* fireShip⁶

D, UKLPR, Adm. 52/1789, part 9, fol. 269.

1. That is, Sakonnet Passage.

2. Lighthouse at Beaver Tail Point on Conanicut I.

3. H.M. armed galleys *Pigot* and *Spitfire*. See Diary of Capt. Frederick Mackenzie, 26 May, above.

4. That is, Newport harbor.

5. That is, Goat I.

6. H.M.S. *Nonsuch*, Capt. Samuel Reeve, commander; H.M. fireship *Strombolo*, Comdr. Samuel Witewronge Clayton, commander.

CONTINENTAL MARINE COMMITTEE TO THE CONTINENTAL NAVY BOARD OF THE EASTERN
DEPARTMENT

Gentlemen

[*York, Pa.*] May 26th 1778

We now transmit you by the hands of M^r Norton Brailsford an Express the sum of fifty thousand Dollars agreeably to the inclosed receipt which you will receive and appropriate to the use of the Navy in your Department crediting this Committee for the same.¹ We hope this sum with the Monies which you will have received for the Warrants on the Loan Offices formerly transmitted will enable you to go on with vigor in your business, and it is our desire that your utmost endeavours be exerted to have all the Continental Vessels of war in your District speedily prepared for the sea & that you send them out to Cruize against the enemy according to the plan proposed in your letter of the 9th of March last.² We are Gentlemen [&c.]

LB, DNA, PCC, Marine Committee Letter Book, fol. 152 (M332, roll 6). Addressed before opening: "The Commiss^{rs} of the Navy Board at Boston."

1. Congress had approved the advance in a resolution of 23 May. *JCC* 11: 529.

2. The letter of the Continental Navy Board of the Eastern Dept. has not been found.

BRIGADIER GENERAL WILLIAM SMALLWOOD, CONTINENTAL ARMY, TO GENERAL GEORGE
WASHINGTON

[Extract]

D^r Sir/

Wilmington [*Del.*] 26^h May 1778

. . . but as I had heard of the Enemies Embarkation,¹ and there were a Number of Ships laying off Chester & Marcus Hook, the Motions of which I had detached a party of horse and foot to discover, who returned about 1 oClock at the time the Ships past by here, informing me they had no troops on board, and that there were no more Ships below the Chavaux du frize except five or six Ships of force, I judged it most prudent to remain here with the Troops 'till the Tents were brought down, & the remainder of the Quarter Masters & Commissaries Stores, (the latter of which we had just recieved a Supply of five days) could be removed; as I thought there could be no danger of Surprise and that those troops would not cross the Schuylkill 'till those Ships with the Troops embarked had passed below the Chavaux du frize, a Constant look out for which I have had in view, as also their Troops crossing the Schuykill, and I have parties & Persons now in that Quarter to give me Immediate Intelligence should any such Motion take place.

. . . Cap^t Walbeof of the *York* Sloop of war M^r Robinson Purser of the *Swift* a 20 Gun Ship with Sundry prisoners were sent up here last Night by Col^o Pope, a Captain Cook and his Mate of a Fourteen Gun Schooner lye wounded below and could not be brought up;² Walbeof & the Purser seem very Anxious to be admitted on Parole to go up to Philad^a: to effect an Exchange before the fleet goes off. Walbeof for Cap^t Robinson & the Purser for any person of ours that maybe thought proper I have kept them Confined to a house and Lot from which they could make no discoveries and shall move them under guard remote from the troops; I do not know in what light Cap^t Robinson Stands, whether as a prisoner of War, or unjustly Captured and detained; but if the Former, and you should incline Or think it Prudent to give them this Indulgence, you will please Signify, as from some Circumstances, I think they might be trusted, and if Consistant with good Policy & Justice, I could wish for Robin-

sons Exchange, as he is an old Acquaintance of Mine, and I believe a Brave and good Officer—³ I have the Honor to Remain [&c.]

W. Smallwood

L, DLC, George Washington Papers, Series 4. Addressed below signature: "General Washington." Addressed on a separate sheet: "His Excellency/General Washington/head Quarters/Valley Forge/W Smallwood." Notation on address sheet: "by favour of/M^r [William] Fitzhugh." Docketed: "Gen Smallwood/26 May 1778/ans^d."

1. On 22–23 May, Washington wrote Smallwood that he had received intelligence that a "considerable detachment" of enemy troops had been embarked "which they give out as intended for New York; but which may be destined against you." DLC, George Washington Papers, Series 4.

2. Lt. Thomas Wallbeoff, commander of H.M. armed sloop *York*; Robinson was purser of H.M. ship-rigged sloop-of-war *Swift*, Comdr. George Keppel, commander. On the capture of Capt. Cook and the activities of Col. Charles Pope of the Delaware Continental line, see Smallwood to Washington, 17 May, above.

3. Washington replied on 30 May, below.

MARYLAND COUNCIL TO LIEUTENANT JOHN HANSON, MARYLAND NAVY

L^t Hanson.

In Council [*Annapolis*] 26th. May 1778.

You are to proceed to Cambridge, in the Galley *Independence* and to apply to Col^o. Harrison for the Goods lodged there belonging to the Congress, which you will receive and deliver to Col^o. Henry Hollingsworth, at the Head of Elk.¹ The Blankets, we are informed, belong to Virginia of which acquaint Col^o. Hollingsworth, that he may dispose of them accordingly. A Number of Recruits are Expected at Cambridge, from Somerset County; you are to carry them to the Head of Elk;² if the Recruits should not be at Cambridge sooner, you will wait two Days for them, but not longer. M^r. Thomas³ takes this Opportunity of going over the Bay, you'll set him on Shore at Oxford, or where else he pleases.—

LB, MdAA, Governor and Council Letterbook, 4007, S1075-6, p. 167, no. 238. Addressed at foot: "Lieut^t Hanson."

1. Col. Robert Harrison commanded the "Lower Batt[alion].of Militia in Dorchester County," Md. *Journal and Correspondence of the Council of Maryland, April 1, 1778 through October 26, 1779*, vol. 21: 97. Henry Hollingsworth was a Continental deputy quartermaster general in Maryland.

2. For more on these recruits, see Maryland Council to Col. George Dashiell, 25 May, above.

3. Probably, Nicholas Thomas, Speaker of the Maryland House of Delegates.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Tuesday the 26 day of May 1778.—

Present,

Mr Travis and Mr Archer.

Ordered that the Keeper of the public store, deliver to Lieutenant Jones¹ two bolts thin Canvas. six pound of twine, six palm irons, twenty four needles sixty yards of Bunting, and a bottle of sweet Oil for the use of the *Lewis* Galley.—

Ordered that Mr Page² deliver to Lieutenant Jones three kegs of yellow paint and three gallons of Lint seed Oil for the use of the Chickahominy shipyard.—

Ordered, that Mr Taliaferro, deliver to Captain Taylor,³ a cable he has in his possession for the use of the Navy of this Commonwealth.—

DS, Vi, Navy Board Journal, p. 403.

1. Lt. Lewis Jones appears to have transferred from Virginia Navy galley *Protector* to take command of Virginia Navy galley *Lewis* upon the resignation of Lt. Stafford Lightburne on 12 May.
2. Probably, merchant and shipbuilder Mann Page.
3. Charles Taliaferro; Capt. Richard Taylor, commander of Virginia Navy ship *Tartar*.

GOVERNOR RICHARD CASWELL OF NORTH CAROLINA TO CAPTAIN WILLIS WILSON,
VIRGINIA NAVY

Sir,

NewBern 26th. May 1778—

I had your letter of the 21st. Inst.¹ and am very much concerned at the account you give me of the rascally behaviour of Pilots, at present I do not know that it is in my power to do any thing with them, if I find it is they shall be treated as they deserve. M^r Bond has promised to give me a list of them.² The Assembly directed a Tender to be purchased by Capt Easton at Beaufort.³ He advised me had made the purchase, and is fitting the Sloop for your purpose, the sooner you can send for her I think the better— Shot, Bread & flour is to be had here, I think you had best appoint an Agent, at this place to provide necessary's for the Ship and Crew, who shall meet with every assistance I can give.⁴ The Ship is to be taken into the service of this State as the property of the State (by Resolve of the Assembly) arrears to be paid up, agreeable to a former Resolve, to the 20th. April, last,⁵ and from that time forward the pay be as follows. viz. the Commander per day 3¼ dollars— Lieut 2¼ dollars— Master 2 dollars, Doctor 2¼ dollars— Captain of Marines 2¼ dollars. Lieut Marines 2 dollars— Master mate 1½ dollars— Midshipman 1½ dollars— Boatswain 1½ dollars— Common Sailors 35 dollars per month. I have appointed Capt Easton paymaster to whom (if he accepts which you may know by writing to him) you will do well to send your account made up to the 20th. of April, and from that time a monthly pay Roll according to the above establishments. I expect a considerable sum of money from Congress in two or three weeks so soon as it arrives I shall advise Capt Easton. Enclosed you have a Captains and Lieutenants Commission for the Officers of Marines—⁶ An allowance was made by the Assembly for the Horse.⁷ I will endeavour to get a certificate and send you the money when that is sent to pay off your Crew. I am, Sir, [&c.]

R. Caswell

LB, Nc-Ar, Executive Letter Book, p. 344. Addressed below close: "Capt Willis Wilson, Ship *Caswell*, Ocracock."

1. The letter from Wilson, dated 21 May, is above.
2. Hance Bond, the bearer of Wilson's letter and an applicant for a commission as lieutenant of Marines for *Caswell*, provided on 26 May a list of fourteen "Ocracock" pilots, including: "W^m Williams, James Williams, Rich^d Wade, Adam Gaskins, [Bavel?] Gaskins, John Gaskins, Wallace Styren, George Styron, William Duncan, Joseph Pahdrick, Fred^b Guttridge, Benja Gaskins, Jacob Gaskins, Walentine Wade." *NCSR* 12: 344.
3. On 30 April, the North Carolina legislature passed a resolution directing John Easton to purchase "a small fast sailing vessel and rig and fit her to serve as a tender to the Ship *Caswell*." *NCSR* 12: 636-37, 642, 646.
4. Wilson asked New Bern merchant Richard Ellis to be *Caswell's* agent, who agreed to take the position. Wilson to Caswell, 26 June, Nc-AR, Governor's Papers; Caswell to Wilson, 30 June, Governor's Papers, State Series 111, Richard Caswell, 3, April 20–October 17, G.P. 3, p. 112.
5. On 20 April, a committee of the North Carolina General Assembly submitted the following resolution, which was approved:

Whereas, the terms agreed upon between the Commissioners of this State and the Assembly of Virginia, respecting a naval armament to be kept up for the Defence of Ocracock, have not been complied with by this State, insomuch that the Frigates which were stipulated by the said commissioners to act on the part thereof in concert with two row gallies to be built by the Commonwealth of Virginia, have been sold or otherwise employed; and whereas, the protection of Ocracock is essentially necessary to the trade of this State; Resolved, therefore, that this State will

take one of the said gallies, to-wit: The *Caswell* at the original cost thereof, and pay and victual the officers and men thereto belonging from this date forward.

The remainder of the resolution set out the wages of the officers and crew, as Caswell detailed them in the remainder of this sentence and directed that a tender be purchased to serve *Caswell*. NCSR 12: 574-75.

6. Wilson had requested the commissions in his letter to Caswell of 20 May, above.

7. A horse that Wilson borrowed to send an express to Gov. Patrick Henry of Virginia died while on this mission and Wilson paid the owner £30 in compensation. On 21 Apr., the North Carolina General Assembly voted to reimburse Wilson. NCSR 12: 687-88.

May 27

MASTER'S JOURNAL OF H.M. ARMED BRIG *CABOT*, LIEUTENANT EDMUND DOD

May 1778
 Tuesday 26 D^o [Lying in Canso Harbour] [*Nova Scotia*]
 at 2 AM Saw 2 Sail pass through the Gutt Slipt & went after them
 the Tender in Com^y1 fired Several Guns the Tender Coming up
 with Chace fired Several Guns Retook one Brig² and burnt An-
 other³ Gave chace to the Reble privateer—
 Lying in the Gutt of Canso
 Light Breezes and Clear at 1 PM Saw a Sail to the Southard Giving
 Chace to the Brig we had Retook from the privateer left of[/]
 Chace and Gave chace to the Other She having Engaged the Ten-
 der fired Several Broad Sides but Could Not bring her too She
 Being a Schooner of 8 or ten Guns light airs out Sweeps and
 fired 20 Shot at 6 A Small Breeze Sprung up at 7 D^o Got Within
 Gun Shot and Got the Broad Side to bear, and fired 21 guns fell
 Calm She Got off with Rowing Joined the tender and
 prize Hauld our Wind to the Noward at 12 TKd
 Wednesday 27th at 4 AM Saw a Sail to the SW gave Chace fell little Wind the
 Chace Rowing off at Meridⁿ. Thick fogg—
 Canso NW Dist^c. 6 Leag^s.
 light Airs & hazy [PM] lost Sight of the Chace TKd and Stood
 for the land Saw a Sail to the SE⁴ at 8 D^o Made the Signal for the
 prize to go into Canso—

D, UKLPR, Adm. 52/1636, part 3, fols. 46–47.

1. As seen at the notes at *Cabot's* journal entry of 18-19 May, above, the tender was the recently-captured Massachusetts privateer sloop *General Montgomery*.

2. Brig *William*, master unknown, 160 tons burthen, manned by 14 seamen, owned by Robien/Robun of Jersey, from Chesion bound to Boston with salt and stores, sent into Canso. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 484–85; Gambier's Prize List, 20 Dec. 1778 printed in *The London Gazette*, 2–6 Feb. 1779.

3. Brig *Fortune*, master unknown, 180 tons burthen, mounting 2 guns and manned by 14 seamen. *Ibid.*

4. On 28 May *Cabot* "spoke the chace" and found it to be a snow from Grenada bound for Halifax. UKLPR, Adm. 52/1636, part 3, fol. 47.

WILLIAM PICKMAN TO TIMOTHY PICKERING, JR.

[Extract]

D^r Sir

Your Favors of 10th & 29th April I have receiv'd . . .

The Brutal Behaviour of Our Enemies one would think would excite such a spirit of revenge as to lead thousands into the feild. but the Misfortune is few who experience their Diabolical treatment survive their Cruelty. The Sloop *Rover*¹ with 50 Men was carried to York² last Winter $\frac{3}{4}$ ths of the Crew are already dead—The Schon^r *Warren*³ John Ravel with 40 men was taken (as appears by A York Paper)⁴ by the Ship *Tom* John White⁵ from Liverpool who stript them of every necessary & left them to perish on the Seas. tis supposed they froze or Starved ~~to Death~~ as their Misfortune beset them in February & they have never since been heard of. If we ever make a Certainty of this Matter We shall lay it before Congress for Address in the meantime our earnest Prayer is that the Ship *Tom* may be brought to this Port. for. “Oh Revenge is Sweet, & Cap^t White would severly feel the Resentment of this Town

Cap^t Ross⁶ came to town yesterday. He has been 8 months in a prison ship at york & has seen during the Winter many of Our Unhappy Countrymen who were too weak to help themselves rot on b^d Guard Ships many have frozen up to their Knees. & the flesh all come of [f] their Legs before Death. This he was an Eye Witness of. Heaven, We trust will hear the Cry of the Prisoners . . .

You Speak with some warmth on Our Naval Affairs thro Mismanagement of Which is Obvious to everyone. while the Sobriety of One. the Stubborn Pride of A Second & the thirst for Gain in A third Remains.— Congress may think themselves happy in the return of any one Vessell. does not America boast A Second *Biddle*⁷ or are the Frigates built to Gratify the Pride of Individuals— Jn^o Fisk⁸ would regain some of our lost Honor or Perish in the Attempt but He has no Freind in Court.⁹ the new Ship *Hancock*¹⁰ is as fine A Frigate as can be built. what A Pity to give her to some Unde[ser]ving Booby & yet this will be the Case—

Your Brother¹¹ will write of Matters at Court, I will confine myself to Privateers. & should it be agreeable to you transmit an Account of every Prize taken & by whom— at Present our list Stands nearly thus

Brig.	<i>Terrible Creature</i> ¹² ——— Richardson —	16.6	pound ^{rs.} out cruising
D ^o	<i>Franklin</i> ¹³ ——— Conolly —	18	D ^o D ^o
D ^o	<i>Lyon</i> ¹⁴ ——— Carnes —	16	D ^o Sail in 10 days
D ^o	<i>Mary</i> ¹⁵ ——— Cape Cod Captain	10..3	—— out cruising
D ^o	<i>Montgomery</i> ¹⁶ ——— Brown —	14.4	pound ^{rs.} out cruising
D ^o	<i>Pluto</i> ¹⁷ ——— ———	10.4	—— Sail in 10 days
Ship	<i>Bunker Hill</i> ¹⁸ ——— Roland —	20..6	Sail 20 days
D ^o	<i>Black Prince</i> ¹⁹ ——— Smith —	18...	D ^o 30 days
Ship.	Building	16.9	pound ^{r.} the Cabots Owners

15 Sail Small Vessells Cruising off York & Halifax & others fixing every day— the Above Privateers will take 1200 Men $\frac{3}{4}$ ths. of whom must be from Salem Marbleh^d. Cape Ann & Beverly if you should like A list of Prizes write me in your next I have much Business on hand at present. & therefore cannot Correct this; Your Candor will be necessary. & I trust near at hand Betsey Joins in Love &c.— with your sincere

W.P.

Salem [Mass.] 27th. May 1778

L, MHi, Timothy Pickering Papers, vol. 17, fols. 150–51a. Docketed: “W^m. Pickman/May 27. 1778.” Pickman was a privateer owner at Salem, Mass.

1. Massachusetts privateer sloop *Rover*, Capt. John Mitchell, commander, was taken on 1 Dec. 1777 by H.M. frigate *Sphinx* and was scuttled on 3 Dec. For more on its capture, see *NDAR* 10: 644, 644*n*, 780.
2. That is, New York City.
3. Massachusetts privateer schooner *Warren*, Capt. John Revell (Ravell), commander. For more on its capture by British letter of marque *Tom*, Capt. John Lee, commander, see *NDAR* 11: 265–66 and *n*.
4. Possibly *The New-York Gazette: and the Weekly Mercury*, February 2, 1778. See *NDAR* 11: 265–66.
5. British letter of marque ship *Tom*, Capt. John Lee, commander; 200 tons burthen, mounting 12 6-pound carriage guns and 4 swivel guns, a crew of thirty-five seamen, from Liverpool bound to New York City, was owned by Thomas Backhouse, John Backhouse and William Rutson, merchants at Liverpool. D, UKLPR, H.C.A. 26/61, fol. 106.
6. Possibly Capt. William Ross, of Salem, who later commanded Massachusetts privateer snow *Rival*.
7. Capt. Nicholas Biddle, commander of Continental Navy frigate *Randolph*, who died on 7 Mar. while engaging a superior opponent, H.M.S. *Yarmouth*. See *NDAR* 11: 543–44, 576, 683–84.
8. Capt. John Fisk, Massachusetts Navy.
9. That is, the Massachusetts General Court.
10. The Continental Navy frigate of 36 guns, building at Salisbury, Mass., was initially named *Hancock*, but its name was changed to *Alliance* in June or July 1778 to celebrate the alliance with France. See *Independent Chronicle, and the Universal Advertiser*, 7 May, above.
11. John Pickering, recently elected speaker of the Massachusetts House of Representatives.
12. Massachusetts privateer brigantine *Terrible Creature*, Capt. Robert Richardson, commander, mounting 16 carriage guns and 6 swivel guns, a crew of 100 seamen, owned by George and Andrew Cabot, and others, of Beverly, was commissioned on 10 Mar. 1778. M-Ar, Revolutionary Rolls Collection, vol. 7, pp. 233, 234; Mass. Archives Collection, vol. 168, fol. 197.
13. Massachusetts privateer brigantine *Franklin*, Capt. Thomas Connolly, commander, mounting 18 carriage guns, a crew of 100 seamen, owned by Francis Cabot, and others, was commissioned on 20 Apr. 1778. M-Ar, Revolutionary Rolls Collection, vol. 5, pp. 233, 236; Mass. Archives Collection, vol. 168, fol. 264.
14. Massachusetts privateer brigantine *Lyon*, Capt. John Carnes, commander, mounting 16 carriage guns, a crew of 100 seamen, owned by Jonathan Peele, and others, of Salem, was commissioned on 9 June 1778. M-Ar, Revolutionary Rolls Collection, vol. 6, pp. 184, 185; Mass. Archives Collection, vol. 168, fol. 360.
15. Massachusetts privateer brigantine *Mary*, Capt. William Gray, commander, mounting 6 carriage guns, a crew of 20 seamen, owned by George Crowninshield and Henry Williams, of Salem, was commissioned on 22 Dec. 1777. M-Ar, Revolutionary Rolls Collection, vol. 6, pp. 290, 291; Mass. Archives Collection, vol. 168, fol. 114.
16. Massachusetts privateer brigantine *Montgomery*, Capt. Nathan Brown, commander, mounting 16 carriage guns and 6 swivels, a crew of 100 seamen, owned by George Williams and Joshua Ward, Jr., of Salem, was commissioned on 5 Feb. 1778. M-Ar, Revolutionary Rolls Collection, vol. 6, pp. 292, 295; Mass. Archives Collection, vol. 168, fol. 172.
17. Massachusetts privateer brigantine *Pluto*, Capt. John Hill, commander, mounting 8 carriage guns and 8 swivels, a crew of 45 seamen, owned by Henry Williams and Samuel Ward, of Salem, was commissioned on 5 June 1778. M-Ar, Revolutionary Rolls Collection, vol. 6, pp. 244, 247; Mass. Archives Collection, vol. 168, fol. 352.
18. Massachusetts privateer ship *Bunker Hill*, Capt. Edward Rolland, commander, mounting 20 carriage guns. *Boston-Gazette, and Country Journal*, 14 Sept. 1778.
19. Massachusetts privateer ship *Black Prince*, Capt. Elias Smith, commander, mounting 18 carriage guns, a crew of 130 seamen, owned by William Pickman, William Orne, Larkin Thorndike, and others, of Salem, was commissioned on 17 June 1778. M-Ar, Revolutionary Rolls Collection, vol. 5, pp. 49, 51; Mass. Archives Collection, vol. 169, fol. 4.

JOHN BRADFORD TO CAPTAIN JOHN PECK RATHBUN, CONTINENTAL NAVY

Sir,

Boston May 27th 1778

My Attorney Lowell¹ informs Me that y^e *Mary*² and her Cargo are half condemned to y^e Continent & that an Appeal is gone to Congress,³ as it's my Duty to take Care of ye Continental Interest I now request you to send Me a Schedule of y^e Cargo & where it's deposited, the Melasses I understand was all remov'd from Bedford⁴ & to y^e Hianes⁵ & as it's a wasting Article, I request you to give Orders to Cap^t Gorham⁶ to deliver Me one half of y^e Whole, and to send it up to Boston

with all possible Expedition, as the Navy greatly want it. You may depend on my Promise that in Case the Judgment should be revers'd by Congress, the Money shall be paid by Me on Demand for what Melasses I receive, if you see proper, to send the Whole of it, I will dispose of it to ye very best Advantage for your Acc^t & pay the Money to your Order, its very certain the Sooner the Melasses is dispos'd of it will be more for ye Interest of ye Public, & also ye Captors, as ye Cask[s] are in bad Order and is always leaking, pray be particular in mentioning what Part of Cargo lays at the Hiannes & what Part at Bedford, an Answer will be acceptable to yours &c—

J B

LB, DLC, John Bradford Letter Books, vol. 2, p. 136. Addressed at top: "John P Rathbourn Esq^r"

1. John Lowell.

2. Ship *Mary*, Henry Johnson, master, was a prize of Continental Navy sloop *Providence*, Capt. John Peck Rathbun, commander. For more on its capture at Nassau, Bahamas, see *NDAR* 11: 247, 400, 444.

3. On 19 May the Massachusetts Maritime Court for the Southern District at Plymouth decreed that the prize ship *Mary* be divided equally between the Congress and the crew of sloop *Providence*. Acting as prize agent for the crew, Marine Capt. John Trevett claimed the whole of the proceeds from the prize and appealed the verdict to the Continental Congress in June 1778.

4. That is, New Bedford, Mass.

5. That is, Hyannis, Mass.

6. Capt. Sturgis Gorham, merchant at New Bedford.

MASTER'S LOG OF H.M.S. *RAISONABLE*, CAPTAIN THOMAS FITZHERBERT

May 1778 Cape Codd S°75W Dis^t 34 Leagues
 Wednesday 27th [AM] [at] 2 Hoisted the T Sails Set fore Sail $\frac{3}{4}$ Past Out all reefs & Set Mⁿ T Mst Staysail [at] 4 Saw a Sail in the NW Qu^r D° TKD Set Royals & Gave Chace at 6 fired a Shot at the Chace [at] 8 Modrt & fair fired another Shot at the Chace $\frac{3}{4}$ past fired another $\frac{1}{2}$ past 10 fired another D° She bore down toward us D° shortned Sail & sent her [the cutter] on board with an officer D° the Cutter returned Proved to be a Brig from Newberry to Bilbao¹ sent a Midshⁿ & 7 men to take Charge of her as a Prize D° Saw a Sail to the SW made Sail & Gave Chace the *Diamond Experiment*² & Prize in Company

Cape Codd S°83W^t Dis^t 38 Leagues
 [PM] [at] 1 Modr^t & rain Still in Chace [at] 4 D° W^r [at] 6 D° W^r the Chace ESSB³ [blank] Miles [at] 7 *Diamond* NWBW 2 Miles Set the royals [at] 8 Fresh Breezes & hazey with rain the Chace E $\frac{1}{2}$ N [at] 9 the *Diamond* WNW 2 [miles] the *Diamond* WNW 6 Miles *Experiment* NE $\frac{1}{2}$ East [at] 10 Lost sight of the Chace shortned sail & brought too Mⁿ T Sail to the Mast Sounded 130 fm no ground $\frac{1}{2}$ Past Bore away for the *Diamond* $\frac{1}{2}$ Past 11 brought too

D, UKLPR, Adm. 52/1938, fols. 152–53.

1. Brig *Sally*, master unknown, from Newburyport bound to Bilbao, Spain, with tobacco, spars and staves, credited as a joint prize of H.M. frigate *Diamond* and H.M.S. *Raisonable*, sent into Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 487–88.

2. H.M. frigate *Diamond*, Capt. Charles Feilding, commander; H.M.S. *Experiment*, Capt. Sir James Wallace, commander.

3. Possibly an inversion for SEBS.

THE NEW-JERSEY GAZETTE, WEDNESDAY, MAY 27, 1778

TRENTON, May 27.

Friday last a prize vessel, laden with Irish beef and pork, bound to New-York, was taken by Capt. Anderson and 16 men, in an armed boat, and brought into Tom's River.¹ Several other prizes have also been lately sent into Little Egg-Harbour. Their cargoes are taken proper care of— one of which consisted of a considerable quantity of salt.

1. Sloop *Hazard*, R. Le Coq, master, 50 tons burthen, built in Britain, and owned by the Captain & Co. *Lloyd's Register of Ships, 1777-78.*

VOLUNTEER AIDE-DE-CAMP JOHN LAURENS, CONTINENTAL ARMY, TO CAPTAIN ALLEN
MCLANE, CONTINENTAL ARMY

Sir, Head Quarters [*Valley Forge, Pa.*] 27th May 1778.—

I have received your Letter and communicated its contents to his Excellency—¹ intelligence become every moment more interesting The Grand fact of the Enemy's design to evacuate the City being ascertained, no pains should be spared to discover if possible the precise moment when the event is to take place and the rout which their Army will pursue— Whether they mean to cross the Delaware and march thro'. Jersey, or cross the Schuylkill and march down to Chester to embark there on account of the tedious navigation thro'. the Chevaux de Frize and because they may cover their real march, by a pretended attempt on this Army endeavour to discover the number of Transports their situation in the River, as well as that of the Ships of War— Whether the Horses that have been embarked were really Dragoon Horses, or only those that are superfluous, as their heavy artillery and Baggage is embarked and they would march as light as possible, thro'. Jersey provided they go that way— What are the bridge Boats that you speak of, Do you mean those that may be put together for Facilitating the embarkation on board the Transports. His excellency desires that if you have sufficient ground of Suspecting M. & N.² of what you mentioned in your Letter that you will immediately secure them and send them to Camp— I will endeavour to come and pay you a visit, meantime I remain [&c.]

John Laurence Aide Camp—

Copy, De-AR, Allen McLane Papers, pp. 203-4. Laurens was a volunteer aide-de-camp to Gen. George Washington; McLane was a captain in Patton's Delaware Continental Regiment.

1. That is, Gen. George Washington.

2. A draft of this letter in the Washington Papers has these names as: "Morris's and Nice." DLC, Washington Papers, Series 4.

GENERAL GEORGE WASHINGTON TO GENERAL SIR WILLIAM HOWE, BRITISH ARMY

Sir Head Qr^s: [*Valley Forge, Pa.*] May 27th 1778

Much time having elapsed since I wrote you on the 22^d of March,¹ upon the subject of Captains Robertson and Galt,² without receiving an Answer or their being restored to their liberty, I esteem it my duty to transmit you an Extract from the copy of that Letter; so far as it relates to them, and to call your attention again to the requisitions contained in it.³ I am, Sir, [&c.]

G^o: Washington

L, British Headquarters Papers, vol. 10, fol. 1195.

1. *NDAR* 11: 759.

2. Capt. Isaiah Robinson of the Continental Navy and Capt. Nathaniel Galt of the Pennsylvania Navy.

3. For why Washington renewed his call for the release of Robinson and Galt, see Washington to the Continental Board of War, 16 May, above. No reply from Howe has been found.

JOURNAL OF THE CONTINENTAL CONGRESS

[*York, Pa.*] Wednesday, May 27, 1778

Resolved, That Mr. [Josiah] Bartlett, for New Hampshire, Mr. S[amuel] Adams, for Massachusetts Bay, in the room of Mr. [Francis] Dana, Mr. G[ouverneur] Morris, for New York, in the room of Mr. [Philip] Livingston, Mr. [William Henry] Drayton, for South Carolina, in the room of Mr. [Henry] Laurens, be appointed members of the Marine Committee.

JCC 11: 537. The material in square brackets is in the *JCC*.

GOVERNOR THOMAS JOHNSON, JR., OF MARYLAND TO CAPTAIN GEORGE ROSS

Cap^t. Ross.

Annapolis 27th. May 1778.

You are to proceed with your Schooner¹ to Patowmack Creek in Virginia and there apply for and lade as much of the Continental Pork as your vessel will carry. I do not know whose Care the Pork is under, or I would write to him. You are to take a Memorandum of the Quantity, signed by the Person who delivers it to you; with it you are to proceed to the Head of Elk, deliver it to Col^o. Henry Hollingsworth or his Agent² and take his Receipt. If you should be disappointed in getting the Pork at Pat^o Creek, in your Way down, call on M^r. Bernard O'Neal on Wiccomico, S^t. Mary's County and take in the Provisions he has, or any other Public Stores, so as to make a Load or as near a Load as you can, taking Acc^{ts}. and delivering them as above.—

T. J.

LB, MdAA, Governor and Council Letterbook, 4007, S1075-6, p. 168, no. 239. Addressed at the foot: "Cap^t. Ross."

1. Probably, the schooner *St. Louis*. See *The Maryland Journal, and Baltimore Advertiser*, 14 July.

2. Hollingsworth was a Continental deputy quartermaster general in Maryland.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Wednesday the 27th day of May 1778.—

Present

Mr Whiting, Mr Travis, and Mr Archer.—

Ordered that the Keeper of the public store deliver to Lieutenant Jones¹ two pad Locks, for the use of the *Lewis* Galley.—

Ordered that the Keeper of the public store, deliver to Lieutenant Jones two hundred weight of Steel, and twelve Bags for the use of the Chickahominy shipyard.—

Ordered that the keeper of the public store, deliver to Captain Barret such Articles

as his people may want on his paying for the same.—²

Ordered that the Keeper of the public store, deliver to Captain Goodrich Boush one thousand nails for the use of the ship *Washington*.—

Ordered that the commanding Officer of the *Henry Galley*³ turn over Robert Hall and Spence Hall, to Captain Richard Taylor of the Ship *Tartar*.—

Ordered that the keeper of the public store, deliver to Captain Callender,⁴ five yards of red Baize, four yards of green ditto, ten sheets of tin, and twelve panes of horn for the use of the ship *Dragon*.—

Ordered that the Keeper of the public Magazine, deliver to Captain Taylor eight powder horns and eight Cartouch Boxes for the use of the Ship *Tartar*.—

Ordered that John Wilson, Jn^o. Cluquieres, Philip Brumley, William Jarvis, William Piper, and sailors on board the *Henry Galley* be discharged from the same, they having complied with the terms of their Enlistment.—

Ordered that Stephen Wilkinson a sailor on board the *Henry Galley*, be discharged from the same, he being weak and infirm.—

Lieutenant Jn^o. Thomas received Orders to proceed with the Galley under his command⁵ to Wicocomico, and there have her properly cleaned and repaired. After which he is to return to his former station in Mobjack Bay there to remain until further Orders.—

Lieutenant Joshua Singleton received Orders to proceed with the Galley under his command to Holts Creek on James River, and upon his Arrival there to wait on the Board for further Orders.—

DS, Vi, Navy Board Journal, pp. 404–5.

1. Lt. Lewis Jones, commanding the Virginia Navy galley *Lewis*.
2. Capt. John Barret commanded the Virginia Navy galley *Hero*.
3. Lt. Joshua Singleton was the officer then commanding the Virginia Navy galley *Henry*.
4. Capt. Eleazer Callender of the Virginia Navy.
5. Virginia Navy galley *Protector*.

May 28

HENRY SHIRLEY TO GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT

Sir

Boston August May¹ 28th. 1778.

There is another subject that in Honor I am bound to mention to Your Excellency.

When our two Ships² were taken by Captⁿ. Parker and Captⁿ. Smedley;³ the small Number of Seamen that Captⁿ. Parker had on board his own Ship putting it out of

his Power to send to the *Keppel* such a Crew as was necessary to navigate the Ship, he applied to me and desired me to chuse such a Number of good Seamen, and Sober quiet Lads, as I thought would answer the Purport. I gave him the inclosed List:⁴ and these poor Fellows, rather than leave me in Distress came on board, losing by this means the chance they had of Being put on Shore in any of the neutral Islands, which step Captⁿ. Parker must necessarily take should his Cruize prove successfull, for fear of being encumbered with too great a Number of Prisoners.

Lieut^t. Tillinghast⁵ who was our Prize Master, and whom I beg leave, though a Prisoner, to mention to your Excellency as an Excellent Officer, and who has done more than could be expected in the difficult situation he was in, will and does assert that they behaved to the utmost of his Expectations, and that they fully answered the character I had given of them to Captⁿ. Parker.

Such being the situation of these honest and unfortunate Seamen, I hope Your Excellency will not think I presume Too much in recommending their Case to Your Consideration. If I might be permitted to purchase a Vessel, they might be put on board to navigate the said Vessel.—

I should previously, by obtaining your Excellency's Permission to go to Rhode Island, endeavour to get them exchanged for an equal Number of your own Seamen that may be prisoners at Rhode Island. I have the Honour to be [&c.]

Henry Shirley

L, Ct, Connecticut Archives, 1st Series, vol. 9, pp. 262a–d. Addressed at foot of first page: "His Excellency Governor Trumbull &c. &c." Docketed: "28th. May 1778/M^r Shirley/de Seamen."

1. "May" is inserted in Trumbull's secretary's hand above "August."

2. British letter of marque snow *Admiral Keppel*, Capt. Abraham Brown and letter of marque ship *Cyrus*, Capt. Christopher Deake.

3. Capt. Timothy Parker, commanding Connecticut Navy ship *Oliver Cromwell*; Capt. Samuel Smedley, commanding Connecticut Navy ship *Defence*.

4. Not found.

5. Lt. John Tillinghast, third lieutenant of *Oliver Cromwell*.

JOURNAL OF H.M.S. *EXPERIMENT*, CAPTAIN SIR JAMES WALLACE

May 1778

D^o: [Cape Cod] West. 106 Miles}

Thursday 28th

AM at 1 fresh Gales with Rainy W^r: at 3 Close Reefed the Topsails down Jibb & maintopmast Stay sail at 5 Handed the Topsails at 7 down Top Gallant Yards ½ p^t: saw a sail Bearing WbS^o: Gave Chace at 10 hove too and Spoke the Chace the *Wexford* Brig a Reble Privateer of 16 guns & 105 Men she hove her Guns over Board wile we ware in Chace of her.—¹

Do: WbS: 125 Miles}

Little Wind with much Swell. PM Emp^d: geting the prisoners on-board found 15 British Subjects onb^d: that had been taken by the privateer sent a Midshipman and Men onb^d: the prize. At 7 the prize parted Company Close Reefed the Topsails,

D, UKLPR, Adm. 51/331, fol. 128.

1. In a deposition sworn before the Vice Admiralty Court of New York, John Fletcher, captain of the *Wexford*, stated that the brigantine of "about" 180 tons and a crew of 88, "Officers included," was taken "near Cape Sable" while on a "Cruize." *Wexford*, which was built in and operated out of Newburyport, Mass., was owned by Nathaniel Tracy. Deposition of John Fletcher, 2 July 1778, UKLPR, H.C.A.32/489/2, no. 7. *Wexford* mounted 16 guns, was manned by a crew of 105 seamen and was captured in latitude 43°

10' North, longitude 65° 00' West, Gambier's Prize List, 20Dec. 1778, *The London Gazette*, 2–6 Feb. 1779. It later became the New York privateer brig *Loyal Subject*. *The New-York Gazette; or the Weekly Mercury*, 14 Sept. 1778.

MASTER'S LOG OF H.M.S. *RAISONABLE*, CAPTAIN THOMAS FITZHERBERT

May 1778

Cape Codd So83West Dis^t 38 Leagues

Thursday 28th

[AM] set fore sail at 1 the *Diamond*^d NEBN ½ a mile at 2 In 1st 2^d & 3^d reef Tsails the *Diamond* NE ½ a mile hauld up the fore sail at 3 the *Diamond* NE½E ½ a mile at 4 D° W^r [fresh gales and thick rainy weather] [at] ½ Past 5 wore as did the *Diamond* [at] ½ Past 6 down TG Yards [at] 7 handed Mizzen Tsail Close reefd fore & Mⁿ Tsail [at] 8 Strong gales & thick Squally W^r with rain [at] 10 the *Diamond* SW ½ a mile Sound^d 85 fm^s no Ground opened a Cask of Pork N° 4 Content 308 Short 18 Pieces [at] 11 no ground 95 fm^s the *Diamond* SSW ½ a mile [at] 12 Cleard up Saw 2 Sail in the SW Qua^r D° Wore as Did the *Diamond* Made Sail & gave Chace Fresh gales & fair W^r

Cape Codd So 71 West Dist 47 Leagues

[PM] Fresh gales & Cloudy Still in Chace Up TG Yards Sett TG Sails & Handed D° unbent the Fore TG Sail & brought another too [at] ½ Past 2 Saw another sail to the Eastw^d bore away out reefs gave her Chace at 3 Sprung the Jibb boom about 3 Feet without the Cap D° rigged the Boom in 3 feet & a half & reefd It found the sail to be a Brig lying too Mⁿ Tsail to the mast Supposed her to be our Prize² we had lost sight of in Chace Yesterday D° hauld on the Starboard tack at 4 the *Diamond* SW [at] ¾ past 5 the *Diamond* & Chace hove too. D° In TG sails hauld down middle & TG Staysails at 6 Fresh gales & ½ Past Came up with the *Diamond* D° Shortned sail & In 2^d & 3^d reefs D° brought too Mn Tsail to the mast the Chace Proved to be the *Jonathan*³ a Ship from boston bound to Charlestown South Carolina. D° Rec^d on board 11 Prisoners sent a Mid & 4 men on board the Prize at 8 Sounded 48 fm fine Sand Modrt & Cloudy W^r at 9 the Prize Parted Company at 10 made sail D° Set the Courses & fore & Mⁿ Tmast Stay-sails 52 fm^s brown sand at 11 the *Diamond* SSW ½ a mile

D, UKLPR, Adm. 52/1938, fol. 153.

1. H.M. frigate *Diamond*, Capt. Charles Feilding, commander.

2. Brig *Sally*.

3. Letter of marque ship *General McDougall*, [formerly *Jonathan*], a recapture, from Boston bound to South Carolina with 5 hogshheads of sugar and 2 boxes of wool cards, taken at sea, sent into Halifax as a joint prize of *Raisnable* and *Diamond*. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm.1/488, fols. 487–88. This privateer was 300 tons burthen, mounted 10 guns and carried a crew of 21 seamen. Gambier's Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779. *Jonathan* had been captured in November 1777 by the Connecticut privateer brigantine *General Washington*, Capt. William Rogers, commander, and taken into Boston. See NDAR 10: 739. It was renamed *General McDougall* by its new owners, Paschal Nelson Smith and Isaac Sears, of Boston, Benedict Arnold and Christopher Leffingwell, of Norwich, Conn., and Samuel Broome, John Broome and Jeremiah Platt, of Hartford, Conn. On 6 Apr. 1778 *General McDougall* was commissioned a Connecticut privateer ship, Joseph Jauncey, commander. DNA, PCC, item 196, vol. 6, p. 28 (M247, roll 203). There is more on its capture in Trial and Verdict in Vice Admiralty Court of Nova Scotia of Connecticut Privateer Ship *General McDougall*, 13 July 1778, CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), p. 45.

JAMES LOCKWOOD TO JOHN CUSHING AND SAMUEL WHITE

Gentlemen,

Wethersfield [*Conn.*] May 28th: 1778.—

This will be handed you by my Brother. I mentioned him to M^r: Cushing at Hartford. He is a thorough Seaman has Sailed several Voyages Mate of a Brig but since the war has been a Lieu^t: in the Continental Service but has left it to try his fortune a privateering, & now goes to Boston with three or four Young fellows for that purpose— The *General Hancock* I suppose still wants men, I shall be much obliged to you if you help my Brother to such Birth as you think him qualified he has resolution sufficient for any thing.¹ I am Gentlemen [&c.]

Ja^s: Lockwood

L, NjP, Andre de Coppet Collection, John Cushing and Samuel White Papers, 1775–1787, Papers relating to the Ship *General Hancock*. Addressed on cover: “Mess^{rs}: Cushing & White/Merch^{ts}:/Boston.” Addressed below close: “Mess^{rs}: Cushing & White.” Docketed: “M^r: Ja^s: Lockwoods Letter/May28th: 1778.”

1. Probably, Samuel Lockwood, who served as a second lieutenant in the Fifth Connecticut Continental Regiment from Jan. 1777 until he resigned on 13 Jan. 1778. Heitman, *Register*. His name, however, does not appear in the Articles of Agreement for Massachusetts Privateer Ship *General Hancock*, Capt. Ishmael Hardy, commander, NjP, Andre de Coppet Collection, John Cushing and Samuel White Papers, 1775–1787, Papers relating to the Ship *General Hancock*.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport. Rhode Island]

28th May—Very fine weather. Wind S.W.

The *Sphynx* came into the harbour from the Seconet passage.¹ The Ships of War in this Bay² and harbour, are now stationed as follows,—

The <i>Orpheus</i>	Off Warwick point.
The <i>Juno</i>	In the Narraganset passage.
The <i>Flora</i>	Off Papasquash point. ³
The <i>Venus</i>	Above Dyer’s Island.
The <i>Unicorn</i> } The <i>Alarm &</i> } The <i>Spitfire</i> }	Gallies In the Seconet passage.
The <i>Nonsuch</i> The <i>Sphynx</i> The <i>Kingsfisher</i> The <i>Pigot, &</i> } The <i>Prize</i> ⁴ }	Gallies In the harbour.

Mackenzie, *Diary* 1: 288.

1. That is, Sakonnet Passage.

2. Narragansett Bay.

3. That is, Popasquash Point.

4. Former Rhode Island Navy galley *Spitfire*.

JOURNAL OF THE CONTINENTAL CONGRESS

[*York, Pa.*] Thursday, May 28, 1778

Ordered, That 16,000 dollars be advanced to the Marine Committee, to be by them paid to William Smith, Esq. of Baltimore, on account of flour and iron he has

purchased for the use of the navy in the eastern department; the said Committee to be accountable:¹

. . . Congress being informed, that cloathing and other articles imported into Massachusetts bay, on account of the United States, have been delivered partly to the navy board in the eastern district, partly to the board of war of that State, and partly to the continental agent there,² and that parcels thereof have been issued by the said navy board without the order of Congress, Committee of Commerce, or of the Board of War, from all which great confusion, misapplication, and waste may issue;³ therefore,

Ordered, That for the future, all such importations, where not otherwise directed, be delivered into the hands of the continental agent, or his order, only; and the said agent is hereby strictly forbidden to deliver out any part thereof, without the special order of Congress, the Board of War and Ordnance, or the Committee of Commerce.

JCC 11: 546, 548–49.

1. For background on this order, see Continental Marine Committee to William Smith, 24 Feb. 1778. *NDAR* 11: 421–22.

2. John Bradford.

3. On the appropriation by the Continental Navy Board of the Eastern Dept. of clothing, blankets, and cloth that had been imported from Bilbao, Spain, on Continental account, see James Warren to William Vernon, 14 Apr., above.

CONTINENTAL COMMERCE COMMITTEE TO AMERICAN COMMISSIONERS IN FRANCE

Committee of Commerce

Gentⁿ

York in Pennsylvania May 28th. 1778.

You will receive this by Thomas Read Esqr who was Captain of the Frigate *Washington* but is now commander of the Armed Brigantine *Baltimore*. This Brigantine was intended for A dispatch Vessel, but now hath A Cargo on board of Forty nine hh^{ds}. of Tobacco which was all she could take in and accommodate her men. We have addressed her to John Dan^l Schweighauser Merch^t in Nantes, and have directed him to dispose of the net proceeds of her Cargo, and also a balance which he hath in his hands belonging to these States according to your order.¹ We have order'd Captain Read to wait for and pursue your directions, and have desired M^r Schweighauser to Ship such Goods on board the *Baltimore*, belonging to these States, as Captain Read can receive consistantly with your directions.

We have the pleasure to inform you that the Frigate *Dean* Captain Nicholson, the *Queen of France* Captain Green and the *Henrietta* Captain Brown are safely arrived at Boston² and our Agent there in A Letter of the 13th May advises us that “they had another valuable Arrival from France Yesterday” which we hope is the *Duke de Choiseuil*.³ We are with the greatest respect [&c.]

William Ellery

Rich^d. Hutson.

Tho^s. Adams

L, PPAmp, Benjamin Franklin Papers, vol. 9, fol. 195. Addressed below signatures: “The Honble the Ambassadors/of the United States of America/at Paris—.” Addressed on separate sheet: “The Honorable/The Ambassadors of the United States/of America/at/Paris.” Notation on same page: “B.” The editors of the *Adams Papers* surmise that this designation indicated that it was the second copy sent. Docketed: “Com^{tee}. of Commerce/May 28. 1778/ans^d. July 29/ came by the *Saratoga*/Captⁿ. Read.” The

last part of the docketing is clearly an error. The docketer, John Adams, apparently mistook this letter for one of those that arrived at Nantes on 3 July on board the letter of marque brigantine *Saratoga*, Capt. Alexander Murray, which had come from Baltimore.

1. On 27 July the commissioners wrote Jean-Daniel Schweighauser that they had “long since enter’d into a Contract with the Farmers General for Tobacco” and therefore wanted the forty-nine hogsheads delivered to the agent for that agency. *Benjamin Franklin Papers* 27: 159.

2. Continental Navy frigate *Deane*, Capt. Samuel Nicholson, commander; Continental Navy frigate *Queen of France*, Capt. John Green, commander; and ship *Henrietta*, Patrick Brown, master. The latter carried “Continental Property of a considerable Vallue.” John Ross to Silas Deane, 24 Feb. 1778, *NDAR* 11: 1044.

3. As seen in John Bradford to Robert Morris, 13 May, above, the “valuable Arrival” was the ship *Trois Amis* (*Three Friends*), which had arrived on 12 May from Rochefort. As seen in the Journal of H.M. frigate *Blonde*, 24 Apr., above, the ship *Duc de Choiseul*, Jean Heraud, master, was forced to “run on Shore in Liverpool Bay,” Nova Scotia.

JOURNAL OF THE MARYLAND COUNCIL

[*Annapolis, Md.*] Thursday 28 May 1778.

Commissions of Lre of Marque & Reprisal issued to William Skillirn Master of the Schooner called the *Willey & Minta* mounting four Carriage Guns navigated with 7 Men belonging to Vanbibber¹ & others of Baltimore also to William Yardsley Master of the Schooner called the *Johnson* mounting five swivels and six Muskets navigated with eight Men belonging to Daniel Bowley and others of Baltimore

D, MdAA, Governor and Council (Proceedings), 3842, S107123, p. 226.

1. Either Abraham or his brother Isaac Van Bibber, both of whom were Baltimore merchants.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Thursday the 28th day of May 1778.—

Present.

Mr Whiting, Mr Travis, Mr Archer and Mr Lewis.—

Ordered that William Dunford, master of the *Henry Galley*, and Ambrose Ornands gunner thereof, be discharged, from the same, they having complied with the terms of their Enlistment.—

Ordered that the keeper of the public store, deliver to Mr Steele¹ eighty yards of Bunting and four quire of paper for the use of the Ship *Tempest*.—

Ordered that Mr Blasingham, deliver to Mr Steele the old Cable he has in his possession for the use of the ship *Tempest*.—

Ordered that a Warrant issue to Captain Jn^o Barret² for thirty pounds on accmpt for the use of Mr Jonathan Barret for the purpose of furnishing necessaries for the use of his family.—

Mr William Goodson being appointed keeper of the Naval store in this City, this day appeared and entered into Bond with security for his faithful performance &c Inconsideration of which service this Board have agreed to give him seventy five pounds annually; and a further sum of fifty pounds annually for the rent of his store, to be computed from the first of April last.—

Ordered that the Keeper of the public store, deliver to Captain Taylor one piece of red Bunting and fifteen yards of thin stuff for the use of the ship *Tartar*.—

Captain Taylor having received the sum of One hundred and twenty pounds from the Board by virtue of a Warrant on the Treasury for recruiting men for the navy of this State, this day appeared and satisfied the Board that he had faithfully applied the same. Ordered that the Bond entered into by him for that purpose, be cancelled.—

Ordered that a Warrant issue to Captain Richard Taylor for forty pounds on account for the purpose of furnishing necessaries for the use of the ship *Tartar*.—

Ordered that the Keeper of the public store, deliver to Captain Barret six quire of Cartridge paper, one pound of Brimstone, one dozen sail needles, eight fishing Lines twelve hooks, six hundred nails, one piece of Canvas, three paint Brushes one pound of saltpeter, two scrubbing Brushes, two yards of coarse cloth, one lead Line and six quire of paper for the use of the *Hero* Galley.—

Ordered that the Keeper of the public Magazine, deliver to Captain Barret one hundred weight of lead or musket Balls and fifty weight of sheet Lead, for the use of the *Hero* Galley.—

Ordered that Mr Holt³ deliver to Captain Barret one coil of twelve thread Ratline, one coil of three inch Rope, half coil of three inch bolt rope, three barrels of pork, six hundred weight of Bacon, three barr¹ of flour, four ditto of Bread, and a box of Langrel⁴ for the use of the *Hero* Galley.—

DS, Vi, Navy Board Journal, pp. 405–6.

1. Lt. William Steele served on the Virginia Navy ship *Tempest*, Capt. Celey Saunders, commander.

2. Capt. John Barret commanded the Virginia Navy galley *Hero*.

3. William Holt, an agent for the Virginia Navy.

4. Variant spelling of langrage, which was case-shot loaded with pieces of iron of irregular shape used to damage rigging and sails. *OED*

GOVERNOR PATRICK HENRY OF VIRGINIA TO RICHARD HENRY LEE

My Dear Sir:

W^{ms}burg, May 28, 1778.

Give me leave now to mention another Frenchman, Cap^t Cotteneau.¹ He seems to possess discernment and enterprize. I like much his scheme of attacking our foes in Africa. Tis very plausible and bids fair for success. Remember how Goree was taken,² I think a 20 gun ship of this state might aid the attempt. Will it not distract their attention profitably?

I long for something of the eclat that would attend success in such an enterprize. However, listen to the Cap^t yourself and judge. While I am writing this a 50 gun ship is arrived in James, 49 days from Rochford (I know not if she is royal property) and a brigg with a large quantity of goods³ No news as yet come from them. The English are at length departed with all their ships. They went 10 days ago. I had a fine sailing boat to carry the dispatches you told me of; but she would not miss the fine opportunity offered for her departure.⁴ Another or two will be ready in a week. When shall

I receive the letters? Tell me what is to be done with Cap^t Young if they dont come.⁵ The intelligence of 100 drafts from the Eastern shore going to the English is false.

Our Assembly are voting 350 horse and 2000 infantry for the grand army. I doubt their being got. No attempt, (I regret it) to restore public credit.

Pray try to get us six or eight heavy canon for a Fort to protect the ships of our allys.⁶ Such a one is much wanted here. Adieu my dear friend. Yours ever,

P. HENRY

R.H. Lee. Esqr.

Official Letters of the Governors of the State of Virginia, vol. 1, *Letters of Patrick Henry, July 1, 1776-June 1, 1779*, edited by H. R. McIlwaine (Richmond: Virginia State Library, 1926), 283-84.

1. Capt. Denis-Nicholas Cottineau de Kerloguen of the French armed ship *Ferdinand* was seeking a commission in the Continental Navy. See President of the Continental Congress Henry Laurens to Gov. Richard Caswell of North Carolina, 23 July, Nc-AR.

2. The Island of Gorée, a French possession off the coast of Africa, was captured in 1758 by a small British expeditionary force consisting of five ships of the line and 700 soldiers commanded by Acting Commo. Augustus Keppel. At war's end, Gorée was returned to French control. For a discussion of the taking of Gorée, see A. J. Marsh, "The Taking of Goree, 1758," *The Mariner's Mirror*, LI (May, 1965), 117-30.

3. The *Fier Roderique*, de Montault, master, was the former French Navy ship *Hippopotame*. The identity of the brig has not been established, but *The Virginia Gazette* of 29 May reported the arrival in the James River of "A French 50 gunship, and two merchant vessels laden with arms and dry goods" from Rochefort, France.

4. On the departure of the vessel that was to carry the dispatches and more on the contents of those dispatches, see Journal of the Council of the State of Virginia, 19 May, above.

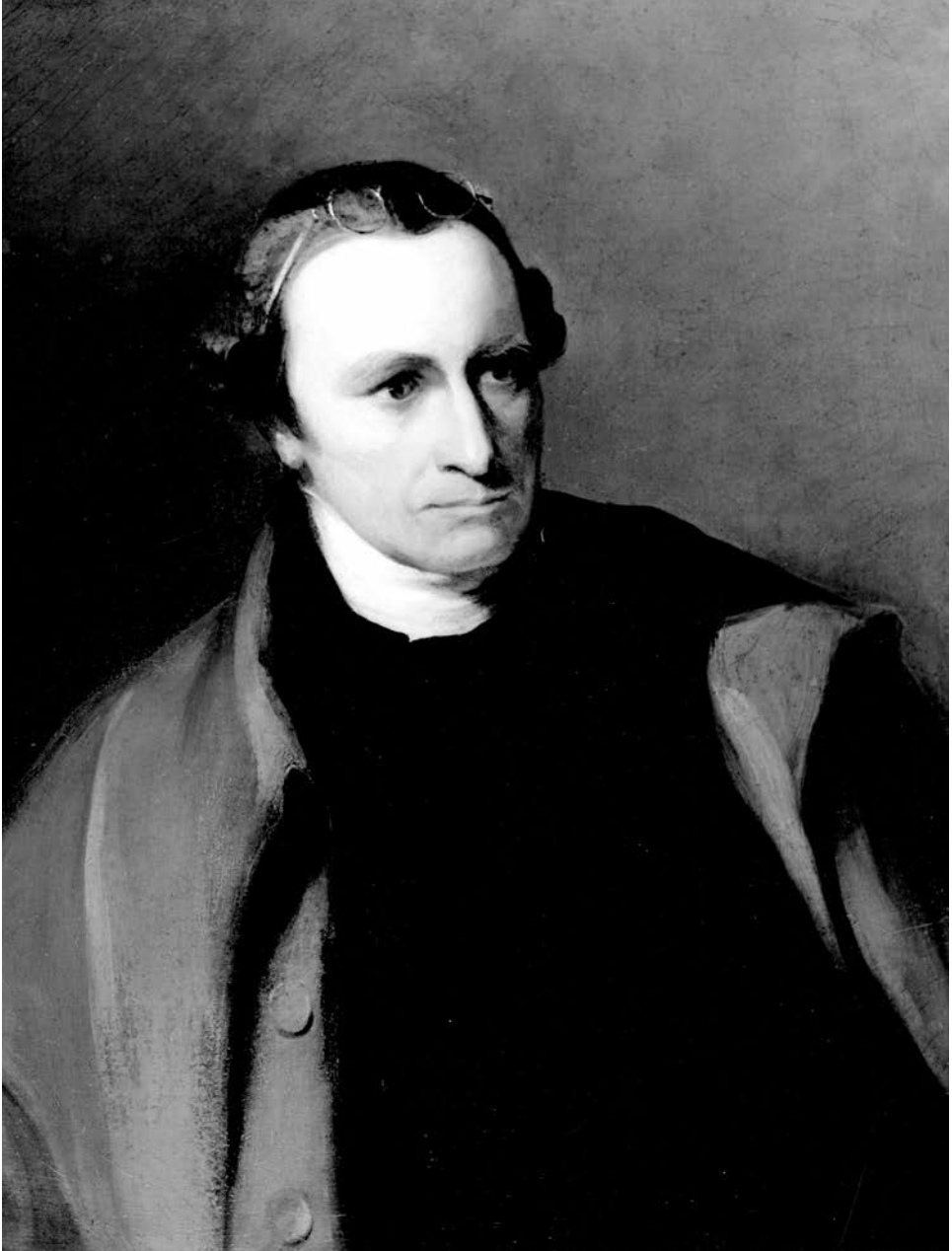
5. Capt. John Young of the Continental Navy brigantine *Independence*.

6. For more on the planned fort mentioned here, see Journal of the Council of the State of Virginia, 19 May, above.

PAYROLL OF THE VIRGINIA STATE TRADING SCHOONER *MAYFLOWER*

A payRole of the Shooner *Mayflower* from y^c. 28th of Jan^y. 1778 to y^c. 28th of May 1778

Mens Names	Quillitty	When Ship ^t	when. Disch ^d	Deserted.	Wages p ^f Month	Wages Due
John Young	Master	Jan 28 th .	May ye 29 th	————	£15.. ..	£60.. ..
Robert Witchel	Mate	Jan 28 th .	May 29 th	————	12..-.-	48- ..
Joseph Kemp	Seaman	Jan 28 th	May 29 th	————	6..-.-	24 ...
John More	D ^o	Jan 28 th	May 29 th	————	6..-.-	24 ...
Lewis	D ^o	Feb ^r . 6 th .	————	March 15 th	6..-.-	7..8.
Tho ^s . Gary	half seaman	Jan 28 th .	May 29 th	————	4..10	18....
George	Seaman	March 16 th	May 29 th	————	6..—	24..8.



Governor Patrick Henry of Virginia

W ^m . Tho ^s .	D ^o	Feb 3 ^d	March 20 th	————	6.—	9..4.
						£205..0..0
						<u>111..4..8</u>
						£316..4..8

D, Vi, Papers of Various Ships, 1776-1782. Papers of Schooner *Mayflower*, 1776-1778. Docketed on separate sheet: "May 28th. 1778/Payroll & Disbursements/ag^t the Schooner *May Flower*/settled & paid to the above/Date."

THE SOUTH-CAROLINA AND AMERICAN GENERAL GAZETTE (CHARLESTON), THURSDAY,
MAY 28, 1778

This day Capt. William Hall, in the State Brig *Notre Dame*, returned from a cruize. In company with Capt. Anthony of the Brig *Polly*,¹ he took a snow loaded with provisions, from Corke for Barbados, since lost on Georgetown bar; three shallops; the ship *Swift*, formerly belonging to this port, with upwards of 300 hogsheads of rum and sugar, out of a port in Jamaica to the leeward of Cape Antonio; a schooner, and a sloop. The *Notre Dame* parted with the *Polly* at the Isle of Pines, since which the former fell in with the Jamaica homeward bound fleet, one of which falling astern in the night, Capt. Hall early next morning gave chase to her, when she crowded sail, as if desirous to get away; but on the *Notre Dame* coming within gunshot, the enemy hove about and stood for her, who escaped, after having three shot fired at her, and being chased six hours: Capt. Hall since learned she was the *Æolus* frigate of 32guns.² He afterwards fell in with and took a ship of 4 nine and 5 four pounders, commanded by Capt. Henderson, and two brigs, all bound from the Mississippi for Jamaica with lumber and tar; and a sloop belonging to the Jamaica fleet: The two brigs and sloop arrived with the *Notre Dame*.

Capt. Hall informs us, that being at St. Domingo, he received every mark of civility and attention from the Spanish Governour³ and principal inhabitants; had his vessel cleaned, a supply of provisions, and every thing else he stood in need of.

1. South Carolina letter of marque *Polly*, Capt. Hezekiah Anthony, commander.

2. H.M. frigate *Æolus*, Capt. Christopher Atkins, commander.

3. José Solano y Bote.

May 29

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War

Present—
Sam^l Ph'ps Savage Esq^r

Boston May 29th. 1778—
James Prescott Esq^r

John Brown Esq^r
 Thomas Walker Esq^r
 George Williams Esq^r

Isaac Phillips Esq^r
 Eleazer Johnson Esq^r

Sam^l Ph[']ps Savage Esq^r President

Order'd, That John Scollay Esq^r deliver Roger Bartlett for the Brig^t *Hazard*,¹ one Barrel N E Rum . . cont^g . . G'lls

Order'd, That Cap^t Sam^l Stebbins for Pilotage & Attendance of his Most Christian Majestys Frigate "la *Nymphé*,"² as p^r Account . . be paid . . .£31..—..—.

Order'd, That Dan^l Dana for Sundry Provision supplied the Frigate "la *Nymphé*" belonging to his most Christian Majesty, be paid as P^r Account£162.. 8.. 2—.

Voted, That Cap^t Williams, Cap^t Phillips & Cap^t Johnson³ be a Committee to view the Schooner *Hannah*,⁴ & make report to the Board of the repairs necessary to be made to her—

Order'd, That M^r Field⁵ Armourer at the Laboratory receive all the small Arms from the Brig^t *Hazard*, and repair them immediately—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes, 1777–1778), pp. 320–22.

1. Massachusetts Navy brigantine *Hazard*, Capt. Simeon Samson, commander.

2. French Navy frigate *Nymphé*, Lt. Commandant Chevalier de Beaudot de Sainneville, commander.

3. Capts. George Williams, Isaac Phillips and Eleazer Johnson.

4. Massachusetts State trading schooner *Hannah*.

5. Ebenezer Field/Fields.

GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT TO AMERICAN COMMISSIONERS IN
 FRANCE

Gentlemen

Hartford May 29th. 1778-

This will be handed to you by Cap^t Robert Niles (Command^r of the Schooner *Spy* own'd by this State) and has in Charge Dispatches from the Hon^{ble}. Continent^l Congress, which I was desir'd to forward Imediately to you,¹ hope he may have a Good Passage and Arive Safe—² The Article of Lead is much wanted in this State and would desire that you would putt as much on Board, the *Spy* as Cap^t Niles shall Judge Suffecient to take on Board, to putt her in Trim for Sailing³ and Supply him with Cash Suffecient for his Disbursments during his Stay in France— and One hundred and Twenty Four pounds Lawfull Money, which I have Agreed to advance for Cap^t Niles and his Mate, also as much more as will pay Each of his Seamen One Months pay, the Amount must Refer you to Cap^t Niles. I am, with great Esteem and Consideration Gentlemen [&c.]

Jonth: Trumbull

L, PPAmP, Benjamin Franklin Papers, vol. 9, fol. 199. Addressed below signature: "To The Commissioners of the United States of America-/at/Paris." Addressed on separate sheet: "The Honorable Commissioners of the/United States of America/at/Paris." Notation on cover sheet: "Packet—/Cap^t Rob^t Niles-/Commander—." Franked: "On Public Service/Jonth: Trumbull." Docketed: "Jon. Trumbull/to Comm^{rs}. 29 May/1778. by Capt Niles/(who came in 22. Days)."

1. On the dispatches carried in *Spy*, see Continental Marine Committee to Trumbull, 5 May, above.

2. The *Spy* arrived in France on 3 July after, as noted in the docketing to this letter, a passage of twenty-two days.

3. On 22 July, the commissioners ordered Jean-Daniel Schweighauser, the Continental Agent in France, to supply Niles with fourteen or fifteen tons of lead. DNA, PCC, item 84, vol. 1, p. 162 (M247, roll 111). The lead did not reach America as a Jersey letter of marque *Bazely Brigg*, Capt. Noah Gautier, captured *Spy* on 29 Aug. 1778, one day after it sailed from Nantes. Niles to Benjamin Franklin, 27 Oct. 1778, PPAmP; UKLPR, H.C.A. 26/62/85.

JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Friday, May 29, 1778

A memorial from William Tisdale, Esq. judge of the court of admiralty in and for the port of Beaufort, in the State of North Carolina, and John Cooke, Esq. proctor and advocate in the said court, in behalf of John Cochran, Cornelius Anible, Isaac M'Key, and Nathaniel Moore,¹ who brought into the said port, and libelled in the said court of admiralty, a sloop called the *Tryal*, which was condemned in the said court, and two-thirds of the net proceeds adjudged to the use of the United States, and the other third to the use of the said libellants, was read, praying, for sundry special reasons therein set forth, that the two-thirds adjudged to the use of the United States, may be given up to the use of the said libellants:

Resolved, That the prayer of the said memorial be granted.

. . . The Marine Committee report, that they have conversed with Captain Landais, an experienced sea officer, and skilled in the construction of ships of war, and that he has demonstrated to their satisfaction, that the seventy-four gun ship now on the stocks at Portsmouth, in New Hampshire, may be more profitably for the public, constructed a two-decker, carrying twenty eight 24 pounders upon her lower battery, and twenty eight 18 pounders on the upper deck; in the whole 56 guns: Whereupon,

Resolved, That the said ship heretofore intended for one of 74 guns, be constructed to carry 56 guns only, upon two batteries, that is to say, twenty eight 24 pounders upon the lower deck, and twenty eight 18 pounders upon the upper deck.²

Resolved, That the new continental frigate built at Salisbury, in the State of Massachusetts bay, and lately launched, be called, "*The Alliance*."³

JCC 11: 549–55.

1. See Cooke to Cornelius Harnett, 11 May, above.

2. For more on Capt. Pierre Landais, see Journal of the Continental Congress, 9 May, above. The Continental Marine Committee conveyed Congress's order to John Langdon, who was overseeing construction of the ship, and to the Continental Navy Board of the Eastern Dept. in letters of 30 May, both below.

3. This 36-gun frigate, originally named *Hancock*, had been launched on 28 Apr. 1778. On 19 June, Congress named Capt. Pierre Landais commander of *Alliance*. JCC 11: 625.

JOURNAL OF THE VIRGINIA NAVY BOARD

[Williamsburg] Friday the 29th day of May 1778.—

Present.

Mr Whiting. Mr Archer and Mr Lewis.—

Ordered that Mr Isaac Mercer, have leave of Absence from the duty of the Navy for ten days.—¹

Ordered that the keeper of the public Magazine, deliver to Captain Barret eleven Muskets for the use of the *Hero* Galley.—

Captain Westcott received Orders to save all the Articles that are now in the *Norfolk Revenge* Galley which is sunk in Nansemond River,² which with those already saved he is to put on Board the *Peace & plenty*³ together with his men, and proceed to James

Town, and on his arrival there, to wait on the Board for further Orders.—

Captain Barret received Orders to proceed with the Galley under his command to Portsmouth, and have her properly cleaned and repaired as expeditiously as possible. And then to return to his former station.⁴

Ordered that Mr William Frazier⁵ deliver to Captain Westcott or Order six three pounders with their Apparatus he has in his possession for the use of the *Henry* Galley.—

Ordered that a Warrant issue to Captain Jn^o. Barret for one hundred pounds on account for the purpose of furnishing necessaries for the use of the *Hero* Galley.—

DS, Vi, Navy Board Journal, p. 407.

1. Lt. Isaac Mercer served on the Virginia Navy armed boat *Nicholson*.
2. Capt. Wright Westcott, Virginia Navy, commanded the Virginia Navy galley *Norfolk Revenge*.
3. Virginia Navy schooner *Peace and Plenty*, Capt. John Dames, commander.
4. The "former station" of the Virginia Navy galley *Hero*, Capt. John Barret, commander, was Newport News, Va. Journal of the Virginia Navy Board, 14 Feb. 1778, *NDAR* 11: 349.
5. William Frazier was an agent/contractor on the York River for the Virginia Navy. *NDAR* 5: 1220n.

WILLIAM BINGHAM TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon^{ble} Gentⁿ

St Pierre M/que May 29th 1778

I have done myself the Honor of writing several Letters to Congress upon the Subject of Remittances, for Debts I have contracted in this place on public Account; in some of which I requested Liberty to draw upon you Gentlemen for the Amount, as being the most Sure & eligible Plan of procuring Payment; I have not as yet received any Answers to my Letters, but expect them with great Impatience¹

Should they not arrive, & Remittances fail me, I shall live under the Necessity of drawing upon you for the Sum of Liv^s 100,000 Tournois, to preserve my Credit, & enable me to pay due honor to the Engagements I have entered into, on the Public Account.

Nothing but the most pressing Demand for this Sum, & the fullest Assurance of my Drafts being punctually honoured, could induce me to take this Liberty, without having first obtained yours & Congress's Permission; But I am fully confident that it cannot be the Intention of Congress that their Agents should be reduced to Difficulties, or their Credit suffer, by a failure in their Payments.

The Congress is indebted to me a much larger Sum, & should I receive Remittances from America in Produce, I should find the greatest Difficulty in disposing of it, for mercantile operations are almost suspended here, from the appearance of an approaching War—

Besides, Several French Vessels have lately been taken, & carried into English Ports, for no other Reason than their having American Produce on board, which has made the Owners of Vessels very cautious of receiving it on Freight untill War is openly declared.

It gives me Pain to impart to you the disagreeable News of the Loss of the *Randolph* & *Alfred* Frigates; The Circumstances that attended the Capture of the *Alfred*, greatly aggravate the Misfortune; She fell a Sacrifice to the Cowardice of Capt Thompson Commander of the *Raleigh*, who declined giving her any assistance, dur-

ing her Engagement with the *Ceres* & *Ariadne* Sloops of War, the one of 18 & the other of 22 Guns;² I have transmitted to Congress a full & circumstantial Account of this unfortunate Event, & I hope the base & infamous Conduct of Capt Thompson will meet with a proper & condign Punishment³

The Stroke of Misfortune that befell the *Randolph* proceeded from a very different Cause, from an intemperate & indiscreet Courage; Capt Biddle had the Confidence to attack the *Yarmouth* a 64 Gun Ship & was Sunk in the Engagement Out of 305 Persons of which the Crew consisted, but four were Saved—⁴

A Captain of a Vessel that was taken & carried into Domenica informs me that the Day before he sailed from Boston M^r Deane arrived there from France⁵ There is no late News of any Consequence from the Armies—I have the honor to be [&c.]

Wm Bingham

L, PPAmP, Benjamin Franklin Papers, vol. 9, fol. 197–98. Docketed: “W^m Bingham S^t Pierre May 29 78.”

1. On 16 April, the Continental Congress approved the following resolution: “That Mr. William Bingham, agent of the United States of America, now resident in Martinique, be authorized to draw bills of exchange at double usance on the commissioners of the United States at Paris, for any sums, not exceeding in the whole, 100,000 livres tournois, to enable him to discharge debts by him contracted on account of the said states; for which draughts he is to be accountable.” *JCC* 10: 356. “Double usance” means twice the time normally allowed for payment of bills of exchange. *OED*.

2. On the capture of Continental Navy ship *Alfred*, Capt. Elisha Hinman, commander, by H.M. frigate *Ariadne*, Capt. Thomas Pringle, commander, and H.M. ship-rigged sloop-of-war *Ceres*, Comdr. James Richard Dacres, commander, see Journal of H.M. frigate *Ariadne*, 9 Mar. 1778, *NDAR* 11: 575.

3. Bingham’s letter to Congress has not been found, however Capt. Thomas Thompson was court-martialed and suspended from command for his actions during the engagement involving *Raleigh*, *Alfred*, *Ariande*, and *Ceres*.

4. On the destruction of Continental Navy frigate *Randolph*, Capt. Nicholas Biddle, commander, during its engagement with H.M.S. *Yarmouth*, Capt. Nicholas Vincent, commander, see *NDAR* 11: 576, 1175-77.

5. On the mission of Simeon Deane, see Simeon Deane to the American Commissioners in France, 16 April, above.

May 30 (Sunday)

LOG OF RHODE ISLAND PRIVATEER SHIP *MARLBOROUGH*, CAPTAIN GEORGE WAIT BABCOCK

[*Taylor Harbour, Nova Scotia*]

Remarks for Saturday May 30th: 1778.

Taylor Harbour bore NE½N 3 Leagues Distance

Latt^d: by Obs. ; Long^d: in 62°..36′ [W]

Cloudy With Moderate Breezes, & att. 5 AM Saw a Sail on our Starboard, Now upon us. att 6 gave her a gun. She Brought too. & Prov’d to be the Brigg *Sally* from Newbury port. for Bilboa. that had Been taken by the *Raisnable*, a Brittish 64 gun Ship.¹ we took out 6 Prisoners. & Sent Lieu^t Brown² with 6 men to take Possession. She Saild from Newbury port the 25th: Ins^t Commandd by Tho^s. Clueston³ Laden with Tobacco Lumber [&c.] and on Wednesday the 27 was taken by *Raisnable* which put one W^m Wallace. a Mid Shipman on Board, who when [taken?] had Neither Papers Instructions or anything Else. She was own’d by GeneralTit[*co*]m & Colonel Cross of s^d: port—⁴

Latt^d: by Obs. 43°..21′ N; Long^d: in 62°..01′ [W]

Cloudy with Moderate Breezes. att 4 PM Saw a Sail on [our] Larboard Bow. made all Sail gave Chace we gained on the Chace att 9 PM it Came on Dark we lost

Sight, of the Chace. took in Studden Sails, & hawld our wind to the SW. with Both prizes in Company—

D, NjMoHP, Lloyd W. Smith Collection, "Journal of A Voyage in the Good Ship *Marlborough* George W^c: Babcock Commander Bound On A Five Months Cruize Against the Enemies Of The United States of America from Rhode Island Kept by John Linscom Boss. Capt^{ns}: Clerk.—"

1. For more on the capture of brig *Sally* on 27 May by H.M.S. *Raisnable* and H.M. frigate *Diamond*, see Master's Log of H.M.S. *Raisnable*, 27 May, above.

2. Probably Lt. N. Brown. See entry in log for 31 May.

3. Thomas Clouston, of Newburyport, Mass.

4. Brig. Gen. Jonathan Titcomb and Lt. Col. Ralph Cross, Jr., both then served in the Essex Co., Mass., militia. *Massachusetts Soldiers and Sailors of the Revolutionary War*, vol. 4: 170; vol. 15: 788.

JOURNAL OF H.M. FRIGATE *BLONDE*, CAPTAIN JOHN MILLIGAN

May 1778

Cape Ann [*Mass.*] N77W 50 Lg^s

Saturday 30

at 5 AM up Top Gall' Yards out 2^d Reefs & TK^d Ship at 7 Saw a Sail to the NW Comm^{dre}.¹ made the *Raisnables* Sig^l to Chace ½ past 9 Saw a Sail to the S^o: made Sail & gave chace 7^h Sig^l at Noon all sails sett—

Cape Sable N20°E 33 Lg^s:

First parts Fresh Breezes & Clear Middle & latter Mod^c: & D^o: ½ past Meridian Carried away the Starb^d Main Topmst. Steering sail Boom ½ past 3 Came up with the Chace she prov'd a Privateer Brigg² from Boston of 12 Guns and 64 Men had been out 3 Days. took out the Prisoners & sent onb^d 2 petty Officers & 15 Men ½ past 6 TK^d: & made Sail, prize in C^o: at 12 Tk^d:

D, UKLPR, Adm. 51/118, part 3, fols. 111–12.

1. Capt. Charles Feilding, commanding H.M. frigate *Diamond* and senior naval officer present.

2. Massachusetts privateer brigantine *Washington*, 115 tons burthen; its capture was credited to *Blonde*, *Diamond* and *Scarborough*. Gambier's Prize List, 20 Dec. 1778. *The London Gazette*, 2–6 Feb. 1779. According to the application for a letter of marque, *Washington*'s captain was Nathaniel Wardell of Boston; it mounted 12 carriage guns; had a crew of 80; was commissioned on 25 May 1778; and was owned by William Shattuck and others, of Boston. M-Ar, Revolutionary Rolls Collection, vol. 7, pp. 299, 300; Mass. Archives Collection, vol. 168, p. 313. Capt. John Milligan entered a libel in the Vice Admiralty Court of Nova Scotia against *Washington* on 3 June and on 23 June the court condemned it as a lawful prize of H.M. frigate *Blonde*. John Fox, prize master, testified that *Washington* mounted twelve 3, 4 and 6-pounders, and had stores for a three months' cruise. CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), pp. 137–38.

THE PROVIDENCE GAZETTE; AND COUNTRY JOURNAL SATURDAY, MAY 30, 1778

PROVIDENCE, May 30.

Tuesday last arrived at a safe Port a Prize Ship,¹ with upwards of 300 Pipes of Wine; she was bound from Madeira to Barbados, where she had but just anchored, when she was cut from her Moorings by Capt. Bishop, in the Privateer Sloop *Barton*, of this Port.²

Capt. James Munro, in the Privateer Ship *Blaze Castle*, of this Port, has taken and sent into Martinico a Brig from Scotland, laden with Coal; likewise a Brig from Ireland, with Provisions, which is also arrived at a safe Port.³

By Advices from the West-Indies we learn, that the Privateer Ship *Marlborough*, Capt. Babcock, of this Port,⁴ some Time since landed a Number of Men on the Island of Delos,⁵ on the Coast of Africa, from whence he took a large Quantity of valuable

dry Goods. He had taken a Vessel laden with 140 Tons of Camwood, and 40 Tons of Rice;⁶ and a Schooner (which was arrived at Martinico) with 8 Chests of Arms, 200 Brass Kettles, 9000 Weight of Tobacco, and 6 Chests of Beads;⁷ he also captured and destroyed a Number of Drogers on the Coast.

1. Ship *Louisa*, 240 tons burthen, Raymond Payne, master, arrived at Boston on 26 May and was libeled on 11 June in the Massachusetts Maritime Court (Middle District). *The Independent Chronicle, and the Universal Advertiser* (Boston), June 11, 1778.

2. Capt. Lemuel Bishop commanded Rhode Island privateer sloop *Sally*. In this report *The Providence Gazette* misidentified *Sally* as *Barton*. *Ibid.*

3. Brigantine *Oliver*, 70 tons burthen, John McNeal, master. She was libeled on 11 June in the Massachusetts Maritime Court (Middle District). *The Independent Chronicle, and the Universal Advertiser* (Boston), June 11, 1778.

4. Rhode Island privateer ship *Marlborough*, Capt. George Wait Babcock, commander.

5. Îles de Los, off Conakry, Guinea.

6. Brigantine *Pearl*, Peter Branker, master. For more on this brig, see *From The Jamaica Gazette*, 9 May, above.

7. Schooner *Fort Rose*, Paul Cross, prize master. For more on its capture and disposition, see Log of Rhode Island Privateer Ship *Marlborough*, appendix D, below.

GOVERNOR JONATHAN TRUMBULL OF CONNECTICUT TO SAMUEL ELIOT, JR.

[Extract]

Sir.

Hartford 30th May 1778

I received your favour of the 24th instant ~~th~~ Buller, in which you acquaint me of the arrival of the Prize Ship the *Admiral Kepple*,¹ and Cargo; Captured by the *Cromwell*, & *Defence*,² This is an Event truly pleasing, and on which I congratulate you.—

. . . I wrote you last week by the Messenger, who brought yours of the 20th instant, directing you to Let the Commissary of Purchases have such Articles of the Cargo of the *Cyrus*,³ as he should Chuse to purchase for the Army; this upon further deliberation I conceive too General— you are therefore directed to dispose of the Articles of Provision of both Cargo's such as Butter Cheese Hams Tripe and Sour Crout &c. which belongs to this State and suspend the Sale of the other articles, untill further orders, and which will be given when I can be furnished with a more particular account of their Contents of said Cargo's in order to which you will take the Earliest opportunity to Transmit the Invoices to me—

With regard to the Seamen & Marines taken on Board said Ships would have them Treated with Humanity and not confined in Goals or Prison Ships, and if any of them should be inclined to enlist into the Sea Service, as I know of no Resolve of Congress that forbids it, would have you permit them in case an Opportunity presents, those who shall decline to enlist, would have them kept in order to be Exchanged for our Seamen in the Hands of the Enemy—⁴

your known fidelity, prudence, and attention to your duty, renders it unnecessary to be more particular I am with esteem and regard [&c.]

Df, Ct, Connecticut Archives, 1st Series, vol. 9, p. 265. Addressed below close: "Samuel Eliot Jr Esqr"

1. British letter of marque snow *Admiral Keppel*, Capt. Abraham Brown.

2. Connecticut Navy ships *Oliver Cromwell*, Capt. Timothy Parker, commander and *Defence*, Capt. Samuel Smedley, commanding.

3. British letter of marque ship *Cyrus*, Capt. Christopher Deake.

4. On 29 May Eliot informed Trumbull that the Massachusetts Commissary of Prisoners had demanded that the seamen from prizes *Admiral Keppel* and *Cyrus* be turned over to him. Eliot replied it would be improper for him to deliver them, as Connecticut might need to exchange them for Connecticut seamen held in captivity at Newport or Halifax. Eliot to Trumbull, 29 May 1778. Ct, Connecticut Archives, 1st series, vol. 9, p. 263.

CERTIFICATE OF SERVICE FOR JUSTIN JENNINGS BY
CAPTAIN SETH HARDING, CONNECTICUT NAVY

Norwich [*Conn.*] May 30th: 1778

These may certify all whom it may concern that Justin Jennings entered on Board the Brig *Defence* belonging to the State of Connecticut under my Command on or about y^e first of March 1776 to Serve as my Clark for y^e Space of one Year from that date, in which Station he served till on or about the 16th. of June following when he met with the misfortune to be wound'd in one of his Legs in Action in Boston Bay¹ that Occationed the cutting of it off.²

Seth Harding

DS, Ct, Connecticut Archives, 1st Series, vol. 18, p. 387.

1. This refers to the capture of the British transports *Annabella* and *George by Defence* on 16 June 1776 in Boston harbor. See *NDAR* 5: 618, 620, 712.

2. In May 1780 the Connecticut General Assembly received Jennings' memorial for reimbursement and half pay, and awarded him £7..10..0 for the amputation of his leg. Ct, Connecticut Archives, 1st Series, vol. 18, pp. 388a–b, 389.

LIEUTENANT DANIEL ADAMS, MASSACHUSETTS NAVY, TO MASSACHUSETTS COUNCIL

Gentlemen—

{ Prison Ship *Good Intent*
New York May 30th: 1778

In my last Letter to you¹ I had but little Time to to Write for which Reason I had not an Oppertunity of pointing out to you in full our distress'd Sittuation, and the Distress that attend us and our fellow Prisoners in other Ships at this Port. there is 80 Americans & 150 Frenchmen on board one small Ship which makes it very Disagreable, for at Sunsett we are all drove down between Decks, and that down close only one at a Time to go on Deck the rest almost Smotherd for want of Air which is deny'd us by those cruel Enemy's of our's. Prisoners are very Sickley, and the Disorders Mortal which point out to us and threatens Suden Death and Destruction. Every Day our Provisions very Short and what we get is Salt meat and but 2 Pounds of that a Man for Six Days Some Peas and Sower Otmeal which is not fit for any humain Person to eat.— More than Eight Month have I Suffred in the hands of my Enemy. where I have Suffred every thing but Death and If I am oblid'ge to stay here many Days longer without relief that will become a Welcome Messenger.— Gentlemen, I dont know but what you may think strange of my heavy Complaints. with that of being weary of my Life in Eight or Nine Month when there is many that has suffred longer Captivity. (all that I grant you) but I dare affirm there is not a Man to be produc'd that has Serv'd the publick truer and faithfuller than I have and so much neglected as I am. When I was first taken I flatterd myself that you would not Suffer me to remain long in the Hands of the Enemy's but find myself under a Great Mistake (You may have for Answer that you had it not in your Power to Exchange me) that Point I am not able to Dispute but am well assur'd that had you taken the least Pains in [*illegible*] had I recevd a letter from you it would have given great Sattisfaction. but instead of that have never rec'd the least benefitt from you and know not wether you ever intend to exchange us but seem's as tho you were helping the Enemy's to answer their Ends to Murder us all had it not been in your Power to exchange us you might have wrote a few Lines to the Commissary of Prisoners at New-York.² he would

have supply'd us with such Necessaries as we now are Suffering for by which Means you would have Supported the Dignity of Worthy Members of the Honorable Board of War and deserving of Subjects to protect them. Instead of that you are Stigmatizd by our Enemy's as Murder's of your Subjects and often when they See us Naked, and with a few Ragg's hanging on us. Say who would Serve them Rebellious Rascals, are they fit to have Subjects. and finally either Damn them that would Serve them. this and many other Reflections, frequently are throwing on us, which is too much for the Soul of a true American to bare. it is my Ardent Wish that you would relieve me. and set me on the Same foundation that I was on when I first Entred your Service which is all I Request at present. If you have not a Mind to exchange me should take it favorable if you would acquaint me of the Same. Yesterday I was informd that they ware determin'd to releive those first that had not taken up Arms against great Brittain, if that is the Case where is the Encouragement to enter into the American Service when they can releive themselves by only Saying they will never take up Arms against Great Brittain, that is a hard task which I had rather not be concernd with. tho' I see Examples of it every Day. by Worthy Friends to America tho' not drove to that Necessity that I and many others at present are Naked without a Shew on their feet or Cloths to hide their Nakedness, which is at Present my own Case which you well think a Sufficient to agraviate the Spirit of any Man that has within them a Spirit of Resentment. I confess that it is too much the Case with the Generality of Mankind while at ease and Affluence they are apt to forget their fellow Creatu[re]s in distress. but only put it to your own Case to have 2 pou[nd] of Salt Meat P^r Man a Week. and the rest Mouldy Pease and Sower Oatmeal without one farthing of Money to Support you with other Necessary's. what a figure would you then Cut.— While in health it may Do but the Question is what are we to do in Sickness, Perish for want of Supp[ort] which has been the Case with Many a Good Man that would have Rejoic'd to meet Death in Defence of their Country, by him the Noble Brave & [Virtuous Souls?] is pass'd up when grim Death is hovering Round them, and dayly Snatches them of[ff]. Oh! Heavens is this to be the Fate of America's Sons, if so she will ever have Reason to lament the fate therof. So after a few Moments Reflection on our Distress[ing] Sittuation hope you will not Suffer Yourselves to Rest at Ease 'till you have Use'd ever[y] Xxertion in your Power for our Relief I conclude your Obedient humble Servant

Daniel Adams

PS. Admariel Gambier³ Ariv'd here Yesterday in the Ship *Ardent* of 64 Gun's and several transports with troops Said to be from England There is on board the this Prison Ship 4 Officers belonging to the *Freedom*.⁴ Myself⁵ 2nd. Lieu^t. Thom^s Doten.⁶ Sailing Master Caleb Dyer.⁷ & Captains Clerk Rob^t Fairservice,⁸ and some Masters of Vessells from Boston. Cap^t Pittman and others belonging to the Massachusetts State.—

In Council June 16. 1778

Read & Ordered That John Pitts Esq. with such as the Hon'ble House shall appoint be a Committee to consider this Petition & report what may be proper to be done thereon

Sent down for Concurrence
Jn^o. Avery D^y Sc^y

In the House of Representatives June 16th. 1778

Read and Concurred and Cap^t. Williams⁹ and M^r. Greenough¹⁰ are joynd in the affair—

Sam Freeman

Spk^r PT

L, M-Ar, Mass. Archives Collection, vol. 168 (Revolution Council Papers, 1777–1778), fols. 374–75b.

1. Letter not found.
2. Joshua Loring, British commissary general of prisoners.
3. Rear Adm. James Gambier.
4. Massachusetts Navy brigantine *Freedom*, Capt. John Clouston, commander, was captured on 16 Sept. 1777 by H.M. frigate *Apollo* and sent into New York City for trial. *NDAR* 9: 932, 932*n*.
5. Daniel Adams was appointed 1st lieutenant of Massachusetts Navy sloop *Republic* on 19 Sept. 1776 and on 18 Feb. 1777 transferred to Massachusetts Navy brigantine *Freedom* as a lieutenant. He was promoted to 1st lieutenant of *Freedom* on 4 Aug. 1777, was discharged on 21 Apr. 1778 and was allowed seven months' wages until 30 Nov. 1778, while being held a prisoner at New York City. *Massachusetts Soldiers and Sailors of the Revolutionary War*, vol. 1, p. 42.
6. Thomas Doten was engaged as a lieutenant for *Freedom* on 23 July 1777, was commissioned as 2nd lieutenant of *Freedom* on 4 Sept. 1777, was discharged on 21 Apr. 1778. There is no record that he received the seven months' pay allowance until 30 Nov. 1778, while being held a prisoner at New York City. *Ibid.*, vol. 4, p. 890.
7. Caleb Dyer was appointed sailing master of *Freedom* on 25 Aug. 1777, was discharged on 21 Apr. 1778 and was allowed seven months' wages until 30 Nov. 1778, while being held a prisoner at New York City. *Ibid.*, vol. 5, p. 118.
8. Robert Fairservice was engaged as captain's clerk of *Freedom* on 1 Aug. 1777, was discharged on 21 Apr. 1778 and was paid seven months' wages until 30 Nov. 1778, while being held a prisoner at New York City. *Ibid.*, vol. 5, p. 477.
9. Capt. George Williams, of Salem.
10. John Greenough, of Wellfleet.

GENERAL GEORGE WASHINGTON TO BRIGADIER GENERAL WILLIAM SMALLWOOD,
CONTINENTAL ARMY

[Extract]

Head Quarters Valley Forge [*Pa.*]

30th. May 1778

Dear Sir

I rec^d your fav^r. of yesterday by Col^o. Fleury.¹ After sending off the prisoners of War to Lancaster, I think you had better endeavour to disencumber yourself of the Tories by examining them and if any of them appear insignificant in themselves or confined for trifling crimes dismiss them—I have no objection to your permitting Cap^t. Walbe and the purser² to go to Philad^a. upon parole. As I do not admit Cap^t. Robinson to be considered as a prisoner of War but have demanded him as being unjustly detained, I cannot with propriety propose an Exchange between him and Cap^t. Walbe, because that would be giving up the point.³

Df, DLC, GGeorge Washington Papers, Series 4. Docketed below close: “30th. May 1778/to/Gen^l. Smallwood.”

1. Lt. Col. François Louis Teisseydre, Marquis de Fleury, a sub-inspector in Baron Steuben's Inspector General's department, had been serving with Smallwood's detachment.

2. Lt. Thomas Wallbeoff, commander of H.M. armed sloop *York*; Mr. Robinson, purser to H.M. ship-rigged sloop-of-war *Swift*, Comdr. George Keppel, commander.

3. In his letter to Washington of 26 May, above, Smallwood had proposed that Wallbeoff be exchanged for Capt. Isaiah Robinson of the Continental Navy. For more on the circumstances under which Robinson was seized, see General George Washington to General Sir William Howe, 22 Mar. 1778. *NDAR* 11: 759

JOURNAL OF THE CONTINENTAL CONGRESS

[York, Pa.] Saturday, May 30, 1778

The commissioners of claims, with the approbation of the auditor general, report,

Mr. Millegan¹ one of the Committee of Claims, agreeable to Order of the Board of Treasury, having Reported the following Account to the Auditor General, he begs leave to present the same for the allowance of Congress:

There is due to Captain Harman Courter, ² as follows:	
For his expences while in Public service in Europe, Dollars.	
amounting to £110 Sterling reduced to Livres at 10½d	
Sterling per Livre, and into Dollars at 5 Livres Tournois per	
Dollar, 2,514½ Livres,	502 78/90
For his Expences from Boston to, and at York	
Town [Pa.], amounting to £157.12 lawful money at 6/	
per Dollar	<u>525 30/90</u>
Making,	1,028 18/90

From which is to be deducted Money he received	
from the Honble the Commissioners at Paris, 100 Louis D'ors,	
for which they are to have credit at 24 Livres	
per Louis, and in Dollars at 5 Livres per Dollar, 2400 livres,	480

And from the Board of War at Boston £100.4 lawful	
for which is to have Credit, equal to	334

Which leaves a Balance due to Captain	
Courter, and for which a Warrant is	
drawn on the Treasurer of	214.18 ³

That they have liquidated the accounts of Captain Harman Courter's expences while in the public service, and that there is a balance due to him, amounting to 214 18/90 dollars:

Ordered, That the said sum be paid.

Ordered, That the Board of Treasury report a proper sum as a compensation for the Captain Courter's time and trouble in bringing despatches from the commissioners at Paris to Congress.⁴

JCC 11: 557-58.

1. James Milligan was the commissioner for auditing claims for the Treasury.

2. For more on Capt. Harmon Courter, see his memorial to Congress of 3 June, below. When the American Commissioners in France asked him to carry dispatches, including the proposed treaty of alliance with France, to Congress, they wrote the Committee for Foreign Affairs that Courter's journey would be "very expensive" and recommended that he be reimbursed and rewarded with "such further allowance, independant of the Actual expence of his Voyage, as you shall judge adequate to his Services." In that same letter, they called Courter "a Skillful and brave Seaman." American Commissioners in France to the Committee for Foreign Affairs, 17 Feb. 1778, *Benjamin Franklin Papers*, 25: 682 and n; for more on Courter and the dispatches, see note at Simeon Deane to the American Commissioners in France, 16 Apr., above, and American Commissioners in France to Harmon Courter, 17 Feb. 1778. NDAR 11: 1014.

3. This report, signed by John Gibson, is in the DNA, PCC, item 136, vol. 2, p. 309 (M247, roll 111).

4. On 2 June the board recommended that Courter be given \$1,500 in compensation for his services. JCC 11: 561-62.

CONTINENTAL MARINE COMMITTEE TO THE CONTINENTAL NAVY BOARD OF THE EASTERN
DEPARTMENT

Gentlemen

[York, Pa.] May 30th 1778

We have to acknowledge the receiving of your favours of the 7th 9th & 12th instant and to reply to their contents.—¹

In answer to that of the 7th we are glad to hear of the arrivals you mention. We observe that you had offered the command of the Brigantine *Resistance* to Captain Waters who refused accepting it alledging he was intitled to a better vessel. We have determined that Captain William Burke shall command that Vessel of which you will please to notify him, and inform Captain Waters that should he again refuse such command as shall be offered him, we will consider the propriety of dismissing him from the service—² you will have the *Resistance* fitted & manned for the sea immediately.

It was certainly out of the Line of your Department to have the receiving and storeing of Captain Greens cargo of Clothing & Stores—³ that was the business of the Continental Agent, who in the delivery thereof, should be governed by the Orders of Congress, the Board of war or the Committee of Commerce Agreeably to the enclosed Resolve of Congress dated the 28th Current which we send to prevent your taking unnecessary trouble in future.

The schooner *Loyalty* which you dispatched to bring flour & Iron is safely arrived at Sennepuxent, and we expect by this time is Laden'd and ready to proceed back if not already sailed. We Observe what dificulty you have in procuring other suitable Vessels, and only wish that your exertions in that respect be in proportion to your want of those articles.⁴ Principles of humanity & Œconomy direct the establishment of hospitals & that provision should be made for the sick seamen belonging to the Navy, and we doubt not Congress will consider that matter when time will permit.⁵ It gave us much pleasure to hear the *Providence* Frigate had got out but we are sorry to find that you despair of getting out the *Trumbull*. The Printers were premature in naming the New ship at Salisbury. The Congress have resolved that she be called the *Alliance*

M^r Vernon of your Board writes to M^r Ellery of this Committee as follows. “The two ships at Salisbury & Norwich⁶ are much larger than any yet built, will bear 18^{pds}. very well at least 16 of their Guns may be of that Size and wish they were Ordered in time before those Guns are provided” If you consider those Ships as competant to carry Sixteen 18 P^ds. each we have no objections to their being put on board & should be glad to know whether guns of that size can be provided.⁷

To yours of the 9th we shall answer that we are sorry M^r Roach hath been so great a Sufferer, and should be glad he would Accept of a Lieutenancy until a command can be given him.⁸ As you think it would be proper to resume of the Building of the frigate in Connecticut River we have determined so to do, and desire you will give the necessary orders for that purpose, agreeable to the plan you have proposed.⁹ We have not seen the Petition of the *Hancocks* officers we suppose it lies with the Secretary of Congress. we shall make enquiry and will duly consider it.¹⁰ We hope Strict enquiry and impartial judgement will be had on the conduct of Captains Manly, M^cNeill & Thompson.¹¹ we desire that it may be a particular charge against Captain Manly how he came to surrender the Continental Frigate under his command without fireing as it is said a Gun, and summon Captain William Burke as an evidence on his and Captain M^cNeills Trial. We have already wrote you that we wished to have as many of the Continental Vessels within your Department as can be ready in convenient Time fitted for Sea, and Sent out to Cruize collectively against the enemy. It is our desire that the *Warren* should join this force and that our former Orders respecting her should not be executed.—¹²

We transmitted you the 23 instant 50,000 Dollars by M^r Norton Brailsford an Express

for your place which we hope will be adequate to the demands of your Department for some Time. When you are obliged to draw we shall answer your Bills, but wish you to be as sparing as possible, as the heavy demands of the Army Departments keeps the Treasury very low. As you have not been able to procure a Hull for the *Hampdens* Rigging & Materials, we desire that you will order One to be built accommodated to them and employ M^r Peck to plan the constructions thereof.—¹³

In answer to yours of the 12th. we approve of your drawing in favour of M^r Shaw for 80,000 dollars and shall pay the Bill when presented. With respect to the ship *Queen of France* if she be calculated for a Cruizer we would have her employed as such, and joined with the other ships of war which you are to send out, but should she be a dull sailor and otherwise not well calculated for war, it is thought best to employ her as a merchantman, and in that case you will put her under the care of the Continental Agent to be employed agreeable to the Orders of the Committee of Commerce. As to the french officers on board that Vessel, they are become useless since the French Seamen have been taken away, and we apprehend it will be impracticable to man her with American seamen so long as they continue on board. We have [*directed*] therefore that they shall be discharged. Any Contract that may have been made with them in france we would have strictly fulfilled on our part, and you will either pay them their wages or give them Certificates to receive the same from our Ambassadors in france just as the Nature of their agreement shall require.¹⁴ We are glad to hear the frigate *Deane* had arrived at your port, and hope she is again preparing for sea. Enclosed is a Resolve of Congress of yesterdays date respecting the ship on the stocks at Portsmouth heretofore intended for A Seventy four but now to be constructed as a 56 Gun ship. We have determined to resume the building of that ship immediately, and now wrote to M^r Langdon for that purpose, and that Captain Landais in conjunction with him is to superintend the building of her.¹⁵ you will afford all necessary assistance in the prosecution of that business.—

You will give strict orders to all Commanders of Continental Vessels of war, not to take any private property onboard their Vessels unless by Order of Congress or this Committee.—

We have directed the Continental Agent John Bradford esq^r to exhibit to you his accounts against the Vessels fitted out by order of General Washington, and all other accounts he may have with this Committee, which you will please to examine and settle, He is to account with you for the Continental share of all Prizes already received, or that he may hereafter receive.¹⁶ This will be handed you by Captain John Barry whom we have appointed to Command the Frigate *Raleigh*— He is a brave Active Officer and we doubt not you will find him very attentive to his duty. You will put him in possession of the *Raleigh*, and he will be governed by your Orders.¹⁷ We have only to add that we hope your strongest exertions will be used in getting out the Vessels of war agreeably to your plan, and that their successes will repair the losses and honor of our Navy. We are Gentlemen [&c.]

P:S: we have directed John Langdon Esq^r to lay his Accounts before your Board which you will please to adjust & Settle with him. As we would not in any respect have the cause of Captain Manly prejudged, so we would not have it understood from what we wrote you of the 6th of March that he was by any means appointed to Command the new frigate *Alliance*.—¹⁸

LB, DNA, PCC, Marine Committee Letter Book, fols. 154–56 (M332, roll 6). Addressed before opening: “The Navy Board at Boston.”

1. These letters have not been found.
2. On 19 June 1778, the committee informed Capt. Daniel Waters that they had received his letter of 1 June “and refer you to what we have wrote to the Navy Board touching your refusal to the Command of the Brigantine *Resistance*.” DNA, PCC, Marine Committee Letter Book, p. 160 (M332, roll 6).
3. In early May, *Queen of France*, Capt. John Green, commander, arrived in Boston from France with a cargo of clothing and stores.
4. The board was able to obtain three schooners to transport the flour and iron held for them at Sinepuxent, which was located in southern Maryland, opposite Assateague Island. See Continental Marine Committee to William Smith, 19 June, DNA, PCC, Marine Committee Letter Book, fol. 159 (M332, roll 6).
5. There is no evidence that Congress considered the question of establishing a naval hospital in Boston.
6. The Continental frigate *Alliance* was building at Salisbury, Mass.; the frigate under construction at Norwich, Conn., was later named *Confederacy*.
7. When built, *Alliance* was armed with 9 and 12-pound guns, though 18-pounders were added later when the frigate was in France. The *Confederacy* carried 6 and 12-pounders. K. Jack Bauer, *Ships of the Navy, 1775-1969* (Troy, N.Y.: Rensselaer Polytechnic Institute, 1970), pp. 11, 12.
8. On the situation of John Roche, see Continental Marine Committee to the Continental Navy Board of the Eastern Dept., 6 Apr., above.
9. This frigate, later named *Bourbon*, was being built at Middletown, Conn.
10. The petition has not been found.
11. John Manley, Hector McNeill, and Thomas Thompson.
12. The “former Orders” were in the Marine Committee’s letter of 6 April to the Continental Navy Board of the Eastern Dept., above.
13. In their letter to the board of 24 July, the Marine Committee countermanded this order.
14. On 19 June, the Marine Committee wrote John Green to inform him that they had written the Continental Navy Board of the Eastern Dept. about the “employment” of the *Queen of France* and had directed the board to “discharge the french officers.” They also mandated that Green was to be “governed entirely” by the board’s orders. DNA, PCC, Marine Committee Letter Book, p. 161 (M332, roll 6). The board recommended that *Queen of France* be retained as a ship of war.
15. See the Continental Marine Committee to Langdon, this date, above.
16. On this same date, the Continental Marine Committee sent a letter to John Bradford that conveyed the same instructions. DNA, PCC, Marine Committee Letter Book, p. 153 (M332, roll 6).
17. On this same date, the Continental Marine Committee wrote John Barry informing him of his appointment as captain of the *Raleigh*, ordering him to “repair immediately” to Boston, and directing him to apply to the Continental Navy Board of the Eastern Dept. who would give Barry “orders for your employment.” DNA, PCC, Marine Committee Letter Book, p. 153 (M332, roll 6).
18. Pierre Landais, not John Manley, was named captain of *Alliance*.

CONTINENTAL MARINE COMMITTEE TO JOHN LANGDON

Marine Committee
York [*Pa.*] 30th May 1778—

Sir/

Inclosed herein is a Resolve of Congress of yesterday’s date whereby you will find that the ship on the stocks at Portsmouth heretofore intended for one of 74 Guns is to be constructed to carry 56 Guns only upon two Batteries, that is to Say Twenty Eight 24 Pounders upon the Lower deck and Twenty Eight 18 Pounders upon the Upper Deck. We have determined to resume the building of this Ship agreeable to the Said Resolve of Congress, and now direct that you employ the necessary Workmen for that purpose and let them proceed immediately on that business which we expect will be conducted on the best and most Oeconomical terms for the Public under your direction. We shall direct Captain Landais of our Navy to repair to your place and assist you in Superintending the building of this Vessel, and as we consider him as having great knowledge in constructing and building of Ships of War, we doubt not you will find him a use-

ful assistant.¹ You will inform us from time to time what occurs as necessary for us to be acquainted with in this business, and apply to the Navy Board at Boston who will furnish you with Money and every assistance in their power, they will also take proper measures for procuring Guns, Stores and other Materials for this Ship.

You will please to exhibit your Accounts with this Committee to the said Board whom we have directed to adjust and settle them² and are sir [&c.]

Richard Henry Lee C.M.C.³

L, Private Collection, Remember When Auctions, Inc. (Wells, Me., 1978). Docketed: "The Honorable/Marine Comm^{cs}/Letter 30th may/Answ^d." Addressed below close: "John Langdon Esq^r."

1. As seen in the resolution of Congress of 29 May, above, Capt. Pierre Landais had persuaded the Marine Committee to revise the design of the ship. In a letter to John Rutledge of 3 June, Henry Laurens explained why Congress had authorized the change: "the building will be much less expensive—the Vessel sail faster— & be of equal force with 450— instead of 600 Men & now the workmen who had been taken off[f] will be ordered to proceed—" Laurens to Rutledge, 3 June 1778, ScHi, Henry Laurens Papers.

2. By "the Navy Board at Boston," Lee referred to the Continental Navy Board of the Eastern Dept. See the Marine Committee's letter to the board of this date, above.

3. "C.M.C." is shorthand for Chairman Marine Committee.

JOURNAL OF THE VIRGINIA NAVY BOARD

[*Williamsburg*] Saturday the 30th day of May 1778.—

Present.

Mr Whiting Mr Travis. Mr Archer and Mr Lewis.—

Ordered that a Warrant issue to Mr George Britt¹ for five hundred pounds on account for the purpose of furnishing necessaries, and for building the Ship *Tempest*.—

Mr David Larkens² has Leave of absence from his duty on Board the *Safeguard* Galley for six weeks to commence from this day.—

Captain Elliot received Orders to take on Board of the Galley under his command³ as much iron as he conveniently can carry from on Board the Brigantine *Northampton*,⁴ and proceed round to Mr Holts Creek, on the Mouth of the College Landing,⁵ and on his arrival to wait on the board for further Orders.—

Captain Lilly received Orders to proceed with the Ship *Gloucester* under his command to the Chickahominy shipyard on James River, and he was informed in his Orders that Cap^t Elliot of the *Safe Guard*, was to protect and assist him in getting there.—

Captain Elliot received further Orders to protect and assist the Ship *Gloster* under the command of Cap^t Lilly in getting round to the Chickahominy shipyard on James River.—

DS, Vi, Navy Board Journal, p. 408.

1. That is, George Brett, a boat builder on the Mattaponi River. *NDAR* 8: 214.

2. Lt. David Larkin.
3. Virginia Navy galley *Safeguard*, Capt. George Elliott, commander.
4. Virginia Navy brigantine *Northampton*, Capt. Francis Bright, commander.
5. Holt's Creek and College Landing are both in the vicinity of Williamsburg, Va.

JOURNAL OF TIMOTHY BOARDMAN, CARPENTER'S MATE OF CONNECTICUT NAVY SHIP
OLIVER CROMWELL

30th Came over the Bar this Morning & Arriv^d in this Harbour In Compan^y with the Ship *Defence* Comd^{ed} by Saml^l Smedly.¹ Charlestown, Sth. C^{na}. May y^e 30th 1778.

Log-Book of Timothy Boardman, p. 53.

1. Connecticut Navy ship *Defence*, Capt. Samuel Smedley, commander.

CAPTAIN JAMES WILLING, CONTINENTAL ARMY, TO OLIVER POLLOCK

Sir

New Orleans 30th May 1778

I address you in this manner not only to prevent any Verbal altercation but as a method the most fitting both the Circumstance, and the Command I have the honor to hold in the states Service.— In the first place to Begin with my Instructions; the following Extracts will serve to specify their Tenour— After being orderd to make prize of all British Property in the Mississippi River I was instructed to apply to the Governor of this Province¹ for Liberty to make Sale of them, That obtained I am again Instructed to pay One moiety of the Net proceeds into Your hands as Agent for the Congress— Now sir how differently these matters have been conducted, you are better acquainted with, than myself, But it is my Business at present to Insist upon a total change of Proceedure—

My Men and Officers are discontented, myself displeas'd and the Governor himself highly dissatisfied with Your Conduct and what is of the most serious consequence My Men are deserting and the American Bank as it is termed is become proverbially Ridiculous In a word the service suffers and our Enemys rejoice— This therefore is to insist that You forthwith make out all your accounts so that the one half belonging to me and the Men be instantly divided and that you have the Ballance that is due on that Score ready to pay into my Hands on Monday or Tuesday next; Free of other charge or Commission than those of the Vendue Master.

As to M^r Goadings attempt to their Accounts it must ever prove abortive, unless the Cash is ready to pay the Ballance that is due; this being done I am well convinced there will no further discontent and that the Men will chearfully return to their Duty— I need say no more than that the service and honor of the States requires your immediate compliance, and that every ill effect which may arise, will be entirely owing to your Neglect— I have kept a Copy of this to lay before The Congress and Governour if needfull.² I am Sir [&c.]

James Willing
Capⁿ. in service of the
United Indep^t States of America

Copy, SpSAG, Papeles de Cuba, Legajo 2370, Part 2.

1. That is, Don Bernardo de Gálvez.
2. Pollock replied on 31 May, below.

May 31

WILLIAM SAUNDERS TO VICE ADMIRAL JOHN MONTAGU

Sir

Placentia [*Newfoundland*] May 31st 1778

I did myself the Honour of writing your Excellency the 28th. and intended sending a Boat Express with it but a Fishing Boat going directly for S^t. Johns took that Opportunity, a second Jersey Boat coming from Little S^t. Lawrence in hopes of some Kings Ship being here gives much the same information as the first Boat that an American schooner of 8 Guns & 50 Men came into the Harbour of Great S^t. Lawrence¹ the Morning of the 26th. went directly alongside of a Jersey Brigg of 10 Guns (unrigg'd) her Crew a fishing and began Rigging her immediately they went ashore and took every Article out of the store belonging to the owner of s^d. Brigg (no other Vessel being in the Harbour) from the hurry they seem'd to be in carrying Goods Aboard & Rigging the Brigg imagine they carry'd her away the next Day—I shall trouble your Excellency no further than to assure you I am with utmost Respect Sir [&c.]²

W^m: Saunders

L, UklPR, Adm. 1/471, fol. 221. Notation: "E^d," meaning enclosed. This letter was enclosed in Montagu to Philip Stephens, 27 July. The addressee is determined by a letter from Capt. Samuel Warren to William Saunders, 14 June 1778. UklPR, Adm. 1/471, fol. 222.

1. That is, St. Lawrence, Newfoundland.

2. On receiving an earlier report from Saunders of like import, the British attempted to send H.M. ship-rigged sloop-of-war *Spy* in pursuit of the American privateers but contrary winds prevented its sailing for almost two weeks. Capt. Samuel Warren to Saunders, 14 June 1778, UklPR, Adm.1/471, fol. 222.

JOURNAL OF H.M. FRIGATE *AMBUSCADE*, CAPTAIN JOHN MACARTNEY

May 1778

Cape Sambro N½E Dis^t: 13 Leag^sSatur^{dy}: 30th.

At 8 (AM) Cape Sambro N 6 or 7 Leag^s unbent y^e FS^t: & bent a new one reeved new Log Lines at 11 AM saw a sail to y^e: No:w^d: wore ship made Sail and gave Chace at noon shortened sail TK^d: left off Chace a Sloop Sambro light house NBW 3 Leagues—

Sambro Light House NBW Dis^t: 3 Leagues—

Mod^t: breezes and Cloudy w^r: saw a sail in y^e: NW Opened a Cask of pork N^o: 2297 Ct^s: 320 p^{ss}: short 2 p^{ss}: Benjⁿ: Rothesey Cape Sambro NNE 7 Leag^s: saw a sail to y^e: So:ward made sail and gave Chace at 6 light airs & var^{ble}: still in Chace at 11 fired 3 Six pounders and sev^l: Vollies of sm^l: Arms at y^e: Chace

Sunday 31st

at ½ past 12 y^e: Chace brought too she proved to be the *Charming Sally* Brig from Martinico bound to Boston¹ took 29 prisoners out and put a Mate and 7 hands on board her in Cutter (AM) out Cutter and sent her on b^d: y^e: prize for y^e: Prisoners Cloaths at noon light airs and Clear Prize in tow—

[Sambro Light House NBW Dis^t: 3 Leagues]

First middle and latter parts light airs and Clear w^r: (PM) at 2 all sail set Prize in tow at 5 saw y^e: land from NBW to NE at 8 do: w^r: Ashmetogen² N½E 5 or 6 Miles

D, UKLPR, Adm. 51/36, part 3, fol. 12.

1. Brig *Charming Sally*, master unknown, 150 tons burthen, manned by 31 seamen, cargo of rum, molasses, &c., owned by Ceres Smith of Boston, sent into Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fol. 488; Gambier's Prize List, 20 Dec. 1778. *The London Gazette*, 2–6 Feb. 1779.

2. Possibly Aspotogan, Nova Scotia.

JOURNAL OF H.M. FRIGATE *RAINBOW*, CAPTAIN SIR GEORGE COLLIER

May 1778

St. Georges Shoal S^o.44W^t. 15 Leag^s.

Sunday 31

AM at 5 saw a Sail bear^s: East—gave Chase—at 10 sent the Barge after the Chase—at Noon saw the Chase bro^t too by the Barge.

Latitude m. 42°.16´ [N] Longitude made 67°:26´ W

Moderate & clear W^t PM at ½ past 4 the Prize join'd us & prov'd to be a Sloop¹ bo^d. f^m. Annapolis Royal to Halifax which had been taken by the *Greyho^d*. Rebel Privateer² 10 days [ago]

D, UKLPR, Adm. 51/762, part 1, fols. 35–36.

1. Unidentified sloop, master unknown, owned by Mr. Prince, from Annapolis Royal, Nova Scotia, bound for Halifax with bricks and hay, sent to Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 483–84. This prize was of 50 tons burthen and was manned by a crew of 5 seamen. Gambier's Prize List, 20 Dec. 1778, *The London Gazette*, 2–6 Feb. 1779.

2. Probably Massachusetts privateer schooner *Greyhound*, Capt. Benjamin Hammond, Jr., mounting 2 carriage guns and 12 swivel guns and manned by 30 seamen, commissioned on 21 Apr. 1778 and owned by Aaron Wait and John Dutch, of Salem. M-Ar, Revolutionary Rolls Collection, vol. 5, pp. 353, 354; Mass. Archives Collection, vol. 168, p. 265.

JOHN BRADFORD TO ROBERT MORRIS

Dear Sir,

Boston 31st May [1778]

I wrote you under the 25 advising that I should send you by ye honble M^r Hancock eight thousand Dollars, these salute you by that amiable Gentleman and accompanies them—The Number of each I gave you in my last,¹ I am without any of your Favours since my last, hope by next Post, to receive Directions concerning Cap^t Brown's² & the *three Friends*³ Cargos, I've got the damag'd Goods thoroughly cleans'd & dried, the Loss will be very considerable, my worthy Friend⁴ has desired Me to give him a Memorandum of what I would wish for, from Congress, & as I assure you Sir, on my honour, my principal & ultimate View are to exert the utmost of my Abilities to serve ye public Weal, I beg your Influence join'd with his in Case what I have done should not be approv'd by Congress in the Matter of supplying ye Servants of ye Public with Goods at a lower Rate than the like Articles were sold at Auction, I saw the Utility of ye Plan, for without it we should not have been able to get Seamen for y^e Ships, neither did I do it before I consulted M^r Hancock & the Board,⁵ they concurr'd with Me in Sentiments & I hope it may not be disagreeable to Congress, it is not probable we shall have any Prizes in for some time as I don't know of any Continental Cruizers out from these States, excepting Skimmer⁶ as I find the *Providencē*⁷ is gone to France, I'm at a Loss to account for our Bay's being so clear from the Enemys Vessells at this Time. Not a Single Cruizer has made its Appearance. I trust the happy Day is approaching when they will be obliged to call them all away, and leave us our Co[a]sts unembarrass'd. We hear they are leaving your City, I ardently wish for a Confirmation of that News from you, and to hear that you are in the peaceful Possession of your own habitation—yours &c

J B—

LB, DLC, John Bradford Letter Books, vol. 2, pp. 135–36. Addressed at top: “Hon^{ble} Robert Morris Esq^r”

1. John Hancock. See John Bradford to Robert Morris, 25 May, above.
2. Ship *Henrietta*, Patrick Brown, master.
3. Ship *Three Friends*, ——— Hall, master.
4. That is, John Hancock.
5. Continental Navy Board of the Eastern Department.
6. Continental Navy brigantine *General Gates*, Capt. John Skimmer, commander.
7. Continental Navy frigate *Providence*, Capt. Abraham Whipple, commander.

MAJOR GENERAL JOHN SULLIVAN, CONTINENTAL ARMY, TO HENRY LAURENS, PRESIDENT
OF THE CONTINENTAL CONGRESS

[Extract]

Dear Sir

Providence May 31th 1778.

. . . nothing New has occurred in this Quarter Since my Last Save that the Enemy (who are Lately very industrious in mischief) Landed this morning at Freetown before Day with a view of Burning The Mills & Some Houses which were Contiguous. They immediately Set fire to an old mill & an old House which Stood near the place of their Landing & proceeded for the Town to Execute the plan. But were met at the Bridge on Fall River by Twenty five men who prevented their Crossing They repeatedly Endeavoured to Cross the Bridge but were as often Repulsed & after an Engagemen[t] of an hour & a half retired with precipitation to their Boats Leaving one Dead man and another mortally wounded behind them. From all Accounts they Suffered much in the Attempt & in Reembarking when they were Returning our Forts at Bristol & Tivertown annoyed them much particularly the ~~Latter~~ former a Large Galley¹ came up to Bristol Ferry to Cover them but was by our Cannon Driven on Shore & So Damaged that at high water finding She could not be got off the Crew abandoned her an Armed Sloop which Came to her Relief Shared her Fate & is Likewise abandoned. I Trust they will both be Burnt this night.² I have the Honor to be Sir [&c.]

Jn^o Sullivan

P S The party of the Enemy Consisted of a hundred & fifty men Commanded by one Major Ayeres—³

L, DNA, PCC, item 160, pp. 129–30 (M247, roll 178). Addressed below close: “His Exc^o Henry Laurens Esq^r.” Addressed on cover: “His Excellency Henry Laurens Esq^r/President of Congress/York Town.” Notation: “on publick Service/P^r Express/J Sullivan.” Docketed: “N^o. 25/Letter from gen Sullivan/May 31. 1778./read 11 June/referred to the board of war/(acted upon).”

1. H.M. armed galley *Pigot*, Lt. Henry Edwyn Stanhope, commander. See Diary of Captain Frederick Mackenzie, this date, below.

2. As seen in the Diary of Captain Frederick Mackenzie, this date, below, neither the armed galley *Pigot* nor an armed sloop was abandoned or burned.

3. Maj. Edmund Eyre.

JOURNAL OF H.M. FRIGATE *FLORA*, CAPTAIN JOHN BRISBANE

May 1778
Sunday 31

At single Anchor as before Arnold Point Neb³/₄East
Popasquash N¹/₂W & Gold Isle¹ SW¹/₂South
at 8 [AM] saw the Flat Boats Land our Troops near Common Fence
Point² the flood making weighd & Tow'd between Rhode & Hog
Island, at 10 came too, with the sm¹ Bower in 10 f^m. A num^r of shot
fired from the Rebell Battery³ at the *Pigot*,⁴ which was ret^d by our ad-

vanced Battery on Rhode Island & the Ship, at ½ p^t 11 our Boats returning thro Bristol Ferry, the Rebels fired round & Grape [*shot*] at them, which wounded L^t Congleton⁵ & Ja^s Smith Seaman [&] killd Hugh Jemison & Christopher Carlow

At single Anchor as before Arnold point NebE¾East-Popasquash N¾W & Gold Isle SW¾South

First part fresh Winds & hazy W^r latter strong Gales— PM at 2 the *Spitfire*^b anch^d between us & the *Pigot*, sent a Boat w^t hawsers & c^a to warp the *Pigot* from under the Battery at 3 the *Pigot* & *Spitfire* made Sail—

D, UKLPR, Adm. 51/360, fol. 158.

1. That is, Gould I.
2. On 30 May the Journal notes: "P.M at 3 sent the flat Boat & Pinnace mann'd & Arm'd on board the *Venus* at 11 Saw the *Pigot* Galley & a number of Flat Boats pass towards Taunton River."
3. American battery at Bristol Ferry.
4. H.M. armed galley *Pigot*, Lt. Henry Edwyn Stanhope, commander.
5. Lt. Andrew Congalton, R.N.
6. H.M. armed galley *Spitfire*, Lt. James Saumarez, commander.

DIARY OF CAPTAIN FREDERICK MACKENZIE, BRITISH ARMY

[Newport. Rhode Island]

31st May. Cloudy day. Cold wind at S.S.E. Some rain in the Evening.

The General¹ and the Commodore² having determined to attempt destroying some Saw Mills, and a quantity of Plank for building boats, which they³ had upon Fall River;⁴ the *Pigot* Galley,⁵ A Gunboat, some Flat boats, and boats of the *Flora*, *Juno*, *Venus*, *Orpheus*, & *Kingsfisher*, under the direction of Captain Christian⁶ of The *Kingsfisher*; with 100 men of the 54th Regiment under the Command of Major Eyre⁷ of that Regiment; were ordered for this service. At 12 oClock last night they passed through Bristol ferry, unperceived by the Rebels, and proceeded up Mount Hope Bay, except the *Pigot*, which unfortunately run aground in the upper part of the Passage, which gave an alarm to The Rebels, who immediately communicated it by firing Signal Guns which were repeated on both sides of the Bay. The boats waited some time in hopes of being joined by The *Pigot*, but finding the Alarm was given, they moved on to their destination without her, and on approaching the shore near Fall River, they were fired on by a Guard of about 40 men; but pushing directly in, the Troops landed and dispersed the Enemy. They then proceeded to the First Mills, where one Saw-Mill, a Corn Mill, 9 large boats, and about 15,000 feet of Plank was burnt. On advancing a small distance towards the other Mills, they found a considerable Number of the Enemy posted at, and above them, from whom they received a heavy fire by which 2 men were killed, and an Officer & 4 men wounded. It being then judged imprudent to attempt forcing the post, or to continue longer on shore, the troops returned to the boats, and re-embarked without molestation.⁸ No other loss than the abovementioned was sustained. The boats then returned down the bay, and landed on Commonfence Neck, and went to the assistance of The *Pigot*, which had continued all the time aground, and under the fire of the Rebel Battery at Bristol-ferry, by which she had suffered considerably; but by the assistance of the Boats, and more particularly the well directed fire of our two Guns in Bristol ferry Redoubt under the Command of Cap^t Brady⁹ of the Royal Artillery, who twice dismounted one of the

Enemy's Guns, and by a continual fire almost destroyed their work and prevented them from firing so quick and so well as they would otherwise have done, she was at last got off. Lieu^t Congleton¹⁰ of The *Flora* lost an arm, and 3 Seamen were killed by this unfortunate accident. The Galley received several shot in her hull; and had her boom cut in two and some of her Rigging much damaged by the Enemy's shot. 160 Shot were fired from the two guns in our Redoubt.

Came in one of the ships which had been sent to Boston with provisions for the troops of the Convention Army.

Mackenzie, *Diary* 1: 289–90.

1. Maj. Gen. Sir Robert Pigot.
2. Capt. Walter Griffith, R.N., acting commodore at Newport.
3. That is, the Americans.
4. According to Pigot, the saw mills were the only ones in the region, and the plank was for building privateers as well a boats. Maj. Gen. Sir Robert Pigot to Gen. Sir Henry Clinton, 31 May 1778, UkLPR, C.O. 5/96, fol. 54.
5. H.M. armed galley *Pigot*, Lt. Henry Edwyn Stanhope, commander.
6. Comdr. Hugh Cloberry Christian.
7. Maj. Edmund Eyre.
8. "In returning to the Boats, they set fire to the Rebel Guard Room, a Provision Store and nine Cedar Boats." Maj. Gen. Sir Robert Pigot to Gen. Sir Henry Clinton, 31 May 1778, UkLPR, C.O. 5/96, fol. 54.
9. Capt. Lt. and Capt. Thomas Brady.
10. Lt. Andrew Congalton, R.N.

COLONEL CORNELIUS D. WYNKOOP, NEW YORK MILITIA, TO MAJOR GENERAL HORATIO
GATES, CONTINENTAL ARMY

D^e Gen^l

Coeymans 31st May 1778¹

I take the Liberty to inform you, that after my appointment as Commiss^r of this State, to procure materials & artificers &c for the Security of Hudsons River I have been employ'd in procuring Timber, Boards &c &c & Building flat Bottom'd Boats about 40 feet Keel & about 16 feet Beam, near the Length of the Common Albany Sloops 2 of which are finish'd except Rigging, 4 more wants the Same with their platforms, 2 more in Timber. & have about Timber for 2 Others.² I shall be Glad to be inform'd what I must do with those that are finish'd from time to time, & how many more I shall order to be built. We Shall be in Want of Anchors & Cables for the Boats, which I beg Sir, that you will be pleased to order to be Sent up as Soon as possible as those articles are not to [be] had in Albany.³ I have the Honor to be Sir [&c.]

Corn^s D Wynkoop

P.S. Cap^t Low's men (artificers) Complain that they have rec^d: no pay Since the Enter'd the Service

L, DNA, PCC, item 154, vol. 1, pp. 427–28 (M247, roll 174). Docketed: "Letter from Col. Whinkoop/dated Coeymans 31st May/1778—." On 15 Apr. 1778, Congress appointed Gates to be American commander in the Hudson Highlands. *JCC* 10: 354–55.

1. Coeymans, N.Y., is on the Hudson River, some ten miles south of Albany.

2. On 14 June 1778, Wynkoop wrote Gov. George Clinton of New York complaining that Gates had not responded to his request for instructions. In that letter Wynkoop informed the governor that "Two Boats are finish'd having each a 6 pound'r in her Bow, the Largest Cannon to be had in Albany; five more now Busy in Laying their platforms, the Keel Laid of another, and Timber for about Two more." *Public Papers of George Clinton* 3: 457, no. 1508.

3. On 17 June, Gates instructed Brig. Gen. John Starks, the American commander at Albany: "Please to Acquaint Colonel Wynkoop, that when he has worked up his materials, & finished all the Ten Gun Boats he mentions, I would not have him build any more, or Collect any more materials.— As the Boats are finished, they Should be sent to Fish-Kill Landing, to be Rigged, and Equip'd.— If Col^o Wynkoop is

Able I Should be glad he would come to me, when the Boats Come down, and bring the Abstracts of the pay due to Cap^t [*Jacob*] Low's Company of Carpenters, that they may be satisfied." DNA, PCC, item 154, vol. 1, p. 434 (M247, roll 174).

WILLIAM ELLERY TO WILLIAM WHIPPLE

[Extract]

My Dear Sir,

York Town [*Pa.*] May 31st 1778.

I rec'd your's of the 10th of May a few days ago and wish I could give you any thing new and entertaining. The most interesting intelligence soon grows old, and we are constantly looking out for something new. I don't wonder that Solomon Said all was vanity so soon as he had discovered that there was nothing new under the Sun,¹ for if it were not for the expectation of something new life would be but a dull Scene, like an old reiterated tale. There would be an end to curiosity, which stimulates to the acquisition of knowledge; and the world would be involved in one long night of ignorance and darkness. The most important intelligence that we could expect was, that Providence had disposed some European Power to stand forth in support of injured innocence and the violated rights of mankind. France hath been disposed to enter into an alliance with us and upon terms of equality and reciprocity, herein discovering a magnanimity worthy of the most Christian King. We have illuminations and fired our feu de joie on this occasion, and it is already become and old Story. We are now looking out for further alliances and commissioners from Britain to treat with us. We have not as yet heard that war was declared between France and Britain. It will be inevitable unless Britain can bring down her proud stomach to relish Sound policy, to acknowledge our Independency, and make peace with us. Whether the haughty insolent Thane² can Stoop to this, or not you are a good judge. I should with you, perhaps, have been willing that France should have continued in her usual way to have supported us, had not I, in contemplation the divesting of Britain of every foot of land upon this Continent. I think it absolutely necessary to a future, lasting peace that we should be possessed of Canada, Nova Scotia and the Floridas, which we cannot so well effect without the open assistance of France. We have gained great reputation by our arms and humanity throughout Europe, and I believe even Britain herself begins to think us invincible. It is most certain that if she had not been secretly and openly aided by our own countrymen, she must have long since been compelled to give over her vain attempts. Hereafter when peace and independency shall be established, temptations to disaffection, the preservation of property and office, or the expectation of them will cease, and unite truly like a band of brothers, we may bid defiance to the world. Commerce and Agriculture must be our great objects—the latter as the basis of the former and the former must be Supported by a proper Marine. I wish we had a respectable Navy, but as matters are circumstanced we must go through the war with a Small one. Your plan for a Navy is approved excepting that part of it which proposes the turning of the 74 gun Ships into frigates³ which M^r Landais, whom the Committee imagine is a very good judge thinks would not do. He hath proposed that they should be constructed to carry only two batteries; the lower battery to consist of twenty eight 24 pounders and the upper one of as many 18 pounders. In this way he says that the 56 gun ship will make as good a battle as a 74, be stronger, sail faster, take less men, be built quicker and be much cheaper. The Committee have laid his Scheme before Congress: it was ap-

proved and I suppose the Committee will direct Mr Langdon to pursue the building of the intended 74 on Landais plan.⁴

Our future frigates will be such as you describe: with two 56 gun ships and half a dozen such frigates under good Commanders, we should oblige our Enemy's Ships to go in Squadrons, or capture them wherever we Saw them. But without brave Skillful Captains it is in vain to equip fleets. I don't know which is the most Criminal not to assist a Ship overpowered by numbers, or to deliver up a Ship without firing a gun.⁵ If the Devil were a coward, I should think that he possessed some of our sea Captains; but the Devil it seems, according to Milton, fought boldly against Michael,⁶ and he is able and valiant enough, we are told, to maintain a dominion in our world even against the Messiah himself: from whence I infer the Devil wants neither courage nor stratagem. But to be serious, it is indeed melancholy to contemplate our little fleet: two frigates burnt in the North River,⁷ two burnt and one taken in the Delaware,⁸ one taken without firing a gun,⁹ and one lost for want of a pilot, I mean the *Virginia*. The story is briefly this. After being cooped up in the Chesapeake for more than a twelve month, She made several essays to get out, but to no purpose. Once she had almost reached the Capes, but the Lieutenant,¹⁰ who it is said was well acquainted with the Bay, refusing to act as pilot She put back. Captain Nicholson informed the Committee of this circumstance, and that it was impossible for him to get a pilot without he had the assistance of Gov^t; whereupon the Committee wrote to Gov^t. Johnston and desired him to empower Capt Nicholson to impress a pilot if one could not be otherwise obtained, and at the same time ordered Capt Nicholson to push out if a favorable opportunity should offer.¹¹ The Governor would not give him the power desired and he could not procure one to take the charge of his Ship notwithstanding he made very generous offers. It happened at this time that the *Purviaces*¹² had a brig bound to sea with an old pilot on board. Nicholson agreed to give him £100 to pilot him out which he consented to accordingly they set sail in the evening with a fine wind, ran down the Bay without any opposition until midnight, when they Struck on the middle ground. After thumping Some time she got over it, but leaked very much and her rudder was broke to pieces. In this Situation they anchored and waited for day. When the day dawned they found two or three of the enemy's ships near them. Capt Nicholson ordered out the barge, and with some of his men, the wind blowing violently, attempted to reach Cape Henry which he happily effected.¹³

The enemy took possession of the ship with all her guns and Stores, towed her up to Hampton Road, repaired or made a new rudder and have since Sent her to New York.¹⁴ This acc^t as nearly as I can remember was given by Capt Nicholson to the Marine Committee and with this shall end the chapter of losses: for I mean to say nothing about the loss of smaller armed vessels— nor will I censure or acquit any officer. Committees of Inquiry are ordered upon Nicholson, Thompson, Manly, Hacker &c &c.¹⁵ I hope that the inquiries will be strict and impartial. Congress have lately passed a resolution punishing cowardice with death. A little Bynging would be of infinite service.¹⁶ Capt Thompson is suspended, and Barre appointed to the command of the *Raleigh* and it is proposed that the *Warren* and *Raleigh* Should Sail in a cruise in company.¹⁷ The Commander of those Ships are brave men and I dare Say will not loose their Ships through cowardice. . . . In the mean time and always I shall continue to be with great esteem and respect [&c.]

W^m. Ellery

The Mass^{ts}. Representatives send their respects Give mine to Mr Stevens.¹⁸

Transcript, DLC, Peter Force Transcripts, William Whipple Papers. Addressed at top: “W^m. Ellery to W^m. Whipple.”

1. Ellery is paraphrasing *Ecclesiastes*, Chapter 1, verse 2 and verse 9. King Solomon is given as the author of that chapter.
2. That is, King George III of England.
3. Whipple’s “plan” has not been found.
4. On Congress and Capt. Pierre Landais’ plan, see Journal of the Continental Congress, 29 May; Continental Marine Committee to the Continental Navy Board of the Eastern Department, 30 May; and Continental Marine Committee to John Langdon, 30 May, all above.
5. Ellery was referring to the actions of Capt. Thomas Thompson as commander of Continental Navy frigate *Raleigh* and Capt. John Manley as commander of Continental Navy frigate *Hancock*.
6. Ellery is referring to the portrayal of Lucifer in John Milton’s *Paradise Lost*.
7. Continental Navy frigates *Montgomery* and *Congress*.
8. Continental Navy frigate *Delaware* was captured; the Continental Navy frigates *Effingham* and *Washington* were burned.
9. Continental Navy frigate *Hancock*.
10. This was probably Joshua Barney, first lieutenant of *Virginia*.
11. See Continental Marine Committee to Gov. Thomas Johnson, Jr., 4 March 1778, and Continental Marine Committee to Capt. James Nicholson, 4 March 1778. *NDAR* 11: 510, 509–10.
12. Robert Purviance and Samuel Purviance, Jr., Continental agents at Baltimore.
13. For a less flattering account of Nicholson’s actions, see note at Nicholson to Continental Marine Committee, 2 Apr., above.
14. Continental frigate *Virginia* was taken into the Royal Navy and became H.M. frigate *Virginia*.
15. See Continental Marine Committee to the Continental Navy Board of the Eastern Department, 30 May, above, and Henry Laurens to the Continental Navy Board of the Middle Department, 27 Apr., above.
16. John Byng, a British admiral, was court-martialed and shot for his role in the loss of Minorca to the French during the Seven Years War.
17. That is, Capt. John Barry. See Continental Marine Committee to Continental Navy Board of the Eastern Department, 8 and 30 May, both above.
18. The delegates to Congress from Massachusetts then in attendance were: Samuel Adams, Francis Dana, Elbridge Gerry, and James Lovell; Mr. Stevens has not been further identified.

JOURNAL OF H.M. FRIGATE *ARIEL*, CAPTAIN THE HONORABLE CHARLES PHIPPS

May 1778 [Roenock¹ SWbS distance about 4 Miles]
 Sunday 31 at 5 AM saw a Sail to the N^o: w^d: Tackd & gave Chace.
 [Roenock SWbS distance about 4 Miles]
 D^o: W^r: [Mod^{te}: Breezes & hazey] at 1 PM in Chace of a Sloop to the Northw^d. Sound^d. & had [*illeg.*] f^m. Water at 7 Still in Chace of a Sloop which run ashore bro^t: [to] & sent the Pinnace after her but the surf running very high was unable to board her the Pinnace Ret^d. & we made Sail to the Eastw^d.²

D, UKLPR, Adm. 51/61, part 1, fol. 29.

1. That is, Roanoke L., N.C.

2. According to Howe’s Prize List, 30 Oct. 1778, the unidentified sloop was driven on shore off Currituck, N.C., and left on the beach. UKLPR, Adm. 1/488, fols. 487–88.

JOURNAL OF H.M. FRIGATE *WINCHELSEA*, CAPTAIN NATHANIEL BATEMAN

1778 May Cape Florida W^{te} 161 Leagues, Cape Hatterass East 48
 Sunday 31st Leagues,— Cape Fear NWbW 37 Leagues.
 At 4 AM Fir^d, at 6 made the Signal for the Fleet to come under our

Stern, at 12 100 Sail in Sight.

Cape Florida SW $\frac{1}{2}$ W 187 Leagues, Cape Hatteras North 27 Leagues

D^o Weather [Light Airs & Cloudy], at 5 PM 2 Sail in sight, came up with them, found one the *Rose* Letter a Marque,¹ the other a Sloop from Carolina, bound to Nantz,² took possession of her, at 10 PM shorten'd Sail,

D, UKLPR, Adm. 51/1067, part 4.

1. Letter of marque ship *Rose*, Capt. James Duncan.

2. This sloop has not been further identified.

OLIVER POLLOCK TO CAPTAIN JAMES WILLING, CONTINENTAL ARMY

Sir

New Orleans 31st May 1778

In Answer to Your very Extraordinary and unexpected Letter of Yesterday¹ which I believe had you given yourself a moment Reflection you would never have sign'd, But in Case You should continue in opinion of your present Sentiments, Those Gentlemen whom you threaten and have already charged my Charactor, shall in a full and clear Exposition of Facts be convinced that You have grossly misrepresented matters— The accounts Shall be Drawn out as You desire and had You settled the valuation of the Ship every thing would been closed before— How far you have conducted yourself agreeable to your Instructions I leave to your own Reflections, The Prize Goods You put voluntarily into my hands and desired me to purchase Merchandize for the amount of Your part to be sent up to Fort Pitt for Your benefit I have speculated accordingly; till I found your Departure from here was uncertain; The dissatisfaction of Your Men and Officers, It cannot possibly be that I am the Cause off: I have furnished You with every thing You demanded and supported a number of Men at no small Expençe, and at same time obliged to advance Heavy Sums of Money to Bateau Men and others to carry up the States Goods, and yet under those circumstances you are not ignorant of the large quantities forwarded far beyond the funds in my hands, which I have chearfully Run myself in debt for, and for which I am not afraid of being rewarded by My Masters The Hon^{ble}. Congress whom you make a pretence of laying your unsupportable Grievances before: In order to throw the Odiom upon me; as to the Governo^r² I believe he is displeas'd But whether at my Conduct or Your Military Manouvers he is the best Judge—

Before I conclude let me Councill you to be more cautious whom you trust as some how or other the Enemy is acquainted with all Your Proceedings I am sir [&c.]

(Signed) O^r. Pollock

Copy, SpSAG, Papeles de Cuba, Legajo 2370, Part 2. Addressed below close: "James Willing Esq^r Captain in the/service of the American States—." Notation after salutation: "Copy."

1. Above.

2. That is, Don Bernardo de Gálvez, governor of Spanish Louisiana.

EUROPEAN THEATER

From April 1 to May 31, 1778



EUROPEAN THEATER
From April 1 to May 31, 1778

SUMMARY

France's entry into the war with Great Britain in the spring of 1778 subsumed a war of colonial independence in an international great power struggle and expanded warfare throughout the globe. France's open support of the United States of America blasted Britain's last hope for reconciliation with its rebellious colonies that rested on the Carlisle peace commission, dispatched to America in April 1778. The Royal Navy now faced a formidable opponent in the French Navy, while still needing to protect British shipping from the harassment of American privateers and the warships of the ragtag Continental Navy. Were the Spanish to unite with the French, the combined Bourbon navies would overmatch the British Navy in ships of the line. While France made preparations for war, British naval strategists had to consider the very real possibility of an invasion of the British Isles.

In the spring of 1778, Continental Navy commanders confirmed the American sea forces as an active threat to British shipping in European waters. Captain John Paul Jones and the crew of *Ranger* took the fight to the British in April 1778 and completed one of the Continental Navy's most celebrated cruises of the war. *Ranger's* sensational raid secured Jones's fame throughout Europe and America and struck a blow to British confidence. In a month's cruise in the Irish Sea, *Ranger* captured and sank merchant shipping in the Irish Channel and captured and sent into Brest a warship of the Royal Navy, the eighteen-gun sloop-of-war *Drake*. Jones raided the English port of Whitehaven and attempted to kidnap a minor Scottish noble on St. Mary's Island. These American landings on British soil led to demands on the British Admiralty from towns up and down the British coast for protection and to a fourfold increase in insurance for shipping in the Irish Sea. *Ranger* returned to Brest with more than two hundred British sailors, whom Jones intended to hold in France as prisoners of war until an exchange for American sailors held in British prisons could be arranged. Despite the success of the cruise, *Ranger* returned to France with an unhappy crew and sharp divisions among its officers.

April found Continental Navy frigate *Boston*, Captain Samuel Tucker, which had brought John Adams to replace Silas Deane as one of the American Commissioners in France, at Bordeaux undergoing repairs, including replacement of masts. While in port, several discontented seamen deserted and Tucker discovered and foiled a mutinous plot.

With Continental Navy cutter *Revenge*, Captain Gustavus Conyngham, already an established name in the European theater, pursued his campaign against British shipping in the Atlantic. Despite British diplomatic pressure on Spain to bar American privateers from their ports, Conyngham continued operating out of Cadiz. He sent so many prizes to ports in Spain, France, and America that *Revenge* had to put in to Calais, France, to recruit seamen to replace men sent off as prize crews. Moving

his base of operations to Corunna, Conyngham relied on the Spaniards' turning a blind eye to his commerce raiding. The more success Conyngham had however, the louder grew British protests and the more persuasive British demands that Spanish court order him away.

In the meantime, the American Commissioners in France, Benjamin Franklin, Arthur Lee, and John Adams, wrestled with persistent problems: money, supply, and personnel requirements of the Continental Navy forces in European waters; disputes among former and current Continental Agents in the French ports and among merchants who supplied the Continental ships; and requests for aid from American sailors escaped from British prisons. The commissioners negotiated with America's new French allies over matters as diverse as the protocol of exchanging salutes between Continental Navy ships and French forts and French naval escorts for American merchantmen.

Among the American Commissioners' chief concerns were the hundreds of American sailors languishing in the prisons of Great Britain. Despite the rigorous punishment imposed when a prisoner was caught trying to escape, escape attempts were common and sometimes successful. In contrast to an established practice of exchanging prisoners between the Continental and British Armies, the British declined to exchange sailors. By holding captured seamen indefinitely, the British sought to cripple the ability of the Americans to man cruisers that could harry British seaborne commerce. American privateers rarely kept prisoners when they took a ship and even when they did the captured sailors were typically non-combatants in merchantmen and thus not eligible for exchange. As a result, there was little for the Americans to offer in exchange for the freedom of their own seamen. The bargaining leverage provided by *Ranger's* Royal Navy prisoners, however, emboldened the commissioners to propose an exchange of captive seamen.

The French Toulon fleet, under command of Vice Admiral the Comte d'Estaing, put to sea on 13 April, it was more than a month later that it passed the Straits of Gibraltar. Adverse weather, poor sailing, and faulty equipment were factors that added to the duration of the voyage. British uncertainty over the Toulon fleet's destination led to a period of indecision on the part of the Admiralty on how to react. There were three scenarios the British considered: D'Estaing was heading for the West Indies to capture British sugar islands; he was sailing to North America to support the Continental Army and counter British command of the sea in that quarter; or he was going to Brest in order to combine with the fleet under Comte d'Orvilliers in preparation for an invasion of the British Isles. To counter d'Estaing's fleet, Lord Byron was put in command of a squadron that was several times alternately ordered to join Admiral Keppel's Channel Fleet that was to oppose operations by the French fleet at Brest and to sail to reinforce Viscount Howe's North American Fleet.

The British had reason to anticipate hostilities with Spain as well as from France. Like the French King, Spain's Charles III was a Bourbon who harbored resentments against the British. Despite assurances to the British that they would not do so, the Spanish continued to allow American privateers in their ports, even showing preference for the Americans in plain view of British ships of war. With their own salute unanswered and requests for supplies ignored at Cadiz, the officers of H.M.S. *Monarch* watched as the Continental Navy cutter *Revenge* refit and then received a salute as it departed to prey on British shipping, while eleven other ships in the har-

bor flew the stars and stripes flag. One of *Monarch's* officers reported twenty-two or more Spanish ships of the line at Cadiz sitting deep in the water as if preparing for a cruise. To British eyes, then, it appeared that the Spanish were on the verge of joining their French neighbors in the war.

The period from 1 April to 31 May marked the entrance of France as a belligerent into the war in support of American independence. No longer fighting alone, the Americans now had a powerful ally. While the American cause was thus advancing—even the British began to treat them with greater respect by attempting to negotiate a peace—British prospects suffered. The British faced not only greater possibility of losing their rebellious colonies, but also threats to their colonies in the West Indies and their outposts in Africa and Asia, and even invasion of the homeland. The worldwide conflict to which American rebellion had led strained the forces that the British could bring to bear, thus presenting a supreme challenge to British resources and resolve.

April

ARTHUR LEE TO JEAN-DANIEL SCHWEIGHAUSER

[Paris, France, April 1778]

Extract of y^e Letter of Arthur Lee Esq^r and Minister Plenipotentiary of y^e United States of America of y^e April 1778. to M^r Schweighauser at Nantes

The Powers given to M^r Jⁿ. Williams by M^r Deane relate expressly & only to y^e Prises made by Capⁿ Wickes's Squadron & y^e ships that Composed it. Those Powers are now ended with, y^e existence of y^e Objects of them.

M^r Morris's Letter under which he claims y^e Commercial Agency speaks only of such matters as may be committed to his management, that Power too, is now at an End with y^e dismissal of M^r Morris,¹ and y^e Sole appointment of your Principal by y^e Commercial Committee of Congress on y^e 17 Xber 1777 in these words "Should any Cargoes arrive hierafter consign'd by Bills of loading to y^e Joint order of Messr Tomas Morris & William Lee—M^r Morris is not to have any share in y^e direction or managem^t that being Comitted to M^r Lee² alone, untill another appointment or further orders may take place (Sign'd) Rob^t. Morris, W^m Smith Fr^a Lewis, W^m. Ellery, Corn^s. Harnett.

You See therefore, Sir, that y^e Powers given to M^r Williams are totally distinct from those deputed to you, & that he is mistaken in thinking he had or has any right to interfere with you in y^e management of ships consign'd to the Commercial Agent or Agents, or ships of War or their prises, which are under y^e Direction of the Commercial Agent, as to Supplying y^e one and selling y^e other unless when y^e Commissioners shall think themselves call'd upon to interpose specially.

In y^e execution of this duty you may depend upon being fully supported—this letter you will shew to M^r Williams, who I doubt not will desist from giving you any further trouble.

(Signd) Arthur Lee

Copy, DNA, PCC, item 168, vol. 1, pp. 69–70 (M247, roll 185).

1. See Committee of Commerce to Thomas Morris, 17 Dec. 1778, in *Letters of Delegates* 8: 428.

2. William Lee.

[ca. April 1778]

N^o. 12

Invoice of Sundries bought and Ship'd by order of the Hon^{ble}. the Commissioners of the United States, on board the *Dutchess of de Grammont*, Poitdrass, Commander, bound for North America, on Acco^t. & risk of Congress, And consign'd to their Order—

1 à 24/	Cases containing	1400 p ^r . Holsters bo ^t . of sundries am ^t .	10850..—..—
25 & 6/	2 Cases conf ^g .	24 Cases	240..—..—
27 à 34	8 Cases conf ^g .	101 Cartouch Boxes	505..—..—
		2 Cases	20..—..—
		101 Saddles	2600..—..—
		8 Cases	80..—..—
In Case N ^o . 33		203 Belts & Buckles 8 [#] 5 ^s	1674..15..—
Amongst the Arms are 176200 Corks			792..18..—
			—
			11090..—..—
			525..—..—
			2680..—..—
			2467..13..—
			16762..13..—
			335..5..—
			£ 17097..18..—

Commission 2 p^r C^t.

As the above were bought of various Persons in Town & Country the Sellers are not particularly specified to each Article they were as follows—
The Holsters from Le Boucher Rennes

Goeau—Nantes
De Layne, Nantes
from Goutier, Niort
Massoneau Nantes

Belts }
Buckles }

Saddles from De Layne } Nantes
Goineau }

Cartridge Boxes from De Luines—Nantes
Shoes from Poullin St Brieux
Monier Boissenot—Dubost
Bry—Belve, Reberreau & Sebron at Nantes—¹

Copy, C^tX, Jonathan Williams Account Books, Number 12 in "Accounts and Vouchers Refer^d to in the Account Current between Jonathan Williams Jun^r. and the Hon^{ble}. The Commissioners of the United States of America."

1. Notation: "Compared & approved Nantes 17th. Aug^{ts}. 1779 (sign^d) J.J. J.N. J.C.—" The initials are those of Joshua Johnson, Jonathan Nesbitt, and James Cuming. They were merchants who, in the summer of 1779, at the request of Benjamin Franklin, audited Williams's accounts with the American Commissioners in France.

INVOICE OF CANNON SHIPPED IN CONTINENTAL NAVY BRIG *INDEPENDENCE*

[ca. April 1778]

N^o. 21

Invoice of 12 Nine Pound Cannon, Ship'd by Jonathan Williams on board the Continental Brig *Independence*, John Young Esq^r: Com-
mander bound for North America, on Acco^t: and risk of Congress, And consigned to their Order—

9 — 12 Pounders	28370 lb.	a 15 p ^r . %	4255.. 8..—
Charges Shipping at S ^t . Malo		30..10..—	
Freight from d ^o . to Nante[s]		220..—..—	
Paid the Master running the [C]hass Marie ashore to land them		40..—..—	
Proving the 9 Cannon acce[<i>tear</i>]nd the 10 th . which burst		58..—..—	
Tow & Matches		2.. 2..—	
Lighterage		6..—..—	
Paid for Damage done by bursting the 10 th . Cannon		124..15..—	
Shipping the Cannon on board the <i>Independence</i>		80..—..—	561.. 7..—
			4816..15..—
Peltier Du Doyers Commiss ⁿ . 1 p ^r . C ^t .			48.. 3.. 4
Jonathan Williams D ^o . 2 p ^r . %			<u>96.. 6.. 8</u>
			4961.. 5..— ¹

Copy. CX; Jonathan Williams Account Books, Number 21 in "Accounts and Vouchers Refer^d to in the Account Current between Jonathan Williams Jun^r. and the Hon^{ble}. The Commissioners of the United States of America."

1. Notation: "Compared & approved Nantes 17th. Augst. 1779—J.J. JN. J.C. J.G." The initials are those of Joshua Johnson, Jonathan Nesbitt, James Cuming, and Joseph Gridley. They were merchants who, in the summer of 1779, at the request of Benjamin Franklin, audited Williams's accounts with the American Commissioners in France. Presumably the amounts are reckoned in pounds.

INVOICE OF GOODS SHIPPED IN CONTINENTAL NAVY FRIGATE *DEANE*

[*ca. April 1778*]

N^o. 25—

Invoice of Sundries received from various Places & Shipp'd by Order of the Hon^{ble}. the Commissioners of the United States of America on board the *Deane* Frigate, Sam. Nicholson Esq^r: Commander bound for North America, on Acco^t. and risque of Congress —

FD	8 Casks . . . cont ^s : 2000 P ^r : Shoes	[@] 4	Waisc ^s .	Breeches	8000.. —. —
	N ^o . 1 à 14 Casks cont ^s :		2000	2000	
	313 à 36 ditto		1276		
	337 à 46 d ^o .				
	347 à 57 d ^o .			1276	
	3276 Suits, Soldiers Cloaths		3276	3276	
[FAO?]	30 Piggs Pewter		[@] 36		117936.. —. —
	brought Over		17		8602.. —. —
	11 Cases Copper in Sheats			Carried over	134538.. —. —
	616 Sheats ditto			134538.. —. —	
	13 Bales D-Nails				34780.. 7. —
	4 Ba. ditto ditto				
	32 Casks ore unwrought Copper 36606 @ 27/				
					49418.. —. —
					218736.. 7. —
				Value	
				Commission on Shipp ^s : 1 P ^r %	2187.. 7.. 3 ¹

Copy, CX, Jonathan Williams Account Books, Number 25 in "Accounts and Vouchers Refer^d to in the Account Current between Jonathan Williams Jun^r and the Hon^{ble}. The Commissioners of the United States of America."

1. Notation: "Compared and approved Nantes 17th Aug^s 1779 — (Signed) J.J. J.N. J.C. J.G." The initials are those of Joshua Johnson, Jonathan Nesbitt, James Guming, and Joseph Gridley. They were merchants who, in the summer of 1779, at the request of Benjamin Franklin, audited Williams's accounts with the American Commissioners in France. Presumably the amounts are reckoned in pounds.

MEMORANDUM CONCERNING CHARGES AGAINST JOHN ALLEN

[*San Sebastián, España, Abril 1778*]

Jeremia Hibert Capⁿ. del corsario Bostones nombrado el *Habuque*, apresado sobre Santander al Bergantin Ingles nombrado la *Bretaña*, que Salio con carga de Bacallao, y grasa del Puerto de Sⁿ. Juan en Terrenoba para Bilbao, y le introduso en el de San Sevastian, à principio de Diziembre, à Cargo del Cabo de presa Juan Allen, y de otros nueve marineros Bostoneses, en quatro de este mes de Diziembre—fueron Compadridos ante el Comandante Genéral de Sⁿ. Sebastian, el Marques de Basecourt, à queixa que le paso Su SS^{rio}: Dⁿ. Juan Joseph de horè, de Venir aquel Navio Sin los despachos necesarios, para Su libre navegacion, y en particular Sin Patente Rol de Pasaporte, ni Carta de Sanidad.

Juan Allen Vario en Su primera declaracion, todo el hecho Verdadero, y dixo, que era procedente del Puerto de Nubrey en la nueva Ynglaterra, de donde habia Salido para San Sebastian, Con Su Navio, à Consignacion de Bermingham,¹ y Se le arresto el mismo dia, con Su tripulacion, y embargo la nabe nombrando depositario del rendim^{to}: de toda Su carga al citado Secretario. Otros tres marineros declararon lo mismo que el cobo Allen, el quarto que es Juan Baison, descubrio el hecho Cierto, diciendo que Su Nabio no benia de Comercio, ni en los terminos declarados hasta entonces, Si no que era presa hecha pro dicho Corsario, à Cinco leguas de Santander Y que Su puño, y letra Se finjieron el conocimiento de la carga, el diario y la Carta de Sanidad que Se les hallo, y que los papeles Verdaderos del Navio, los habia recoxido el corsario: a esta declaracion Siguieron los demas marineros, y el mismo Allen, y los otros tres hicieron lo mismo, reformando, la anterior, y presentandose Voluntariamente para apartarze de la primera.

à pocos dias se presento en San Sebastian, Dⁿ: Juan Emery, y entrego los papeles Verdaderos de la Presa, recoxidos por el corsario, y quito toda duda de la Pirateria, y otros Sospechas Voluntarias presentose tambien en el mismo mes de Diziembre, ò principios de henero, Juan Wood capⁿ. apresado del Bergantin la *Bretaña*, laqual reclamo, diciendo, que en la distancia de tres millas, ò una legua Corta de Santander, habiastico apresado, Con quebrantamiento de la inmunidad territorial de Su Magestad Catholica, y que el Corsario le obligo Violentamente la misma mañana del apresamiento, à firmar un papel en que reconocia havercido apresado à distancia de tres leguas de tierra, en lo que se conformo Su Pilotto Jorge Chrispin, Esto mismo dixeron de otra declaracion, que confesando la misma distancia de las tres leguas, hicieron en Santoña en 12: de Diziembre despues de su apresamiento, Verificado en 29: de Noviembre.

El Capⁿ: Juan Wood no tiene para Su defensa otros escudo que este de la distancia Supuesta de las tres millas, pero Se le tiene combencido que no fué asi, Si no en la de tres leguas, por dos documentos escritos de Su propio puño: el primero en la declaracion que dio firmada tambien de Su Pilotto Jorge Chrispin, Confesando la misma mañana del apresamiento haber hasta la tierra la Citada distancia de tres liguas, la que Se confirmo Con otra igual de Joseph Navarro, Practico de la lancha de Santander, que Se hallo presente al rendimiento del Bergantin, el Segundo, es la relacion que algunos dias despues Se le hallo à dho Juan Wood, escria tambien de Su

puño, Con todas las Circunstancias reserbadamente Su gobierno, y de las Dueños del Navio, en que Confiesa la Cittyada distancia de las tres leguas. El tercero es la declaracion que Wood, su Pilotto, y tripulacion dieron à los Catorze dias despues de dho apresamiento, ante el ess^{no}. de Santoña, laqual Se halla corroborada con los testigos Manuel Gomez, y Patricio MacMahon, ambos interpretes de la lengua Ynglesa, y con el Ess^{no}. de Santoña, que presencio el acto Voluntario, y libre de los apresados, y Su reconocimiento de la distancia de tres leguas.

à Juan Wood, no le queda en esta causa otro recurso, que el de esta distancia comencida debidamete y reconocida por Suficiente, en Su propia impugnacion a los que han manejado de oficio este negocio, les quedan muchos cargos en la falta de formalidades y mal Varato con que Se ha Vendido toda la Carga de Navio. el Cabo Allen, es culpanto por la Subplantacion de papeles que es lo unico que Justifica algun motibo p^{ca}: el procedimiento contra el, pero no Contra el Navio, y Su Carga, en perjuicio del apresado legitimo.

[Translation]

[*San Sebastián, Spain, April 1778*]

Jeremiah Hibbert, Captain of the Boston privateer named the *Hawke*, captured off Santander the English Brigantine named the *Britannia*, which sailed with a Cargo of Codfish and lard from the Port of St. John in Newfoundland for Bilbao, and brought it into the port of San Sebastián, on the first of December, under charge of prize master John Allen, and nine other Boston sailors, on the fourth of this month of December they were brought before the Commandant General of San Sebastián, the Marques de Bassecourt, on the complaint, presented by his Secretary, Don Juan Joseph de Horè, of the said ship's coming without the ship's papers required for its free navigation, and in particular without its Register, Permit for Sailing, or Bill of Health.

In his first declaration John Allen lied, and said, that he had left from Newburyport in new England, whence he sailed for San Sebastián, with his Ship, Consigned to Bermingham,¹ and he was arrested the same day, with his crew, and the vessel seized and with all its cargo delivered into the hands of the said Secretary. Three of the sailors declared the same as the master Allen, the fourth, who is John Baison, revealed the truth, saying that his Ship did not come as a trader, nor from the place declared up until then, Rather, that it was a prize made by the said Privateer, Five leagues from Santander and that he forged the bill of lading, the logbook and the Bill of Health that were found, and that the authentic ship's papers were retained in the privateer: the remaining sailors confirmed this declaration, as did Allen, and the other three did the same, revising the earlier one, and appearing voluntarily to recant it.

A few days later John Emery presented himself at San Sebastián and delivered the authentic papers of the prize, retained by the privateer, and resolved all doubt about the Piracy, and other spontaneous suspicions that arose as well in the same month of December; on the first of January, John Wood, the captain of the captured Brigantine *Britannia* reclaimed it, contending that it had been taken at a distance of three miles, or one league from Santander, in violation of the territorial immunity of his Catholic Majesty, and that the Privateer coerced him the morning of the capture to sign a paper in which he acknowledged having been taken at a distance of

three leagues from land, to which his Pilot, George Chrispin, agreed; likewise in another declaration, done in Santoña on 12 December, after the capture, which was verified [*as having taken place*] on 29 November, they acknowledged same distance of three leagues.

Captain John Wood has no other defense than this alleged distance of three miles, but there is reason to believe that it was not so, but at three leagues, because of two documents written by his own hand: the first in the declaration that his Pilot George Chrispin also signed, confessing the day of the capture to have been the said distance of three leagues from land, which was confirmed by another as well, Joseph Navarro, pilot of the launch of Santander, who was present at the delivery of the Brigantine; the Second is the complete account that a few days afterward the said John Wood himself secretly wrote to his government and to the owners of the Ship, in which he Acknowledged the distance as being three leagues. The third is the declaration that Wood, his Pilot, and crew gave Four days after the said capture, before the notary of Santoña, which was corroborated by witnesses Manuel Gomez and Patrick MacMahon, both English interpreters, and by the Santoña notary, in which the captives acting voluntarily and freely acknowledged the distance as three leagues.

To John Wood, there remains in this case no other recourse regarding this distance, duly proven and recognized as Sufficient, than that of refuting what he did officially in handling this affair; there remain many charges in the want of formalities and low price respecting the sale of all the cargo of the vessel, Master Allen is culpable for the substitution of papers, which Justifies only the proceeding against him, but not against the Vessel and its Cargo to the detriment of it as a legitimate capture.

D, MH-H, Arthur Lee Papers, vol. IV, no. 78. Docketed: "Spain." The author of this memorandum is unknown. For a full account of the proceedings concerning John Allen and the brigantine *Britannia* up through mid-February, see Marques de Bassecourt to Conde de Floridablanca, 16 Feb. 1778, *NDAR* 11: 1008–12.

1. Richard Birmingham, Irish merchant at San Sebastián.

April 1

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth*]

1st of April 1778 Wed[*nesda*]y fair w^t Tis said peace with America & a French Warr. This Day the Unfortunate Donoly was Shot; but I Cant Learn wheather he Ever Spok Scarcely a word but went to the place of Execution with great Fortitude & Presence of mind Blames No body but himself for being taken.

Bazely the Other Centinal was only Flogg'd, as he was Influenced by Donoly.¹

D, MeHi, Jonathan Haskins Journal.

1. "Donoly" and "Bazely" were sentinels at Mill Prison who had deserted and joined a group of escaping American prisoners. See Journal of Dr. Jonathan Haskins, 31 Jan. 1778 and 3 Mar. 1778, *NDAR* 11: 948–49; 1058.

CHARGES AGAINST THE CONTINENTAL NAVY SHIP *RANGER*

further Charges made on the Ship *Ranger* John Paul Jones Esq^r. Commander. from Y^e 25th. March to this Day.

1778				
March 25.	To 8 quarters of Beef W ^{ts} . 788 [¢]	256 [#]	2 ^s	
	To 2 Boxes of Candle W ^{ts} 200	118	10	
	To Carrying of these two articles	2	4	
27	To a Plank 32 feet Long & 1 20 D ^o 1 Inch	12	10	
28	To 15 Hun ^d . of Bread at 20 [#]	900	“	
	To 4 Barel of Pork W 800 ^{pd} at	360	“	
	To 15 Hund of Peas at 10 [#] 10	157	10	
	To 7 Cordes of fire Wood at 18	126	“	
31	To 8 quarters of Beef W ^{ts} . 1000	335	“	
	To 2 planks & caring of them on the quay	27	3	
	To 7. Couples of fowls	16	15	
	To 11 Bagg of Black	3	6	
	To figues & almand	23	10	
	To Caring the Beef & Boats &	4	10	
	Sundry Passing over the Port During the time the Vessel was in	9	“	
	To a fyfe for the ship's use	6		
		2352 [#]	—0	

Brest y^e 1st. April 1778
Errors Excepted. Riou

Ranger Brest Road 1st. April 1778 —

The above enumerated articles, amounting to the sum of two thous^d. three hund^d. and fifty two livres, have been supplied the Ship from the 25th March till this day, by Mons^r Bersolle

T. S—^l

D, DLC, Papers of John Paul Jones, no. 6716.

1. Lt. Thomas Simpson.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER[*Pauillac, France*]Wednesday April 1st 1778.

At 2 PM—wayed Anchor at Poliack¹ to go to Town² at 6. Saluted a small town called Larmon³ with 13 Guns, and came to Anchor, at 5 AM. weighed Anchor & went up within 3 Miles of the Town & Landed the Passengers.—⁴

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

1. That is, Pauillac, France.

2. That is, Bordeaux, France.

3. That is, Lormont, France.

4. In his diary, John Adams listed the passengers who disembarked from *Boston*. They were all from Adams' party and included: Adams, his servant Joseph Stephens, his son John Quincy Adams, William Vernon, Jr., Jesse Deane, and Dr. Nicholas Noël. Adams, *Diary* 2: 293.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, Bordeaux*]

Apr. 1 Arrived & moored Ship opposite the Chatrooms or Suburbs—
For 10 days following the Ship was crowded with Men Women and
Children for the *Boston* was the first American Ship of War at Bordeau.

D, DLC, Journal of Lieutenant William Jennison, p. 8.

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY,
TO THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Burdeux April 1st 1778.

These with my due Respects on my Arrival may serve to inform your Honours, that after a very fatiguing Passage of forty two Days I arrived at this port with Joy, having the pleasure of landing the Hon^{ble}: John Adams Esq^r: safe in the City. By Richard Palmes Esq^r: the Cap^t: of Marines under my Command I send you inclosed a Copy of my Instructions and Signals, which Signals may serve to acquaint any other Command^r: in our Service how to distinguish each other at Sea; if sent while in France by your Honours, these I send being the only Ship that has such Signals, they being just sent to the Hon^{ble}: Navy Board before my Sailing.— On Cap^t: Palmes Arrival at Paris, I beg your Honours would dispatch him with an Answer respecting my further destination, in the Mean Time I shall take upon me to get the Ship as far in Readiness for the Sea as Possible during the Absence of Cap^t: Palmes. I should inform your Honours more perticular relative to the Ship if the Hon^{ble}: M^r: Adams was not going for Paris, who will acquaint you with the situation of the Ship &c.— On my Passage out, I took the Ship *Marthy* from London bound for New York Comanded by Peter M^r:Intosh taken the 10th: of March in the Lat^d: 43.^d 30^m N^o: Long^d: 17.^d 40^m W. the Ship mounting fourteen Guns, (8 Nine & 6. Six pounders).¹ the Cap^t: having a Commission, I took upon myself to send Home in her my 3^d Lieu^t:² which I hope will be excussed. Since that I've had the Misfortune to loose my 1st Lieu^t: W^m: Barron by the Busting of a Gun.³ At present I have but one Lieutenant on Board. If your Honnours Know of any Persons sufficient to Act in their Stations, beg you would

Recommend them, or if your Honours think fit to let me Appoint them from the Officers on Board, pray inform me by the Barer. I Remain [&c.]

Sam^l Tucker

L, PPAmP, Benjamin Franklin Papers, vol. 9, fol. 1. Addressed: "To/The Hon^{ble}: American Commissioners/att/Paris." Docketed: "Captⁿ Tuckers Letter/to Commissioners./Ap. 1. 78."

1. For the capture of British letter of marque ship *Martha*, see *NDAR* 11: 1078–80, and 1085–86.
2. For Tucker's orders to Lt. Hezekiah Welch to sail the prize to Boston, see *ibid.*, 1079–80.
3. For the accident and William Barron's death, see *ibid.*, 1085, 1086, 1120, 1123.

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO THE
CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT

On Board the Ship
Boston in Bordeaux
River April. 1st. 1778.

Gentlemen, these is to Acquaint you of my safe arrival in Bordeaux after a passage of forty two Days, & that had the pleasure to Land M^r Adams & the other Passengers safe in the City. According to your Instructions to me I have Wrote to the Commissioners at Paris¹ & sent a Copy of Instructions & Signals by Cap^t Palmes of the Marines, by whom I Expect an Answer of my further destenation; as M^r Adams is gorne this Day for Paris, I left it with him to describe the Situation of the Ship. The Gentleman that is Barrer of this, is now waiting & therefore must beg you to excuse the shortness of this, being now extraordinary Busy. I had the Misfortune to loose my 1st Lieu^t M^r Barron by the Bursting of a Cannon, four Days after taking the *Martha*.— By the first Conveyance I shall Write you more fully.

Copy, MH-H, Samuel Tucker Papers, (fms AM 812). Docketed: "Copy of a Letter/to the Hon^{ble}. Navy Board/April 1st. 1778—/Copied."

1. Immediately above.

VICE AMIRAL CHARLES-HENRI, COMTE D'ESTAING'S SUMMARY OF
THE SUPPLEMENT TO HIS INSTRUCTIONS

Extrait du suplement de mes
instructions du 1^{er} d'Avril
1778
[Toulon]

1^{er}. chef etend ~~l'ordre~~ l'indication d'attaquer les Anglais dans la de la War non seulement jusqu'a la nouvelle York mais dans tout autre port de l'Amérique septentrionale il m'est expressément ordonné de faire une Action d'éclat avantageuse aux Amériquains et glorieuse pour les armes du Roy et propre à manifester la protection que S. M. acorde à ses alliés avant d'aller dans les isles de l'amerique méridionale.

2^{eme}. chef les circonstances m'indiqueront le lieu le plus propre a faire une operation soit contre l'isle de S' Jean et contre Halifax [soit d'en près ?] je concerterai ce dernier plan tant par mes propres negotiations que par l'entremise de M^r Gerard,¹ chargé de diriger les resolutions du congres d'une maniere conforme à ce qui m'est ordonné par mes instructions

3^{eme} chef tout en m'ordonant de me preter a l'expedition du Canada et en me di-

sant que Sa Majesté ne m'astreint pas rigoureusement à ce que les instructions precedentes me prescrivent chaque expression désigne la répugnance que le Roy a pour cette entreprise.

4^{eme} chef Il m'est prescrit d'attaquer toutes les isles du vent anglaises celle d'antigua exceptée a cause de sa force je detruirai par tout le comerce anglais brulerai les navires renverserai les Magasins et les fortifications etcetera je les mettrai a contribution. la dominigue serat seule gardée j'y laisserai une garnison et une artillerie sufisante pour la mettre a l'abri de toute insulte

5^{eme}

je ne ferai aucune expedition a la Jamayque n'y dans les autres possessions anglaises sous le vent si cependant j'étais requis par l'Espagne de l'aider dans la conquestte de cette isle et dans celle de Pensacola et que le gouverneur de la Havane reclamat mon assistance j'en faciliterois la conquestte par des diversions mais sans me combiner.

6^{eme} les etats unis me requerent de laisser sur leurs costes quelques vaisseaux le Roy s'en remest a ma prudence sur cet article et si je m'y décidais ce serait d'apres mes propositions que leur station serait réglée

[Translation]

Extract of the Supplement to my instructions of April 1 of 1778. [Toulon]

First head. Extend the indication of attacking the English in the Delaware not only up to New York but also to any other port of North America. It has been expressly ordered to me to proceed with an outstanding action advantageous to the Americans and glorious for the arms of the King and proper in showing the protection that His Majesty grants to his allies before my going to the islands of South America.

Second head. The circumstances will indicate to me the most advantageous place to perform an operation whether against the Island of Saint John and against Halifax [or nearby?]. I shall devise this latter plan as much by my own negotiations as by the mediation of Monsieur Gérard,¹ charged with directing resolutions to be submitted to the Congress in a manner conforming to what I have been ordered by my instructions.

Third head. Everything in respect to ordering me to lend myself to the expedition to Canada and in telling me that His Majesty does not bind me rigorously to that which the preceding instructions prescribed to me, each expression designed to show the repugnance which the King has for this enterprise.

Fourth head. It is prescribed to me to attack all the English Windward Islands, that of Antigua excepted because of its power. I shall destroy everywhere the English commerce; set fire to all of the ships; throw down all of the magazines, the fortifications, etcetera; I shall impose on them a contribution. Dominica alone will be retained. I will leave there a garrison and an artillery battery sufficient to protect it from any insult.

Fifth. I shall not send any expedition to Jamaica or to any English possessions to the leeward. If, however, I was required by Spain to assist in the conquest of this island and of Pensacola and the Governor of Havana should crave our assistance, I would facilitate the conquest of them by some diversions, but not in combining with them.

Sixth. The United States requires me to leave on their coasts several warships. The King counts on my prudence in respect to this matter, and if I should decide on it, it would be according to my proposals that their station would be determined.

D, FrPNA, Marine B¹ 143, fols. 9–10. For d'Estaing's extract of the original instructions, dated 27 Mar., see *NDAR* 11: 1120–23.

1. Conrad Alexandre Gérard, French minister to the United States, was to be transported to America on board d'Estaing's fleet.

VICE AMIRAL COMTE D'ESTAING TO SILAS DEANE

Le c^{te}. d'Estaing a l'honneur d'assurer Monsieur Deane de son respect, il lui fait son compliment sur son arrivée à Aix avec ses quatre compatriotes¹ et il s'en fait un a lui même d'être dans le cas heureux de leur prouver son dévouement, ils y peuvent compter. l'opinion du c^{te}. d'Estaing est que ces Messieurs restent a Aix sous les noms qu'ils auront pris, jusqu'au jeudy six ; ils en pourraient partir alors et passer par Marseille ; il serait utile au secret que ces Messieurs s'y montrassent peu de peur d'être reconnu car cet ville contient un échantillon de l'univers, ils pouvaient de la se rendre le vendredy au soir au petit port de la Seine situé dans la Rade de Toulon, ils ne seraient plus qu'a une lieue de l'escadre, et le canot du *Languedoc* irait les prendre a l'instant que le vent permettrait d'apareiller.

M^e Grand Clos s'enfermerait a Marseille des articles dont M^e Chaumont s'est chargé et dont on n'a point entendu parler a Toulon.²

en rade de Toulon ce 1 avril 1778

[Translation]

The Comte d'Estaing has the honor to assure Mr. Deane of his regard, and, while congratulating him upon his arrival at Aix with his four countrymen,¹ to felicitate himself that he can prove to them his own devotion, upon which they may surely reckon.

The Comte d'Estaing is of the opinion that their party should remain at Aix under their assumed names until Thursday the sixth instant; they can then set out by way of Marseille.

It is best, for purposes of secrecy, that they appear little in public for fear of being recognized, as that city contains people of all nationalities. Thence they may journey, on Friday evening, to the small port of La Seine, on the bay of Toulon, where they will be only a mile from the anchorage of the fleet, and a boat from the *Languedoc* will come for them the instant that the wind is favorable for hoisting sail. M. Grand Clos will inform himself in regard to the things under the care of M. Chaumont, of which nothing has been heard at Toulon.²

In the Bay of Toulon 1 April 1778

L, CtHi, Silas Deane Papers; translation from *Deane Papers*, 20: 447–48. Addressed: “a Monsieur/Monsieur Darcy négociant/a Aix”; translation: “to Mr. Darcy merchant in Aix.” Docketed: “Letter from Ct D'estaing/at Toulon Ap^l 1778.”

1. These were the men Deane had engaged as pilots for d'Estaing's squadron: Continental Navy Captains Henry Johnson and John Nicholson, Massachusetts privateer captain Eleazar Johnson, Jr., and Philadelphia merchant Captain Isaac All. *Deane Papers* 3: 184, 407.

2. Bigrel de Grandclos served as secretary of d'Estaing's fleet. Jacques-Donatien Le Ray de Chaumont had engaged to purchase at Marseille certain articles on Deane's account and have them sent to Toulon. Silas Deane to Comte d'Estaing, 21 May 1778, CtHi, Silas Deane Papers.



View of the port of Toulon

CAPTAIN GUSTAVUS CONYNGHAM, CONTINENTAL NAVY, TO LAGOANERE & CO.

D^r. S^r.

Gentlemen

Mess^{rs}. Lagonr^e & C^o.[Cadiz, Spain, 1 April 1778]¹

I wrote you last from Bilboa And was then Determined to push for America but On the Way fell in with An english fleet. And in Consequence Was Oblidged to take 3 of them And sent them for AM[erica],² After Maning of them Being Weak Was Oblidged to push for heare And in the Way fell in with A tender took her Burnt her³ in a day or two fell in With a Lettermark Ship of 16 Carige Guns And After A little Resistance took her she has A Valuable Cargoe on Board from the Streights Bound to Bristoll—⁴ the Vessell I shall clean heare And perhaps be Oblidgd to waite some time for men that I would be Verry Glad to heare from you And please if in your power to send me the Am^t of the Brig *Black prince* Car-goe,⁵ and the Determination of the Court of Spain About the french Brig that I took,⁶ in my Leaving his Coast it is Likely I shall Call at Teneriff that you may write there And I shall Call at the french Consull for it. I suppose long before you receive this Capt peelee and the Boy⁷ will be Gone if not I beg you may first proceed as they themselves would Chuse for it in so verry Uncertaine Which Way I shall Go that I can not Give Any particular Directions to them After I heare from you And I find it Safe at the Groine⁸ for me I will theare proceed And Make it my place for the summer if the War Continues, Theare is heare 7 Americane Vessells one Arrived this day Nothing new from the Continent. Only that how is still Block^d. up in ph^d. And almost Starrv^d. All Communication being Cut off. I am [&c.]

GC—

LB, UKLPR, H.C.A. 32/441/7, pt. 1.

1. No date or place is given, but in a letter to Lagoanere & Co., of 16 Apr., below, Conyngham wrote that he had written "at my Arrivall the first of this month." As seen there, Conyngham was in Cadiz, Spain.

2. These vessels were: snow *Fanny*, William St. Barbe, master; brigantine *Peace & Harmony*, George Kennedy, master; and sloop *Betsy*, John Murphy, master. For more on these vessels, their cargoes, and their captures see NDAR 11: 1089n, 1091–92, 1127, 1128, 1129 and n, 1143. *Fanny* was sent to Martinique; *Peace & Harmony* and *Betsy* were sent to Boston, Mass.; *Betsy* was retaken before it arrived there.

3. This was the tender of H.M. frigate *Enterprize*, captured on 20 Mar.

4. British letter of marque ship *Hope*, Abraham Jones, captain, carrying sixteen guns and a cargo of fruit and silk, taken by Continental Navy cutter *Revenge* off the Straits of Gibraltar. As seen in Conyngham's letter to Silas Deane of 3 Apr., *Hope* was recaptured by H.M. frigate *Enterprize*, Sir Thomas Rich, commander.

5. Brig *Black Prince*, Evan Thomas, master, captured by *Revenge* on 22 Aug. 1777, carried a cargo of wine, oil, and fruit, the value of which Conyngham gave as 80,000 reales. On its capture see NDAR 9: 600, 606–7, 652; the value of the cargo was give in "Account of Prizes taken in the *Surprize* by Capt. Gustavus Conyngham," in *Letters and Papers of Gustavus Conyngham*, insert facing p. 152.

6. French brig *Gracieux*, Emanuel de Tournois, master, captured by *Revenge* on 21 Dec. 1777. *Gracieux* was carrying a load of woolens from England to Spain. The Court of Spain angrily protested the capture and the American Commissioners in France ordered Conyngham to drop his claim. *Letters and Papers of Gustavus Conyngham*, 4–5; Silas Deane to Captain Gustavus Conyngham, 21 Jan. 1778, NDAR 11: 926–28.

7. Presumably, Benjamin Peel, who served as a prize master under Conyngham's command; the "Boy" has not been further identified.

8. *The Groyne* was a name formerly used for Corunna, Spain.

April 2

LORDS COMMISSIONERS OF THE ADMIRALTY TO CAPTAIN JOHN GELL, R.N.

[Admiralty Office, London]

By &c

Whereas Transport Vessels have been provided & sent into the River Clyde in order to receive on board & carry to Halifax in Nova Scotia Three of the new raised Regiments¹ which are under orders to embark at Greenock, And Whereas we intend that the Ship you command² shall Convoy the said Transport Vessels to the Place of their destination³ You are therefore so soon as those Regiments shall be embarked & the Vessels having them on board shall be in every respect ready to proceed hereby required & directed to take them under your Convoy & putting to Sea with the very first opportunity of Wind & Weather make the best of your way consistent with their security with them to Halifax & having seen them in safely to that Place You are to return to Plymouth⁴ giving Us an account of your arrival & proceedings & waiting there for further order. Given &c 2^d April 1778

Sandwich
H Palliser
Mulgrave

LB, UKLPR, Adm. 2/104, fols. 208–9. Addressed below close: “Cap’ Gell-*Thetis*-Greenock.”

1. These regiments were the 70th, the 74th Highland (Argyll Highlanders) and the 82d Regiment (Duke of Hamilton’s).

2. H.M. frigate *Thetis*.

3. See Capt. John Gell to Secretary of the Admiralty Philip Stephens, 24 Apr., below.

4. On the same day the Lords Commissioners ordered the senior officer for the time being of His Majesty’s Ships at Halifax “not to detain him or the said Ship but to hasten their departure as much as possible.” LB, UKLPR, Adm. 2/104, fol. 209.

JOHN ROSS TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Dear Sir

Nantes 2^d April 1778

Your esteemed favour of the 25th. Ult^o. came only to hand yesterday. and am glade to hear from you & of your welfare. Your favour from Quiberon I received accompanying some letters for the Commissioners to which I gave course.¹ Thank you for the services rendered Green. A report prevailed here about ten days since that he had lost Convoy the Second night not being able to carry Sail from the Vessel’s being too Light. The Commodore L. _____² left him in this Situation regardless of the consequences & his instructions to keep together if possible on the outward passage. if this comes to your hand & that your time permit, wish you woud inform Yourself from some of the officers of that Convoy whether this Report respecting Green is to be depended on or not, and if his Situation threatened any danger.³

You cannot doubt the happiness & advantages to be derived to the United States by our Connection & Treaty with this Kingdom. the Acknowledgement of our independence was generous, distinterested & friendly as one of our Commissioners writes who is in the Secrets and I, you may Suppose cannot doubt of every Advantage to both Countrys from it in the Political & Commercial Line—This is the result [of] injustice & Arbitrary Power. I don’t pity England nor requite every indignity to her, in consequence of her Cruelty & attempts of despotism

Whether the Commissioners have powers or not to appoint their Agents in France, I shall not contend, nor do I wish to have any connection in one Side or another with them that I can avoid—⁴ Yet, should any prizes be sent in here or Else where on Account of Your Officers & men You may refer them to me, as I shall take every possible Pains to see Justice done in the Sale, & recover their money to be at Your disposal when called for

Yesterday I received a Letter from Philad^a. of 20th. Jan^r. & a letter from Manheim of 20th Decem^r. The former from M^r. Willing & the latter from M^r. Morris, they regard business only having come via England.⁵

Nothing new here, nor nothing amusing for some time past, except the festivity & general Joy infused in the Minds of the Americans on the great æra of our acknowledged Independency.

I don't know if you remember M^r. Robert Ritchie of Philad^a. Mr. Willing Mentions his death leaving a Wife & three infant Children. Be assured I shall be happie to hear frequently from You & as often as it may prove convenient—I am sincerely [&c.]

Jn^o Ross

P:S. M^r. Lloyde who has been Just now with me beg his Compliments to you in return to yours. Intreat you would take the trouble to ask Your Lie^t. who was here whether he delivered the letters addressed to M^r. Stevenson committed to his care—Not having heard since from M^r. Stevenson.⁶

L., DLC, Peter Force Collection, Papers of John Paul Jones, no. 6717. Docketed: "From John Ross Esq^r/Nantes April 2^d 1778/rec^d. Brest April 7th. 1778." Addressed at foot: "John P Jones Esq^r/Commander of the *Ranger*."

1. Jones's letter to Ross from Nantes has not been found; however, Jones discussed plans to protect the convoy of American merchantmen, including the Continental Navy frigate *Queen of France*, commanded by Capt. John Green, in a letter to the American Commissioners in France, 27 Jan. 1778, *NDAR* 11: 935.

2. Chef d'escadre Chevalier Toussaint-Guillaume de La Motte-Picquet de la Vinoyère.

3. The squadron of La Motte-Picquet escorted the convoy. Jones answered Ross's query in his reply of 8 Apr., below.

4. On the controversy concerning the post of American commercial agent at Nantes, see note at Jonathan Williams, Jr., to Capt. John Paul Jones, immediately below.

5. Thomas Willing was a Philadelphia merchant; Robert Morris, who was a delegate to the Continental Congress as well as a principal with Willing & Morris, was staying at Manheim, Pa., during the British occupation of Philadelphia.

6. William Stevenson departed France on 25 Feb. as a passenger in the Continental Navy frigate *Deane*.

JONATHAN WILLIAMS, JR., TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Dear Sir

Nantes April 2^d. 1778.

I have written to you twice, but have not had the pleasure of an answer, which I suppose to proceed for want of time, or want of inclination; I admit either as a sufficient excuse, therefore make no remark I do not see any prospect of a remittance from Bordeaux—Mess^{rs}. Delap¹ seems to consider the prize as the property of Mess^{rs}. Willing & Morris & their late T Morris,² and as such keep it in their hands to answer to M^r. Ross who has forbid them to part with the property of that house to any person.

I have written again to Mess^{rs} Delap & have refuted (as I think) all their objections; the return of the post will inform me how far my letter is successful.³ I am [&c.]

Jon^a Williams

an Illness obliges me to write by another Hand

L, DLC, Peter Force Collection, Papers of John Paul Jones, no. 6719. Addressed: "Monsieur Jones/Commandant la N^{re}/de Guerre americain/le *Ranger*/Brest." Docketed: "from Jonathan Williams Esq^r/Nantes/April 2^d. 1778/ans^d. Brest April 7th. 1778."

1. Samuel and Jean-Hans Delap, merchants at Bordeaux, were handling the sale of the brigantine *George*, which Jones and the *Ranger* had captured.

2. Willing & Morris was a Philadelphia merchant firm. Thomas Morris had been the firm's representative in France as well as the agent for the American Commissioners in France. Morris died 31 Jan. 1778.

3. Williams was not successful. Capt. John Paul Jones to the American Commissioners in France, 3 June 1778, PPAmp, Benjamin Franklin Papers, vol. 10, no. 7. Williams, Benjamin Franklin's great-nephew and a merchant at Nantes, believed himself to be the American agent there despite the fact that William Lee, who superintended Congress's commercial affairs in Europe, had appointed Jean-Daniel Schweighauser to the post. Williams believed that Lee had no authority to make this appointment and appealed through Franklin to the American Commissioners in France. On 13 Apr. the commissioners ordered Williams to wrap up his affairs and turn over the agency to Schweighauser. *Benjamin Franklin Papers* 26: lxvi-lxvii.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

[*Bordeaux*]

Thursday April 2^d. 1778

This Day Squally with Rain, Wind SW, plenty of Company coming on Board to see the Frigate, who in General seem to be much pleased with her, perticular the Ladyes

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

April 3

GABRIEL DE SARTINE TO CONRAD-ALEXANDRE GÉRARD

[*Versailles, France*]

Extrait de la lettre de M de Sartine Ministre de la Marine à M Gerard du 3 Avril 1778.

Un des objets relatifs à mon departement qui merite une attention plus particuliere de votre part, est le renvoi en France de tous les matelots émigrés que vous pourrés determiner à y repasser. Je Sens que la voie de la persuasion et des encouragemens est la Seule practicable, et je vous autorise à tirer Sur le tresorier général de la Marine, pour Subvenir aux depenses que vous aurés été dans le cas de faire Soit pour gratifications accordées, Soit pour frais de passage des matelots que vous engagerés à repasser en France, après le depart de l'Escadre du Roi, Sur la quelle il conviendra d'employer ceux que vous pourrés retirer pendant Son Sejour Sur les côtes ou dans les ports de l'Amerique

[Translation]

[*Versailles, France*]

Extract of the letter from M. de Sartine, Minister of the Navy, to M. Gérard of 3 April 1778.

Among the matters relative to my department that merit a most particular attention on your part is the return to France of all the emigrated sailors that you may be able to send back. I feel that the path of persuasion and encouragement is the only practicable one, and I authorize you to draw on the Navy's treasurer general to underwrite the expenditures that you make, either as gratuities given, or for the cost

of passage of sailors that you arrange to send back to France, after the departure of King's Squadron, on which it will be convenient to employ those whom you may be able to retrieve during its stay on the coasts or in the ports of America

Copy, FrPNA, Marine B⁴ 143, fol. 5.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

[*Bordeaux*]

Fryday April 3^d. 1778

pleasant & Moderate Weather Employed the people, in unbending the small Sails &c.— plenty of Company coming on Board

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

LORD GRANTHAM TO LORD WEYMOUTH

[Extract]

No. 21:

Madrid: 3 April: 1778.

My Lord

Having heard from Cadiz that Cunningham with his Privateer the *Revenge*, had put into that Harbour, and had been admitted to prattick;¹ I thought it indispensibly necessary to go to the Pardo, and to represent to M. Florida blanca how improperly the Governour² had acted. M. Florida blanca told me that having already received the same Information, he had actually written the Orders, which were to be dispatched to night, to have him immediately sent out, with a strict Prohibition against his ever appearing again in any Ports of this Kingdom. . . I have the Honour to be [&c.]

Grantham

L, UkLPR, S.P. (Foreign) 94/205, fols. 187–88. Addressed at foot of first page: "R' Hon^{ble} Lord V^t Weymouth." Docketed on a separate page: "Madrid 3 April 1778/Lord Grantham/(N^o 21)/R, 6 May by Lawzun/via Lisbon."

1. That is, *pratique*, or permission to land from any vessel arriving from a foreign port on compliance by such vessel with quarantine regulations. *Encyclopedia of Nautical Knowledge*.

2. Count Xerena.

CAPTAIN GUSTAVUS CONYNGHAM, CONTINENTAL NAVY, TO SILAS DEANE

S^r

Cadiz 3rd Ap^l: 1778

We Arrived here the 27th. March On Our Small Cruize of 20 days made 6 prizes¹ but Unfortunate one of them retaken in Our Sight² And its reported Another being a Lettermark Ship is Carried into Gibraltar by two english frigates³

one of Our prizes being an Arm^d Schooner fitted out of Gibraltar to Cruize of [/] Cadiz she we burnt⁴ the other 3 sent for AMERICA A Snow mounting 8 Carrige Guns Some Swivels [;] Loaded with Currants. A Brig with Brill & Raisins. the 3^d. with Oranges,⁵ the Lettermark Ship mounted 16 Carriage Guns of 6 pound Shott She we Orderd for tenariff—⁶

Our Vessell being by Appearances made privatt property is not Altogether so pleasing to the Crew especailly the Officers, Our privatt Agreement Runs in Such A manner that No encouragment is Giving for taking Armd Ships or if in Case of being Disabled Verry little to support heare after, when I received my Com^{mission} [*i.e.*, *commission*]

from you had you not Assured me I should be in Contentall Servise I would not have excepted of any privatt Com—as my intentions was and is to Serve the Country And those under me, I must beg the favour, you Will write me ~~And you~~ let me know who is the Owners of this Vessell or if she is publick, I received your Orders by m^r hodge⁷ but at the same time I receive Letters from m^r Lee Acquainting the publick owns the half And the Other half privatt.⁸ it Appears a Mystery to me. And I must Acquainte you Verry Unpleasing to those Concernd I am really tired and had it not been for the Cause Concernd I should not have taken such pains to have keep her Going, in Our privatt Agreement no provission is made in Case taken but in Continentall Service there is and as Such I do look I am in to I am Guilty of Something Contrary to the Laws or Orders of Congress—⁹

LB, UKLPR, H.C.A. 32/441/7, pt. 1. Addressed at top: “Silas Deane Esq^r”

1. For a list of five of the prizes captured by Continental cutter *Revenge*, see “Prizes made by the sloop Privateer Cap^t. Gust^c. Conningham made the 6th. to the 20th. March 1778,” *NDAR* 11: 1128.

2. This vessel has not been further identified.

3. On the capture of ship *Hope*, Abraham Jones, master, mounting sixteen guns, on 20 Mar., see William Hodge to Silas Deane, 31 Mar. 1778, *NDAR* 11: 1143. As Hodge mentions, the capture took place in sight of H.M. frigate *Levant*, Capt. George Murray, commander. Soon afterward, H.M. frigate *Enterprize*, Capt. Sir Thomas Rich, commander, joined the chase. Both frigates pursued *Revenge*, which escaped. However, the following morning *Enterprize* re-captured *Hope* and escorted it to Gibraltar. *NDAR* 11: 1143 and “Extract of a Letter from Gibraltar, March 27.” *Ibid.*, 1128–29.

4. This was a tender of H.M. frigate *Enterprize*.

5. These vessels were: snow *Fanny*, William St. Barbe, master; brigantine *Peace & Harmony*, George Kennedy, master; and sloop *Betsy*, John Murphy, master. For more on these vessels, their cargoes, and their captures, see *NDAR* 11: 1089*n*, 1091–92, 1127, 1128, 1129 and *n*, 1143. *Fanny* was sent to Martinique; *Peace & Harmony* and *Betsy* were sent to Boston, Mass.; *Betsy* was retaken before it arrived there.

6. Conyngham is here referring to the British letter of marque ship *Hope*. By “tenariff,” Conyngham means Tenerife, Canary Is.

7. See Silas Deane to Capt. Gustavus Conyngham, 21 Jan. 1778, *NDAR* 11: 926–28.

8. See Arthur Lee to Capt. Gustavus Conyngham, 16 Jan. 1778, *NDAR* 11: 918.

9. On Conyngham’s status and the sale of prizes made by *Revenge* see American Commissioners in France to Captain Gustavus Conyngham, 19 Apr., below.

April 4

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY,
TO THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Ranger Cameret April 4th 1778

Inclosed I send you Copies of my Letters since the 10th Feb^y—As the port of Brest is so crowded with Shipping that the *Ranger* was prevented from entering into it I thought it the most expeditious to return here to clean her bottom which is now effected—On surveying the masts it has been concluded that they cannot be reduced—therefore I am now perfectly ready to proceed with the *Fortunée* of 38 Guns and a small Tender which Comte D’Orvilliers sends in company.¹

You may rest assured that I will leave nothing unattempted that can be expected from the small Force under my Command.— the time which has been lost here gives me the deepest concern: but I know of no other remedy than to make the better use of that to come.

I wrote the 31st Ult^o. to Mons^r De Sartine, on the Subject of the large Frigate built for America at Amsterdam.²—I consulted Comte d’Orvilliers on the Propriety

of my thus Addressing the Minister—he advised me to write, and having heard my Letter read to him in French, he undertook to inclose it and to enforce it with his interest.— I had the same Advice and Encouragement from Mons^r De la Porte who says that if that Ship comes to be fitted out at Brest he will immediately furnish me with the compliment of Men as well the necessary materials out of the Kings stores.

As to the cost of that Ship, if she sails as is expected she will be worth more to America than a Ship of the line of 74 Guns: and in my Opinion the present is the proper time to make the Application; because the Minister may perhaps be less willing to part with her when he hears that she sails very fast.—

I am advised to wait here for the Arrival of that Ship—I have reasons to offer, were I to comply with that Advice.— I will however proceed and expect to find the Ship ready at my return here; which may be within Six Weeks should I be so fortunate as to escape the Enemy I have saluted the Flag at Brest with 13 Guns and received in return two Guns less—I know not if it is because I am a private Captain, or that they will not return Gun for Gun to a Republic.³ Comte d'Orvilliers having Ordered the Tender to return as soon as I am clear of the Coast, you will then hear from me again of course unless bad Weather should prevent a Boat from passing.— Mean time I have the honor to be [&c.]

Jn^o P Jones

L, PPAmp, Benjamin Franklin Papers, vol. 9, fol. 11. Addressed at foot of first page: "Their Excellencies/Benjamin Franklin, Silas Deane, & A Lee Esq^{rs}/American Plenipotentiaries/Paris." Docketed: "Captⁿ. Jones Ap 4 1778."

1. Comte d'Orvilliers commanded the French squadron at Brest. *Fortunée* was a frigate attached to that squadron. For background on the French offer to provide an escort for the *Ranger*, see Capt. John Paul Jones to Silas Deane, 25 Mar. 1778, *NDAR* 11: 1118.

2. *NDAR* 11: 1139–40. The frigate was the *Indien*.

3. On the exchange of salutes, see Capt. John Paul Jones to the Continental Marine Committee, 22 Feb. 1778, *NDAR* 11: 1034.

JOURNAL OF THE CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

[*Bordeaux*]

Saturday April 4th. M^r adams went to Parres¹ This Day the People imployd as usual, great Numbers of Gentⁿ. & Ladies came on Board, to see the Ship

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

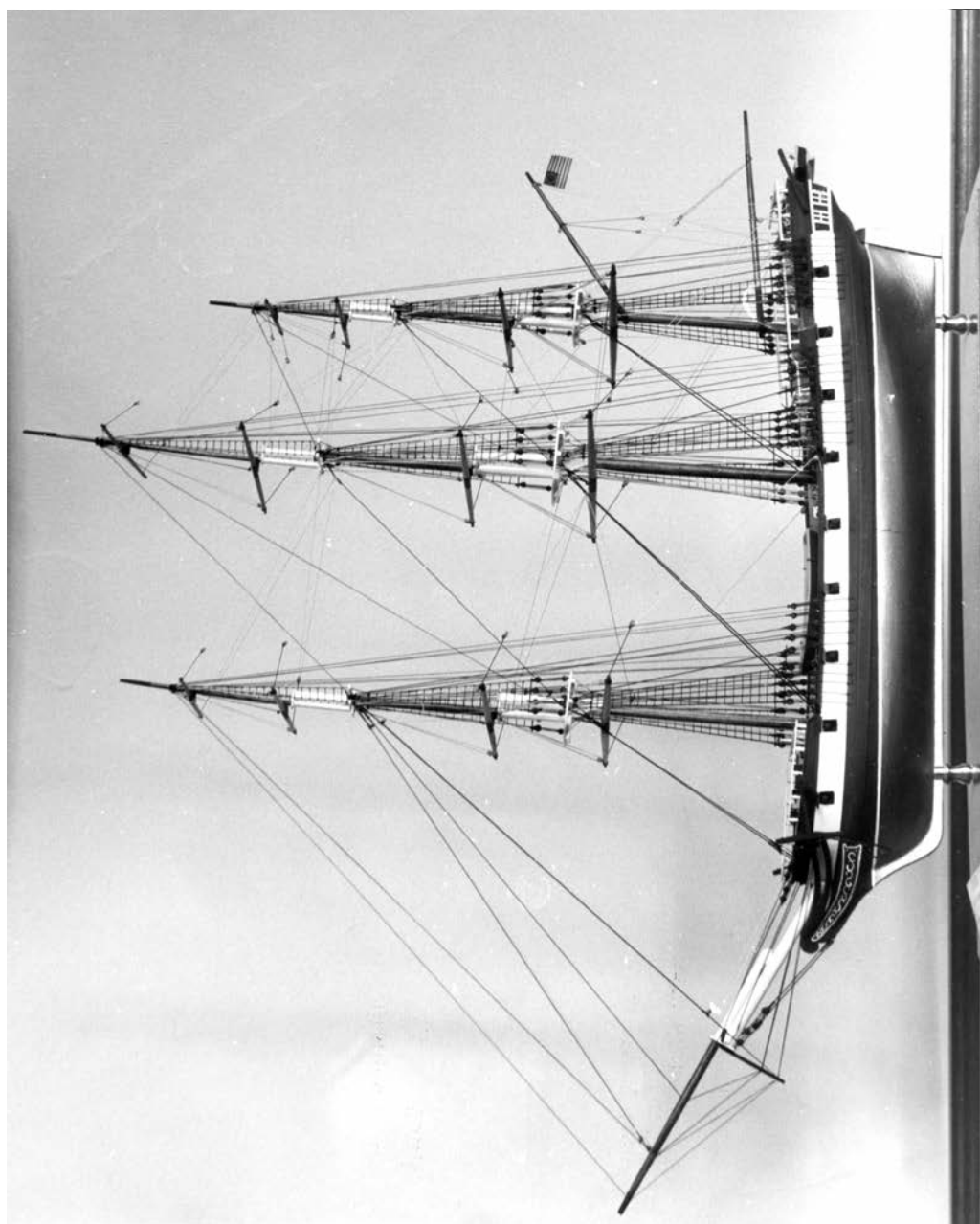
1. In his diary entry for this date, John Adams wrote: "About 10 O Clock We commenced our Journey to Paris, and went about 50 miles." Adams, *Diary* 2: 295.

JOHN EMERY TO BENJAMIN FRANKLIN

Sir

Bilbao Aprill 4th 1778

I am honourd with your favours of the 23^d Ult^o. and am much Obliged by the Intelligence it conveyd—with Regard to Cap^t Babson and those concernd I think they have reason to be fully Satisfied,¹ and I think the Generous and disinterested conduct of the Court of France in this but more Especially in the Treaty of Alliance will Unite every American to them by the Strongest bonds of Gratitude, when we have that allow'd us by Strangers which the Most dutyfull & Loyal Petitions could not procure from the Parent country a free Commerce. Permit me Sir to Congratulate you on the Part you have had in Obtaining this for us & may you Live many Years and Enjoy the applause of your Grateful Countrymen.



Continental Navy ship Ranger

Permit me one more Sir to Trouble you with my small Affairs. Capt. Hibbert in the Privateer Schooner *Hawke* which came to my address the last summer & made Several Prizes among others Capturd the Brigⁿ *Britania* John Wood Master and having met some difficulty in disposing of Prizes here when entred as Such 'tho we were allow'd every Indulgence we could reasonably ask Cap^t Hibbert gave Orders to his Prize master to go into S^t Sebastian & enter his Vessell as from New England but unfortunately at the same time he Entred, a Vessell from Newfoundland which sailed from thence in Comp^y with the *Britania* entred also and the Cap^t² Informd the General³ she was a Prize, in Consequence of which Cap^t Allen and his Crew were taken out of the Vessell & Confind in Goal the Vessell & Cargo Condemnd by the Gen^l ½ to his own use ½ to the Use of his Secretary & the Other third to the Use of the King and accordingly all was Imediately disposed off, on the representations of M^r Hoare⁴ the Secretary, the King approv'd of what had been done but ordered that Appeals should be admitted to the Council of Warr, I accordingly attempted an appeal in behalf of Cap^t Hibbert & the Owners but was not allow'd nor could I obtain the honour of seeing the General in Person every thing there being Transacted by the Secretary as he pleases

I therefore gave Security thro' my friend M^r Larralde for Allen and the appeal went in his Name, and altho I have given Security to answer all demands on Allen, he and his Crew to the great damage of themselves their Owners & their Country remain Confind in Goal being Chargd with Piracy altho we have fully Proved the Legality of the Capture by the Evidence of the Late Master the Spanish Coasting Poilot⁵ and by Cap^t Hibbert & his Officers thus stands the Affair at Present M^r Watson who was Lieu^t of the *Hawke* Wrote you once on the Subject⁶ & rec^d. an Answer from M^r Lee, that he had forwarded his papers to the Court of Madrid & he might expect Imediate redress but unfortunately the redress is not yet arriv'd the People at this time would be of exceeding great Service if at Liberty, Suffer me therefore to beg your Interposition in their behalf and also that we may have our prize restored.

The Ship *Portsmouth* of 20 Guns bound from Bordeaux to Piscatuqua took a Small Brig⁷ Laden with Beef & Butter bound from Ireland to France and Sent her in here address'd to the House of Lynch Killikelly & Moroney She was entred as coming from Piscatuqua but a House here famous for Nothing More than their enmity to America has Commenc'd a Lawsuit against M^r Moroney and Claims the Vessell in behalf of the first Proprietors which may bring on a Long Train of Expence unless an Order from Court can be obtaind to Stop Such proceedings any Service that can be rendred this Gentleman who is a very Honest man & a Warm friend to our Country will be esteemd an additional Obligation conferrd on him who is [&c]

J Emery

P.S. Cap^t Hodge from Marblehead which place he left the 15th. Feb^y. brings nothing new except the resolve of Congress that Gen^l Burgoyne, & his Troops Embarkation be put off 'till the ratification of the articles Signd at Saratoga arrive from the Court of Great Britain, & a Large reinforcement of near 10,000 men were on their March from Massachusetts Bay to Join Gen^l Washington

L, MH-H, Arthur Lee Papers, vol. IV, no. 77. Addressed: "His Excellency./Benjamin Franklin/minister plenipotentiary of the United./States of America/at/Paris." Notation: "N^o. 1."

1. The French government consented to compensate the owners of the Massachusetts privateer brigs *General Mercer*, James Babson, commander, and *Fanny*, John Kendrick, commander, for their prizes, the

Jamaicamen *Clarendon* and *Hanover Planter*, which the French admiralty had seized for false entries and returned to their British owners.

2. John Hooper.
3. Marqués de Bassecourt.
4. Don Juan Joseph de Horé.
5. Joseph Navarro.
6. See *NDAR* 11: 879.
7. Brig *Mercury*, John Pearce, master.

April 5 (Sunday)

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Sunday April 5th [Bordeaux]

All this Day the Ship has been crouded with Company, from Morning to Night Boats along side one would think they never saw a Ship before, but it is all on Acc^t of its being a Boston Frigate. pleasant Weather this Day. The Wind to the Northw^d.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

SIR JOHN HORT TO LORD WEYMOUTH

[Extract]

N^o. 5

Lisbon Sun^y: 5 April 1778

My Lord

. . . On the 28th. past, the American sloop *Heart of Oak* of eighty tons burthen, Joseph Sheete late master, was wrecked on this coast near Figueria: She was on her voyage of Newbern in North Carolina to Cadis, with a cargo of tobacco, pitch, tar, staves, & sheathing: Before she broke to pieces, the people saved twenty hhd's of tobacco, and something of each of the other commodities. Her crew consisted of sixteen men, seven Americans the rest of different foreign nations.

As this vessel had been mounted with six carriage guns, and she was reported to have been provided with a letter of mark from the American congress; the British deputy consul at Figueira wrote to me for instructions, whether he should give the people any assistance: I have answered that as their disaster had disabled them from doing mischief I thought he might exercise the common offices of humanity in their behalf. I have the honour to be [&c.]

John Hort

L, UKLPR, S.P. (Foreign) 89/84, fol. 166. Addressed at foot of first page: "Lord Viscount Weymouth." Docketed: "Lisbon 5 April 1778/Sir John Hort/(N^o 5)/R, 21st."

April 6

CHEVALIER ISAAC-JEAN-GEORGES-JONAS GRAND TO THE AMERICAN COMMISSIONERS IN FRANCE

M^r. Grand is the more sorry for not having had the honour of seeing yesterday the honourable M^r. Franklin as he was desirous to speak to him of two interesting sub-

jects, the one M^r. Boux nephew who does nothing at Nantes altho' in the States' Service¹ he would be more usefull at Amsterdam as well to forward the Construction of the *Indian* as to bring her and see that all be right,² if the hon^{ble}. M^r. Franklin is of the same opinion M^r. Grand will give immediate orders to M^r. Boux to repair to Amst[er]dam]. He desires to be paid his salary, M^r. Williams³ could pay him what's due. On their apprehensions at Amsterdam of fire being set to the ship, M^r. Grand has wrote there to set four men on board to watch her night & day, & that if this precaution was not sufficient, to get her insured against fire which would Cost about 2000 florins, prudence seems to require this sacrifice, however M^r. Grand would be glad to have the hon^{ble}. M^r. Franklin's approbation on that head—
Monday two oClock [*Paris, April 6?, 1778*]

Translation, PPAmp, Benjamin Franklin Papers, vol. 42, fol. 211. Addressed: "Monsieur Franklin." Endorsed: "Sir G. Grand/Receivd open from/D^r. Franklin to/answer April 6th. A. L." The editors of the Benjamin Franklin papers at Yale University provide the conjectural date on the assumption that Franklin forwarded the letter to Arthur Lee the day he received it. *Benjamin Franklin Papers* 26: 247.

1. Lt. Boux, with a commission in the Continental Navy, had intended to sail to America in the Continental Navy frigate *Deane*, but left the frigate after quarreling with Capt. Samuel Nicholson. *NDAR* 11: 990–92 and 1047–48.

2. *Indien* was a frigate being built for the United States at Amsterdam according to a design and under direction of Capitaine de vaisseau Jacques Boux of the French Navy, Lt. Boux's uncle.

3. Jonathan Williams, Jr.

LIEUTENANT COMMANDANT AUGUSTIN-ÉTIENNE-GASPARD,
CHEVALIER DE BERNARD DE MARIGNY TO GABRIEL DE SARTINE

Monseigneur

Jai L'honneur De vous rendre Compte que Jedy Dernier Monsieur Le C^{te} D'orvillers me remît après midy Des ordres et Des instructions pour appareiller Le plutôt possible La frégate La *fortunée* Dont vous avez bien voulu me Confier Le Commandement et Escorter Jusqu'au Cap Clare La frégate Des Etats unis De L'amérique Le *Ranger*.¹

Le Capitaine De cette frégate qui avait Des affaires à Camaret² appareilla D'ici pour aller mouiller après que nous fumes Convenus ensemble Du Signal D'un pavillon blanc que Je mettrois au petit peroquet En passant Devant Camaret pour me faire reconnoitre De la frégate américaine Et qu'elle appareilleroit tout De Suite.

La revue De l'equipage De La *fortunée* n'avait été passée que La veille et Le tems qu'il avait fait En Rade ne m'avait pas permis De donner La facilité à tout mon monde D'aller à terre Se pourvoir avec les avances qu'ils avaient reçues De ce qui Leur est nécessaire ; il me restait Encore au moins La moitié De mon monde qui n'était pas pourvue Et D'ailleurs Les huniers Et perroquet De fougue nous avaient été Donnés Du port Sans être garnis De Garcetes De Rifs. Je Donnais toutte La Journée De vendredy à ces Deux objets.

Samedy matin à La pointe Du Jour Les vents qui avaient Été toutte la nuit à ouest et O.S.O. passerent au S.S. O. et au Sud ; Je fis travailler à lever les ancrs et a environ huit heures J'étais Sous voiles. Je n'étais pas encore hors De la Rade qu'un grain fit passer Le vent assez frais au Nord et N.N.E. mais avec apparence qu'il n'y tiendrois pas.

Je me flattai qu'en profitant autant que je le pourrais Des bordées Les plus avantageuses que m'offrirait La variété Du vent Le Juzant qui commençait pour lors me ferait Doubler La parquete Dans cette marée et Je continuai à mettre Dehors.

au moment D'ouvrir La Baye De Camaret Je fis faire Le Signal dont J'étais convenu avec le capitaine De la frégate américaine ; quand je fus à vüe De ce mouillage Je m'appersçu que La frégate Le *Ranger* étais beaucoup trop En dedans de La Baye et trop près De terre pour qu'elle pût appareiller Le vent ayant déjà passée au N.N.O. Je continuai de l'envoyer tant pour continuer à m'élever et tâcher de presser Dehors au cas que Contre mon attente, La frégate américaine parvint à Sortir que pour dans le cas contraire me mettre à portée De pouvoir mouiller Dans la Rade De Barthaume³ qui Est La Seule bonne avec Des vents De NO que j'avais pour Lors. à trois heures après Midy La frégate américaine n'ayant Effectivement point Sorti, le flot qui allant commence ne me laissant plus aucun espoir de gagner, je commençais même Dêjà à perdre parce que Le vent frais était et que la mer Se levait, je me decidai à mouiller Sous Barthaume et j'y laissai tomber l'ancre De Tribord par Dix Brassers fond De Sable.

à Sept heures Du Soir le Capitaine De la frégate américaine me vint à Bord, me Dît que Sa frégate S'était trouvée Echouée qu'elle n'etat cependant point Endommagée ; qu'il avait tout préparé pour à La pleine mer La haller au Large, qu'il esperait y réussir ; que Dans La nuit il viendrait me joindre ou au plus tard Le Lendemain a neuf heures Du matin que La juzante commencerait et qu'il me pria de L'attendre jusqu'à cette heure ; je Le Lui promis.

Dans La nuit Le vent passa à ouest Et O.S.O. mais trop faible pour me donner à craindre Dans Le mouillage ou j'étais qui ne vaut Rien quand Le vent est De cette partie et frais, D'ailleurs je vois En la précaution De mouiller Le plus au Large possible pour me reserver Les moyens D'appareiller Si Le vent m'y obligeoit.

à huit heures Du matin Le vent étant pour lors au S.S.O. avec apparence De grains Et de gros frais je prévins L'instant Du juzant et je suis Sous voiles. une heure environ après la frégate américaine Sortit De Camaret et nous louvoyâmes Ensemble pour tacher De nous Elever ; Le vent passa au S.O. gros frais nous obliger De prendre Des Rifs, Le tems Se changer De plus En plus, La mer Devint grosse, il ne nous restait plus qu'une heure De juzant et La frégate américaine qui par Sa position S'Était trouvée fort au vent à moi, que moi non plus n'avons pu pendant la marée réussir à Doubler la parquete, Le flot qui allait commencer nous mettant dans Le cas De craindre D'être obligé De Donner Dans Le four à l'entrée De La nuit par un fort mauvais tems qui S'apperçoit Et qui ne nous aurait permis d'appercevoir Les Dangers multipliés qui Sont Dans ce passage que quand nous aurions été dessus, par conséquence de nous y trouver Embarrassés, D'ailleurs cette manœuvre nous aurait mis infiniment Sous Le vent de la Route que nous avions à faire Et pouvait, Si Le tems restait tel qu'il était, nous forcer De nous En manches ; La frégate américaine qui était Encore au vent à moi arriva pour venir Se mettre Dans nos Eaux, tout cela, Monseigneur, me Decida à arriver pour relâcher En Rade De Brest ou je mouillais à cinq heures Du Soir et La frégate américaine m'y à Suivi.

Le tems qu'il à fait cette nuit Et qui continue Encore, me fait me féliciter, Monseigneur, D'avoir pris ce parti Et Espérer que vous voudrez bien ne pas Desapprouver cette manœuvre ; je profiterai Du premier instant qui me permettra De remettre Dehors Et De remplir La mission Dont je Suis chargé ou toute autre qu'il vous plaira me confier avec le zèle Et l'Exactitude qui peuvent me mériter la Continuation De vos bontés.

quoique La frégate La *fortunée* ait Sorti De cette Rade de Compagnie avec plusieurs autres frégates il n'est Encore guerres possible, Monseigneur, De porter De jugement Sur Sa marche ; un Equipage nouveau qui n'est pas ameuté Et qui ne Se connaît pas, Des manœuvres neuves Et gourdes qui courent mal et S'engagent Souvent Dans leurs poules, les forts Courants qu'il y à Dans La petite Etendue De mer que cette frégate à parcourue, tout cela réunis, Monseigneur, ne permet pas De [me] prononcer Sur Sa vitesse ; la frégate américaine est Le Batiment avec Lequel j'ai été Le plus à même De La comparer puisque nous avons Louvoyé pendant quatre ou cinq heures Ensemble Et La *fortunée* Eu beaucoup D'avantage tant pour La marche que pour gagner Dans le vent deux qualités que je puis vous assurer, Monseigneur, avoir reconnu que possède La *fortunée* autant qu'il Soit possible De Le Desirer c'est de gouverner Et de virer De Bord ; Elle fait l'une et l'autre aussi bien qu'autres Des Batiments Sur lesquels j'aye servi jusqu'a present. Je Suis [&c.]

Bernard De Marigny

En Rade De Brest Le 6 avril 1778—

[Translation]

My Lord

on board the *Fortunée*, 6 April 1778

I have the honor of reporting that last Thursday the Comte d'Orvilliers sent me in the afternoon orders and instructions to get under way as soon as possible in the frigate *Fortunée*, command of which you kindly entrusted to me, and to escort the frigate of the United States of America the *Ranger*¹ as far as Cape Clear.

The captain of this frigate, who had business to conduct in Camaret,² got under way from here to moor there, after we agreed on the signal of a white flag which I would fly from the fore topgallant while passing by Camaret to be recognized by the American frigate, and that it would proceed at once.

The crew of the *Fortunée* had been inspected only on the eve and the time spent in Anchorage did not allow me to let the entire crew ashore to provide for their needs with the advances they had received. At least half my crew was not provided for and, besides, my topsails and topgallants were supplied by the base without reefing gaskets. I spent all of Friday on these two matters.

On Saturday morning at daybreak the winds which had been from west and WSW all night shifted to SSW and to south; I ordered work to weigh anchor and at roughly eight o'clock I was under sail. I was not yet outside the Anchorage when the wind gusted to a stiff breeze from the north and NNE, but appearing that it would not hold.

I flattered myself that by making the most of the best tacks offered by the change of wind, with the slack period then beginning, it would have me round the Parquette during the same tide and that I would continue to sail outside.

At the time of arrival off Camaret Bay I ordered the signal agreed on with the captain of the American frigate; when I was in view of this moorage I perceived that the frigate *Ranger* was much too far inside the Bay and too close to land to get under way, the wind having shifted already to NNW. I continued under sail both to keep high and to try to push seaward in case the American frigate should succeed in departing despite my expectation, and in the contrary case to make possible my mooring in Barthaume³ Anchorage, which is the only good one with winds from NW, blowing at the time. At three in the afternoon, the American frigate in fact having

failed to come out, the incoming tide left me no hope of making headway as I was already losing way because the wind was growing stronger and the sea rising; I decided to moor below Barthaume and I dropped the starboard anchor in six fathoms over a sandy bottom.

At seven in the evening the captain of the American frigate came on board to tell me that his frigate was grounded but not in the least damaged; that he was ready to tow it to sea at high tide, that he expected to succeed, would join me during the night or at the latest at nine in the morning, that the slack period would begin and he asked me to wait for him until that time; I promised to do so.

During the night the wind shifted to westerly and WSW but was too light to make me fearful in that roadstead which is useless when the wind from that sector is strong; besides, I had taken the precaution to moor as far offshore as possible in order to have an option to get under way if the wind should force me from there.

At eight in the morning the wind being from SSW with appearance of squalls and a strong breeze, I anticipated the moment of slack tide and spread sail. About an hour later the American frigate came out of Camaret and we tacked together, attempting to get higher up; the wind shifted to SW in strength and forced us to take in reefs; the weather became more foul and the sea heavy. We were left with only one hour before slack tide, and neither the American frigate, which because of its position was quite to windward of me, nor I were able to round the Parquete during the [ebb] tide; the flood tide which was to begin soon would make us fear being among the Four at nightfall in very foul weather, and not allow us to sense the multiple dangers lying in this passage until we were in them, and therefore find ourselves in a predicament. Further, this maneuver would have placed us extremely to leeward of the course we were to follow, and if the weather remained as it was, would have constrained us to enter the English Channel. The American frigate, yet to windward of me, arrived to station itself in our area. All of that, My lord, made me choose to call in Brest Anchorage, where I moored at five in the evening, and the American frigate followed me there.

The weather we had that night and is continuing makes me congratulate myself for having made this decision, My lord, and hope that you kindly shall not disapprove of this maneuver; I shall take advantage of the first moment that will allow me to sail out again and to accomplish the mission assigned to me or any other it may please you to entrust to me, with the zeal and precision which can make me deserving of your further kindness.

Although the frigate *Fortunée* departed from this Anchorage in company with several other frigates it is not yet possible, My lord, to express judgment on its advance through the water; a new crew which is not shaken down, and does not know itself, new maneuvers and ropes which run poorly and often jam in their blocks, the strong currents setting in the small expanses of sea cruised by this frigate, all considered, My lord, do not permit a statement on its speed. The American frigate is the ship with which I have been able to compare it as we tacked about together for four or five hours, and the *Fortunée* has great superiority both in speed and in turning into the wind; two qualities I can assure you, My lord, recognized in the *Fortunée* to the extent of their desirability are steering and tacking. It does both as well as any of the ships in which I have served thus far. I am [&c.]

Bernard de Marigny

In the Anchorage of Brest, 6 April 1778—

L, FrPNA, Marine B⁴ 138, fols. 194–95. Notations: “Bernard de Marigny”; “Repondu 10 Avril/SR”; “armement à Brest/M Bernard de Marigny/le 6. avril 1778/la fortunée.”

1. Continental Navy ship *Ranger*, Capt. John Paul Jones.
2. Camaret-sur-Mer.
3. Bertheaume, a fortified island off Plougonvelin, on the shore opposite Camaret-sur-Mer.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Monday April 6th.

[*Bordeaux*]

This Day comes in & ends with pleasant Weather, the People employd as usual about their necessary Duty. Landed our Sails.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

JOHN BONDFIELD TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon^d Sirs

Bordeaux 6 April 1778

The last Post I had the Honor to advise you of the Arrival of the Hon^{ble}. John Adams Esq, since his absence we are diligently employ'd in getting ready the Ship.¹ she goes on the waies to day and will be finisht Friday or Saturday the Captain & Carpenters assure me there is no risk on her taking the Ground to Carreen otherways should have objected

I shall attend to the Instructions your Honors may please to give with regard to quantity of Stores if for four or Six months, which be assured shall be laid in with the greatest Economy and of the best kind. The Mast is Sprung a survey will be made and if with Safety it may be trusted shall not take it out

The Admiralty Board not having any instructions to alter their former Conduct with regard to Arm'd Vessels served Captain Tucker with an Act on Account of his not reporting the Vessel as is Usual for Merchant or Private ships of War. The Captain has given his Answers to the board of which Copy Inclosed.² On the *Bostons* Arrival the Captain waited on the Commanding Officer and Saluted the Castle. The Count de feumell³ made apologies for not returning the Salute not having received any Instructions from the board of War on that head. The Instructions your honors will give will be duely Observed

four Vessels having saild from hence since M^r. Adam's arrival I have given advice by each to the Secret Committee. Letters yesterday from Bilbo brought advise of small vessels Arriving at that Port from Marble head the Letters are of the 10th february consequently no fresh Intelligence. The English Fleet are stil hovering betwixt Cape Ortegale & Cape Finister. Letters yesterday from Spain bring advice of the Arrival of a Packet Boat from Cuba that the Spanish Plate Fleet Arrived all Safe at the Havanah 16 february and may be expected this Month in Europe. I have the Honor to be [&c.]

John Bondfield

L, PPAmP, Benjamin Franklin Papers, vol. 9, fol. 16. Addressed at top: “The Hon^{ble} Benj Franklin Silas Dean Arthur Lee Esq^r.” Docketed: “Bondfield John 6. April/1778.”

1. Continental Navy frigate *Boston*, Capt. Samuel Tucker, commander.
2. For the custom authorities' demands and Tucker's responses, see the Procès-verbal by the Officers of the Farmers General at Bordeaux, of 9 Apr., below.
3. Field Marshall François-Joseph, Comte de Fumel (1720–94), was governor of the Bordeaux fort Château Trompette.

CAPTAIN GUSTAVUS CONYNGHAM, CONTINENTAL NAVY,
TO JACKSON, TRACY & TRACY

Gentlemen

[*Cadiz, Spain*] 6th. April 1778

I wrote you by two prizes Sent to your Address.¹ a third one Likewise Just as the prize-master Got on Board a heavy Gale of Wind Came on that it was impossible to send the Boat on Board that the prize Went Without a Copy of Commission or Letters²—the prize master being A Nantuckett Man I imagine he will put in theare. I must beg that you will make enquiry And if she is Got safe in, that Cap^t Squires the prize master Give You a full Account of every proceeding And if she is sold Deposit the proceeds into your hands. if not Sold you will Give such Orders as you see fitt, the Cargoe being Oranges that Dispatch is requisite, After maning those prizes we being Weak was Oblidged to put in heare³—on the way fell in with A schooner fitted Out of Gibraltar to Cruze took and Burnt her⁴ in a few days after fell in with a Lettermark Ship of 16 Carriage Guns And After Some little resistance we took her. the Vessell & Cargoe being Valuable we did not chuse to risque it for the Continent and Orderd her for A Spanish port where if she Can not be disposed of Will proceed to you⁵ ~~that in Closed you have A List of the Crew And the manner of shares how to be Disposed of.~~ these two Vessells being in Commission and Arm^d. Like wise the Snow Mounting 8 Carriage Guns, ~~my Commission being Continentall a Public Vessell I Command As it is to be expected their will be some encouragement Given by the honourable Congress to the Crew — I am [&c.]~~

GC

LB, UKLPR, H.C.A. 32/441/7, pt. 1. Addressed at top of letter: “Mess^{rs}. Jackson treacy & treacy/Merch^{ts} in Newberry port/State of/Massachusetts-Bay.”

1. There is a detailed list of what vessels Conyngham sent to the care of Jackson, Tracy & Tracy, and the dates he sent them, in his letter to the firm of 2 July. UKLPR, H.C.A. 32/441/7, pt. 1.

2. As seen at *ibid.*, Conyngham was referring to the prize brig *Peace & Harmony*.

3. Other letters of this time establish that Conyngham was writing from Cadiz, Spain.

4. The schooner was the tender of H.M. frigate *Enterprize*, which the Continental Navy cutter *Revenge* captured and burned on 22 Mar. 1778. *Letters and Papers of Gustavus Conyngham*, insert opposite p. 152.

5. British letter of marque ship *Hope*, Abraham Jones, master, 250 tons, carrying twelve 4-pounders, built in Bristol in 1766, owned by Alexander Champion, and on a voyage from Bristol to Venice with fruit and raw silk. *Revenge* captured it on 24 Mar. *Lloyd's Register of Ships, 1777–78*; *Letters and Papers of Gustavus Conyngham*, insert opposite p. 152. According to a letter written by Capt. Abraham Jones on 29 Mar. from Gibraltar, two crewmen were wounded at the engagement's start, whereupon the rest fled from their posts, otherwise, Jones opined, *Hope* would not have been taken. He added that thirteen of his men “entered on board” *Revenge*. *The Public Advertiser* (London), 24 Apr. 1778. *Hope* was recaptured by H.M. frigate *Enterprize* the morning after its capture by *Revenge*.

April 7

THE PUBLIC ADVERTISER (LONDON), TUESDAY, APRIL 7, 1778

LONDON.

A Letter from Bristol, dated the 4th Instant, says, this Day arrived here the *Brittania*, Furse,¹ from Honduras, which Place she left the 26th of January; on the 17th of February Captain Furse spoke the *Gayton*, armed Ship of 12 Guns, and 60 Men, Chambers Martin,² in Latitude 30.20.N. Longitude, 75.40.W. from

London, belonging to Hercules Ross, Esq; of Jamaica, had been out three Months, and had taken 12 Prizes; he gave the following Account, that he had been six Days from New Providence, which Place was taken the 27th of January, by an American Continental Sloop from Charlestown, mounting 12 Guns, and 90 Men, 30 of whom were Marines from the *Randolph*,³ they having had Intelligence at Charlestown of several Prizes which the *Gayton* had taken and carried into Providence, and also of the Ship *Mary*, belonging to Mr. Ross,⁴ who had put in there by Stress of Weather, to refit, loaded with Rum, for New York, and which was the Reason they sent the Sloop to take the Place; they likewise took five of the *Gayton*'s Prizes, and 500 Barrels of Rice, which they had rolled into the Sea; the Inhabitants gave the Americans all the Assistance they could wish in the Interim. Captain Chambers was cruising about the Keys, a small Distance off the Island, not knowing what had happened. The next Day, going into Harbour, the American Colours were hoisted on the Fort; the Vessels and Fort fired at him, and killed his second Mate, and one Man, and damaged his Rigging. An eighteen Pound Shot from the Fort struck him on the main Beam, and fell into his Hold. The Day after Captain Chambers returned at the East end, when the Rebels quitted the Fort, and slipt the Cables of the five Prizes and the *Mary*, they set two of the Prizes on fire, and got clear off with the rest,⁵ leaving Chambers Possession of the Island. On the 14th of February the *Gayton* fell in with a Continental Brig of 14 Guns, and after engaging two Hours, the Brig sheared off; the Sloop, during the Action, lost no People, but a double headed Shot wounded her Mast, and by that Means could scarce make any Sail. When the Sloop left Charlestown, there were 12 Sail of Privateers ready for Sea, none less than 14 Guns.

1. British letter of marque ship *Britannia*, James Furse, master, 250 tons burthen, out of Bristol, England, owned by J. Fowler & Co., carrying two 9-pounders, six 6-pounders, and ten 4-pounders. *Lloyd's Register of Ships, 1777-78*.

2. Jamaica privateer sloop *Gayton*, William Chambers, commander.

3. On the capture of New Providence I., Bahamas, by the Continental Navy sloop *Providence*, Capt. John Peck Rathbun, commander, see *NDAR 11: passim*. As seen in the Journal of Marine Captain John Trevett, November-December 1777, *NDAR 11: 1169-71*, the voyage of the sloop *Providence* originated in Massachusetts, not Charleston, S.C.— though it did visit the latter—nor did the marines manning the vessel come from the Continental Navy frigate *Randolph*, although as seen in the journal entry of Trevett of 1-31 Jan. 1778, Trevett, who commanded the landing party, did propagate a report that the sloop *Providence* was attached to the fleet commanded by Capt. Nicholas Biddle of the *Randolph*. *NDAR 11: 247*.

4. Jamaica letter of marque ship *Mary*, Capt. Henry Johnson, commander.

5. On the prizes captured by sloop *Providence*, see *The Providence Gazette; and Country Journal*, Saturday, March 7, 1778, *NDAR 11: 538*.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Tuesday April 7th.

[*Bordeaux*]

This Day comes in with pleasant Weather, a Pilot came on Board & we Dropp'd the Ship down with the Tide to Larmoon,¹ in order to Clean her, but found the place was not fit to Lay her on Shore.— the latter part of the Day pleasant.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

1. That is, Lormont.

April 8

MUSCO LIVINGSTON TO THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Paris the 8, April 1778—

My business here, was to offer My Services to My Country, in the line of My profession (the Sea). & as I cannot be Employ^d here, am desirous to get to America as Soon as possible, where I have the promise of Some of the principal Members of Congress, that I should be provided for in that line. & as I have been inform'd, that Cap^t. Johnston, and Cap^t. Nicholson, of the American Navy, and Capt. All late of the Merch^t Service,¹ are going out Immediately, will be particularly oblig'd to you, if you would get leave for Me, to have a passage by the Same Opportunity; & if it is Necessary, that the destination of the Ship, or the place of her departure Should be kept Secret, I give you My Honour it Shall be particularly Observed by Me & will do my Self the Honour to Wait on you tomorrow Morning for your Ans^{wr}. I am [&c.]

M Livingston

L, PHI, Benjamin Franklin Papers, vol. 2, no. 42. Livingston, whose family and property were in Jamaica, had recently arrived in Paris from London. *Benjamin Franklin Papers* 26: 256.

1. Silas Deane had engaged Continental Navy Captains Henry Johnson and John Nicholson and Philadelphia merchant Capt. Isaac All, as well as Massachusetts privateer Capt. Eleazar Johnson, Jr., as pilots for d'Estaing's squadron. *Deane Papers* 3: 184, 407.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO JOHN ROSS

Dear Sir,

Ranger, Brest April 8th 1778.

Had not the Wind and Weather declared against us on the 5th: and obliged the *Fortunée* and the *Ranger* to put back to Brest I should not have received your esteemed favor of 2^d Curr^t.

As there is an Apparent Mystery in my having quitted the Fleet in Quiberon Bay and in my detention here since my arrival at Cameret the 8th Ult^o:—I must inform you that finding Mon^r: la Motte Picquet a Man in whom I might confide I communicated to him and M^r: Carmichael an enterprize which I had long wished to execute—¹ my project met with his entire approbation, and agreeable to his advice I came here along shore—On my arrival at Cameret it was necessary to apply for a Pilot—As the *Ranger* was there in disguise I went² an Officer up in Plain Clothes—Comte d'Orvilliers who Commands the Fleet sent me word tho' he then knew nothing of my intention that if I would wait a day or two a Frigate should Accompany me—I was more induced as the Wind was directly contrary and as it afforded me an Opportunity of Reducing the *Ranger's* Yards, which I found Absolutely necessary notwithstanding the Ballast which I had taken in at Quiberon—I finish'd the Reduction of the Yards and Sails in two days and was again ready to proceed—I however waited at Cameret until the 24th without being Joined by the Frigate altho' I had the utmost reason to expect her every hour—I then received a letter from the director of the Port by Order of the Comte by express desiring me if possible to come up to Brest³ to avert the ill consequences of the then Gale should it shift from West to the N.W. and find me in Cameret—I now understood from the Comte that the *Zephir* that was destined to accompany me at the first was

by the Minister Ordered on a different Service—but the *Fortunée* of Superior force⁴ should supply her place to prevent further loss of time I returned to Cameret and Cleaned the *Ranger*'s Bottom determining to proceed along rather than loose another opportunity—this morning the weather looks promising and we shall again proceed—⁵ the loss of time here will perhaps make it necessary for me to alter my Plan agreeable to circumstances as Milton said of Adam “the World lays all before me”—⁶

I have written to Monsieur De Sartine on the Subject of the New Ship at Amsterdam—⁷ Comte D'Orvilliers has inclosed my Letter and assures me that it will have its wished affect—and Mons^r De la Porte says he will furnish me with 400 Seamen to man the Ship—I have Communicated this intellegence to the Commissioners—⁸ You will perhaps hear from me again ☞ return of the *Fortunée* in the meantime please to present my respects to M^r: Lloyd and acquaint him that all his Letters were carefully delivered to M^r: Stephenson tho' not before the *Ranger* had been a day or perhaps two in Quiberon—⁹ The Officers of La Motte Picquet's Squadron inform me that they parted from the *Brune* the Night after leaving Quiberon they find great fault with that Ship's being too Crank and say she could not carry Sail so as to keep her Station in the Squadron—I myself Observed the Ship to be a little Crank—Yet I cannot [*believe*] her in danger from that Circumstance, she having an upperdeck and as she is reputed a fast Sailor—I think you will hear of her safe Arrival¹⁰—I have the Honor [&c.]

LB, MdAN, John Paul Jones Letter Book, Mss. No. 236, pp. 10–11. Addressed at foot: “John Ross Esq^r/Nantes.”

1. Jones discussed the enterprise, though not its details, in his letter to the Continental Marine Committee, 22 Feb. 1778, *NDAR* 11: 1033–34.

2. That is, *sent*.

3. Capitaine de vaisseau Antoine-Hilarion, Chevalier de Beausset to Capt. John Paul Jones, 22 Mar. 1778, *NDAR* 11: 1113–14.

4. French Navy frigate *Zéphyr* mounted twenty-six 8 pounders and six 4 pounders; French Navy frigate *Fortunée* carried twenty-six 12 pounders and six 6 pounders.

5. *Ranger* left Brest on 11 Apr.

6. Jones is paraphrasing a passage from John Milton's, *Paradise Lost*, in which Milton describes Adam and Eve in the Garden of Eden. The passage reads: “The world was all before them, where to choose/Their place of rest, and Providence their guide,/They hand in hand, with wand'ring steps and slow/Through Eden took their solitary way.” *Paradise Lost*, Book XII, line 646.

7. See Capt. John Paul Jones to Gabriel de Sartine, 31 Mar. 1778, *NDAR* 11: 1139–40.

8. See Capt. John Paul Jones to the American Commissioners in France, 4 Apr., above.

9. As seen in Jonathan Williams, Jr., to Capt. John Paul Jones, 24 Mar. 1778, *NDAR* 11: 1116. Jones had been given a letter by John Lloyd, a merchant at Nantes, to deliver to William Stevenson, a merchant from Maryland, who was returning to America. *Benjamin Franklin Papers*, 25: 406–7.

10. La Motte-Picquet's squadron had escorted a convoy, including the *Queen of France* (formerly *Brune*) that had sailed for America. The American commissioners in France had purchased *Queen of France* from Ross and then loaded the vessel with a cargo of goods “for the public.” See John Ross to the American Commissioners in France, 6 Feb. 1778, vol. 11: 982–83, and the American Commissioners in France to John Ross, 3 May 1778, below.

JEAN-BAPTISTE LE ROY TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Sir

Pont Labbé [*between 1 and 8*] april 1778¹

I am with the honor of your kind and polite letter; I will always be pleased when I will meet with the oportunity of Being at aney service to you, and to Evrey men that Belongs your imperial republic. I send you your Joseph Rackleyft² in good health, I hope he will meet you so, he Behav'd him self verey well here. I am much pleased to

hear from your officers & offer my Service to them ispecially to Mr. Simson,³ since your Contry and our, are joign'd together I do not doubt that Some of your Gentlemen will send some of theirs children to france, as I have tow I would Be Glad to have a Cople of yong men for a year or tow. Because they would Learn the Both tongue together. their Board will not Cust in my hous more than ¼ of a Craen a day for all, when my son will be older I will propos one Exchange. he is now but 9 years. I wish you good succes and have the honor to be [&c.]

LeRoy

Memory of the Expensoses for jouer yong man joseph Racklyeft.

vis

for the doctor	7- 10S
for his clothing	24.
for his voige to Brest	9.
Left to me	<u>40-10</u>
given to him	<u>7-10</u>
	48-
his Boarding at 30S a day will cost	45-
if you will give them to mr. mancel at Brest a merchand of my friend or mr. moyland at lorient will pay me. ⁴	

LS, DLC, Peter Force Collection, Papers of John Paul Jones, no. 6723. Addressed: "To/Mr. jones Esq'/Cap^{nc} of the *Ranger*/actually/At Brest." Docketed: "from Mons^r LeRoy/Pont L'Abbée April 1778/rec^d Brest April 8th. 1778." Jean-Baptiste Le Roy (1720-1800) was a member of the French Academy of Sciences and a friend of Benjamin Franklin's. A scientist, he had carried out studies on electricity that promoted Franklin's theories.

1. The letter is dated only "April 1778." As seen in the docketing, Jones received it on 8 Apr. According to the log of the *Ranger*, Joseph Racklyeft or Ratcliffe returned to that vessel on 4 Apr. It is possible, therefore, that the letter was written anytime from 1 Apr. until Jones received it on 8 Apr.

2. Joseph Racklyeft or Ratcliffe, whom Jones in a letter to Gourelade & Moylan of 5 Mar. 1778 called "a Valuable Boy," had shown symptoms of smallpox when the *Ranger* arrived in France. To prevent its spread among the crew, Jones left the boy with LeRoy to recover. *NDAR* 11: 1060-61.

3. Lt. Thomas Simpson, first lieutenant of *Ranger*.

4. Jones asked James Moylan to pay this bill in his letter to Moylan of 9 Apr., below.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Wednesday April 8th.

[*Bordeaux*]

This Day fine pleasent Weather, dropped the Ship with the Tide up to Bourdeaux, along side of an Old Hulk in Order to heave down & Clean her Bottom.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

April 9

REVEREND THOMAS WREN TO [DAVID HARTLEY]

[Extract]

Sir/

Portsmouth 9. April 1778.

. . . . The Gentlemen at Forton have given me the petition which accompanies this which they pray you, Sir, to deliver to Lord North.¹ I refer this matter entirely

to you. What they chiefly want is that 3. or 4. officers at a time in company with the Agent or his Clerk might be permitted to go down to Gosport to buy what necessaries they want for their voyage as far as their little quota's of cash will admit. I am [&c.]
Tho^s: Wren.

L, PHI, Benjamin Franklin Papers, vol. 2, no. 43. The recipient is not given but it was undoubtedly David Hartley, who both administered the money whose expenditure Wren discussed in the portion of the letter not included and who, on 29 May, wrote Benjamin Franklin that he was enclosing some long-delayed letters and that Wren had written him about prisoners' grievances concerning their exchanges. *Franklin Papers* 26: 539. For more on Wren, see *NDAR* 11: 885–87, 909.

1. The petition has not been found.

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, April 1778*]

9th. Thursday Pleas^t. w^t. Cap^t. Boardman & M^r. Dale bro^t. Back this Day¹ & Com^{td}. to B.h^{e.2}

D, MeHi, Jonathan Haskins Journal.

1. Privateer Capt. Offin Boardman and Master's Mate Richard Dale, Continental Navy, escaped from Mill Prison on 31 Jan. See Journal of Dr. Jonathan Haskins, 31 Jan. 1778, *NDAR* 11: 948–49. In his diary, Charles Herbert wrote that Boardman and Dale were returned to prison on 10 Apr., “which makes three of the number brought back who went out on the 31st of January last.” Charles Herbert, *Relic of the Revolution*, p. 110.

2. That is, black hole. The black hole was located beneath the prison buildings and prisoners were confined in it as punishment for serious offenses. The black hole at Mill Prison reportedly often had standing water in it and prisoners confined there were allowed “but one hour in the day to take fresh air.” “Humanitas” to Lords Commissioners, Admiralty, 29 Aug. 1777, *NDAR* 9: 612.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO JAMES MOYLAN

Dear Sir,

Ranger Brest April 9th: 1778

A more early reply was due to your favors of 12th & 24th Ult^o:—my uneasiness on account of my detention here which has been protracted so far beyond my expectation must be my Apology— I have been out and was obliged to put back not being able to weather the Rocks of Ushant.—

M^r: Bersolles account against the *Ranger* on the 19th Ult^o. Amounted to twelve hundred and forty livres, fifteen Sols and Nine deniers—with what propriety then could he say that “his Advances were heavy”—Since that time he has exhibited a Second Account of Two thousand three hundred and fifty two livres and a third of two hundred and twenty livres three Sols.— these three Accounts being the Sum of his Charges against the *Ranger* exclusive only of the expence of taking up Seven Men near Cameret which expence is not yet determined—these Accounts have the Acknowledgement of my Lieu^t at the bottom—¹ but they are notwithstanding liable to inspection respecting the prices annexed to each Article.— I have received the Boy from Port l'Abbée—the Charge against him amounts I think to Ninety three Livres which please to pay—² If M^r: Bersolle had preferred my bills to the Accounts and receipts they should have been at his Service—Should these Bills be presented to you perhaps it will be the best way to refer them to the Commissioners, as it will not only save a Second Commission but Shew them in what manner the expence has been incurred—³ I shall again embrace the first Wind—therefore wishing you all possible good. I am [&c.]

LB, MdAN, John Paul Jones Letter Book, Mss. No. 236, p. 12. Addressed at foot: "James Moylan Esq^r/L'Orient."

1. The "Acknowledgement" by Jones's lieutenant, probably Lt. Thomas Simpson, is not on the letter book copy.

2. See Jean-Baptiste Le Roy to Jones, 1-8 Apr., above.

3. On 3 May, the American Commissioners in France agreed to repay Moylan for the money he had given Emmanuel-Yves Bersolle to settle the accounts of the *Ranger*. *Benjamin Franklin Papers* 26: 392.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO JONATHAN WILLIAMS, JR.

Dear Sir,

Ranger Brest 9th. April 1778.—

When I arrived at Cameret near Brest I had an affair in Contemplation which required some delicacy—¹ the *Ranger* was therefore in disguise—I communicated my thoughts to Comte d'Orvilliers who Commands the Fleet and met with his entire Approbation—as I expected to proceed every hour I did not write to any person nor should I, had not the Equinoctial Gale made it necessary for me to comply with the Comte's invitation to this Road which I received by express—the *Zephir* was to have Joined me every hour at Cameret.— On my Arrival here the Comte informed me that he had received Orders from the minister to employ her otherwise but that the *Fortunée*, of Superior force,² should supply her place as soon as possible.—

We have been out but obliged to put back not being able to weather Ushant.³ we shall embrace the first Wind and you will perhaps hear from me again ☞ return of the *Fortunée*—A disorder prevailed in the Ship which was universally thought the small Pox and of course Alarmed me very much—but the Syntoms are now, I thank God, Subsided.—

And now Sir Accept my best thanks for your several polite favours and admit the foregoing as an Apology for my involuntary Silence—for I can always find "time"—and can never want "inclination" to write to a friend—

You have obliged me much by your letter of introduction—⁴ but I have been so very Anxious and uneasy on Account of my detention here that I have not made use of it.— Young proceeded with the Fleet—and Mr. Lloyd's Packet was daily delivered into the hands of Mr. Stephenson—⁵ The Delaps may make the most of what is now in their Hands—their behaviour particularly in not answering my letter is truly mysterious & Surprizing—⁶ They have Occasioned the utmost discontent onboard here—and of Course hurt the Service—I am Sincerely [&c.]

N.B. I am very sorry to hear of your illness but hope you are before this time recovered.—⁷

LB, MdAN, John Paul Jones Letter Book, Mss. No. 236, p. 13. Addressed at foot: "Jon^{am}: Williams Esq^r/Nantes."

1. The first paragraph of this letter is similar to a portion of Jones's letter to John Ross of 8 Apr., above, where the matters Jones raises are discussed in notes.

2. The French Navy frigates *Zéphyr* and *Fortunée* mounted 8-pounders and 12-pounders, respectively.

3. The unsuccessful attempt to leave Brest was made on 25 Feb. (Log of the *Ranger*, 25 Feb. 1778, NDAR 11: 1189-90)

4. Not found.

5. John Lloyd and William Stevenson were both American merchants in France.

6. Williams discussed Delap & Delap and one of the prizes captured and sent in by the *Ranger* in his letter to Jones of 2 Apr., above.

7. See the postscript in Williams to Jones, 2 Apr., above.

MEMORIAL OF AMERICAN MERCHANT CAPTAINS IN FRANCE TO
THE AMERICAN COMMISSIONERS IN FRANCE

To their Excellencies the Ministers Plenipotentiary of the United States of America to the Court of France.

The Memorial of the Captains of the American Merchant Vessells now at Nantes and the neighbouring Ports, Humbly Sheweth.

That your Memorialists apprehend more Danger of Capture by the Enemy on this Coast, than in the whole passage beside.

That as this Kingdom has lately declared that the American Commerce shall be protected, they humbly request the Representatives of their Country to make application to the French Court for such a Convoy off this Coast as they in their Wisdom shall Judge sufficient for their protection.

That they apprehend they will be all ready for Sea by the Fifth Day of May next, and in confidence of obtaining the desired Convoy those of your memorialist that are ready sooner will wait for the others.

Your Memorialists trust that there can be no Impropriety in this application, since, exclusive of their Concern for their Safety and that of the People under their Command, the Pressing necessity of their Country for the Articles with which their Vessells are loaded, makes it their Duty as faithfull Subjects of the United States to take every possible method for the Preservation of their Vessells and Cargoes.

Your Memorialists hope for a Compliance with their Request, and as in Duty bound, Will every pray.¹

Nantes April 9th. 1778.

Joseph Chapman, Com^r of the Brig *Nantes* In the service of the Massa^{ts} State

John Harris, Com^r of the Snow *Penet*, In the service of the Massach^{ts} State

Sam^{el} Dunn, Com^r of the Brig^t *Venus*, belonging to Boston

Charles Jenkins, Com^r Brig *Hawk* of Nantucket.

John Nicols, Com^r of the Brig *Success* belonging to Maryland

D, PPAmp, Benjamin Franklin Papers, vol 61, fol. 12. Docketed: "Memorial of American Capt^{ns}/praying Convoys." Enclosed in Pierre Penet to Benjamin Franklin, 14 Apr., below. Jonathan Williams, Jr., to Benjamin Franklin, immediately below.

1. For authorship of the memorial, see Jonathan Williams, Jr., to Benjamin Franklin, 9 Apr., immediately below.

JONATHAN WILLIAMS, JR., TO BENJAMIN FRANKLIN

[Extract]

Dear & hon^d Sir.

Nantes April 9. 1778.

The american Captains that are here have applied to me to draw up a Memorial to the american Ambassadors to obtain a Convoy off this Coast, which I have accordingly done, and in addition beg leave to request your favourable attention to their Request,¹ for it is realy the most mortifying of all their Misfortunes to be taken as many have on the Day of their Sailing, and thrown into prisons where they are barbarously treated, & have no Chance of an Exchange, besides which, the preservation of every supply to our distressed Country is a most important public Service.—

Frenchmen that have served on board the *Lexington* & were taken with her escape hither every Day & demand of me in the first Place their prize money, & next

their wages,² I am obliged to answer that I never recv^d a Sol of their prize Money and that as to their wages I have not the Ships Books therefore cannot tell what is their Due nor whether anything, this generally produces impertinent Language, & they bellow every where Imprecations against the americans.— These Fellows should have their prize Money if it were but 20 Sols, but I know not where to get it, M^r M.³ sold what were brot in here & the Money is the Lord knows where. I wish the Comm^{rs} had given up what was carried to their credit & taken the loss of M^r M-s conduct on themselves, it would certainly have saved an infinity of discredit which our Service has suffered. I beg you will tell me what Sum & whether anything must be given to these People.

. . . . I am with the greatest Respect Your dutifull & affectionate Kinsman

J Williams

L, PPAmP, Benjamin Franklin Papers, vol. 37, fol. 145. Docketed: "Williams J^c April 9/1778—."

1. See Merchant Captains to American Commissioners in France, immediately above.

2. Continental Navy brig *Lexington*, Capt. Henry Johnson, commander, was taken by H.M. cutter *Alert* on 19 Sept. 1777. See *NDAR* 9: 651–52.

3. Williams was referring to former Continental Commercial Agent Thomas Morris. Morris, an alcoholic, had died on 31 Jan. 1778. See *NDAR* 11: 965 and n.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Thursday April 9th.

[*Bordeaux*]

This Day drizley & dirty Weather, the people imployd in getting the Guns & other Articles on Board the Hulk.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

PROCÈS-VERBAL BY THE OFFICERS OF THE FARMERS GENERAL AT BORDEAUX

Copie

[*Bordeaux, France, Apr. 9, 1778*]

L'an mil sept cent soixante dixhuit et le neuf Avril avant midy a la requette de M^c Laurent David Adjudicataire General des fermes unies de France et de la vente exclusive du tabac, dans toute l'etendue du Royaume demeurant a Paris rüe de Grenelle paroisse S^t Eustache ; poursuittes et diligence de M. Delaville Son receveur au bureau general du tabac a Bordeaux y demeurant sur les fossés du chapeau rouge paroisse S^t Remy, chez lequel Il fait election de domicile et qui constitue pour son procureur par devant M^{rs} de L'election de Guyenne a Bordeaux M^c Pierre Seul procureur en la dite Election demeurant au dit Bordeaux rüe de Loup paroisse S^t Projet, lequel occupera pour le dit adjudicataire en la presente instance, nous Sous-signés, Edme Quintien Leclerc, Jacques Lacroix et Etienne Bertheche Lieutenants principaux des Fermes du Roy demeurant au dit Bordeaux les tous Separement ; ayant serment en Justice par devant M^r le President Juge des traittes en Guienne, certifions Que la fregate Bostonienne le *Boston* capitain Jean Tucker¹ etant mouillée en ce port depuis quelques Jours ; nous nous serions transportés a differentes Reprises a Bord de la ditte fregatte, ou etant et parlant au ditte capitaine en lui declarant par la Voye de son Interprete nos Qualités et commissions l'aurions sommes de nous dire, S'il avois satisfait dans les delais fixés aux articles 11. du titre commun pour Le Tabac de l'ordonnance du Roy de 1681. a l'article 87. de la declaration du

1^{er}. aout 1721. et notamment a L'arret du Conseil d'Etat du Roy du 15. 7^{bre} 1733. Qui enjoit Aux Capitaines des navires etrangers de faire dans les 24 heures de leur arrivées dans les ports du Royaume ou Ils abordent soit qu'ils viennent par destination, ou que ce soit par relache ; leurs declarations au plus prochain bureau du tabac de tous les différentes qualités especes et quantités de tabac de provision Qu'il y aura dans leur Bord, le dit Sieur Capitaine nous auroit repondu Qu'il ignorait les Formalités qui se pratiquoient en France ; que commandant un navire de guerre Il se croyoit exempt de toute espece de visite et declarations qu'au surplus nous ne devons pas Ignorer le Traite d'alliance et de commerce Qui avoit ete Fait entre la France et les Insurgentes Qu'au moyen de ce Traité Il croit devoir jouir de toutes les prerogatives Attachées Aux Navires des guerres ou fregate represente au dit Sieur capitaine, que sa Qualité d'etranger ne lui donnoit aucun Titre pour s'exempter des formalités auxquelles les navires de Roy francois estoient eux memes sujets ; que l'article premier de l'arret du conseil d'etat du Roy du 15 7^{bre}. 1733. permettoit aux commis et preposes du Fermier de se transporter a bord de tout navires etrangers de Quelque nation Qu'ils fussent ; a l'effet d'exiger la Representation du tabac de provision et de prendre les mesures convenables pour qu'il ne fut fait aucun versement frauduleux ; que nous etions bien eloignés cependant de Suposer que qui que ce fut de son equipage Fut dans le cas mais que quelque bonne volonté que nous voulussions Avoir pour lui nous ne pouvions absolument nous ecarter des lois prescrites ; Jusques a cequ'il en eut été autrement ordonné le dit S. Capitaine nous auroit dit Qu'il avoit a son bord quelques livres de tabac et en tres petite Quantité pour la provision de son equipage seulement et qu'il n'entendoit pas se sous traire aux loix du Royaume ; mais Qu'il nous prioit de remettre notre visite, ainsi que la declaration que le fermier exigeoit Jusques a ce que Il eut pris l'avis de ces correspondants a quoi ayant acquiescé et nous etant consenté de faire garder la dite fregate a vüe nous y serions Retourné aujourdhuy neuf Courant ou etant et parlant au dit s. capitaine en lui delarant de Ce chef nos qualités et commissions les aurions notifié de nouveau par la voye de son interprete les Edits et declarations du Roy qui l'assujetissoient a faire declara[ti]on au bureau general des tabacs de provision Qu'il avoit a son Bord, en le sommans de nous les representes ; ou dans le Cas ou Il s'y refuseroit a souffrir qu'il Sut mis des employés a Bord pour la garder a quoi le dit S. capitaine nous auroit Repondu Qu'il navoit de Tabac abord que pour la provision de son Equipage Seulement, que sans doute Il n'etoit sujet a aucune visite ni declaration puisque les S^{rs}. Bondit et Mesnard ses correspondants ne lui consilloient pas de S'assujeter a aucune formalité ; pretendant qu'a tous egard Il en etoit exempt. objecté au d. S. Capitaine que Jusques a nouvel ordre nous ne pouvions nous dispenser de Nous Conformer aux ordonnances et qu'en consequence nous lui declarions proces verbal de refus de visite et de declaration protestant pour l'adjudicataire de tous depend damage et Interet et le d. S. persistant toujours dans ses refus ; et nous ayant prié de nous retirer : nous serions effectivement descendus de la ditte fregate en le sommant de nous suivre en notre bureau de l'hotel pour y etre present au proces verbal que nous allions y rediger contre lui, en entendre lecture le signer avec nous, en recevoir copie avec assignation, cequ'ayant refusé lui aurions déclaré que nous nous reservions de lui faire signifier copie du present avec assignation abord de la ditte fregate par le ministere d'une huissier dans les delais de l'ordonnance et sur le champ en notre dit bureau de l'hotel, avons

fait et redigé le present procès verbal pour servir, et valoir au dit sieur, adjudicataire ceque de raison, et telles reserves que dedroit les dits jours mois et an sus dits avant midy

Affirmé Signifié et controllé le neuf du dit mois d'Avril.//.²

[Translation]

Copy

[*Bordeaux, France, Apr. 9, 1778*]

In the year seventeen hundred and seventy eight on the ninth of April before noon at the request of M^r Laurent David Contractor General of the United Farms of France and for the exclusive sale of tobacco throughout the whole kingdom residing in Paris Rue de Grenelle parish of St. Eustache; at the suit of M. Delaville his collector at the general office of tobacco at Bordeaux therein dwelling at the Fossés du Chapeau Rouge parish of St. Remy, at whose dwelling he appoints his domicile and who constitutes as his procurator before the assessors of the jurisdiction of Guyenne at Bordeaux M^c Pierre sole procurator in the said jurisdiction dwelling in the said Bordeaux Rue de Loup parish of St. Projet, who will appear for the said Contractor in the present instance, we the undersigned, Edme Quintien Leclerc, Jacques Lacroix and Etienne Bertheche, Principal Lieutenants of the King's Farms, dwelling in the said Bordeaux each separately, being sworn before the presiding judge of Customs in Guyenne, certify that the Bostonian frigate the "*Boston*" Captain John Tucker,¹ being anchored in this port for some days past, we proceeded at different times on board the said frigate, where being, and speaking to the said captain declaring to him through his interpreter our office and commission we called upon him to tell us whether he had satisfied within the prescribed limits the articles under the common heading of tobacco of the royal ordinance of 1681, article 87 of the declaration of the 1st August 1721 and especially the decision of the King's Council of State of the 15th September 1733, which enjoins captains of foreign vessels to make within twenty-four hours of their arrival in the ports of the kingdom where they put in, whether it be their destination or merely a stopping place, their declaration to the nearest tobacco office of all the different qualities kinds and quantities of tobacco which they may have on board, the said captain replied to us that he did not know the formalities which were observed in France, that being in command of a ship of war he thought himself exempt from any kind of examination and declaration, that, moreover, we could not be ignorant of the treaty of alliance and commerce which had been made between France and the Insurgents, that by means of that treaty he thought he ought to enjoy all the prerogatives attached to ships of war or frigates; it being represented to the said captain that his character as a foreigner gave him no claim to exemption from the formalities to which French vessels were themselves subject, that the first article of the decree of the King's Council of State of the 15th September 1733 allowed the clerks and officers of the Farmer to go on board every foreign vessel of any nationality whatsoever, for the purpose of demanding the declaration of tobacco and of taking suitable measures to prevent any fraudulent landing of it, that we were, nevertheless, far from supposing that anyone of his crew would do so but that however obliging we might wish to be to him we absolutely could not deviate from the prescribed laws, until it had been ordered otherwise, the said captain told us that he

had on board a few pounds of tobacco and a very small quantity for the supply of his crew only and that he had no intention of evading the laws of the kingdom, but that he begged us to defer our visit, as well as the declaration which the Farmers required, until he had taken the opinion of his correspondents, to which having agreed and being satisfied with keeping the said frigate in sight we returned to it today the 9th instant where being and speaking to the said captain again declaring to him our office and commission we re-notified to him through his interpreter the edicts and proclamations of the King which obliged him to make at the general office a declaration of the tobacco which he had on board, calling upon him to produce it to use; or, in the event of his refusing, to allow employees to be put on board to guard it, to which the said captain replied that he had no tobacco on board except for the use of his crew, that he was certainly not subject to any examination or declaration since Messrs Bonsis and Mesnard his correspondents did not advise him to submit to any formality, claiming that in every respect he was exempt. It being observed to the captain that until further orders we could not dispense with conforming to the ordinances and that consequently we should draw up a procès-verbal of his refusal to allow examination and to make declaration acknowledging the Contractor responsible for all costs and damages, and the said captain still persisting in his refusal and having begged us to withdraw we did actually leave the said frigate summoning him to follow us to our office in the town-hall there to be present at the procès-verbal which we were going to draw up against him, to hear it read, to sign it with us, to receive a copy of it with a summons which being refused, we declared to him that we reserved to ourselves the right to serve him with a copy of the present with a summons on board the said frigate through the medium of a bailiff in the time prescribed by the ordinance, and immediately in our said office at the town-hall we have made and drawn up the present procès-verbal to serve and stand according to law to the said Contractor, with all due reservations the said day month and year named above before noon. Sworn notified and registered the ninth of the said month of April.//²

Stevens's Facsimiles, vol. 22, no. 1909. Endorsed: "joint à la lettre du M. Necker du 6. mai 1778/Avril 9."; "annexed to M. Necker's letter of the 6th. May 1778/April 9." In his cover letter, Jacques Necker to Comte de Vergennes, 6 May 1778 (*ibid.*, no. 1922), Necker, directeur général des Finances, wrote, "It appears that the Treaty of Commerce concluded with the United States of America has misled that Captain. The Farmers-General . . . have written to their officers on the spot not to prosecute him. They limit themselves to asking that the captains of the same provinces be warned of their obligations, in order that the same difficulty may not arise again." Although dated 9 Apr., this is apparently the report sent to the Royal Council on 29 Apr.

1. Continental Navy frigate *Boston*, Capt. Samuel Tucker.

2. In response to this report, the Comte de Vergennes wrote to the American Commissioners in France on 13 May, to "ascertain if the *Boston* really is a war vessel belonging to the United States or whether it is merely a privateer with letters of marque." *Adams Papers* 6: 112–13. The commissioners confirmed that *Boston* was a Continental Navy ship on 16 May (*ibid.*, pp. 123). For Vergennes' subsequent directive to the farmers-general, see the Comte de Vergennes to Jacques Necker, 17 May, below.

WILLIAM LEE TO BENJAMIN FRANKLIN

[Extract]

Dear Sir

Frankfort sur le Main. April 9. 1778.

. . . On the supposition that War is inevitable I do not know a better stroke than to send la Motte Picket with 6 Ships of the Line & 3 or 4 frigates well mann'd

to Boston, there to be join'd by such arm'd vessels as are ready & taking on board 1000 or 1500 Soldiers go immediately to Hallifax which must fall into their hands directly with all the Naval stores to supply the whole British fleet in America which w^d. be a heavy stroke & I think the success w^d. be infallible if conducted with Secresy, & put in execution with alacrity & expedition. Advice sh^d. be sent as soon as possible to the Board of War at Boston to be in a certain manner provided & in such a time for a secret expedition. If the Court of France has any scruples about takeing such a step in it own Name the thing might be easily cover'd by letting the Ships sail from Boston under Congress Orders & under Congress Commissions. If this plan strikes you as it does me I have no doubt of your laying it before the proper Minister. . . .

W: Lee

L, PPAmP, Benjamin Franklin Papers, vol. 9, fol. 26. Addressed below close: "Hon^{ble}. Ben^{ia}. Franklin Esq^r."

April 10

WILLIAMSON'S LIVERPOOL ADVERTISER AND MERCANTILE CHRONICLE,
FRIDAY, APRIL 10, 1778

LONDON, *April* 1, 2.

The *Four Friends*, Lloyd, from South Carolina to Nantz, with 140 barrels of indigo and 60 hhds. of tobacco on board, is taken by a letter of marque, and carried into Lisbon.

THE PUBLIC ADVERTISER (LONDON), FRIDAY, APRIL 10, 1778

LONDON.

The Gunner's Mate of the *Fox*,¹ who joined the Americans, and made Capt. Manly fight again after he had struck,² was hung up at the Yard-Arm of the *Rainbow*, in the Port of Halifax, pursuant to the Sentence of a Court Martial.

1. Thomas Dixey was the gunner's mate of H.M. frigate *Fox*, Capt. Patrick Fotheringham, commander, who joined the crew of Continental Navy frigate *Hancock*, Capt. John Manley, after *Hancock* and the Continental Navy frigate *Boston* captured *Fox* on 7 June 1777. *NDAR* 9: 47, 828.

2. As seen in Capt. Sir George Collier, R.N., to Philip Stephens, 12 July 1777, *NDAR* 9: 272, Manley had not surrendered before re-engaging H.M. frigate *Rainbow*, but there had been a pause in the action as Manley considered a surrender demand from Collier, *Rainbow*'s commander.

JOURNAL OF CHARLES HERBERT

[*Mill Prison, Plymouth*]

[April] 10. To-day Captain Boardman and Mr. Deal¹ were brought back to prison, which makes three of the number brought back who went out on the 31st of January last. The other two were Captain Henry Johnston, of the *Lexington*, and Captain Eleazer Johnston, of the *Dalton*.² These, we suppose have got clear. . . .

Charles Herbert, *A Relic of the Revolution* (Boston, 1847), 110–11.

1. Capt. Offin Boardman and Master's Mate Richard Dale, Continental Navy.

2. Capt. Henry Johnson, Continental Navy, and Capt. Eleazer Johnson, Jr., of Massachusetts privateer brig *Dalton*.

INTELLIGENCE REPORT ON THE FRENCH FLEET, I

à Brest, Le 10^e avril, 1778.

je ne Vous ai envoyé que par Lambeaux le nom des Vaisseaux qui composent notre Escadre actuelle, mais comme il y a eu des mutations, je pense que vous serés bien aise d'avoir Le tableau général, Le Voici.

	<u>Canons</u>
La <i>Bretagne</i>	110. M. d'Orvilliers, Lieu ^t général M. Le Duc de Chartres Lieu ^t général
Le <i>S^e Esprit</i>	84{ M. de La Motte-piquet
La <i>Couronne</i>	80. M. du Chaffaut. Lieu ^t général
La <i>Ville de paris</i>	90. M. de Guichen, chef d'Escadre.
Le <i>Duc de Bourgogne</i>	80. M. de Rochechouart. chef d'Esc
L' <i>actif</i>	74. M. de Vaudreuil. Cap ^e
Le <i>fendant</i>	74. M. Le M ^{is} de Vaudreuil. id.
Le <i>Conquérant</i>	74. M. de Monteil. id.
Le <i>Robuste</i>	74. M. de Grasse. id.
Le <i>Bien-aimé</i>	74. M. d'aubanton. id.
Le <i>Zodiaque</i>	74. M. de la porte Vezins. id.
Le <i>glorieux</i>	74. M. de Beausset. id.
Le <i>palmier</i>	74. M. de Réals. id.
L' <i>orient</i>	74. M. Hector. id.
Le <i>Magnifique</i>	74. M. de Brach. id.
L' <i>Intrepide</i>	74. M. de Beaussier. id.
Le <i>Dauphin-royal</i>	70. M. de Nieul. id.
L' <i>artésien</i>	64. M. d'amblimont. id.
Le <i>Saint-Michel</i>	64. M. de Miton. id.
Le <i>Solitaire</i>	64. M. de Briqueville. id.
Le <i>alexandre</i>	64. M. de Trémigon. id.
Le <i>Réflechi</i>	64. M. de Cillart. id.
Le <i>Bisarre</i>	64. M. de Soulange. id.
Le <i>Roland</i>	64. M. de L'archantel. id.
L' <i>Éveillé</i>	64. M. de Boderue.

ajoutés autant de frégates ou Corvettes et vous aurés La Totalité de notre Escadre. nous Comptons qu'elle sera en rade Le 20^e.

17 Vaisseaux sont en rade où en armement a Toulon, ainsi que plusieurs frégates et chebecs. Le Brillant de 64 Canons est aux isles de France et de Bourbon, avec quelques frégates:¹ nous avons aux antilles Le protégé aussi de 64 Canons et neuf frégates: enfin La France a dans ce moment-ci 102 navires de guerre à La mer où en rade—L'Espagne est aussi fortement armée et cela est imposant.

La plupart de nos frégates et corvettes sont dehors et croisent sur nos côtes depuis dunkerque jusqu'à Bordeaux; elles n'ont point ordre de prendre, mais d'Empêcher Les anglois d'inquiéter notre commerce et celui de nos Bons amis Les américains. nous Craignons toujours ici que ces préparatifs immenses ne soient inutiles. jamais La France ne trouvera Un moment plus favorable que celui-ci, soit [pour la] détresse de ses ennemis, soit [pour une ?] position Vraiment Respectable [*illeg.*]

[Translation]

Brest, 10 April 1778

I have only sent you by Lambeaux the name of the Ships of the Line that make up the current Squadron, but as there have been some changes, I think that you would like to have the general table here.

Guns

La *Bretagne*

110. M. d'Orvilliers, Lieu^t général

M. Le Duc de Chartres Lieu^t général

[. . . *For the full list, see the French text above.*]

add so many Frigates or Corvettes and you will have The Whole of our Squadron. We Expect it to be in the Roadstead on the 2nd.

17 Ships of the Line are in the Roadstead or fitted out at Toulon, as well as several Frigates and xebecs. The *Brillant* of 64 Guns is at the Isles de France and Bourbon, with several frigates:¹ we have in the West Indies the *protée* also of 64 Guns and nine frigates: in sum France has as this moment 102 ships of war at sea or in port. Spain is also strongly armed and that is imposing.

The majority of our frigates and corvettes are out and cruising on our coasts, from Dunkirk to Bordeaux: they are under no orders at all but to Prevent the English from disturbing our trade and that of our Good friends The americans. We Fear always here that these immense preparations will be useless. France never will find a moment more favorable than this, either for the distress of its enemies, or for a position truly respectable.

D, MH-H, Arthur Lee Papers, vol. IV, no. 82. Stains obscure parts of the text. For a continuation of this report, see "Intelligence Report on the French Fleet, II," 16 Apr., below.

1. Île-de-France, present-day Mauritius, and Bourbon, present-day Réunion, are islands in the Indian Ocean.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Fryday April 10th

[*Bordeaux*]

This day the People Employd in geting the Ship Clear very pleasent Weather.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

JOHN BONDFIELD TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon^d Sirs

Bordeaux 10th Ap^l 1778

Upon Mature deliberation and the advise of Experience'd Officers at this Port Captain Tucker has alter'd his resolution of laying the Ship a Ground,¹ as there are proper Conveniences to heave down large Ships he has brought his Ship up to the Hulks and getting all ready to have her hove down next Week which he and the Carpenter tels me will take eight Days. I therefore hope we shall get her out of the Carpenters hands before the Easter Holidays

The Captain has order'd the respective officers to make out their returns for the Stores wanted provisions excepted that Object entirely depending on

your Honors Instructions all which will be duely Provided The Schooner *Ann*, John Widger from Edenton arrived at this Port the 8th Instant he left Edenton 8 March. brings no intelgence of any Nature had only two Letters on board and no Papers he mentions the Arrival of several Ships from France at that Port but knows not the Names of Ships or Masters. a small schooner left N^o Carolina with him for this Place whose Captain we hope will be more Intelligent

A little Jersey Privateer that has infested this Coast lately has taken two french Vessels coming from Bilboe to this Port with Tobacco

The Officers of the Tobacco Farm Insisted of Captain Tuckers entering & Landing the Ships provision of that Article I have waved Complying and the Officers have assented to wait for Instructions from their respective Boards on this head²—in like manner permit me to request your honors Instructions for my Government in future

Should it be agreable that an Extra Stock of Medecines and Slops be shipt per the *Boston* as any quantity of each may be colected on Short Notice your pleasure shall be strickly adher'd too

The Underwriters have got the premiums up to so exorbitant a Pitch that unless Government will grant a Convoy the Trade with the United States will entirely Cease—the premiums at present to America only are 50 [⁄] Cent consequently to cover the amount of the outfit requires an equal advance for the Insurance. freights thereby are proportiond a vessel of two Thousand pounds Value requiring four Thousand pounds Capital that in reality four Capitals for One or Sales @ 400 [⁄] C^t will not more than realize the Outfit and the same with the return Cargoes, which returns are so uncertain that none but Men of very extensive Fortunes can embark without Risque of Failing, and the Opulent Merchants from a regular path wherein their Capitals are advantageously employ'd are not very Anxious to embark where such heavy Charges lay against them, with humble Submission permit me to recommend your honors particular attention to this object as a means to greatly encrease the adventures from France

Captain Tucker has on board a quantity of Pig Iron if you approve a quantity say Twenty Ancors of proper Sizes may be purchased here very reasonably and taking out as much of the pig Iron as will nearly pay the value of the Ancors replace the object of Balast for which the Iron was put on board with good dry Gravel. I have mentioned it to Cap^t Tucker who commends the exchange

A french Ship from the West Indies Arriv'd last night fell in with an American Twenty Gun Ship to the Eastward of Cape Finister bound for France which ship may be hourly expected in some port on this Coast. I am [&c.]

John Bondfield

L, MHi, Adams Papers. Addressed at the top: "The Hon^{ble}. Benj Franklin Silas Deane Arthur Lee) Esq^r" Docketed: "Mr Bondfield's/Letter/Ap. 10. 1778.;" "John Bondfield 10 Ap^l."

1. Continental Navy frigate *Boston*, Capt. Samuel Tucker, commander.

2. See Procès-verbal by the Officers of the Farmers General at Bordeaux, 9 Apr., above.

April 11

LORDS COMMISSIONERS OF THE ADMIRALTY TO VICE ADMIRAL VISCOUNT HOWE

[Admiralty Office, London]

By &c.

Whereas the King has been pleased to appoint the Earl of Carlisle, William Eden & George Johnstone Esq^{rs}. (together with the Commanders in Chief of the Fleet and Army in North America for the time being[¹]) his Majesty's Commiss^{rs}. to treat, consult & agree, upon the means of quieting the Disorders now subsisting in certain of the Colonies, in pursuance of the Authority vested in His Majesty by the Act of the present Session of Parliament for that purpose, And whereas, in pursuance of His Maj^{ty}s. pleasure we have appointed His Maj^{ty}s. Ship the *Trident* to carry them with their Suite, Servants & Baggage to New York,² You are hereby required & directed upon the arrival of the said Ship to give every aid and assistance in your power to the Commiss^{rs}. abovenamed in the execution of their Commission during their residence at New York, And, if there is any proba[bi]lity of their remaining any considerable time in North America, You are to direct Commodore Elliot to return immediately in the *Trident* to Spithead, and to remain there until he receives further Order, sending Us an Account of his arrival and proceedings, But if there is not any such probability & the said Commissioners shall be likely to return soon to England, you are to detain the said Ship at New York, in order to bring them back, and to give Commodore Elliot directions for that purpose, so soon as they are ready to embark, taking care to give Orders for them their Suite, and Servants to be victualled during their continuance on board, in the same manner as the said Ships Company shall be victualled. Given &c. the 11th. April 1778.

Sandwich
H. Palliser
Mulgrave

By &c. P.S.

LB, UKLPR, Adm. 2/104, fols. 223–24. Addressed below close: “To/The R^t Hble Lord Visc^t Howe/Vice Adm^l of the White, Or the/Command^r Officer for the time/being of His Maj^{ty}s. Ships & Vessels/at/New York.”

1. That is, Vice Adm. Viscount Howe and Gen. Sir William Howe. Gen. Sir Henry Clinton replaced Gen. Howe in May 1778.

2. The Lords Commissioners of the Admiralty issued orders the same day to Commo. John Elliot to carry the commissioners to New York in H.M.S. *Trident*. LB, UKLPR, Adm. 2/104, fols. 222–23.

LORDS COMMISSIONERS OF THE ADMIRALTY TO CAPTAIN JOHN ELLIOT, R.N.

[Admiralty Office, London]

By &c.

Whereas we think fit that you shall hoist a Broad Pendant on board the Ship you command so soon as she gets out of the British Channel, and that you shall have a Captain under you, And whereas we have sign'd a Commission appointing Captain Molloy (Commander of His Maj^{ty}s. Sloop *Senegal* now in North America)¹ Captain of the said Ship, and another for Lieu^t Inglis your fourth Lieutenant² to be Commander of the *Senegal* in his stead, both which Commissions are inclosed in the Pacquet you will receive herewith for Vice Adm^l Lord Visc^t Howe Comm^r in

Chief of His Maj^{ty}s Ships in North America, or, if he is not at New York to the Commanding Officer of His Maj^{ty}s Ships there for the time being, You are hereby required & directed when you get out of the British Channel to hoist your Broad Pendant on board the *Trident*, and to wear the same until your return to England, or until you receive further Order, And, on your arrival at New York, you are to deliver the abovemention'd Pacquet to Lord Howe, or the Commanding Officer of His Maj^{ty}s Ships there in his absence, who is directed, in case Captⁿ. Molloy is not there, to order Captⁿ. Inglis to command the *Trident* til' he arrives & takes upon him the command of her, & then to repair to his duty on board the *Senegal*. Given &c. the 11th. April 1778.

Sandwich
H. Palliser
Mulgrave

By &c. P.S.

By Express next day at ½ past 4. P.M.

LB, UKLPR, Adm. 2/104, fols. 226–27. Addressed below close: “Captⁿ. Elliot, *Trident*, Spithead.”

1. Capt. Anthony James Pye Molloy.
2. Lt. John Inglis [2].

LORDS COMMISSIONERS OF THE ADMIRALTY TO CAPTAIN WILLIAM DUDDINGSTON, R.N.

[*Admiralty Office*]

By &c

You are hereby required and directed to proceed in the Ship you command,¹ without a moments loss of time to Greenock in the River Clyde, where you are to make enquiry for, & take under your Convoy, such Transport Vessels as shall be appropriated for carrying to Ireland Two Regiments of Highlanders commanded by Colonels Gordon² & Murray,³ & so soon as those Regiments shall be embarked You are to make the best of your way with the said Transport Vessels to Belfast, where the said Regiments are to be landed unless the Command^r. Officer of them should on his arrival there receive orders from the Lord Lieutenant of Ireland, or the Commander in Chief of His Majesty's Forces in that Kingdom to land all or any part of them at any other Port in the said Kingdom in which case you are to accompany the Transports having seen them safely thither, proceed and cruize in the Ship you command, between Belfast Lough & the Mull of Cantire, for the protection of the Trade of His Maj^{ty}s Subjects, and to use your best endeavours to take or destroy any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of North America which you may be able to come up with; And in case you shall receive well founded Intelligence that any such are in parts contiguous to, tho' not actually within the abovemention'd Station, you are at liberty to proceed in quest of them, taking care to return immediately to the said Station when you have taken, destroyed or driven them away, or you shall be thoroughly satisfied that none such are there.

You are to continue upon the said Station and Service until you receive further Order, calling frequently & alternately at Campbelltown & Carrickfergus to enquire for Orders, & cruize as abovemention'd, And you are to send Us frequent Accounts of your proceedings, and of any intelligence you may procure proper for our knowledge. Given &c. the 11th. of April 1778.

Sandwich
J Buller
C. Spencer

By &c. P.S.

LB, UKLPR, Adm. 2/104, fol. 224. Addressed below close: "Captth Dudingstone, *Boston*, Kingroad." Kings Road is at Plymouth.

1. H.M. frigate *Boston*.
2. Maj. Gen. Hon. William Gordon, commanding the 81st Regiment of Foot (Aberdeen Highlanders), which served in Ireland throughout the war.
3. Col. John Murray, commanding the 77th Regiment of Foot (Atholl Highlanders) for service in Ireland.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Saturday April 11th.

[*Bordeaux*]

This day pleasant, People imployd in Clearing the hold of Casks & Wood, got down the Top Masts

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO
THE AMERICAN COMMISSIONERS IN FRANCE

On Board Ship *Boston*, Burdeux April. 11th. 1778.—

Gentlemen

These may serve to inform your Honours of my present Situation, and how far advance'd, in Readiness; I am at the Pantoon and shall Careene my Ship on Tuesday next. and Expect by the last of the Week to have her finished as to heaving down; after that I hope in a short Time to be prepared for Sea. My Ship & Riging being so much shattered, it will take me some Time longer then I imaganed to get in Readiness, but having a Gentleman (John Brondfield Esq^r) to apply to who exerts himself in every Measure for the befenfit of the Ship will Expedite my geting ready. I hope your Honours may have Dispatchd Cap^t Palmes before this comes to Hand. I should be extremely happy to hear from Paris. There is a small Schooner arrived here from Charlestown South Carolina, thirty Days passage, I've had a short Conversation with him, he brings us nothing new about our American Affairs, we have it here that four Days Past a Guernsey Privater took two Spaniards from Bilboa and one small Brig from Bayone off the Mouth of this River. I've nothing more to add at Present, but Remain [&c.]

Sam^l Tucker

L, MHi, Adams Papers. Addressed at foot: "To the Hon^{ble}: American/Commissioners/att Paris."

UNIFORM REQUIREMENTS FOR CONTINENTAL NAVY FRIGATE *BOSTON*'S MARINES

1778. Apr. 11. Onboard Ship *Boston*.

Wanted for the Use & Service of Marines belonging to this Ship

40 Green Coats faced with white—

40 White Waistcoats &

40 White Breeches—

The Buttons for the whole to be a plain White.

Coats to be open sleeved, & a Belt to every Waistcoat.
 In behalf of the Cap^t of Marines

William Jennison Lieu^t of marines

D, DLC, Journal of William Jennison.

April 12 (Sunday)

FRANCIS COFFYN TO SILAS DEANE

Hon^d. Sir.

The warr which was expected to be declared soon after the Treaty concluded between France and America, was notified by the Count De noailles to the British Court, having not taken place yet, this keeps in Suspence several Merchants who are inclined to fit out privateers to annoy the Trade of the common Ennemy; but as no French Commissions can be granted before the declaration of warr, I know that several of these Merchants would be glad to obtain Commissions from Congress to fit out their vessells under the Collors of the united States, provided it should be allow'd to bring the prizes into the French ports. I take the liberty to request your opinion on these two points, wether such Commissions could be granted by the H^{ble}. Commissioners, and wether the prizes taken in virtue of the Same could be brought into the ports of this Kingdom, and Sol'd for the Captors. as it may happen that Some American privateers should push into the German Ocean this Summer and send their prizes to this port, I beg you would illucidate this matter in order to regulate my conduct accordingly; as in case by some political views which I can not penetrate, the Same order which was given some time ago, that the privateers and prizes should not be allow'd to stay longer then 24 hours should still Subsist, I might take such prudent steps as the circumstances may require. This leads me to an overture made to me by Capⁿ. Christopher Farran of Rush in Ireland a noted Smugglar on that Coast, which uses this port, he is now here with a Cutter that carrys 12 Three pounders, he Seems to be an attach'd friend to the American cause as most of his Countrymen are who groan under the same opression of the British Ministry. this man in the course of a conversation I had with him, gave me to understand that if he could obtain a Commission from the Congress, he would undertake to cut out of Dublin Harbour one of rich linnen ships which load there four times a year for Exeter or London, and bring her to a port in France, if he was allow'd to do it; he gives me very plausible reasons to believe that his scheme could be put in Execution and attended with Success, for he Says that every voyages he makes to Ireland, when he has landed his goods on the Coast, he goes up with his vessell to the town of Dublin, and nobody takes any notice of him, so that he would never be Suspected; he would stay there till the Linnen ship is loaded and her sails bent, and in the night before her intended departure when the people on board were a Sleep, he would board her cutt her Cables and carry her off without any more ceremony, even the people on shore should know nothing about the matter.

This Captain is a very bold and resolute man, he has had Several Engagements with the Customs House Cutters and allways bet them off, he Says that he would be Satisfy[ed with] a third part of the value of the prize, provided his vessell was insured

to him. he has an other Cutter building at Plymouth burthen 150 Tons, which will carry 14 four pounders, but she can not be got ready for sea, before two months hence. I would not give this man any encouragement before I know your Sentiments on the matter, but I have communicated his Scheme to M^r Caillier of this place a particular friend of M^r Dechaumont,¹ with whom I have contracted a partnership for [some] operations in case of a warr, this Gentleman has given the hint yesterday to M. DeChaumont with whom you may concert the necessary measures to have it put in Execution if you think it proper. I am prompted to give you communication of this scheme by a real desire I have to serve the cause you have so gloriously defended, and in order to merit the confidence you have been pleased to place in me.²

with an unexpressible pleasure I have received an account from Bordeaux of the safe arrival there of the H^{ble}. M^r Adams,³ whose confidence I shall be equally desirous of meriting, during his stay in this Kingdom, hoping that you'll be pleased to recommend me to this Gentleman, and to the other H^{ble}. members of the Congress for any thing they may have to transact at this place; in a memoire I formerly sent to M^r Carmichael I have shewn the advantages this free port offers to the American Trade, of which I will gladly send you a Copy if you think it can be of any service. interim I have the honor to remain [&c.]

Fran^s. Coffyn

Dunkirk 12th April 1778

L, PPAmP, Benjamin Franklin Papers, vol. 48, fol. 169.

1. Jacques-Donatien Le Ray de Chaumont.
2. There is no evidence that the American Commissioners responded to this proposal.
3. John Adams.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Sunday April 12th

[*Bordeaux*]

This day pleasant Weather, Let a Number of the Men go on Shore on Liberty

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

April 13

AMERICAN COMMISSIONERS IN FRANCE TO
CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Sir,

Passi, near Paris April 13. 1778.

We duely received your Letter, dated at Bourdeaux the 1st Instant, and congratulate you, on your Safe Arrival, as well as on your good Fortune in taking, the Ship *Martha*, which We wish Safe to Port.

We approve of your Zeal and Industry in taking upon you to get the Frigate,¹ as far in Readiness as possible, for the Sea, during the Absence of Captain Palmes.

As the Number of your Men, has been reduced to So small a Compliment, We recommend to you to engage as many, at Bourdeaux by honourable Means, as possible, and proceed to Sea.

If your ship was fully manned, and in all Respects fitted for such a Cruise, We

should recommend to you to take a Voyage towards the Entrance of the Baltic, or some other distant Seas, where the ships Company might have an opportunity, of making ample Profits to themselves, as well as acquiring the Honour of Serving their Country in her most essential Interests, by Striking an important Blow to her Enemies: But We leave this entirely to your Discretion, as We do also an attempt to take or destroy any considerable Part of the Enemies Fishery at the Banks of Newfoundland, or any of the Seas adjacent.

Having mentioned these Things, We leave it entirely to your own Judgment, to plan your Voyage homewards, and to touch at such Ports as you shall think necessary, in France, Spain, the West India Islands or North America, recommending it to you to do every Thing in your Power, to take as many Prizes as possible, and to get into safe Ports as many as you can man, and destroy all others. You are to be carefull to make Prisoners of all officers Passengers and seamen, who are British subjects on Board the Vessells you may take, and transport them to America, that they may be exchanged for our brave, but unfortunate Brethren, in the Hands of the Enemy.

We recommend Mr. M. Livingston² as your first Lieutenant, if upon Examination you find no Objection to him: the other Places you will fill up as you think best for the Service.

You will take particular Care that these orders may not, in Case of Misfortune which God forbid, fall into the Hands of the Enemy. We wish you, a prosperous Voyage and are [&c.]

B Franklin
Arthur Lee
John Adams

L, MH-H, Samuel Tucker Papers (fMS Am 812). Addressed below close: "Samuel Tucker Esq/Commander of the Frigate/*Boston*."

1. Continental Navy frigate *Boston*.

2. See Musco Livingston to the American Commissioners in France, 8 Apr., above.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Monday April 13th

[*Bordeaux*]

This day pleasant Weather, the Carpenters from Larmoon¹ to Work on Board, the People employd in Clearing the Ship.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

1. That is, Lormont.

VICE AMIRAL COMTE D'ESTAING TO GABRIEL DE SARTINE

N 2.

a Bord du *Languedoc* le 13 avril 1778

Monseigneur

J'ai l'honneur de Vous Rendre compte que M. le C^{te} de Boulainvilliers,¹ M le Ch^{ev} de Borda,² M. le C^{te} de S' Sauveur,³ M. de Chouin major d'Infanterie,⁴ M. Gautier ingénieur Geographe,⁵ et M. Ozanne que vous avés Bien Voulu m'accorder En qualité d'ingénieur Constructeur,⁶ sont arrivés et Embarqués a Bord du *Languedoc*.

Je ne joins point à cette Lettre L'état des 500. hommes du Regiment d'hainault, et des 500. hommes du regiment de foix, qui conformément aux ordres du [Roi] ont été embarqués; et Repartis sur les diffèrent Vaisseaux de L'escadre. le Li-

vret que J'arrêterai, et que J'aurai l'honneur de vous adresser dès que Je serai sous Voiles designe L'etat nominatif des officiers, et la quantité d'hommes que Chaque navire a Reçu. J'y ajouterai par la premiere ocasion les contre ou états nominatifs des detachemens de celles deux Corps. J'ai l'honneur d'être [&c.]

[Translation]

No. 2

on board the *Languedoc* 13 April 1778

My Lord,

I have the honor of reporting that M. the Comte de Boulainvilliers,¹ M. le Chevalier de Borda,² M. le Comte de St. Sauveur,³ M. de Chouin, major of Infantry,⁴ M. Gautier, Geographic engineer,⁵ and M. Ozanne, whom you have had the kindness to grant me in the capacity of a Construction engineer,⁶ have arrived and embarked on board the *Languedoc*.

I am not enclosing with this letter the state of the 500 men from the Hainault Regiment and of the 500 men from the Foix Regiment, who, conformable to orders of the [King] have been embarked and Divided among the different Ships of The squadron. The memorandum book that I shall detain and that I shall have the honor of sending to you as soon as I shall be under sail indicates the names of the officers, and the number of men that Each vessel has received. I shall add to it, by the first opportunity, the list of names of the detachments of those two Corps. I have the honor to be [&c].

Copy, FrPNA, B⁴ 141, fol. 203. Docketed: "arrivée dofficiers"; translation, "arrival of officers."

1. Henri-Louis, Comte de Boulainvilliers, capitaine de vaisseau, commanded *Languedoc*, d'Estaing's flagship.

2. Jean-Charles, Chevalier de Borda, lieutenant de vaisseau, *Languedoc*'s first lieutenant, was an explorer, scientist, and inventor of navigational instruments.

3. Perhaps a mistake for Louis-Alexis Perier, Comte de Salvert, capitaine de vaisseau, *Languedoc*'s second captain. There were two Saint Sauveurs serving in d'Estaing's squadron, neither of whom was a count: Jean-Henri, Chevalier Du Quesnoy de Saint Sauveur, garde de la marine in *Flora*; and Grégoire Le Henault de Saint-Sauveur, lieutenant de vaisseau in *Tonnant*.

4. André-Michel-Victor, Marquis de Choin, d'Estaing's aide-de-camp and maréchal général des logis for the land forces with the squadron.

5. Mapmaker Paul-Louis Gaultier de Kerveguen.

6. Pierre Ozanne, sous-ingénieur-constructeur, was an accomplished draftsman and artist who would make drawings illustrating d'Estaing's cruise.

April 14

PIERRE PENET TO BENJAMIN FRANKLIN

[Extract]

Monsieur

J'ai l'honneur de vous envoyer cy joint un memoire, que des capitaines americains m'ont remis;¹ je vous serai bien obligé de faire scavoir a M^r votre parent Williams,² resident a nantes, s'il y a moyen d'obtenir du ministre de la marine ce que demendent ces Capitaines par le dit memoire. il seroit à desirer que cela put avoir lieu, nos batimens partiroyents avec plus de sureté, attendu que les côtes de Bretagne sont remplies de Batimens anglais et Corsaires de jerse et guernese, qui interceptent tant les navires qui arrivent D'amerique, que ceux que nous y envoyons. j'ai actuel-

lement a nantes deux navires apelés le *nante*, et le *penet* lesquels je compte expedier incessamment pour compte de L'office de la guerre³ Si j'étois certain que ces navires fussent escortée je mettrois a Bord des canons de Bronze que j'ai actuellement en magasin. . . .

P. Penet

Paris le 14. avril. 1778.

[Translation]

Sir

I have the honor to send you, enclosed, a memorial, which some American captains have sent me;¹ I would be much obliged to you to inform your relative Williams,² residing in nantes, if there is a way to obtain from the minister of marine what these Captains request by the said memorial. It would be desirable that that may take place, our ships would sail with more security, expecting that the coasts of Brittany are filled with English Ships and Privateers from Jersey and Guernsey, who intercept so many of the ships that arrive from america, as well as those that we send there. I have currently at nantes two ships called the *nantes* and the *penet* which I plan to dispatch soon on the account of the board of war.³ If I were certain that these ships were escorted I would put on board some bronze cannon that I currently have in a warehouse. . . .

P. Penet

Paris, 14 April 1778

L, PPAmp, Benjamin Franklin Papers, vol. 9, fol. 42. Docketed: "M. Penet. Ap. 14./78." The full French text is printed in *Benjamin Franklin Papers* 26: 290–91.

1. Memorial of American Merchant Captains in France to the American Commissioners in France, 9 Apr., above.

2. Jonathan Williams, Jr.

3. Penet's brigantines *Nantes*, Joseph Chapman, master, and *Penet*, John Harris, master, were under charter as trading vessels to the Massachusetts Board of War.

STATEMENT BY GEORGE DIGGES

Cap^t Barnett¹ of Carolina & who was in the employ of M^r Euge,² informed George Digges³ that M^r Chamont⁴ advised Cap^t McFarlen⁵ & himself, that should they be in want of Seamen when they got to Bourdeaux to get the vessel⁶ away that M^r Chamont had engaged them to go in to Boston, they might prevail on Some of the Men in the *Boston* Frigate Cap^t Tucker, which was then lying at Bourdeaux to go with them—this was mentioned in the presence of Cap^t McFarlen.

Paris April 14th. 1778

Geo Digges

D, MH-H, Arthur Lee Papers, vol. IV, no. 85. Docketed: "Digges, v. Chaumont"; "Thornton."

1. James Barnett, an escapee from prison in England. *Benjamin Franklin Papers* 26: 415 and n.

2. Unidentified.

3. A Marylander living in England during the War of Independence, George Digges was brother of British spy Thomas Digges and an acquaintance of Arthur Lee's. Francis Wharton, comp., *The Revolutionary Diplomatic Correspondence of the United States* (Washington: Government Printing Office, 1889), 1: 541.

4. Jacques-Donatien Le Ray de Chaumont.

5. Possibly John McFarland, an escapee from prison in England, and presumably the master of the brigantine *Industry*, condemned by the British in 1775 for failure to post bonds. *Benjamin Franklin Papers*, 26: 415–16; *NDAR* 2: 133, 1376; 4: 34.

6. French privateer ship *Vengeance*.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKERTuesday April 14th.[*Bordeaux*]

This day very pleasant Weather the people imploy'd in Clearing out the Ship

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

JOHN BONDFIELD TO BENJAMIN FRANKLIN AND ARTHUR LEE

Hon^o SirsBordeaux 14 Ap^l 1778

Cap^t Tucker pays unwearied attention to get forward the Ship¹ so that on a Days notice we shall be soon in readiness to obey whatever Commands your Honors will see fitting to give her Sails Rigging and Stores are all preparing

There has been no arrivals from the United States on this Coast since my last of the 10th Inst^t. The present unsettled State creates great Stagnation to Trade The Merchant not daring to adventure from the very heavy Charges attending which in case of reconciliation would ruin the adventurer we cannot remain long in this present undecided State There are many Opulent Merchants whose Operations wait suspended until War is declared or Peace is establish'd

Two hundred Vessels arrived at this Port yesterday under Convoy of Two Frigates the Trade appear to dread the Jersey & Guernsey Privateers more than all the British Fleet, we have had some Arrivals from the West Indies these two Days Past they met no British Men of War its therefore apprehended they have alterd their Station I am most respectfully [&c.]

John Bondfield

L, PPAmP, Benjamin Franklin Papers, vol. 9, fol. 41. Addressed: "The Hon^{ble}. Benjamin Franklin/and Arthur Lee Esq^{ts}/Commissioners from Congress/at/Paris." Docketed: "Bondfield John 14 April 1778."

1. Continental Navy frigate *Boston*, Capt. Samuel Tucker, commander.

April 15AMERICAN COMMISSIONERS IN FRANCE TO
CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Sir

Passi near Paris Ap. 15. 1778

We this moment had the Pleasure of your Letter from Bourdeaux of Ap. 11.¹ and approve of your Activity in getting your ship ready for sea.

We have this Day dispatched to Captain Palmes, your Orders, for your future Government, and shall write this Day to M^r Bondfield to supply you with all necessary Provisions.² and are [&c.]

B Franklin
Arthur Lee
John Adams

L, MH-H, Samuel Tucker Papers, (fMS AM 812). Addressed at foot: "Cap^t Tucker."

1. Above.

2. Immediately below.

AMERICAN COMMISSIONERS IN FRANCE TO JOHN BONDFIELD

Sir

Passy near Paris Ap. 15. 1778

We had this Moment the Pleasure of your Letter of the 10. Instant.¹

You will please to furnish Captain Tucker,² all such necessary Provisions for his future Voyage, as he shall require, recommending to him at the same Time, as much Frugality as may consist with the public service.

We approve of your Proposal of exchanging the Ballast of Pigg Iron for Anchors as these are much wanted in America

We should Advise you to ship on Board the *Boston* a Chest of Medicines, and slops for the Use of the ships Company, acquainting Captⁿ. Tucker with the Prices that he may know how the Sailors are to be charged

The other subject of your Letter shall be, attended to as soon as may be.³ We are &c.

Copy, MHi, Adams Papers. Addressed at foot: "M^r Bondfield"; docketed: "Copy of a Letter/to M^r Bondfield 15 Apl."

1. Above.

2. Capt. Samuel Tucker of Continental Navy frigate *Boston*.

3. See American Commissioners in France to Comte de Vergennes, 19 Apr., below.

ACCOUNT OF DISBURSEMENTS FOR CONTINENTAL NAVY SHIP *RANGER*,
4 DECEMBER 1777 TO 15 APRIL 1778

N^o.9

The Continental Ship *Ranger*

John Paul Jones Esq^r Comm^d.

To Jonathan Williams for her Outfitt viz^t

To the following Slops, taken from the Acc^t of Soldiers Clothing and for which that Acc^t has Credit—

1777							
Dec ^r 24	100 Jackets	17 [#] ..15/	1775..—:—				
	100 P Drawers	4 [#] ..5/	405..—:—				
1778	100 Shirts	5 [#] ..—	500..—:—				
Jan ^y 8	198 ditto	5 [#] ..—	990..—:—				
	100 Trowsers	5 [#] ..9	545..—:—				
	100 Jackets	17 [#] ..15	1775..—:—				
Feb ^y 9	100 Great Coats	31 [#] ..9	3145..—:—				
	100 Waistcoats	7 [#] ..5/	725..—:—				
M- 10	1 Waistcoat & 1 P Breeches to W ^m . Hart ^l		30..—:—				9890..—:—
Jan ^y 8	10 doz ⁿ . Woolen Caps...of Carie	22 [#] ..—	220..—:—				
Dec ^r 24	6 doz ⁿ . Handkerchs of Bedert	11 [#] /.66..					
	10 doz ⁿ . ditto	15 [#] /.150					
Jan ^y 12	of Bedert		216..—:—				
Dec ^r 4	of Massoneau		84..—:—				
			42..—:—				
			32..8..				
			74..8..				594..8..
Jan ^y 7	Massoneau						
			28..—:—				
			21..12..				
			49..12..				
Dec ^r 19	M ^r . Morris		162..—:—				
	Schweighauser		14568..11..9				
	Lighterraze	d ^o	128..10..				

Feb ^y 27	Goulade ² . . . . .	.30168 Lead a 20 ⌘ %	6184..5..9
	Freight of d ^o . from L'Orient to Quiberon ⌘		408..—..—
	Goulades Letter 10 Ap ^l 1778		
	Charge of an express to L'Orient for this purchase		64..16..—
Jan ^y 7.	Marion	2 ps. Duck	129..13..6
Feb ^y 3	ditto	Sail Cloth &c ^a	1123..13..9
Jan ^y 20	Gaudin	3600 round shot . .	720..—..—
		152. Star. d ^o	547..—..—
		100 slid ^g d ^o	400..—..—
		200 swivel d ^o	30..—..—
		Shipping	<u>3..—..—</u>
Feb ^y 3	Meyrite	2 Bar ^s fine Gunpowder . .	
5	Gauche	6 Blunderbusses	
	from Magazine of Arms 20	Pistols	200..—..—
		30 Cutlasses	<u>90..—..—</u>
	Le Bruun	Stationary	
Jan ^y 27.	Meinert	1208 in 6 bundles Iron hoops. 26/-	
		Carried Over—	
	brought Over		
Jan ^y 19	Chauvet	491 Velts Brandy . .	3922.. 2.. 3
7	Voynce	180 Velts dit ⌘ . . .	
Feb ^y 12	Bouaner	151½ Velts & service	1171.. 4..—
13	Walden	5 Gallons d ^o	18..10..—
	Corvaissier	1 ⌘ elts d ^o	<u>95.. 4..—</u>
7	Chauveau . .	29% Velts Rum	
8	Cap ^r . Jones	84.9 ^s Gin	
6	Louvier	Medecines	
Jan ^y 16	Gasnier	3 Barr ^s Flour	
15	Lubry	Barr ^r Rice	
24	Poiron	11 Barr ^s Pork	
			1700..—..—
			314..14..—
			144..—..—
			290..—..—
			50..—..—
			<u>314.. 1..6</u>
			25631..18.. 3
			25631..18.. 3
			1375..12..—
			5882..12.. 3
			163.. 3..—
			294..—..—
			217.. 2..—
			96..—..—
			103..11.. 7
			808.. 9..—
			10484.. 8..—
			10484.. 8..—

Feb: 7	Gaudron	52 Bush Pease.	93..12.—
	From Home	100 ^{lb} butter.	74.—.—
13	Lurson	10 Piggs 91 Fowls.	322..10.—
Ap ^l 15	M ^c Carthy	14 ^{lb} Tea.	66.—.—
Jan ^y 8.	Brico	100 ^{lb} Sugar	92..10.—
9	Berlhelin	Table Linnen	47..10.—
Feb ^y 5	Cussard	ditto	196.—.—
12	Hamon	Sail maker	1970..5.—
3	Guillelme	ditto	78..1.—
12	Francois	Rope maker	736..2..4
5	Chala	ditto	24..12.—
12	Hautecaeur	Butcher	4397..8.—
	Brelet	Baker	734..19..4
	Herve	ditto	689..17.—
	Roche	Smith	187..19.—
	ditto	Spikes at Painbœuf	15.—.—
	Massoneau	3 doz ⁿ locks	81.—.—
Feb ^y 4	Recottilon Sundry	Tinware, bunting wax candles & ^{ca} .	470.—.—
9	Duchesne	Broker expedition	252..16..6
12	Odea at Painbœuf	for sundry supplies from	
		the 2 ^d Dec ^r to the 12 th Feb ^y 1778 as Fr acco ^t	
	Berneval, Ship Chandler	from 13 Dec ^r to 7 th .	2600..10.—
	Feb ^y		
9	Berve	200 Fr shoes, 30 Fr boots	1810..15.—
Mar 19	Wander-sluyts Painbœuf.	Stores	1310.—.—
2	Guerin, at aurray	Stores	135..16..6
		Commiss ⁿ	630.—.—
		$\frac{1}{3}$ of 60 th allow'd	12..12..
		to Becutris, for	20.—.—
		his attend ^g on 3	
		Ships	
		Surgeons Instrum ^{ts}	
12	Tohoureaux		662..12.—
			112..4.—
			43004..1..9

53488..9..9
53488..9..9

	brought Over	Carried Over	
12	Williams	2 Rheames of paper 100 quire	7354..14.—
Feb ^y 17	Agaisse	Potatoes	7354..14.—
6	Brouard	Boatsw ⁿ . whistle	34.—.—
	Cap ⁿ . J. Paul Jones. .	Cash 5 th . Jan ^y 2400.—.—	105..6.—
		17 th . d ^o . 2400.—.—	27.—.—
		6 Feb ^y 900..5.—	
		8 th d ^o . 3601.—.—	
		18 th . Feb ^y . 720.—.—	10021..5.—
5	Bridon	Wine & Raisins	135.—.—
		A Cask wine	300.—.—
		Bottling	80.—.—
6	Bricaud	Cheese Sugar Oil &c ^a	794..7..6
	ditto	18 Boxes Candles	466..14..3
Jan ^y 21	Derancep	125 ^{lb} Tobacco	377..1..3
	Gaudin	2 Moulds for Howitzers	52.—.—
Feb ^y 19	Bernard Pilot	Painbœuf to Quiberon	119.—.—
Dec ^r 24	Gillard, a Gabar, from 9 th . to 23 ^d . Dec ^r		180.—.—
Jan ^y 3	Laurenceau d ^o 10 th . Dec ^r . to 3 ^d . Jan ^y		300.—.—
	Gillard d ^o 31 days		372.—.—
	Sundry Boat hire		48.—.—
	My expences to Painbœuf		30.—.—
Feb ^y	Carrying Slops, Portorage Barge Hire &c ^a		25..10.—
Jan ^y	Barge hire 3 times. Portorage		78..15.—
	A Blanket 7#. 10 ^s & Cash 6# to W ^m Hart		13..10.—
	Odeas Acco ^t of expences for Hart and Renik		198.—.—
	Cash adv ^c . W. Hart, at sundry times		121..4.—
	Horse hire for ditto		12.—.—
	Board for d ^o		<u>27..10.—</u>

21272..17..
74761.. 6.. 9
3738.. 1.. 4
£78499.. 9.. 1

Commission 5 Ⓢ C^t.

E.E.³ Nantes

The Commission is charged at 5 Ⓢ C^t. being carried to the Credit of the late Tho^s. Morris to his Letter 4th Dec^r 1777

D, CIX, Jonathan Williams Account Books, Number 9 in "Accounts and Vouchers Refer'd to in the Account Current between Jonathan Williams Junr. and the Hon-ble. The Commissioners of the United States of America."

1. William Hart was a member of the crew of the Continental Navy sloop *Ranger*.
2. Bernard Gourlade was a principal in the merchant firm of Gourlade & Moylan, which served as American commercial agent at L'Orient.
3. "E.E." means "Errors Excepted."

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKERWednesday April 15th[*Bordeaux*]

This day pleasant Weather at 10 in the Morning began to Carreen the Ship, at 12 she was hove down, the Carpenters at Work on her Bottom, at 8 PM. righted Ship.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, Bordeaux*]

[Apr.] 15

Procured a Brig along side to put the movable Contents of the Ship in whilst she was hove down to be gravd—

D, DLC, Journal of Lieutenant William Jennison, p. 8.

APRIL 16JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Thursday April 16.

[*Bordeaux*]

This begins with pleasant Weather, this day being a holliday¹ the Carpenters finished our Starboard side & at 12 °Clock went on Shore.

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

1. The holiday was Maundy, or Holy, Thursday.

INTELLIGENCE REPORT ON THE FRENCH FLEET, II

Extrait d'une Lettre de [*illeg.*] en date du 16^e. avril.

M^e Le Comte d'Estaing est [*illeg.*] moment parti ou en partance; s'il a été en état de profiter des Vents qui ont soufflé ici et qu'ils aient aussi regné dans La Méditerranée, il doit être à la Voile: nous en serons avertis par Un Courier qui doit en apporter la nouvelle. Deux chambres tapissées de Velour qu'il a à son bord, sans destination connue au public, font croire qu'il Ramene quelques députés du congrés, en ambigue.¹

on dit que nos frégates et corvettes qui sont à La mer ont ordre de courir sus aux corsaires de jertzey et guernezey.

on assure que L'amiral Keppel, ainsi que L'officier général auquel sur Le refus du premier,² on a offert Le commandement de La flotte que l'Un et L'autre ont trouvé trop mal équipée, on assure, dis-je que ces Deux généraux ne cessent de s'Elever contre Les administrateurs de La marine Royale qui L'ont Laissez dépérir. cependant les anglois rassemblent tous Leurs matelots et L'on dit qu'ils ont envoyé trois navires Croiser devant Dunkerque. C'est Un bien petit effort et L'amiral Howe sera dans Une position bien facheuse, si comme on Le croit, M^e D'Estaing Va à Boston.

Brest.

Canons³

Dans l'inde⁴—Le *Brillant*
à la Martinique⁵—Le *protée*

64.

64. M. de Cherisey Cap^e.

Frégates à la mer ou armées.⁶

Canons.	
La <i>renommée</i>	40.
La <i>Terpsicore</i>	40.
La <i>belle-poule</i>	36.
La <i>Tourterelle</i>	36.
La <i>dédaigneuse</i>	36.
La <i>Sensible</i>	32.
L' <i>Inconstant</i>	32.
La <i>Boudeuse</i>	32.
La <i>Nymphe</i>	36.
La <i>Sybille</i>	36.
L' <i>andromaque</i>	36.
La <i>fortunée</i>	36.
L' <i>iphigénie</i>	34.
La <i>charmante</i>	34.
La <i>concorde</i>	34.
La <i>résolue</i>	34.
La <i>courageuse</i>	34.
La <i>junon</i>	34.
La <i>Blanche</i>	32.

Corvettes à la mer où en Rade.⁷

Canons	
La <i>Sylphide</i>	12.
La <i>Subtile</i>	20.
L' <i>Etourdie</i>	20.
Le <i>chasseur</i>	10.
Le <i>coureur</i>	8.
L' <i>Espiegle</i>	6.

Frégates à la mer ou armées.

Canons.	
Le <i>Triton</i>	32.
Le <i>Licorne</i>	32.
Le <i>Zephir</i>	32.
L' <i>aigrette</i>	32.
La <i>Danaé</i>	32.
L' <i>oiseau</i>	32.
Le <i>diligente</i>	32.
L' <i>amphitrite</i>	32.
La <i>pallas</i>	26.

Corvettes à la mer ou en Rade⁷

L' <i>Hirondelle</i>	18.
La <i>perle</i>	18.
Le <i>serin</i>	12.
L' <i>Ecureuil</i>	14.
La <i>Lunette</i>	4.
Le <i>rossignol</i>	20.
La <i>curieuse</i>	10.
La <i>Favorite</i>	10.

Brest.Récapitulation.⁸

<u>navires armés dans L'océan</u> ⁹	
Vaisseau de Ligne ¹⁰	27.
frégates ¹¹	28.
Corvettes ¹²	14.
	69.

Toulon.premiere Escadre.¹³

Le <i>Languedoc</i>	90.	M. d'Estaing Vice-amiral.
Le <i>Tonant</i>	80.	M. de Breugnon chef d'Esc.
Le <i>cesar</i>	74.	M. de Broves, id.
Le <i>Zélé</i>	74.	M. de Barras. Cap ^e
Le <i>Hector</i>	74.	M. de Moriés, id.
Le <i>guerrier</i>	74.	M. de Bougainville. id.
Le <i>Marseillois</i>	74.	M. de Vertrieux
Le <i>protecteur</i>	74.	M. d'apchon. id.
Le <i>Vaillant</i>	64.	M. de chabert. id.
La <i>provence</i>	64.	M. de champourcin. id.
Le <i>fantasque</i>	64.	M. de Suffren. id.
Le <i>Sagittaire</i>	50.	M. d'albert de Rions. id.

Toulon.Seconde Escadre.¹⁴

Le <i>Destin</i>	74.	Le cap ^e . n'est pas nommé. ¹⁵
La <i>Victoire</i>	74.	M. d'albert S ^t hyppolite.
Le <i>caton</i>	64.	M. d'Espinousse
Le <i>hardi</i>	64.	M. de La grange
Le <i>Lion</i>	64.	Le cap ^e . n'est pas nommé. ¹⁵

Fregates armées où a La mer.¹⁶

La <i>gracieuse</i>	26.	M. de Vialis
L' <i>atalante</i>	26.	M. de Durfort.
La <i>chimere</i>	26.	M. de Saint-Cesair.
La <i>pleyade</i>	26.	M. de Martell.
La <i>flore</i>	26.	M. de préville.
L' <i>alcmene</i>	26.	M. de Bonneval.
La <i>Sultane</i>	26.	M. de Bonnesté Gineste
L' <i>Engageante</i>	26.	M. de Vialis.
L' <i>aimable</i>	26.	M. de Saint-Cosme.
La <i>fleche</i>	18.	M. de Montmaur.
La <i>Sardine</i>	14.	M. du Village.

chebecs armés ou à la mer.¹⁷

Le <i>Réquin</i>	18.	M. de Barbasan.
Le <i>Singe</i>	18.	M. de Vintimille.
Le <i>Seduisant</i>	18.	M. de Forbin.
Le <i>caméléon</i>	18.	M. de Montgrand.
Le <i>Renard</i>	18.	

Récapitulation.

navires armés dans La méditerranée.¹⁸

Vaisseaux de Ligne ¹⁹	17.
Fregates ²⁰	11.
chebecs ²¹	<u>5.</u>
	<u>33.</u>

Récapitulation générale.²²

dans L'océan ²³	Vaisseaux de Ligne	27.	}	44.
dans la méditerranée ²⁴	Vaisseaux de Ligne	17.		
dans L'océan	Frégates	28.	}	39.
dans la méditerranée	Frégates	11		
dans L'océan	Corvettes	14.		14.
dans la méditerranée	Chebecs	5.		<u>5.</u>
				<u>102.</u>

[Translation]

Extract of a Letter from [*illeg.*] dated 16 April.

M. The Comte d'Estaing has this moment left or is about to sail; if he has been in a state of profiting from the Winds, which have blown here and which have also

ruled in The Mediterranean, he should be setting sail: we will be informed of it by courier, who should bring news of it. Two rooms upholstered in velvet that he has on board, without a destination known to the public, makes one believe that he carries several deputies of Congress, in obscurity.¹

It is said that our frigates and corvettes that are at sea have orders to fall on the privateers of Jersey and Guernsey.

One is assured that Admiral Keppel, as well as the general officer to whom on the refusal of the first,² has been offered the command of the fleet the one and the other found too poorly equipped. One is assured, I say, that these Two general officers do not cease criticizing the Administrators of The Royal navy which they have allowed to decay. Nevertheless, the English are assembling all their sailors and it is said that they have sent three ships Cruising before Dunkirk. It is a rather small effort and Admiral Howe will be in a rather disagreeable position, if as is believed, Mr. D'Estaing Goes to Boston. [. . . *For the list of ships, see the French text above. For translations of notations in the list, see footnotes 3-24.*]

D, MH-H, Arthur Lee Papers, vol. IV, no. 82. Stains obscure parts of the text. For the first part of this report, see "Intelligence Report on the French Fleet, I," at 10 Apr., above.

1. Silas Deane and the French ambassador to the United States, Conrad-Alexandre Gérard, had been brought clandestinely on board *Languedoc* to be transported to the United States.

2. As early as 1776, George III had designated Adm. Hon. Augustus Keppel to command the Channel Fleet in the event of war with France. Keppel accepted his orders, dated 18 Mar., to take command of the Channel Fleet. *Sandwich Papers*, 2: 3, 17-19; *NDAR* 11: 1083, 1084; David Syrett, *The Royal Navy in European Waters During the American Revolution* (Columbia, S.C.: University of South Carolina Press, 1998), 20.

3. Translation: Guns.

4. Translation: In the Indian Ocean.

5. Translation: at Martinique.

6. Translation: Frigates at sea or fitted out.

7. Translation: Corvettes at sea or in the roadstead.

8. Translation: Recapitulation.

9. Translation: armed ships on the ocean.

10. Translation: Ships of the line.

11. Translation: Frigates.

12. Translation: Corvettes.

13. Translation: First Squadron.

14. Translation: Second Squadron.

15. Translation: The Captain is not named.

16. Translation: Frigates fitted out or at sea.

17. Translation: xebecs fitted out or at sea.

18. Translation: armed ships in the Mediterranean.

19. Translation: Ships of the line.

20. Translation: Frigates.

21. Translation: Xebecs.

22. Translation: General Recapitulation.

23. Translation: On the ocean.

24. Translation: In the Mediterranean.

CAPTAIN GUSTAVUS CONYNGHAM, CONTINENTAL NAVY, TO LACOUTE & CO.

Gentlemen

[*Cadiz*] 16th April 78

This P.G. will be handed you by Cap^t. A. Walsteame who Goes prize master of the Brig *Taply*¹ whome I fell in with this morning she not being Worth sending to America have therefore determined on Sending her to your Addres^s & are to pray that youll in the best Manner you can sell her Cargoe & Invest its produce in salt & Other Articles which youll ship in same Vessell for Newburry port in N^o. AM to address of Mess^{rs}. Jackson Tracy & tracy, Ordering them to hold produce of said Goods

at Disposall of the Crew and Owners of this Vessell I am [&c.]

GC

LB, UKLPR, H.C.A. 32/441/7, pt. 1. Addressed at top: "Mess^{rs}. Leacoutte & Co."

1. Brig *Tapley*, Holt, master, 100 tons, built in 1765 and owned by Lewis & Co. It was on a voyage from Bideford, England, to Malaga, with a cargo of butter & ballast. *Lloyd's Register of Ships, 1777-78*; *The Public Advertiser* (London), 11 May 1778; *Letters and Papers of Gustavus Conyngham*, opposite p. 152.

CAPTAIN GUSTAVUS CONYNGHAM, CONTINENTAL NAVY, TO MICHEL LAGOANERE

Cadiz April 16th 78-

I wrote you At my Arrivall heare on the first of this month With the particulars of our last Cruze and the reasons of putting in heare¹ We are now ready and have Got Some men that I hope to be Able to mann two prizes if fortune favours us And you must not be Surprised if Such enters your port.² the English frigatte is Cruzing off heare full plenty And as Customarry Shure of us.³ the Other Day A Verry pleasing Affaire happend off this port. An english Cutter with Dispatches to Gibralter fell in With the *Alarm* Cap^t man⁴ Altho the[y] both hoist english Colours neither of them would beleive or trust them And in Consequence Cap^t Man being quite Sure it being Our Cutter he had not the patience or Would not Waite to he come up A Long side fired Write Aboard him And kill^d 5 men from Such Unhuman proceedings What Can be expected from Some english men

the[y] have Degenerate So much that from being A brave enemy the Are the Contrary—

it is Verry likley and You may expect to see me before Long that if Cap^t peel & boy⁵ is with you let them remaine as before keep the sum I desired of you in your hands in Case I Shall put in any Wheare and be Necessitated to draw on you and I am [&c.]

LB, UKLPR, H.C.A. 32/441/7, pt. 1. Addressed at top: "M^r Lagoanere."

1. See Conyngham to Lagoanere & Co., 1 Apr., above.

2. Corunna, Spain.

3. In his memoirs, Conyngham wrote: "An English ship of the Line & two frigatt^s were laying in Cadiz on our arrival—in their usual & diabolick mode of Warfare had determined in the Night by their boats to set the *revenge* on fire—A Good french man on board one of them Gave notice to the french Consul of their designe, who advised of. Consequently was prepared for them, they did appear in the dead of the night but took Care to Keep their distance, the spanish admirall had thiss notice & he politely offered a 74 Gun ship to protect us—We acknowledge the favor, but was noways apprehensive of any danger, to the 15th Contrary it was our wish they would make the Attempt." "Narrative of Captain Gustavus Conyngham, U.S.N., While in Command of the 'Surprise' and 'Revenge,' 1777-1779," *The Pennsylvania Magazine of History and Biography*, Vol. 22 (1898), pp. 483- [get page nos.]

4. H.M. frigate *Alarm*, Capt. Robert Man, commander. The cutter has not been identified.

5. Presumably, Benjamin Peel, who served as a prize master under Conyngham's command. The "boy" has not been identified.

April 17

LORDS COMMISSIONERS OF THE ADMIRALTY TO VICE ADMIRAL ROBERT DUFF, R.N.

By &c^a

Whereas there is reason to believe that a French Squadron may shortly sail from Toulon and pass through the straits of Gibraltar, you are hereby required and

directed to employ His Majesty's Ship *Proserpine*,¹ by whose Commander you will receive this and also one of the Frigates of your Squadron to cruise constantly (one in the inner, and the other in the outer, part of the said Streights) and to direct their Commanders very diligently to look out for the said Squadron, & upon falling in with, or discovering the same, to endeavour to find out how many Ships of the Line it consists of and to watch their motions until they can ascertain the route they take, and then to make the best of their way to the first Port they can reach in England and to send an account thereof and of their proceedings by Express to our Secretary.²

You are to direct the Commanders of the said Frigates to use their best endeavours to discover whether the said Squadron in case it shall pass through the Streights shall be joined by a Spanish Squadron from Cadis, and if after such junction, they should shape their course into the Streights of Gibraltar, to make the best of their way to England & send accounts thereof to our Secretary as above-directed; But, if the French Squadron alone, or, after being joined by the Spanish Squadron from Cadis, should proceed to the westward, you are to direct the said Commanders in that case to follow them and watch until they are to the westward of Cape S^t Vincent and until they can ascertain the course they steer whether towards the west Indies, America, or Brest or whether they appear to be destined to cruize off that Cape or elsewhere in the Track of the Ships bound to Gibraltar, where they may be likely to fall in with and intercept the reinforcement of Troops which will be shortly sent out from hence to that Garrison; in any of which cases, the Commanders of the said Frigates are to make the best of their way to England, and to send an account thereof as above directed, diligently looking out in their way for the Transports which may have on board the above mentioned Reinforcement, and, upon falling in with them to acquaint the Commanding Officer of His Majesty's Ships under whose convoy they may be with what they may have observed or been informed of respecting the Squadrons above mentioned, and endeavouring to pass the Latitude of Ushant, between Ten and Twenty Leagues distance from it, to look out for the English Squadron under the command of Admiral Keppel, and upon falling in with it to give the said Admiral or the Commanding Officer of it for the time being similar Information, and all the Intelligence proper for his knowledge, which they may have gained. But if it shall happen that the above mentioned Squadron shall not sail from Toulon within the space of one month after the *Proserpine* first joins you, or sailing from thence should not pass the streights but be found destined to some place within the Mediterranean you are in either of those cases to send the said ship immediately to England with accounts thereof as above directed.

Given &c 17th April 1778

Sandwich
Lisburne
H. Palliser

By &c PS.

LB, UKLPR, Adm. 2/1334 (Secret). Addressed below close: "Robert Duff Esq^r/Vice Admiral of the Blue/or in his absence, to the/Senior Officer of His Majesty's/Ships at/Gibraltar." Notation at foot of last page: "By the *Proserpine*."

1. H.M. frigate *Proserpine*, Capt. Evelyn Sutton, commander.

2. That is, Philip Stephens, who also added his initials to this letter below the signatures of the Lords Commissioners.

LORDS COMMISSIONERS OF THE ADMIRALTY TO CAPTAIN EVELYN SUTTON, R.N.

By &c^a

Whereas you will receive herewith a Packet for Vice Admiral Duff, Commander in Chief of His Majesty's Ships and Vessels on the Mediterranean or, in his absence for the Senior officer of the time being for His Majesty's Ships in Gibraltar, you are hereby required and directed to proceed without a moments loss of time to Gibraltar, and having delivered the said Packet to the said Vice Admiral or to said Senior officer find yourself under his command and follow his orders for your further proceedings. But in case it shall happen that you shall be the Senior officer there, you are in that case to open the abovementioned Packet and carry into immediate Execution the orders you will find therein contained for your further proceedings.

And whereas there is reason to believe that the French Squadron at Toulon may shortly sail from thence and pass through the straits of Gibraltar and that it may probably be joined by a Spanish Squadron from Cadiz, you are in case of falling in with said squadrons either jointly or separately before you get the Length of Gibraltar, not to proceed to that place but to follow, and watch their motions until you can ascertain the route they take, and (if they should proceed to the westward) until they shall get to the westward of Cape St. Vincent and you can discover the course they steer whether towards the west Indies, America, or Brest, or whether they appear to be destined to cruise off the abovementioned Cape or elsewhere in the Track of Ships bound to Gibraltar, where they may be likely to fall in with, and intercept the Reinforcement of Troops which will be shortly sent out from hence to that Garrison and then you are to make the best of your way to the first Port you can reach in England and to send an account thereof and of your proceedings, by express to our Secretary, diligently looking out, in your way, for the Transport which may have on board the abovementioned Re-inforcement, and upon falling in with them to inform the Commanding Officer of His Majesty's Ships under whose Convoy they may be with what you may have observed or been informed of respecting the Squadrons abovementioned; and you are to endeavour to pass the Latitude of Ushant, between Ten and Twenty Leagues distance from it, to look out for the English Squadron under the command of Admiral Keppel, and upon falling in with it to give the said Admiral or the Commanding Officer of it for the time being similar information, and all the Intelligence proper for his knowledge which you may have gained.

Given & C^a 17th April 1778.

Sandwich
Lisburne
H. Palliser

By &c J.¹

Copy, UKLPR, Adm. 2/1334. Addressed below close: "Captain Sutton—*Proserpine*, at Sea."

1. Undoubtedly, George Jackson, deputy or second secretary of the Admiralty.

LIEUTENANT COMMANDANT AUGUSTIN-ÉTIENNE-GASPARD,
CHEVALIER DE BERNARD DE MARIGNY TO GABRIEL DE SARTINE

Monseigneur

Vendredi Dix De ce mois à Deux heures après Midy Le vent qui avait été tout Le matin presque Calme et De la partie Du ouest passa au Nord et N.E. En fraichis-

sant; je me préparai à appareiller et à cinq heures du Soir je Sorti De la Rade de Brest avec la frégate américaine le *Ranger* que J'avais ordonné D'escorter jusqu'à La hauteur Du Cap Clare et dont le capitaine m'avait remarqué Le plus grand empressement pour partir le plutôt possible.

à Sept heures du Soir etant Nord et Sud De la pointe De St. Mathieu par une Brise assez fraîche du N.E. mais avec une brume fort epaisse qui en Se levant pouvait abattre Le vent et me Laisser en calme au milieu Des Courants violents qu'il y à Dans cette partie, La frégate américaine qui n'était Encore que devant La Baye De Carmaret fit le Signal De demande à me parler et arriva comme pour aller prendre ce mouillage

J'avais quitté le capitaine de cette frégate à trois heures après Midy ; il ne m'avait parlé que de Son Desir de partir Et point Du tout qu'il Eut affaire à Camaret ; il n'avait fait aucun Signal D'incommodité ni D'accident arrivé En appareillant ; le mouillage De Camaret Est mauvais De vent de nord, il etait instant De profiter De La brise favorable que nous avons pour Sortir Du milieu Des Dangers qu'ils y à jusqu'à ouessant, je pris Le parti De repondre au Signal que m'avait fait le *Ranger* par celui De forcer De voiles que j'accompagnai D'un coup De canon afin De Le Lui faire remarquer Route ; Le *Ranger* aussitôt La reprit Et me Suivit.

nous avons En assez beau tems pour nous rendre à notre Destination Et n'avons fait aucune rencontre qui nous ait inquieté. nous n'avons vu que très peu de Bati-ments Et pas un qui eût l'apparence D'être de guerre. Le Lundy treize à onze heures Du Matin ayant Le vent au N.O. avec son tems fort brumeux, nous estimant par cinquante Degrés trente Six minutes De latitude nord et par onze Degrés Cinquante huit minutes De longitude à l'occident De paris, point qui, Sur la carte générale Des côtes De L'Europe Sur L'ocean comprises depuis Dronnheim En Norvege Jusqu'au Detroit De Gibraltar, repond à Environ Six Lieues au Sud un Degré ouest Du Cap De Clare, La frégate Le *Ranger* me fit, à L'instant ou je me préparais à le faire moi même, Le Signal De Demander à parler et met en panne. Je l'accostai tout De Suite Et Le Capitaine De cette frégate me fit dire qu'il me remerciait De mon Escorte, qu'il allait faire route pour La mer D'irlande et n'avait pas besoin De rien. Je Lui répondis qu'il m'avait prévenu que m'Estimant par mon pointe nord et Sud du Cap de Clare à Six lieues Environ je trouvais avoir rempli L'ordre que j'avais de lui Donner l'escorte jusqu'à La hauteur De ce cap Et que j'allais faire route pour une autre Destination que j'avais à remplir après les Compliments D'usage nous nous Separames et primes chacun notre parti nous étions à peine à une demi lieue l'un de l'autre que je vis La frégate Le *Ranger* mettre En panne et refaire le Signal De Demander à me parler je virais au plus près sur le champ Et retournai à elle. Le Capitaine me fit Dire qu'il me priaït De Continuer De l'Escorter jusqu'à vue De terre ou jusqu'au Lendemain au jour.

En Courant Sur la terre autant que le vent nous le permettait, à moins D'un Erreur Considerable dans notre point, ce qui n'était pas probable il ne nous eut pas fallu ce qu'il y avait Encore De jour pour parvenir a la voir et en même tems la brume considerable que En venait nous [illeg.] aurait été la vue jusqu'à ce qui nous Eussions Eté Dessus, Je pense que cette manœuvre Eût Eté contraire aux Defenses que me Sont faites par mes instructions De Commettre D'hostilités et De Compromettre l'honneur du pavillon que Si nous Eussions Eté rencontrés Si près De terre par des forces quelconques, En Supposant qu'elles Eussent bien voulu S'en rapporter aux

assurances que je leur aurais Données que Le Batiment Sous mon Escorte etait françois Et ne Lui rien Dire ni faire, je me Serais trouvé exposé à ce qu'on me demandât ce que nous cherchions et faisons Sur Des Côtes et Des mers ou nous n'avons rien et avec un tems Si favorable pour aller chercher nos parages; d'après cela je m'En Eut à repondre au Capitaine Du *Ranger* que j'avais Satisfait à L'ordre que m'avait été donné De L'Escorter, que j'avais D'autres ordres à remplir que j'etais obligé De Suivre Et nous reprimes chacun notre route.

Mardy quatorze à trois heures après Midy Courant Sur Le Se et le SO toutes voiles dehors par une brise assez fraîche Du N.E. pour tâcher de prendre avant La nuit Connaissance De l'isle d'ouessant Dont je me faisais à Sept où huit lieues à l'ouest quelques degrés nord, j'appercois trois Batiments à environs quatre lieues Sous le vent à moi. Le premier me parut une galiote hollandaise qui courait vent arriere : le Second un Batiment de trois mâts et Le dernier un Senault ces deux paraissaient naviguer De Compagnie et courir à O.S.O. à quatre heures, instant au quel je Decouvris ouessant un peu au vent à moi ce que m'obligeait de Serrer le vent Le plus possible pour Donner Dans la manche ainsi que j'en avais L'ordre, je vis Le Batiment à trois Mâts amener Ses perroquets et les carguer ainsi que Ses basses voiles, le Senault que le Suivant fit la même chose et je vis qu'ils avaient leur pavillon qui me parut être Le françois. J'etais trop éloigné De ces Batiments pour Leur faire Des Signaux De reconnaissance et en arrivant Sur Eux pour m'en rapprocher j'aurais perdu L'instant Du flot qui commençait et me favorisait pour atteindre ces parages cy.

Depuis que je Suis Dans La manche je n'ai vu que très peu De Batiments même Sur les côtes D'angleterre que les vents m'ont forcé De prolonger depuis Le cap De Gouastart jusqu'à L'isle D'Wicht : Le plus grand nombre de Ceux que j'y ai rencontré etaient hollandais et Danois, pas un qui avait paru armé. Mercredi à Midy je parlai à une petite Barque française qui me Dît être partie De l'avant veille De Dunquerque Et aller à Bordeaux, n'avoir rien rencontré qui l'eût inquietée. Dans La nuit je parlai à un petit Batiment marchand qui me Dît venir Du Cap isle St Domingue,¹ En être parti Depuis Cinquante Six jours n'avoir rien vu ni été acosté par aucun Batiment et qu'il allait à Dunquerque ; j'etais pour Lors à vüe de portland Sur la côte D'angleterre.

Je parlai hyer à un pêcheur Du havre Dont j'ai pris le patron pour me Servir De pratique pendant ma Station icy ce pêcheur m'a Dît qu'il n'avait entendu parler D'aucun corsaire ni qu'il eût été rien fait aux Batiments de La nation Dans ces parages cy

J'ai écrit à Monsieur Mistral² par Le Bateau de ce pêcheur pour lui demander Les nouvelles De la côte Et un pratique pour La Deroute et Les environs De St Malo ou je me propose D'aller tout de Suite Si rien ne me retient icy Et De là me rendre à Brest conformément aux ordres que m'en a Donné Monsieur Le C^{te}. D'orvilliers, et recevoir ceux que vous y aurez fait passer pour moy.

Je ne puis, Monseigneur, que vous repeter ce que j'ai eu L'honneur De vous mander par ma Derniere Sur la grande facilité avec la quelle la frégate La fortunée gouverne et vire De bord; quant à la marche je n'ai Encore eu occasion de la comparer qu'avec la frégate américaine Sur La quelle La *fortunée* à toujours Eu un très grand avantage Sur toutes Les allures et D'après cela je presume qu'elle marche mieux que mal. Elle porta mieux la voile que je ne m'y attendais vu la petite quantité

de Lest que Les Sept Mois De vivres et trois Mois D'eau m'ont reduit à prendre. Je suis [&c.]

Bernard De Marigny

De Devant Le havre Le 17. avril 1778

[Translation]

My Lord

On Friday the tenth of this month at two o'clock in the afternoon the wind, which had been almost calm all morning and from the western quarter, shifted to north and NE, freshening. I prepared to get under way and at five o'clock in the evening I departed from Brest Anchorage with the American frigate *Ranger*, which I was ordered to escort as far as abreast of Cape Clear, and its captain had expressed to me his great haste to depart.

At seven o'clock in the evening being north and south of St. Mathieu Point in a stiff breeze from NE but in a thick fog, which in lifting could beat down the wind and leave me becalmed in the midst of violent currents existing in this area, the American frigate, which was yet only off Camaret Bay, signaled a request to speak with me and sailed up as though to moor there.

I had parted from the captain of this frigate at three in the afternoon. He had spoken to me merely of his wish to depart and not at all of business in Camaret, and he had not hoisted any signal of inconvenience or accident while getting under way. The Camaret roadstead is poor with wind from the north. It was the moment to profit from the favorable breeze we had, to come out of the dangers extending to Ushant. I chose to answer the *Ranger's* signal by hoisting: spread more sail, and firing a gun to draw his attention to it and sight it before nightfall, about to descend, and I proceeded on course; the *Ranger* resumed it at once and followed me.

We had enough fair weather to reach our destination and did not meet anyone who disturbed us. We saw very few ships and not one having the appearance of a warship. On Monday the thirteenth at eleven o'clock in the morning, with the wind from NW and very foggy weather, estimating our position at fifty degrees thirty six minutes of north latitude and eleven degrees fifty eight minutes of longitude west of Paris, a point which, on the general chart of European coasts on the ocean extending between Trondheim, Norway, and Gibraltar Strait, locates at six leagues southward and one degree westward of Cape Clear. The frigate *Ranger*, at the very moment I was preparing to do it myself, signaled a request to talk, and hove to. I quickly went alongside and the captain of this frigate had me told that he thanked me for my escort, that he was going to shape course for the Irish Sea, and needed nothing more. I answered that he had anticipated me, that estimating by my northerly and southerly position to be about six leagues from Cape Clear, I found that I had executed the order given me to escort him as far as abreast of this Cape, and that I was going to follow a course to another destination assigned. After the customary ceremony we separated and each went his way. We were hardly half a league apart when I saw the frigate *Ranger* stop and rehoist the signal requesting a talk. I immediately turned tightly and returned to it. The captain had someone tell me that he asked me to continue escorting him to within sight of land or until daybreak.

By running as close to land as the wind permitted us, unless there was a considerable error in our position, which was improbable, we would not have needed more

daylight hours to arrive to see land, and meanwhile the appreciable oncoming fog would have blocked the view until we were upon it. I think that this exercise would have gone against the prohibition cited in my instructions of committing hostilities and of compromising the honor of the ensign, for if we were met so close to land by any type of force, and supposing that they relied on the assurances I would have given them that the ship under my escort was French and say and do nothing, I would have been exposed to being asked what we were doing and seeking close to the coasts and waters where we have nothing, and in weather favorable to go looking in our own vicinity. On that basis I was moved to answer the captain of the *Ranger* that I had satisfied the order given me to escort him and that I had other orders to fulfill that I was obliged to follow, and each of us resumed his course.

On Tuesday the fourteenth at three o'clock in the afternoon, running SE and SW with all sails set in a very strong breeze from NE, attempting to recognize Ushant Island before nightfall, from which island I was seven or eight leagues to the west and a few degrees northward, I sighted three ships at approximately four leagues to leeward. The first appeared to be a Dutch galiot running before the wind, the second a vessel of three masts, and the last a snow. The latter two appeared to navigate in company running WSW. At four o'clock, the time I discovered Ushant a little to windward of me, which forced me to close-haul to enter the English Channel as I was ordered, I saw the three-masted ship strike his topgallants and also clew his lower sails. The snow following him did the same and I saw that they were flying their ensign which seemed to be the French one. I was too distant from these ships to send them a recognition signal, and by going toward them to draw nearer I would have lost the beginning of the flood tide favoring me to reach these waters.

Since I have been in the Channel very few ships have appeared, even close to the English coast, which the wind forced me to run along from Cape Gouastart to the Isle of Wight; the majority of those I met were Dutch or Danish; not one which appeared armed. Wednesday at noon I spoke with a small French bark who told me he had departed on the eve before last from Dunkirk and was going to Bordeaux, and had met no one who had made him anxious. During the night I spoke to a small merchant ship who said he came from the Cape on the island of Saint-Domingue,¹ and had departed there fifty six-days before, saw nothing, was not approached by any ship and was en route to Dunkirk. I was then in view of Portland on the English coast.

Yesterday I spoke with a fishing vessel from Le Havre whose master I took as my pilot while stationed here; this fisherman told me that he did not hear any mention of privateers or that they had done anything to our nation's ships in this vicinity.

I wrote to Monsieur Mistral² via this fishing vessel to ask for news of the coast and a pilot for the detour and neighborhood of St. Malo, where I intend to go very soon if nothing delays me here, and from there sail to Brest in execution of orders from the Count d'Orvilliers, and receive those which you may have had passed to me.

I cannot but repeat, My Lord, what I had the honor to send you in my last on the great ease with which the frigate *Fortunée* steers and tacks; as to its speed I have not yet had the opportunity to compare it except with the American frigate, over which the *Fortunée* always has had great superiority with any trim, and from that I presume that it moves better than poorly. It carries its sail better than I expected

with the small quantity of ballast which the seven months of provisions and three months of water left me to take aboard. I am [&c.]

Off Le Havre, 17 April 1778

L, FrPAN, Marine B¹ 138, fols. 196–97.

1. Cape François [Cap Français], Saint-Domingue is now Cap Haïtien, Haiti.
2. Jean-Louis-Roch Mistral, commissaire de la marine at Le Havre.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Fryday April 17th

[*Bordeaux*]

This Day being a holliday¹ no Work done on Board until 12 °Clock.

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

1. The holiday was Good Friday.

April 18

JACQUES-DONATIEN LE RAY DE CHAUMONT TO COMTE DE VERGENNES

[*Paris, 18 Avril 1778*]

Anecdote interessante.

on a appris depuis peu que le Cap^e. Folger americain parti du havre pour L'amerique Septentrionale avec des depesches des deputés du Congrès, avait été très Surpris de ne remettre au Congrès que des papier Blanc Sous les mesmes envelopes des depesches dont il etoit Chargé. Ce Capitaine faisoit Chambre Commune au havre avec un autre Capitaine americain qui passa tout de Suite en angleterre et qui en Revint pour faire des propositions analogues aux Circonstances de la part de Lord North a Messieurs les deputés qui ne se doutoient pas alors—de L'interception des depesches,¹ Cependant M^{rs}. Dean et Franklin ne voulurent pas le voir et il Retourna en angleterre s'embarquer sur un vaisseau de guerre qui a Pris *Le thamas Koulican* qu'il a fait Reconnoitre [*i.e.*, *Reconnoître*] pour etre le *pacifique* qu'il avait vu armer au havre a la destination de L'amerique.² Cet homme suivant Les apparences ayant vecu en France avec tous les insurgents avait leur Secret et n'en etoit que plus util a L'espionnage anglais. Je Compte luy faire proposer le Commandement d'une fregatte de trente Canons, Si Je le prends a cette amorce, il ne la Conduira Certainement pas en angleterre.

A quelque Chose le malheur est Bon. Les dispositions de la France pour L'amerique a L'epoque du mois d'8^{bre}. etoient très Equivoques, on rendoit aux anglais les prises faittes par les americains, un M. Gonet Commissaire de la Marine a L'orient³ vexoit injurieusement les Capitaines des fregattes du Congrès, on avait desarmé plusieurs de leurs Corsaires, on refusoit dans tous les ports L'embarquement des Munitions de guerre n'importe sur quels Navires. Les Secours en argeant etaient promis faiblement et les Besoines etoient Extresmes, hodge⁴ sentoit encore la prison de la Bastille et L'hostel de Passi⁵ etait Consterné quoique le patron Chaumont fit L'impossible pour Soutenir Le Courage abattu des deputés. ainsy leurs depesches volées a Cette epoque ne leur aient pas Le Congrès de grandes esperances, et Lord North en a été la dupe, il a Cru a la tranquillité de la France, aux Resveries triomphantes

du Lord Stormont et a la possibilite de mettre le divorce dans le Congrès Comme il le voyait dans les deputés, Car il avait aussi les depesches particuliers de Chascuns ; et il lisait dans celles de M. Lée Ses Execrations Contre M. Dean, aussi et ce a L'epoque du mois d 8bre. que Ce divorce a percé, Je Soubconne M. North d'avoir encore des fomentateurs qui travaillent actuellemt a etablir unne Scission entre M. Franklin, M adams et M. Lée, C'est un fou qui S'en mesle et qui ne se doute pas du mal qu'il fait, il a pour Conseil des anglais et entre autre un irlandois plein d'astuce et un des plus forte intrigants que J'aye rencontré.

Si on Combine les epoques on peut adapter le Rappel de M. Dean en amérique a la possibilite ou Lord North a été d'intriquer dans Le Congrès d'après La Jouissance des depesches qu'il a fait voler. C'etoit pour luy unne Bonne teste a abattre que Celle de M. Dean en la prenant un Chemin, et Celle de M. Franklin ne luy Sera pas indifferente, C'est a la France a la proteger et au ministre a trancher la Scission des deputés

il faut S'attendre que lord North scait a Livre Sou Maille et Denier les Secours que la France a Donné parceque les depesches volées faisoient mention de toutes Les anciennes depesches, Cela m'a decidé a mettre Sous Les ieux de M. le Comte de Vergennes Cette anecdote en la Supliant de m'en garder le Secret, M. le Comte de Maurepas Excepté a qui Je suis devoué de pere en fils et a qui Je ne puis mieux transmettre Ce qui peut interesser ma patrie que par le plus honneste des hommes.

[Translation]

[Paris, 18 April 1778]

An interesting anecdote

It has recently been learnt that Captain Folger, an American who left Havre for North America with dispatches from the Deputies of Congress, had been very much surprised at delivering to Congress nothing but blank paper, in the very envelopes of the dispatches committed to his care. This captain shared the same room at Havre with another American captain, who immediately went over to England, and returned from there in order to make proposals, adapted to the circumstances, from Lord North to the Deputies, who did not then suspect the interception of the despatches.¹ However, Messrs Deane and Franklin would not see him, and he returned to England to embark on a man of war which captured the *Thamas Koulican*, which vessel he caused to be recognized as the *Pacifique*, which he had seen arming at Havre for America.² This man, according to all appearances, having lived in France with all the insurgents, was in possession of their secrets, and was on that account all the more useful as an English spy. I intend getting him offered the command of a frigate of thirty guns, if I catch him by this bait, he certainly will not take it to England.

Misfortune is not altogether evil. The disposition of France towards America in the month of October was very equivocal, the captures made by the Americans were returned to the English; a M^r Gonet, Naval Commissioner at L'Orient,³ was treating the Captains of the Congress frigates very offensively; several of their privateers had been disarmed; permission to embark munitions of war was refused at all ports, no matter on what ships. Help in money was feebly promised, the requirements were extreme, Hodges⁴ was still in the prison of the Bastille, and the

Hotel de Passy⁵ was terrified, although Chaumont did all he could to keep up the fallen courage of the Deputies. Thus their dispatches which were robbed at this period did not hold out high hopes to Congress, and Lord North was duped by them; he believed in the tranquility of France, in the triumphant musings of Lord Stormont, and in the possibility of planting discord in the Congress as he saw it amongst the Deputies, for he also had the private dispatches of each and he read in those of M^r. Lee his denunciations of M^r. Deane, and indeed it was about the month of October that this discord showed itself. I suspect Lord North of still having mischief-makers who are at present working to cause a division between M^r. Franklin, M^r. Adams, and M^r. Lee. He is a madman who meddles in the matter, and who does not suspect the harm he does; he has as advisers some Englishmen, and amongst others an Irishman full of cunning, and one of the cleverest intriguers I have met.

If we compare dates, we find that the recall of M^r. Deane to America coincides with the period when Lord North was able to intrigue in Congress, guided by what he had read in the despatches which he had caused to be stolen. M^r. Deane's head was a good one for him to strike down, taking it on the way, and M^r. Franklin's will not be indifferent to him: it is for France to protect it, and for the Minister to put an end to the discord between the Deputies.

It must be expected that Lord North knows to a farthing the help France has given, because the stolen dispatches made mention of all the previous ones; that has decided me to bring this anecdote to the notice of the Comte de Vergennes, begging him to keep it secret from all except the Comte de Maurepas, to whom I am devoted as my father was, and to whom I cannot better transmit what interests my country than through the most honest of men.

Stevens's Facsimiles, vol. 8, no. 810. Endorsed: "Joint à la lettre de M. le Rey de Chaumont du 18. avril 1778.;" "Annexed to M. le Rey de Chaumont's letter of the 18th. April 1778." Translation, with alterations, from *ibid.*

1. In October 1777, Joseph Hynson, stepbrother to Capt. Lambert Wickes, Continental Navy, surreptitiously substituted blank paper for the Commissioners' dispatches, which the Commissioners had entrusted to John Folger, an American ship captain, for delivery to Congress. Hynson took the dispatches to London, where he turned them over to British intelligence agent, Lt. Col. Edward Smith. William Bell Clark, *Lambert Wickes, Sea Raider and Diplomat: The Story of a Naval Captain of the Revolution* (New Haven, Conn.: Yale University Press, 1932), 354–55.

2. For the capture of *Thamas Koulikan* by H.M.S. *Hector* on 11 Jan. 1778, see *NDAR* 11: 905–6, 907, 931, 936, and 946–48. Hynson had not merely seen *Pacifique* fitting out with a cargo of munitions for America, but he had been intended as her captain, until the French authorities had prohibited her sailing. *NDAR* 8: 855–56, 9: 656.

3. Charles Pierre Gonet, Commissaire de la Marine at L'Orient.

4. The French had incarcerated William Hodge for his involvement in the fraudulent sailing of Continental Navy cutter *Revenge*, Capt. Gustavus Conyngham, from Dunkerque.

5. The American Commissioners in France made their headquarters at the summer home of Le Ray de Chaumont at Passy, outside Paris, where Benjamin Franklin had taken up residence.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE

Nantes 18 April 1778

Your Excellencies favour of the 13 Instant I have duely received. You may depend that I shall not make any new Engagements without your express Orders. I apprehend I shall very soon satisfy every demand on the public Account, 'till when I must beg a Continuation of your Approbation of my Drafts on Mr. Grand. Had I not

been prevented by Illness my Accounts would have been at present before you. I hope in about a Fort-night or three Weeks to lay them before you in person.

I have hitherto employed the Workmen in repairing those of the Arms that required the least Repair, judging that their Value in America depended on their speedy arrival, and by this means I have now between 3 and 400 Cases ready. To finish the whole number compleat would I suppose require at least 2 Years. I have about 40 Men at Work every Day, and I pay them every Monday morning, were the operation to be stopped, all these men must be sent at your Expence to their own Homes which are principally at Leige about 200 Leagues from this, and the arms to remain in their present State would not be worth anything to the public; indeed if we can't find some method of sending them to America, they can do the Public as little good when repaired. When I come to Paris I will give you the best Information on this and many other Subjects which the sudden Departure of Mr. Deane may render necessary: During his presence you could be well informed of all that is transacted here. I will try to get Freight on board the American Vessells, but do not expect to do much at present.

I beg Mr. Adams acceptance of my Congratulations on his safe arrival. I have the honour to be with the greatest Respect Your Excellencies most obedient & most humble Servant.

Jona Williams
Nantes April 21, 1778

P.S. The Letter on the other side was intended for the last Post, but was unfortunately too late. I have nothing new to communicate to your Excellencies and have the Honour to be as before.

J W

L, PPAmp, Benjamin Franklin Papers; docketed: "Letter from Mr. J. Williams 18 Ap. 1778"; in another hand: "Jon Williams Nantes 18 Apl 1778."

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Saturday April 18th.

[*Bordeaux*]

Fine pleasant Weather, Carreend the Ship & finished her Bottom & got the Shears¹ down.

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

1. Also called *sheers* or *shear legs*; a framework for hoisting heavy weights, consisting of two or more spars with their legs separated, fastened together near the top and steadied by guys, which support a tackle.

JOHN BONDFIELD TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon^d Sirs

Bordeaux 18 Ap^l 1778

Yesterday Mons^r Le Comte de Fumel Governor of the Castle call'd at my Lodgings to inform me that Monsieur De Sartine in answer to the Letter he wrote had sent him Instructions to pay all the Honors due to Ships of War of foreign States to the *Boston* Frigate and to every other Vessel belonging and in the Service of the United States of America, requesting I would give him Notice before the Frigate Sails that he may prepare the return due to her Salute

Her Carreen will be finish'd this Evening the Holidays will break in a little on

the other workmen but shall be attentive to get every part executed with dispatch, we are without any Arrivals on this Coast since I had the Honor to write you Last. I am [&c]

John Bondfield

L, MHi, Adams Papers. Addressed at top: "Paris/The Hon^{ble}. the Commissioners/from Congress."

April 19 (Sunday)

CAPTAIN JAMES GURLEY, BRITISH REVENUE SERVICE, TO RICHARD WORDSWORTH, COLLECTOR OF CUSTOMS, AND GEORGE HALY, COMPTROLLER OF CUSTOMS, WHITEHAVEN

Gentlemen

Yesterday Morning about 10 oClock observed a Large Ship¹ with a Cutter at some Distance standing to the Northward off the Point of Air²; We immediately gave Chace to the Cutter apprehending her to be a Smugler when about one in the Afternoon off the Bigger Scar in Glenluce Bay³ on the Coast of Galloway, was intercepted in the Chace by the said Ship which bore down upon us & coming to her the Captain asked me if I would let him have a Pilot (the Revenue Colours being then Hoist and flying on Board) I answered that I was upon a Cruize & could not spare a Man, then I enquired the Name of the Vessel, was Answered the *Molly* of Glasgow Said he was unacquainted on the Coast and again desired that he might have One, upon this I desired to know where he came from but received no Answer, he then Ordered me to bring too or he would Sink us and fired a Muskett with Ball at us which had no Effect, then Ordered his Ports to be hauled up & the Great Guns to be run out, on Our Seeing that, We first Tacked to the Southward and then to the Northward in Order to prevent him getting his Guns to Bear upon us, he still keeping a constant Fire at us (which damaged our Rigging and Sails but none of Our people were hurt) by which means we got clear of him—The said Ship appeared to be about 250 Tons burthen, Hake Stern⁴ & had on a Man's Head with his face towards the Larboard Bow, painted Yellow and a Yellow Stroke round her, with a Badge on each Quarter with Double Stanchents & Netting round the Waste, Mounted with 20 Carriage Guns, 6 and 9 Pounders, with a Union Jack flying at the Fore Topmast Head, but shewed no other Colours, after getting clear of the Ship as abovementioned, We steered towards the Mull of Galloway intending for Belfast to Acquaint any of the Ships of War that might be stationed here but was prevented in proceeding by the said Cutter who bore down upon us with all the Sail she could make which obliged us to put about and Stand along the Scotch Shore into Wigtown Bay, he continued the Chace till about 9 oClock at Night, growing thick & hazy Weather; We lost Sight of her & directed Our course to Whitehaven to repair our Damage where we arrived about 4 oClock this Morning & I thought it my Duty to acquaint you of the foregoing particulars for your information. I am [&c.]

James Gurley

Whitehaven on board the
Hussar Wherry 19th. April
1778

NB. during the above
transaction The Wind was
W.S.W. Moderate Weather
JG.

Copy, UklPR, C.O. 5/150, fols. 327–28. Docketed “In M^r Stanley’s (to WK)/of 24th. April 1778—.” Edward Stanley was Secretary of Customs, London. The initials “WK” stand for William Knox, Under Secretary of State for the American Department..

1. Continental Navy ship *Ranger*, Capt. John Paul Jones, commander.
2. Point of Ayre, northern cape of the Isle of Man.
3. The Big Scars are ledges near Luce Bay, north-northwest of the Isle of Man.
4. *Hake stern* means having a “tiller pass through a stern opening known as the helm port instead of being routed above the stern.” Alfred Dudzus and Earnest Henriot, *Dictionary of Ship Types: Ships, Boats and Rafts Under Oar and Sail* (London: Conway Maritime Press, 1986), 132.

AMERICAN COMMISSIONERS IN FRANCE TO
CAPTAIN GUSTAVUS CONYNGHAM, CONTINENTAL NAVY

(Copy)
Passi April 19th 1778.

Sir

We have received a Complaint from the remaining part of your officers and Crew, of an unfair distribution of prize Money by M^r Hodge.¹ To prevent any Such Complaints in future, We desire that you will put your prizes into the Hands of Messieurs Gardoqui at Bilboa, and into those of the Principal Merchants at Cadiz or Corogne,² directing them to make a speedy distribution of the prize Money among the Crew and Account to Us for the public part. You will inform Us, at the same Time of their Contents and what they are supposed to be worth.

We wish to have immediately an Account of what you have hitherto taken, their supposed Value and to whom committed. You will use your utmost Endeavours to make up your Crew and taking a Cruise where you can with safety, come to Bourdeaux, Brest or Nantes. We can there examine into your Disputes and settle your future Establishment, with much more Ease and Effect.

Where you make a prize you should take Copies of her Bills of Loading or an Inventory of her Contents; by sending Us Copies of which We can check the Merchants Account and prevent any Impositions. We wish to be favoured with a Copy of your Commission. We are &c

NB: You will inform your Ships Company of the directions We have given to provide for their Satisfaction in future.³

Copy, DNA, PCC, item 84, vol. 1: 127–28 (M247, roll 111). Addressed below the close: “To Captⁿ Cunningham of the *Revenge* at Cadiz.”

1. For more on the charges leveled against William Hodge, see American Commissioners in France to Hodge, this date, below.

2. That is, Corunna, Spain.

3. There is a less restrained draft for this letter by Commissioner Arthur Lee. It reads: “The interest which the public has in the vessel you command makes us regard her as a continental Ship of war. Mr. Hodge and Mr. Ross have therefore no right to direct or controul you. Neither had Mr. Deane alone any right to dispose of the vessel; nor of the produce of the prizes you made, as Monsr. Lagonere informs us he has done. You will give us an account for the future of your plans and proceedings; and the Individuals who may be concernd in her, (for we know not who they are nor how far they have contributed) will have their share when they prove their right.” DLC, Benjamin Franklin Papers, misdated 1777?, no. 2167.

AMERICAN COMMISSIONERS IN FRANCE TO WILLIAM HODGE

Sir,

Passy April 19th. 1778.

We find by our Bankers Account that you have received upwards of one hundred Thousand Livres of the public Money,¹ for which there is no account from You among the Papers Left by M^r Deane—

Captain Cunningham of the *Revenge* writes Us,² that you have claimed that Vessel as the Property of M^r Ross and You, and under your direction. It appears too, as well by a Letter from the Merchant at Corogne into whose Hands the prizes made by that Ship were put, as by one dated from thence and Signed by the Remainder of the Crew,³ that you have assumed to yourself the produce of those prizes, and the distribution, of the prize-Money. In the Execution of this, the Ship's Company complains of great Injustice; and that in Consequence of your Conduct, the Vessel is almost entirely abandoned.

We wish to hear You, before We determine upon the Justice of these Complaints and the propriety of your proceedings. We therefore desire to have your State of the Matter, and the Orders under which you act, as soon as possible. The Vessel being confessedly half public property, We shall direct Captain Cunningham touching his future conduct—It is our desire that the full Prize Money be distributed among the remaining Officers Seamen and Marines, and who engage to abide by the Vessel, without any deductions, or reservations, that are not already just. We are &c^c

Copy, DNA, PCC, item 84, vol. 1, p. 148 (M 246, roll 111). Addressed at foot of page: "M^r John Hodge at Cadiz." Although the address indicates the letter was directed to John Hodge, William Hodge replied on 10 July. Moreover, the substance of the letter refers to the activities of William Hodge and not his brother, John.

1. According to the accounts submitted to the Commissioners by Ferdinand Grand, their banker, on 10 June 1777 and 24 Jan. 1778, Hodge had spent 92,435.12.3 livres or, in 1775 equivalents, £3,940, which had been supplied by Silas Deane. *Adams Papers* 6: 41n.

2. The letter from Capt. Gustavus Conyngham has not been found, but see American Commissioners in France to Conyngham, this date, above.

3. The letter, probably from Lagoanere & Co., has not been found, nor has that from the crew of the Continental Navy cutter *Revenge*.

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Sir,

Passy, April 19. 1778

The Bearer of this, Captⁿ Livingston,¹ is understood by us to be well qualified for the Office of Lieutenant in your Ship. If upon discoursing with him, you should be of the same Opinion, you will fill up with his Name the enclos'd Commission and date the same upon the Day.— We leave this Matter to your Judgment; for tho' we have a good Opinion of the Gentleman ourselves, we would not impose an Officer on you, contrary to yours. We are [&c.]

B. Franklin
Arthur Lee
John Adams

L, MH-H, Samuel Tucker Papers (fMS AM 812). Addressed: "To the hon^{ble}/Captain Tucker/Commander of the *Boston*/Ship of War, in the Service/of the United States of America/at Bordeaux." Docketed: "Honble. John Adams/Passy. April 19th 1777/Copy'd."

1. Musco Livingston.

AMERICAN COMMISSIONERS IN FRANCE TO COMTE DE VERGENNES

Sir,

By sundry Letters from Merchants of Bourdeaux and Nantes, we are inform'd, that many Adventures to America are discouraged by the high Price of Insurance, and the Number of Captures made by the English, which together have an Operation almost equal to an Embargo; so that the Commerce which might be so advantageous, to both Countries, by supplying their mutual Wants, is obstructed, and the Intention of the late Treaty in a great Degree defeated.—¹

Convoys that might secure the Merchant Ships from the Depredation of the Enemy; would immediately remove these Impediments, and open a considerable Commerce which waits only for that Protection. We therefore most earnestly entreat your Excellency, to procure the appointment of such Convoys for the Trade from Bourdeaux and Nantes to the United States, as his Majesty, in his Wisdom, shall deem sufficient.² We have the Honour to be [&c.]

Passy, April 19th }
1778. }

B Franklin
Arthur Lee
John Adams

Stevens's Facsimilies, vol. 8, no. 812. Addressed below close: "To, his Excellency, the Count De Vergennes." Endorsed on first page: "19 avril 1778."

1. See "Memorial of American Merchant Captains in France to the American Commissioners in France, 9 Apr., and John Bondfield to the American Commissioners in France, 10 Apr., above.

2. Vergennes replied on 29 Apr., below.

AMERICAN COMMISSIONERS IN FRANCE TO GABRIEL DE SARTINE

Sir, We have the honor of inclosing you the proceedings at Bordeaux relative to the Frigate the *Boston*, a Ship of war belonging to the United States of America.¹ The Officers allege, that they have no Orders to treat our ships of war as those of Sovereign States in Alliance with France; from which we apprehend some mischief may happen. We therefore pray your Excellency to direct such Orders to be expedited to the Kings Officers as are proper in the present case & for their future government.²
Passy April 19th. 1778

Df, ViU, Lee Family Papers. Addressed at top: "To his Excellency the Minister of the Marine."

1. See "Procès Verbal by the Officers of the Farmers General at Bordeaux," 9 Apr., above.

2. Sartine replied on 26 Apr., below. For Sartine's orders to the port officials, see Gabriel de Sartine to Capitaine de vaisseau Jacques-Pierre Guillaume de Lavigne-Buisson, 27 Apr., below.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Sunday April 19th.

[*Bordeaux*]

This Day fine pleasant Weather, confined some of the People in Irons for making Disturbances.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

April 20

“EXTRACT OF A LETTER FROM PORTSMOUTH, DATED APRIL 20”

“This morning arrived at Spithead his Majesty’s ship *Antelope*,¹ Admiral Gayton, from Jamaica, and a schooner taken by the said ship, from Bilboa, bound to America, laden with iron and blankets.² The *Antelope* sailed the first of March. Remains at St. Helen’s his Majesty’s ship *Trident*, with the Commissioners on board.”³

The *Antelope* has brought over a large quantity of specie, part of which is the property of Admiral Gayton, and received as his eighth of prizes taken while on that station,⁴ and the remainder belongs to the Merchants.

The London Chronicle, 21–23 Apr. 1778.

1. H.M.S. *Antelope*, Capt. Charles Holmes Everitt, commander.

2. *Antelope* captured the schooner *John* on 6 Apr., having “Fired 18. Eighteen pounders at the Chace to bring her Too.” *The London Chronicle*, 23–25 Apr. 1778; UKLPR, Adm. 51/51, fol. 20. According to a report in *The Public Advertiser* (London) of 22 Apr., *John* was carrying “95 Bales of Woolens and 18 tons of Iron.”

3. H.M.S. *Trident*, Capt. John Elliot, commander. The “Commissioners” were the Commissioners for Quieting Disorders, often called the Carlisle Commission.

4. Vice Adm. Clark Gayton commanded the Jamaica Station from the beginning of the war with America until 1 Mar. 1778.

COMTE DE VERGENNES TO AMERICAN COMMISSIONERS IN FRANCE

a Versailles le 20 Avril 1778

J’ai recû, Messieurs, la Lettre que vous m’avez fait l’honneur de m’écrire hier, pour représenter l’interet dont il seroit d’assurer par des Convoys le depart de vos batimens pour L’Amerique. Cet objet regardant uniquement, M. de Sartine, je vais lui faire passer la traduction de votre Lettre, et je Serai tres empressé, a vous faire Part de Sa Reponse. J’ai l’honneur d’être [&c.]

De Vergennes

[Translation]

Versailles, 20 April 1778

I received, Gentlemen, the letter that you did me the honor to write yesterday pointing out the advantages of providing convoys for the security of your vessels leaving for America. This matter concerns M. de Sartine only, I am therefore forwarding a translation of your letter to him and will send you his reply without delay. I have the honor to be [&c].

De Vergennes

LB, MHi, Adams Papers. Addressed below close: “M^s Franklin, Lee et Adams.”

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Monday April 20th.

[Bordeaux]

It being a holliday¹ on Shore, we had very little Work done on Board, let some of the people go on Shore.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

1. The Monday after Easter Sunday was a holiday in France.

“EXTRACT OF A LETTER FROM LISBON, APRIL 20.”

“Two ships from the coast of Guinea, and one from Alicant, bound to London, called the *Illustrious Hero*, were lately taken by the *Deane* provincial privateer,¹ and brought into this harbour, where the crew were set at liberty, and, on application being made to the Admiralty, the prizes were seized, and, it is said, will be restored to the owners. This affair has greatly dissatisfied the friends of America, who talk loudly of the injustice of the transaction.”

The London Chronicle, 9–12 May.

1. Possibly, Continental Navy frigate *Deane*, Capt. Samuel Nicholson, commander.

April 21

LORDS COMMISSIONERS OF THE ADMIRALTY TO CAPTAIN ROBERT PALLISER COOPER, R.N.

[Admiralty Office, London]

By &c.

Whereas we have received Intelligence (of which the inclosed is a Copy)¹ that a Ship mounting 20. Guns² & a Cutter³ supposed to be American Cruizers therein more particularly described were seen on the 17th. ins^t. off the point of Air⁴ where they gave chase to & fired at the *Hussar* Revenue Wherry & that they were supposed at the time the Intelligence is dated to be skulking off the Isle of Man;⁵ You are hereby required & directed, notwithstanding former Orders, to proceed in the Ship you command⁶ without a moments loss of time into the Irish Channel calling off Dublin for a Pilot for the said Channel & for Intelligence, and if you get any that can be depended upon of a later date than that herewith sent relative to the Cruizers therein mention'd, or any others belonging to the Rebellious Colonies of N^o. America being in those Seas, you are to proceed in pursuit of them according to such Intelligence & use your best endeavours to take or destroy them or drive them away but if you meet with no later intelligence you are to proceed to Ramsey Bay in the Isle of Man & sending on shore for intelligence there, proceed in quest of the said Vessels or of any other American Cruizers which you may hear of any where in those parts as above directed.

You are to continue upon this Service until further Order calling frequently at Liverpool for Orders, & sending to Us an Account of your proceedings & of any Intelligence you may procure proper for our knowledge Given &c the 21. April 1778.

Sandwich
J Buller
H. Palliser

By &c P.S.⁷

By Express at $\frac{3}{4}$ past 11. PM

LB, UKLPR, Adm. 2/104, fols. 249–50. Addressed below close: “Captⁿ Cooper, *Stag*, Spithead.”

1. The enclosure, “Relation of Captain James Gurley, British Revenue Service, 18 Apr.,” is almost identical to what Gurley wrote to Richard Wordsworth and George Haly, 19 Apr., above.

2. Continental Navy ship *Ranger*, Capt. John Paul Jones, commander.

3. The cutter has not been identified.

4. Point of Ayre, northern cape of the Isle of Man.

5. See Gurley to Wordsworth and Haly, 19 Apr., above.

6. H.M. frigate *Stag*.

7. Philip Stephens, secretary of the Lords Commissioners of the Admiralty.

JOHN BONDFIELD TO THE AMERICAN COMMISSIONERS IN FRANCE

[Extract]

The Hon^{ble}. the Commissioners
from Congress

Bordeaux 21 Ap^l. 1778

Hon^d Sirs

....

A Prisoner lately escaped from New York who in his resistance lost many of his Men and sufferd severely during his Imprisonment has applied to me to write to your honors for a Commission. if convenient to be granted a privateer of Force will be emidiately fitted out and given him. he is a Canadian. there is a suitable vessel just off the Stocks that might be fitted to Sea in twenty days after a Commission obtained and if agreeable to your honors would be a Consort to the *Boston*¹

I am not honord with any of your commands since the two packets of the 5th & 7th. which leave this to Day I am thereby prevented from proceeding to lay in the Provisions for the *Boston* not knowing the quantity required which depends on your Instructions. the Ship is taking in her Ballast, the Cordage, Sails and other Articles are and will be ready shortly.

with due respect I am [&c.]

John Bondfield

L, MHi, Adams Papers.

1. Continental Navy frigate *Boston*.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Tuesday April 21st

[*Bordeaux*]

This Day rainy Weather the people imployd in necessary Duty found the Main mast sprung so badly, that I shall be obliged to get a New one, begun to Clear the Rigger.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

April 22

LORDS COMMISSIONERS OF THE ADMIRALTY TO CAPTAIN JOHN MACBRIDE, R.N.

[*Admiralty Office, London*]

By &c^a.

You are hereby required and directed to proceed without a moments loss of time, off Brest and take the first opportunity of wind & weather to look into that Port and to endeavour to discover what Fleet is in Brest Water and to speak with some Vessels coming out of the said Port in order to gain the best intelligence you can respecting the Fleet there or whether any Ships of War have sailed from thence or arrived there from other Ports.

If during your being off Brest or on your passage to or from thence, you should fall in with any French Ships of War or Frigates, you are to avoid speaking with them, especially if they are of a superior force; but if you cannot avoid speaking with them you are not to act offensively unless they should observe a different conduct by offering any insult to you.

You are to continue upon this service until you have had an opportunity of looking into Brest Water or of speaking to, and getting good intelligence respecting the abovementioned Fleet, from any Vessel coming out of that Port and then make the best of your way back to Plymouth, and send an account thereof, and of your proceedings to our Secretary, by Express; And, having so done follow such Orders as you may find there from the Hon^{ble}: Augst: Keppel Admiral of the Blue &c^a, for your farther proceedings.

Given &c^a. 22^d. April 1778.

Sandwich
J Buller
Lisburne

By &c^a. PS.¹

LB, UKLPR, Adm. 2/1334 (Secret). Addressed after close: "Captain M^cBride—*Bienfaisant*." Docketed: "22 Ap^l 1778/Cap^t M^cBride/*Bienfaisant*." Notation: "Sent to him in another order of this date."

1. That is, Philip Stephens, secretary to the Lords Commissioners of the Admiralty.

CREW OF THE CONTINENTAL NAVY SHIP *RANGER*
WHO PARTICIPATED IN THE WHITEHAVEN EXPEDITION

Mens Names, on the Whitehaven Expedition 22^d Ap^l: 1778.

	David Cullam.	Master	
	Samuel Wallingsford	Lieutenant of Marines	
	Benjamin Hill	Volunteer	
	Joseph Green	Midshipman	
5	Thomas Palmer	Gunner's mate	
	James Gooch	Captain's Clerk	
	Edward Myers	Boatswain's mate	
	M ^r : Miers (Sweed)	Volunteer	
	Edward Gale	Carpenter's mate	
10	Joel Hutchings . . .	} Seamen & Marines.—	
	Thomas Becke		
	James Lughton		
	Edmund Boynton		
	William Stacy		
15	John Colbath		
	Oliver Crummett		
	Joseph Trefathom		
	Samuel Odiorne		
	Daniel Jacobs		
20	Michael Ryan		
	Robert Moore		
	George Roberts		

	Nicholas Caverly	}	By
	John FitzGerald		
25	Amos Abbott		
	Benjamin Rutcliff		
	Simon Staples		
	David Smith		
	James Broughton		
30	David Woodd		
	Nathaniel Perkins		

LB, MdAN, John Paul Jones Letter Book, Mss. No. 236, p. 14. On verso: "By John Paul Jones Esquire/Captain in the American Navy &c^a." Although dated 22 Apr., this list may have been prepared in response to a request from Jones to his clerk, James Gooch, on 18 June. ViU, Lee Family Papers.

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO JOHN ADAMS

Sir

Bourdeix April 22^d 1778

These with my respects to your Honnour I am Very glad to hear of your Safe arrival at Parris by a Gent^m Who Saw your Honnour the Evening before you went to Verseils Who acquainted me your Honnour was Very well after your Long Journey and give me a great deal of Pleasure to hear of your Son Mast^r Jackey & Mast^r Jese being Very well as the fatigues of a Long Journey does not agree in General with Such Youth¹ But Hon^d Sir I Still Remain on board Ship and Seldom or Ever on Shore you hon^r knowing my Sutivation [Situation?] Equally as well as I Can Explain it to you The Multiplicity of Business draws my attention Strictly on board at my duty A Lewtenant Would not be amiss to Ease me of Some of my trouble as the duty falls hard on M^r Reed² without my assistance I need not Inform your Honnour of the Little trouble being a hardship but Rather a pleasure at Present but on my departing from hence the Officer will be wanting Sir if one Could be Recommended I Should be Very Glad but if none I must make it as Easy as Possible³—my Offercers at Present and men are all in Good helth the doctor has no duty at Present Gods name be Praisd I Remain [&c.]

Sam^l Tucker

NB I Should be Very happy to have a Line or two from your Honnour by the first opportunity

L, MHi, Adams Papers.

1. John Quincy Adams and Jesse Deane.

2. Lt. Benjamin Reed.

3. The Commissioners had anticipated Tucker's request for a lieutenant. See the American Commissioners in France to Capt. Samuel Tucker, 19 Apr., above.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Wednesday April 22^d

[*Bordeaux*]

This Day rainy Weather, got two long spars for Shears to hoist out the Main Mast.

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).



Captain John Paul Jones, Continental Navy

April 23

PORT CAPTAIN JOHN BOTTERELL, R.N., TO PHILIP STEPHENS, SECRETARY OF THE LORDS
COMMISSIONERS OF THE ADMIRALTY

Sir

Whitehaven 23^d April 1778

The Ship *Ranger* an American privateer, John Paul Jones Master carrying Eighteen Six pounders pierced for 20—150 Men landed 30 Men at this Port between two and three o'clock this Morning with an intent to set fire to the Shipping. David Freeman a Man belonging to the privateer and of the party who landed was either by accident on their return, left behind, or escaped, which, is not yet certainly known, He alarm'd the Town to prevent their destruction, One ship was in a blaze, and as the Harbor was then dry, it might soon have spread and burnt the whole which are numerous but providentially it was got the better of by about Six and no other damage happened but to this Single Ship Matches of an extraordinary nature were found on board several other Vessels.

The Town is much alarmed, the Magistrates and Merch^{ts} call'd a meeting and have sent expresses to all the Capital Sea ports in this Channel, likewise by Sea to Dublin, Belfast &c

The Privateer continued off this port till ten o'clock then made Sail to the Northward.

Inclos'd is the Weekly return. I am [&c.]

Jn^o Botterell

The Privateer is of Piscatua
She Sail'd from Brest 1 April

L, UklPR, Adm. 1/1498, fol. 742. Addressed below close: "Philip Stephens Esq^r."

PRINCIPAL INHABITANTS OF WHITEHAVEN, ENGLAND, TO EARL OF SUFFOLK

My Lord

Whitehaven 23^d April 1778—

We beg leave to acquaint your Lordship that this Morning about Three O'Clock a large Privateer from America called the *Ranger* Commanded by one John Paul Jones, mounting Eighteen Guns, six pounders landed Thirty Men in two Boats, and set Fire to one of the Vessels in this Harbour, which very providentially was soon got under by the Alarm being given to the Inhabitants; But as this Vessel has been Ten days in the Channel as appears by one of the Men^l now in Custody who left the Boats, in the Course of whose Examination it appears that this Vessel was hired at Brest for this purpose, and was Convey'd thro' the Bay into the North Channel by a French Frigate of Thirty Eight Guns and the Vessel still hovering off this Port, and the Commander a desperate Fellow who served his Time in this place, We therefore pray your Lordship will be pleased to order such protection to this place as to your Lordship may seem meet. We are [&c.]

Sam^l Martin
Peter Gale
John Sarjeant
Tho^s Hartley
Daniel Baynes

W Brownrigg
Hen^y Ellison
Rich^d Wordsworth Coll^r
Geo Haly Comp
Thom Lutwidge

William Grayson
 Rich^d Parker
 John Coupland
 Isaac Stephenson
 Richard Fletcher
 Isaac Shelsick
 Joseph Mayson

Sam Potter
 John Hodgson
 Tho^s Harrison

L, UkLPR, S.P., Domestic, 37/12. Addressed: "To/The Right Hon^{ble}: Earl Suffolk/Secretary of State/for the Northern Department/London." Docketed: "Whitehaven April 23^d. 1778/Principal Inhabitants/of Whitehaven." Notation: "Returned from Charleton/May 2^d."

1. David Freeman.

"Extract of a Letter received Yesterday from Corke."

[before 23 April 1778, Cork, Ireland]

"The Master of the *Blossom* transport, arrived here from New York, says, that in lat. 50. 30. long 9. he fell in with an American privateer, whom he engaged some time, he having 10 six-pounders on board.¹ During the action, a man of war coming in sight, and bearing down to them, the privateer crouded all the sail she could, and left him. The privateer is described to have 16 guns, a black vessel, snow rigged, and to have a great number of hands on board. The *Blossom* in her passage, fell in with another privateer, of eight guns, which she beat off after an engagement of two hours."

The London Chronicle, 23–25 Apr. 1778.

1. Ship *Blossom*, Thomas Rigmaiden, master, 160 tons burthen, built in Liverpool 1768 and given new upper works in 1775; owned by James & Co. *Lloyd's Register of Ships*, 1777–1778. A list of ships under convoy of H.M. frigate *Pallas*, from Bluefields, Jamaica, 10 Nov. 1777, has *Blossom* as being 100 tons burthen and carrying eight guns. UkLPR, Adm. 1/240.

LORD NORTH TO EARL OF SANDWICH

Bushey Park,¹ 23 April 1778.

My dear Lord—There is very good authority to believe that the Comte d'Estaing will sail with six ships of the line from Toulon. It is said that he expects to be joined (but I do not know where) by three more ships of the line from the West Indies, and by three more ships of force which have been for some time building in North America. He hopes likewise to be assisted by several frigates and smaller vessels belonging to the Americans.

What I have mentioned depends upon good authority, but I think that it is almost certain that the destination of the Comte d'Estaing is North America. Every circumstance that I can learn seems to confirm it.² If he arrives there unmolested, he will do a great deal of mischief even with six ships. He expected to sail either on the 20th or 21st of this month. If he is sailed, it is only with six ships of the line: if he is determined not to leave Toulon with a smaller number of ships of the line than ten, he has not yet been able to set out. I am [etc.].

P.S.—There has been such pains taken to conceal M. d'Estaing's destination, and the success of his expedition is apparently so much at heart, that I do not think it probable he will be inclined to strike any stroke in the European seas unless attacked.

It may therefore be less dangerous to send out a squadron of seven or eight ships of the line to watch his motions, and to attack him only in case they shall think themselves superior or equal. This is a nice point. I am rather inclined to run the risk, and wish you would consider it. I send this letter to Mr Stephens, who will send it after you.

Sandwich Papers, 2: 33–34.

1. Bushey Park was Lord North's residence in Teddington, in southwestern London.

2. On 27 Apr., North wrote Sandwich, "There can now be no doubt of his [d'Estaing's] destination. He is certainly bound to North America, and will probably begin his operations either upon the fleet in the harbour of New York or against the army at Philadelphia." *Ibid.*, 2: 35.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Thursday April 23^d.

[*Bordeaux*]

The fore part of the Day, cold, clear Weather, the People getting ready to hoist the Mast out, in the Afternoon got it out and found it to be gorn in 3 different places.

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

April 24

CAPTAIN JOHN GELL, R.N., TO PHILIP STEPHENS, SECRETARY TO THE LORDS
COMMISSIONERS OF THE ADMIRALTY

Sir

Thetis River Clyde 24th April 1778—

The Transports not arriving, the enclosed intelligence of an American Privateer¹ having appeared on this Coast— hope my Lords Commissioners will approve of my proceeding to Sea with his Majesty's Ship—² being apprehensive if the intelligence is true that some of the Transports may be taken— Should there be an opportunity whilst I am out shall take care to acquaint the Lord Lieutenant of Ireland³ that his Majesty's Ship is at Sea in consequence of the enclosed intelligence— The Lord Provost of Glasgow⁴ sends me information of this Privateer which he received by Express from Whitehaven—

I am informd the *Boston*⁵ is under orders for the River Clyde— should we meet shall give her orders agreeable to the intelligence received or may receive hereafter— The Service which my Lords Commissioners have already ordered me upon will not be retarded by his Majesty's Ship being out for a short time— I am [&c.]

J. Gell

Since the above was wrote an Express is arrived which gives intelligence of the Privateer having plundered the House of Lord Selkirk at S^t Mary Isle near Kirkubright⁶

UkLPR, Adm. 1/1838, sec. 6, no. 5. Addressed at foot: "Philip Stephens Esq^r" Notation by Stephens on reverse: "4 May/Own rec^t &/approve."

1. Continental Navy ship *Ranger*, Capt. John Paul Jones, commander. The "enclosed intelligence" was a letter from James Logan and Patrick McIntire, the customs officers at Stranraer, Scotland, to the Collector and Comptroller of the Port of Glasgow dated 20 Apr. reporting that a "three-masted ship, supposed to be an American Privateer of considerable force" had been observed in their district. UkLPR, Adm. 1/1838, sec. 6.

2. H.M. frigate *Thetis*.

making his escape from the said Privateer or of her being taken, and that he might some way find an opportunity of returning to his native country.

That on the 2^d. of December, he Arrived in the said Privateer, in the River of Nantz, where he staid till Feb^r: then came in the said Privateer to Quiberon Bay where they remained near a Month; and from thence Sailed to Brest, there took in a French Pilot, and from Brest set Sail about three Weeks ago, Under the Convoy of the *Britagne* a French Frigate of 38 Guns, and four hundred Men,² as he was informed which Frigate accompanied them thro' the Bay to the Chops of the Channel.

The Orders which they received from the said French Frigate were not to speak or give chaise to any Vessel untill the said Frigate left them—After the said Frigate left them the first Vessel they took was a Brigantine loaden with Flaxseed from England to Ireland which Vessel they skuttled and sunk, after taking out the Men;³ leaving every thing else in the Ship fearing that he might be discovered—

The next Ship they took was bound from London to Dublin loaden with Rum Sugar and other goods & General Irwins Baggage;⁴ the Cap^t put Men on Board her and sent her to Brest—

When the Captain came into Solway Firth the men were made acquainted with his Intention of landing some where by the preparations he was making and his declarations to the Men; he himself acted as Pilot, and mentioned his being well acquainted with the Town of Whitehaven, and all the places in its neighbourhood. On the night of Good Friday April the 17th he made preparations for landing; and David Freeman believes he was then very near Whitehaven, but the Weather coming on stormy he durst not attempt to Land, therefore stood off towards the Scotch Coast; The next day he was observed by a Cruizer, and not being able to take her stood off to the Irish Shore, and then took a Scotch Schooner loaden with Barley, & Oates, and sunk her; on Sunday or Monday Night sailed into Belfast Lough with Intent to attack an Arm'd Vessel (which they had an Account of lying there) by Surprise; but standing within ½ Gun Shot of her, and finding them upon their Guard after being hailed, and Answering they had slip'd their Cable and were returning back, got off. then took a Sloop from Dublin to London in Ballast which they sunk; Drew again near Whitehaven on Wedensday Ap^l the 22^d. and made preparations, for Landing; the Weather being then fine & the Wind gentle and favourable. In the night he explained his Design fully to his Men; and exhorted them to stand by him, that he woud be the first who landed, and the last who left the Shore; said he hoped to destroy all the Ships in the Harbour, and to set fire to the Town; That if Success attended the Undertaking as he fully expected, the Honour woud be great to himself, which was all he desired; To money he resigned all pretensions to his Men who he assured y^m. woud receive the same reward for burning, and destroying the Ships as if they had taken them—

The Captain and Thirty Men in two Boats landed, on Thursday Morning, at day break the 23^d in two parts of the Harbour, but the said Freeman made his escape from the Boat he was in, as soon as it was possible alarmed the Town, and delivered himself up to a Man in the Streets unarmed having thrown his Arms away soon after his escape—

his
David X Freeman
Mark

Taken and Sworn before us this
 Twenty fourth day of April 1778
 W Brownrigg
 Hen^r. Ellison

D, UKLPR, S.P., Domestic, 37/12. Docketed: "Examination of David/Freeman before M^r. Ellison/& M^r. Brownrigg Justices of/the Peace./Whitehaven April 24th. 1778."

1. Worcester and Leominster, Mass.
2. French Navy frigate *Fortunée* accompanied *Ranger*.
3. Brigantine *Dolphin*.
4. Ship *Lord Chatham*; Maj. Gen. John Irwin, commanding in Ireland.

"SEQUEL OF THE PROCEEDINGS OF CAPTⁿ PAUL JONES
 AND HIS CREW AT WHITEHAVEN—"

After Captain Jones and his party had landed in the Harbour of Whitehaven they immediately took possession of a Fort adjoining to the Harbour, and spiked all the Guns which are 32. pounders and some which carry 42. pounds. The people of the Town being then in the greatest Security and no guard or watch being then kept either in the Fort & Batteries, or in the Harbour. And in the Ships (which were about 200) there were none on board any of them except a few apprentice Boys who were all asleep. The Tide was then flowing into the Harbour but none of the Ships were then on float. The Captain and his Men immediately on landing prepared to set the Ships on Fire, but it happened fortunately that they had neither brought lights or other fire with them, tho David Freeman says they have two Lanthorns to each Boat, and also have plenty of flint and steel and Tinder on board. They therefore were obliged to break into a Watch house on the Key where a small family lives who were all in bed, so that it took up a considerable time to provide themselves with Fire and Candle. They had brought with them many Faggots made of long square and very slender rods of Pine well covered with Pitch Brimstone and other combustibles, tied up together so as to be compact, but with many openings between them; These bundles were covered with canvas that had been dipt in a mixture of Rosin Brimstone and other inflammable substances; they had also many torches; and large matches of Canvas a foot long and four or five inches Broad, covered over with Rosin Turpentine brimstone and Nitre &ca and tied to sticks of about a yard in length. Many of these Faggots and other combustible Substances they had disposed in the holds of eight ships, that lay towards the middle and in the most crowded part of the Harbour. They had only set fire to these combustibles in one Ship; and had made some attempts to kindle some in other ships. Which failed thro their great hurry; As the Town was alarmed and many were moving from all parts towards the Harbour they thought proper to make a very precipitate retreat, leaving their work unfinished. The fire in the Ship in which their combustibles were kindled, burnt with very great violence and was with difficulty extinguished, had two or three ships been set on fire; in that case all the ships in the Harbour must have been consumed, with some parts of the Town. There are now three Companies of Militia marched into the Town, and a Watch of Seamen established for the Security of the Harbour; so that such attempts will not so easily be carried into execution for the future—It is very evident that all the Com-



Detail from a map of England and Wales

bustibles were made up, and put on board in France. David Freeman is positive they were not made up in the ship, neither does that seem a proper place for carrying on such operations.

W Brownrigg
Hen^y Ellison

Whitehaven 24. Ap^l 1778.

DS, UKLPR, S.P., Domestic, 37/12. Docketed: "Whitehaven April 24th 1778./M^r Ellison/&/M^r Brownrigg} Justices of the Peace." Notation: "R. 28th." Identified at top as: "N^o 136II."

"PRISONERS TAKEN BY THE *RANGER*"

[after 24 April 1778]¹

Master Surgeon & Purser of the <i>Drake</i>	——	3
Five Masters of Merchantmen with their Mates and one Passenger	——	11
Under officers Warrant officers & Seamen in good Health	—————	<u>166</u>
		180—

NB Exclusive of sick and Wounded.

D, PPAmp, Benjamin Franklin Papers, vol. 58, fol. 95.

1. The list is undated but was seemingly drawn up soon after Continental Navy ship *Ranger*'s capture of H.M. ship-rigged sloop-of-war *Drake* on 24 Apr.

"Extract of a Letter from Portsmouth, dated April 24."

"This day came in here the *John* schooner,¹ a prize taken by the *Antelope* man of war:² she was bound from Bilbao for North America."

The London Chronicle, 23–25 April 1778.

1. Schooner *John*, Azariah Woodberry, master, from Boston, captured on its voyage from Bilbao to Boston with a cargo of bale goods and iron. UKLPR, H.C.A. 32/370/5; NDAR 11: 453.

2. H.M.S. *Antelope*, Capt. Charles Holmes Everitt, commander. In the prize list of Vice Adm. Clark Gayton, *John*'s capture was credited to *Antelope* and to H.M. sloop *Diligence*, Comdr. Thomas Davey, commander. NDAR 11: 453.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Fryday April 24th-

[*Bordeaux*]

This Day cold & Cloudy Weather, the people imployd in getting the Iron Ballast out of the hulk, on Board, the Carpenters on Shore to Work on the Mast.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, Bordeaux, France*]

[Apr.] 24 M^r Bates the Sailing Master & myself were ordered on Shore after 6 men who had deserted the Ship—but could not discover them—

D, DLC, Journal of Lieutenant William Jennison, p. 8.

April 25

CAPTAIN JAMES CRAWFORD, BRITISH REVENUE SERVICE, TO JAMES LOGIE

(Copy)

Cumbras Wherry of [f] Corshill point¹ 25th April 1778

Sir,

11 oClock at night

I wrote you at 3 oClock in the afternoon to which I refer—I am sorry now to inform you of the result of the Engagement that we heard of Last Night; His Majestys Ship the *Drake* is taken by the *Ranger* American Privateer Captain Jones of 18 Six pounders, and 140 Men after a Smart Engagement in Which the Cap^t of the *Drake* was Killed, & the Lieutenant & 20 men wounded.²— On the part of the Americans one or two is killed and as many wounded, one of their killed is their Cap^t of Marines.³— I cannot enumerate all the mischiefs that I hear has been done of late by this Privateer, many a Vessel she has Sunk and taken, and I am told the Cap^t Landed at Whitehaven & with his own hands Set fire to the Vessels in the Harbour than laying a ground. all this News I learnt from a Boat that I spoke just after she left the Privateer, in this Boat were five or Six old men & Boys that Capt. Jones, had set at Liberty to go on Shore.

At Eight oClock at Night the two Ships were laying too between Corshill point and the Mull of Kintyre, The Man of War as the Boat Informed me is so much Disabled that She will not be fit to make much way for another day I am therefore going to run in With this Intelligence to the Man of War at Greenock⁴ as I think there may be a chance of Intercepting her Still, I wish you would send over an Express to Campbelton⁵ to let them know their danger. I saw them take a Brig before Sun Set.

I have taken good care of the *Cumbras* Wherry for I have still kept at least three miles to the Windward of The Privateer which is a Remarkable fast Sailor. I think the Ships at The Cairn⁶ should all go up to the town; Pray send them Notice for I fear that the Privateer will spend a Nother day or two in this Neighbourhood

Signed Ja^s. Crawford

Copy, UKLPR, Adm. 1/3972. Addressed below close: "To James Logie Esq^r/Collector of the Customs/Stranraer." Enclosed in William McAish to Anthony Todd, 26 Apr. 1778. James Crawford commanded the revenue wherry *Cumbras*.

1. That is, Corsewall Point, the cape at the northern terminal of The Rinns of Galloway, the peninsula on the western side of Loch Ryan, a sea loch at the base of which lies Stranraer.

2. Comdr. George Burdon, R.N., and Lt. William Dobbs, R.N., a volunteer.

3. Lt. Samuel Wallingford, Continental Marines.

4. H.M. frigate *Thetis*, Capt. John Gell, commander.

5. Campbeltown is a seaport on the Kintyre Peninsula, northeast of the Mull of Kintyre.

6. Cairnryan stands on Cairn Point, a small headland on the eastern shore of Loch Ryan.

"SECRET INSTRUCTIONS FOR THE HON^{BLE} AUGUSTUS KEPPEL ADMIRAL OF THE BLUE SQUADRON OF HIS MAJESTY'S FLEET AND COMMANDER IN CHIEF OF A SQUADRON OF HIS MAJ^{TS} SHIPS EMPLOYED & TO BE EMPLOYED"

By &c^a.

Whereas the very considerable Armaments making in the Ports of France, together with the late offensive proceedings of the French Court give the strongest reason to apprehend that their Intentions may be hostile against His Maj^s Dominions

ions and Subjects; And whereas from Intelligence received there is reason to believe that the French Squadron fitted out at Toulon is designed to join the Squadron at Brest; And it being of great importance that the junction of those Squadrons should if possible be prevented, and that the Troops destined to reinforce the Garrison of Gibraltar, which are to embark at Portsmouth about the 26th Ins^t and proceed from thence under the Convoy of Commodore Evans in the *Invincible* in conjunction with the *Exeter*, should be protected from any attempts that may be made to interrupt them by the Ships from Brest; You are therefore, in pursuance of His Majesty's pleasure signified to us by Lord Viscount Weymouth one of His Principle Secretaries of State, hereby required & directed, so soon as the Troops beforemention'd are embarked, to take Commodore Evans under your Command (he being directed to obey your orders) and putting to Sea with the first opportunity of wind and weather with the Commodore & his Convoy and such of the Ships of the Squadron under your Command as are in readiness, You are to proceed down the Channel; and having seen the Commodore and his said Convoy into the Latitude of Ushant, direct him to prosecute his Voyage to Gibraltar agreeable to the Orders he shall have received from us; ordering, if you judge it necessary, some of the Ships of your Squadron, to accompany the Convoy, for its greater security, so much further on its way as you may think proper, and then to rejoin you on such Rendezvous as you shall appoint.

When you have dispatched the Convoy for Gibraltar as abovementioned, you are in further pursuance of His Majesty's pleasure to cruize at such a distance, and upon such a station, off the Port of Brest, as you shall judge most proper to prevent the junction of the French Squadrons abovementioned, and to intercept any Ships that may attempt to sail from Brest to molest the Convoy going to Gibraltar.

If you fall in with, or discover the Toulon Squadron attempting to push into Brest, you are to use your utmost endeavours to take or destroy it, And if the Brest Squadron or any part of it should put to Sea, you are to use the like endeavours to take or destroy such of the Ships as you may be able to come up with.

If the Brest Squadron should slip by you and proceed up the British Channel, or to any part of the Coast of Ireland, you are immediately to follow it; or, if you receive certain intelligence of its having taken any other Route, you are in that case to pursue it, if there is a probability of your being able to overtake it without leaving Great Britain and Ireland exposed, the protection of which must always be the principal object of your care and attention.

If in the course of your cruize, any of the Ships of your Squadron, in chasing, or otherwise, should fall in with any French Ship of the Line of Battle they are to use their endeavours to take or destroy them, and in case any French Frigates of War should attend upon the Fleet or appear to be watching your motions you are to oblige them to desist, & on their refusal to seize them & send them to England.

Intelligence having been received that several rich Ships bound to France from the East Indies (a list of which is inclosed) are shortly expected at Port L'Orient or some other Port in the Bay of Biscay, you are to direct the several Commanders of the Ships of your Squadron in case they fall in with the said ships or any of them to seize them, and send them to some convenient Port in England to be secured, until His Majesty's further pleasure concerning them shall be known, taking care that every person belonging to all Ships so seized or intercepted be well treated and that no Plunder or Embezzlement be made of any Effects on board.

In case the Toulon Squadron shall have joined the Squadron at Brest before you arrive upon your Station, or, while you are upon it, should elude your vigilance & find the means of passing you into that Port, and the two Squadrons when combined should venture to come out, or, if at the time the Toulon Squadron may be attempting to push into the Port of Brest (pursued perhaps by the Squadron under your Command) the Squadron in that Port should come out in order to succour and effect a junction with the other; you are, in either of these Cases, if the Superiority of the French Fleet is not very apparent, to give them Battle: But if the French Fleet when the Squadrons abovementioned are joined, shall be Manifestly superior to yours, and should come out to meet you, or if you are satisfied that after the junction of the two Squadrons at Brest they are superior to you, tho' they do not come out, you are, in either of these Cases, to return with the Squadron under your Command to S^t Helens for a Reinforcement, it being our intention to direct not only the Ships of your Squadron which may not be intending to sail with you, but also such others as shall from time to time be got ready, to assemble at that Place for the purpose of reinforcing you if it be necessary.

You are during the course of your cruize to take or destroy all such Ships and Vessels belonging to the Rebellious Colonies, and all Ships & Vessels going to, or returning from trading with those Colonies, as you may fall in with.

And Whereas the great armaments that are making in the Ports of Spain may eventually be ordered to join those in the Ports of France, the preventing of which is of very great consequence; you are therefore, in pursuance of His Majesty's further pleasure signified as aforementioned, hereby required and directed to endeavour to seize any Spanish Ships of war of the Line that you may discover or meet with, acting in conjunction with the French, and to intercept such as may be attempting to enter, or are evidently bound to, any of the Ports of France. But in all other Cases you are to consider the Ships of Spain, as those of a Power at Peace and in Friendship with Great Britain, & to afford them any assistance or protection they may stand in need of.

You are to transmit to Our Secretary for Our information, before you sail, a Copy of your intended Rendezvous, and of the Signals by which the Ships of your Squadron are to know each other; and you are to send to him during your cruize frequent accounts of your proceedings with such intelligence as you receive that may be necessary to be communicated to us, directing the Officer by whom you send your Dispatches to forward the same from the Port from where he arrives by Express.

While you are employed on the service beforementioned, you are to protect such of the Trade & Ships of His Majesty's Subjects as may fall in your way.

You are to continue on the said Service for the space of one Month after you arrive upon your Station, and at the expiration of that time, to return with your Squadron to S^t Helens; sending by an Express an account of you arrival & proceedings and waiting there for further Orders.

Given &c^a. 25th. April 1778.

Sandwich
J. Buller
Lisburne
H. Penton

LB, UkLPR, Adm. 2/1334 (Secret). Notation at foot of last page: "Sent by a Messenger 27th." Docketed: "ORD. 25 April 1778./Hbl. Adm. Keppel/Secret Instructions."

1. That is, Philip Stephens, secretary to the Lords Commissioners of the Admiralty.

THE LONDON CHRONICLE, THURSDAY, APRIL 23, TO FRIDAY, APRIL 25, 1778

LONDON. The *Betsey*, James Morgan master, from the Leeward Islands for Halifax, was taken the 10th of March by two South Carolina brigs, called the *Enterprize* and *Defiance*, and sent into the Dutch port of Curacao, where, within these few months, several British prizes have been publicly sold.

JOHN BONDFIELD TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon^d Sirs

Bordeaux 25th Ap^l 1778

The Mainmast of the *Boston*¹ was yesterday Surveyed and Condemnd unfit for Service. That no accident happend to the Ship from the defect on the Passage is very fortunate in One part it was it had not three Inches hold and in two others the Splitt went half throw We have met with a Mast that will replace it and will be got ready with all possible dispatch some other alterations the Captain thinks Requisite particularly an Iron Hearth for Cooking the one had on the passage broke down and the heavy weight of Stones employ'd therein put the vessel out of Trim which the Frame he now proposes will relieve I have therefore given orders for the Smith to make One agreeable to the Captains directions. this with other Necessaries he recommends will I hope meet your honors approbation I am [&c.]

John Bondfield

L, MHi, Adams Papers. Addressed at top: "Hon^{ble}. Benj Franklin Arthur Lee John Adams]Esq^{rs}."

1. Continental Navy frigate *Boston*, Capt. Samuel Tucker, commander.

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO
THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen,

Bourdeuex April. 25. 1778

I am sorry to Inform your Honours of my Situation, which is now lying with my mainmast out & condemned.¹ I thought proper to get a Jury sufficient to Condemn it, which Consisted of three Captains of Merchant Ships & Six Carpenters. & M^r. Brondfield.² till the present Gentlemen, I've waited for your Honours Orders, with a clean hold, but this Day for fear of being hurried, I've began to take in my Ballast, as I suppose your Honours would have wrote me if your Intentions was to put any materials on board for America. But not receiving a Line yet, I hope I am not doing amiss, on preparing for a Cruze. I must acquaint you that my Ship was in a Worse Situation then I thought she was on my Arrival. I would acquaint your Honours that the Officers under his Christian Majesty has taken the Liberty of deluding my Men away & entring them in the Regements of the Irish Brigade, I apprehended five this Day, and I am determined to find out the Officers & enter my Complaint for Satisfaction, as they have taken several of my men before. the above Number were confined in a Private Room four Days and where to Imbark to Morrow for S^t. Martins, but I am happy to think I disappointed them of

their Intentions—

Gentⁿ I should be glad to see Cap^t. Palmes³ return, as I wish to heare from your Honours. I am [&c.]

Sam^l Tucker

L, MHi, Adams Papers. Addressed at top: "To the Hon^{ble}. American/Commissioners at Paris]."

1. Tucker commanded Continental Navy frigate *Boston*.
2. John Bondfield, Continental Commercial Agent at Bordeaux.
3. Capt. Richard Palmes commanded the Marine detachment on *Boston*.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Saturday April 25th.

[*Bordeaux*]

Receivd a Second Lieu^t from Parris¹ D^o Capt Palm Return² This Day, pleasant Weather, the People employed in geting the Ballest on Board. John Hilger rec^d 12 lashes on his Back with a Cat for cutting a French-man with a Scraper.

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

1. This was Lt. Musco Livingston. On his appointment, see John Adams to Capt. Samuel Tucker, 29 Apr., below.
2. Capt. Richard Palmes, who commanded the Continental marines on *Boston*. On his mission to Paris, see Tucker to the American Commissioners in France, 1 Apr., above.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, Bordeaux*]

[Apr.] 25 Cap^t. Tucker got Information of them¹ & took them on board & put them in Irons—

D, DLC, Journal of Lieutenant William Jennison, p. 8.

1. By "them," Jennison referred to the six deserters who he mentioned in his journal entry of 24 Apr., above.

April 26 (Sunday)

CAPTAIN JAMES CRAWFORD, BRITISH REVENUE SERVICE,

TO PHILIP STEPHENS, SECRETARY OF THE LORDS COMMISSIONERS OF THE ADMIRALTY

Cambraes Murry,¹ Greenock,

Sunday, April 26th [1778], 3 P.M.

Sir—In the morning of Tuesday² the 24th current, I put into Loch Ryan with the sloop under my command to get intelligence about an American privateer that was said to be on this coast. About 8 o'clock the same evening, I got notice by a countryman from Port Patrick that two ships were seen engaged off that place at an hour before sunset, on which I sailed from Stranraer to know the result of the action or what engagement it was. Next day at noon I descried the two ships lying to on the coast of Ireland, a little to the south of Belfast; and proceeding towards them, I observed that one of them wanted her main topmast. I followed them till the evening, keeping aloof at some little distance. About sundown, a row-boat dropped astern from one of the ships; and on speaking with this boat, I was informed that the two

ships were his Majesty's ship the *Drake* and the *Ranger*, an American Congress ship commanded by one Jones, mounting 18 six-pounders with 140 men, and that the *Drake* was taken by the *Ranger* the preceding evening off Port Patrick after an action of an hour and five minutes, in which the captain of the *Drake* was killed and the lieutenant³ and twenty men wounded—on the part of the American, two killed and three or four wounded. After parting with the boat, I kept following the ships till 9 o'clock at night to trace their course, and then made all sail in for the Clyde to give notice thereof to the *Thetis* man of war.⁴ And this morning at 7 o'clock, I met her off Lamlash, turning out-channel in quest of said privateer. I went on board and informed Captain Gell that she and her prize the *Drake*, together with a brig which I saw her take in the afternoon, were at 9 o'clock at night all lying to off the Mull of Kintyre (with their heads to the north, wind then at S.W.), and that the boat had informed me that the *Drake* was so much shattered in her masts and rigging that she could not be refitted to sail with any expedition in less than twenty hours.

The weather is at present exceedingly thick and rainy and the wind in the south, so that it is judged the privateer and her prize will go north about to France, of which Captain Gell wishes that the Lords of the Admiralty had immediate notice; and as he had not time to write their Lordships himself, he desired that notice might be sent upon receipt of this letter, which I beg you will be pleased to lay before the honourable Board for their directions.⁵ I have [etc.],

(Signed) JA^s CRAWFORD

P.S.—The boat's crew from whom I got the intelligence was liberated by the American commander. It seems that a few days ago they had gone off to him from Belfast and offered to pilot his ship into the Loch, not knowing what she was till they came alongside, and then they were accordingly detained. They further say that when they left the ship they understood that she and her prize were to go for the port of Brest in France.

The captain of the *Thetis* desired that an express might be sent with this letter, if the post should be gone from Greenock before I arrived, as he is anxious to have the Board of Admiralty immediately informed of the loss of the *Drake*, that steps may be taken if possible still to intercept her getting safe into the ports of France.

Sandwich Papers 1: 271–73.

1. *Cumbras* Wherry.

2. That is, Friday.

3. Cdr. George Burdon, R.N., and Lt. William Dobbs, R.N.

4. H.M. frigate *Thetis*, Capt. John Gell, commander.

5. Philip Stephens sent this letter to Lord Sandwich on 1 May, writing: "I thought that my Lord George [Germain], when I was with him yesterday, did not seem to be very well satisfied with the stopping the *Thetis* from proceeding with the troops to Halifax." *Sandwich Papers* 1: 273n.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO
LIEUTENANT THOMAS SIMPSON, CONTINENTAL NAVY

By John Paul Jones Esquire, Captain in the American Navy &C^a.
Lieutenant Thomas Simpson

Sir.

You are hereby appointed Commander of our Prize, the English Ship of war *Drake*. You are to keep company with me, and to pay punctual Attention to the Signals delivered herewith for your Government—Your are to superintend the Navigation,

and defence of the Ship under your command—and to Support me, as much as possible, shou'd we fall in with, and Engage any of the Enemies Ships. The honour of our Flag is much concerned in the preservation of this Prize, therefore keep close by me and she shall not be given tamely up. You will take your Station on the *Ranger's* Starboard quarter, at or about the distance of a Cables length, should bad weather or any accident separate you from the *Ranger*—You are to make the best of your way to France, and I recommend the Port of Brest to your Preference—You will secure all the books—Charts, Instruments, and Effects, belonging to the deceased Captain and Officers &C^a. for which this shall be your Order.—Given on board the American Continental Ship of War *Ranger*, off the Island of Ila,¹ in the Channel between Scotland and Ireland—the 26th Day of April 1778.²

Signed John Paul Jones

Thom Simpson

A True Copy

Copy, PPAmP, Benjamin Franklin Papers. PPAmP has two copies of Jones's orders, one of which Simpson endorsed.

1. Islay I., southernmost of the Inner Hebrides.

2. On the same date and in orders that repeated much of what he wrote to Simpson, Jones appointed Prize Master Solomon Lowd to command the brigantine *Patience*, another prize of the *Ranger*. DLC, Peter Force Collection, John Paul Jones Papers.

PORT CAPTAIN JOHN BOTTERELL, R.N., TO PHILIP STEPHENS, SECRETARY TO THE LORDS
COMMISSIONERS OF THE ADMIRALTY

Sir

Whitehaven 26th April 1778

Information has been brought here by a Vessel the *Mary Ann* Robinson—Mast^r Who left Belfast last night at 7 oclock, that the *Drake* Sloop of War was taken on Friday afternoon off that port by three American privateers, after an engagement of two hours, the Master declares he was within view of the privateers soon after he Saild, Two Ship rigg'd and one a Brig off Belfast about half Channel over, Steering to the Northw^d under an easie Sail, often seeming to be speaking to each other, and not making away.¹ He was not near enough to distinguish their force, but the Ships appear'd remarkably long, expresses have been sent by the Merchants and Magistrates of this place to all the Capital Sea ports, with this information² I am [&c.]

Jn^o: Botterell

L, UKLPR, Adm. 1/1498, section 14, no. 36. Addressed at foot: "Philip Stephens Esq^r: Admty." Notation: "30 Ap^l/Own Rec^t: &/let him know hope that the/acco^t is not true/& that/from the Number of cruizers in the/Irish Sea/the Privateers/there upon will be taken."

1. *Drake* engaged and capitulated to not three, but one American vessel, Continental Navy ship *Ranger*; Capt. John Paul Jones, commander.

2. See Henry Ellison and William Brownrigg to the Earl of Suffolk, 24 Apr., above.

MEMORANDUM BY ARTHUR LEE

Memorandum 1778

On Sunday April 26th 1778, in the afternoon in M^r: Adams's Chamber, D^r: Bancroft told M^r: Adams & M^r: Lee that the destination of Count d'Estaing's fleet was for N. York to get possession first of the transports & merchant goods, before they attackd Philadelphia. That the Court had been advisd to pursue this plan, & unless there had been some subsequent alteration, he was sure of its being so.

A. Lee

D, MH-H, Arthur Lee Papers, vol. VIII, no. 28.

GABRIEL DE SARTINE TO COMTE DE VERGENNES

Copie d'une Lettre de M. de Sartine a M. le Comte de Vergennes
 Versailles le 26 Avril 1778. J'ai reçu M. la Lettre que vous m'avez fait l'honneur de m'écrire Le 20 de ce mois, a laquelle étoient jointes la traduction des representations qui vous ont été adressées par les Deputés américains,¹ relativement au découragement que marquent les negocians de Bourdeaux et des Nantes, qui ont fait, jusqu'à présent le Commerce d'Amérique, et la demande que font ces Deputés de Congrès pour la sureté de ce Commerce.— Depuis près d'un mois les côtes de France situées sur le golphe de Gascogne et une partie de celles situées sur la Manche sont gardées et protégées par 20 frégates et corvettes distribuées tant au large, qu'à l'entrées des ports et Rivières. Celles qui occupent ces derniers stations, prennent sur leur convoi les bâtimens françois, ainsi que ceux appartenants aux Américains qui mettent a la voile, et les escortent jusqu'au dehors des caps. Si elles trouverent a la sonde des batimens faisant leur retour elles les protegent jusqu'à l'entrée des ports. Les frégates qui occupent les stations plus au large sont employées a escorter les Corsaires de Jersey et de Guernsey qui donnoient de l'inquietude au Commerce. Les mêmes ordres ont été données dans les Colonies, ou les Frégates qui y sont en station, escortent jusqu' hors des débarquement les batimens, des Etats unis, et ceux de la Nation. Et j'ai lieu d'être assuré par les comtes qui me sont rendus, que ces ordres sont ponctuellement exécutés, a que la protection s'étend, sur les vaisseaux americaines, avec la même autorité que sur ceux des sujets de sa Majesté. Vous juges sans doute comme moi, M. que cette espece de protection est, quand a present, la seule qui soit possible de donner au Commerce, et que les Convois jusqu'à l'Amérique soiraient impracticable dans les circonstances presentes, et sont dans tous les tems peu surs, et sujet aux plus grands inconveniens. Proteger les atterages, assurer la libre entrée et sortie des ports, en éloignant les Corsaires en escortant jusqua hors des Capes. Voila ce que le Commerce doit donner et qu'il peut attendre. Et c'est a quoi les ordres de sa Majesté ont pourvu depuis longtems. Ce servit a tout que les Deputés americains se plaindroient lorsqu'a cet egard, les Batimens des Etats Unis sont traités a l'égal de ceux qui appartiennent au sujets de sa Majesté. J'ai l'honneur &c

Signé de Sartine

[Translation]

Versailles, April 26, 1778

Sir: I have received your letter of the 20th instant, accompanied by the translation of the representations addressed to you by the American commissioners¹ relative to the fears of the merchants of Bordeaux and Nantes, who have hitherto transacted business with America, and by the request of the commissioners with regard to the protection of that commerce. For nearly a month the French coast along the Bay of Biscay, and a part of that on the Channel, have been guarded by twenty frigates and corvettes, distributed in the open sea, as well as along the entrances of harbors and rivers. Those stationed at the latter places take under their protection the French and American ships which sail from those points, and convoy them beyond the capes. If they meet any vessels inward bound, they convoy them to the entrance of the harbors.

The frigates stationed farther out at sea are employed in chasing away the Guernsey and Jersey privateers, which are a great interruption to commerce. The same orders have been issued in the Colonies, where the frigates there stationed convoy the French and American vessels from the coasts. The reports made to me assure me that these orders are promptly executed, and that the protection is extended as fully to American as to French vessels. You will agree with me that this kind of protection is, for the present, the only one which it is possible to give to commerce; and that convoys to America would be impracticable under present circumstances, and are always insecure, and subject to great inconveniences. To protect the coasts, to assure a free access to the harbors, to remove the privateers, and afford a convoy beyond the capes, these aids commerce requires, and has a right to expect; and they have long since been provided by the orders of his majesty. The commissioners cannot reasonably complain when, in this respect, the American vessels are on an equal footing with those of his majesty's subjects.² I have the honor to be, etc.

de Sartine

Copy, DNA, PCC, item 102, v. 4, p. 157. This is Arthur Lee's copy made from one Vergennes forwarded to the American Commissioners in France on 29 Apr. Vergennes's transmittal letter is in *Adams Papers* 6: 73–74. Translation from Francis Wharton, editor, *The Revolutionary Diplomatic Correspondence of the United States* (Washington, D.C.: GPO, 1889), 2: 564–65.

1. American Commissioners in France to Comte de Vergennes, 19 Apr., above.
2. See, Vergennes to the American Commissioners in France, 29 Apr., below.

GABRIEL DE SARTINE TO THE AMERICAN COMMISSIONERS IN FRANCE

Versailles Le 26 Avril 1778

J'ai reçu, Messieurs, la Lettre que vous m'avez fait l'honneur de m'écrire le 20 de ce mois.¹

Lorsque la Sommation a été faite à Bordeaux, par les Officiers du Siège de l'Amirauté, à la Frégate des Etats-unis, Le *Boston*; les ordres du Roi n'étoient point encore parvenus dans ce Port, de traiter les Vaisseaux de guerre appartenant à ces Etats, comme ceux des Etats libres—alliés de La France.² Ces ordres Se sont croisés, sans doute, avec la Lettre qui vous a été écrite de Bordeaux pour Vous faire part de la démarche de l'Amirauté, qui n'aura point eu d'autre Suite aussitôt que les Intentions du Roi auront été connues. Je dois vous observer que dans tous les cas, il sera nécessaire que les Bâtimens Américains qui aborderont dans nos Ports Se légitiment pour Vaisseaux de guerre des Etats-unis, lorsqu'en effet ils leur appartiendront; car vous n'ignorez pas que ils étoient purement Corsaires, ils rentreroient dans l'ordre des Bâtimens particuliers appartenant à d'autres Etats, qu'on ne force pas à saluer; mais auxquels les Places & Forteresses ne rendent point de salut, lorsqu'ils le font. J'ai l'honneur d'être [&c.]

de Sartine

[Translation]

Versailles, 26 April 1778

I have received, gentlemen, the letter that you did me the honor to write on the 20th of this month.¹

When the United States frigate *Boston* received a summons from the officers of the Admiralty in Bordeaux, the King's orders to treat men-of-war belonging to

the United States as those of free countries—allies of France—had not yet reached that harbor.² These orders must have crossed the letter sent to you from Bordeaux informing you of the demarche of the Admiralty, which will be without effect as soon as the intentions of the King are known. However, I must inform you that American vessels which drop anchor in our harbors must in any case identify themselves as men-of-war of the United States, when indeed they belong to them, for you know that if they were only privateers they would enter the category of private vessels belonging to foreign states, which are not compelled to salute and to which the stations and fortresses never return a salute even if given. I have the honor to be [&c.]

de Sartine

L, MH-H: Arthur Lee Papers, vol. IV, no. 94. Addressed at foot of first page: “MM les Députés des Etats-unis de l’Amérique./.” Docketed: “M de Sartine.” Translation from *Adams Papers* 6: 58. For the text of a note by Arthur Lee regarding payments Silas Deane made to William Hodge, see source note at *ibid*.

1. American Commissioners in France to Gabriel de Sartine, 19 Apr., above.

2. For the orders Sartine issued the ports, see Gabriel de Sartine to Capitaine de vaisseau Jacques-Pierre Guillaume de Lavigne-Buisson, 27 Apr., below.

April 27

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, April 1778*]

27th. Munday Rainy W^d: at E.

Cap^t Burnell & Le Crow gone to the Hospital, the former with the Rheumatism the Latter to be Inoculated for the S. pox¹

Cap^t Boardman & M^r. Dale Ret^d. from the Black hole before their time was Out & whilst there they had the Liberty of being in the Hospital when they Chose it which Indulgence is the first of the Kind²

Bl. [*ac*]k Cuff & Cesar was Apprehended upon Suspicion of their being Informers, & by Examination was found Guilty—

[Bro^t. Over] & Each of them was judged Worthy of 3 Dozⁿ. Stripes which was put on Accordingly in the After Noon when turned out into the Yard Cuff Leap’d Over the pallisadoes in Order to save his Ears (which was threatened) in Consequence of which Cesar was taken from the L- Prison³ he with Cuff Conveyed to the B. hole⁴

D, MeHi, Jonathan Haskins Journal.

1. Capt. John Burnell, commander of Maryland privateer schooner *Montgomery*; Capt. William LeCraw, commander of the Massachusetts privateer schooner *Black Snake*.

2. On the confining of Offin Boardman and Richard Dale in the “black hole” of Mill Prison, see Journal of Dr. Jonathan Haskins, 9 Apr., above.

3. Long Prison, a two-story windowless structure along the north side of Mill Prison, where prisoners were housed. Cohen, *Yankee Sailors*, p. 36.

4. In his diary entry of 26 Apr., Charles Herbert writes: “For some months past we have thought it presumption to try to make our escape from prison by digging out, on account of there being traitors amongst us. An innocent man has borne the scandal of this a good while, but upon being told of it by a friend, he took no rest day or night until he had found the traitors, and upon examination we discovered them to be two negroes, a man and a boy. Accordingly, they were tied up and whipped—the boy was whipped by a boy, two dozen and a half lashes, on his bare back; and we thought it the man’s prerogative who had borne the blame of being a traitor and was innocent, to lay the stripes upon the negro man.” Herbert, *Relic of the Revolution*, p. 116.

JOURNAL OF CHARLES HERBERT

[*Mill Prison, Plymouth*]

[April] 27. . . Mr. Boardman and Deal,¹ who have been only seventeen days on half allowance in the prison hospital, were sent into this yard. They are the only persons who have broke out and been taken, who have not suffered forty days on half allowance in the Black-hole.

Herbert, *Relic of the Revolution*, 116–17.

1. Capt. Offin Boardman and Master's Mate Richard Dale, Continental Navy.

FRANCESCO FAVI TO THE GOVERNMENT OF FLORENCE

[Extract]

Eccellenza

Sulla flotta partita da Tolone il dì 13 del Corrente si sono imbarcati, come si aveva luogo di dubitare, i Sig.^{ti} Gerar, e Deane,¹ che si erano tacitamente trasferiti in quel porto, onde si sono in questa parte verificate le congetture, che si facevano. L'oggetto però di questa Spedizione è affatto diverso da quello, che da molti si crede, poichè in vece di proteggere il Commercio dei francesi, e delle Colonie unite in America, si assicura, che, M.^{re} d'Estain ha ordine espresso di andare ad attaccare la flotta di M.^{re} Howe.² Se questo colpo riesa, come è stato progettato, e senza che riscontri alcun ostacolo prima di giungere al suo destino, le cose degli Inglesi saranno à giudizio di ognuno rovinate senza risorsa, mentre la squadra francese secondata dagli Americani potrà in gran parte distruggere le forze Britanniche marittime, e terrestri, delle quali si temeva con ragione la reunion in Europa.

Care, che gli Inglesi abbiano previsto il piano, che quà si è formato, poiche si allestiva à Portsmouth una Squadra di 12 vascelli di Linea coll'idea, per quanto si dire, di mandarla à disputare il passaggio à Gibraltar à quella di Tolone, mà secondo gli ultimi avvisi non aviva il dì 16 ancor messo alla vela, di modo che partendo si crede, che non giungerà altrimenti in tempo.

Il piano poi delle operazioni di questo Ministero in Europa pare, che sia quello di non voler cominciare le ostilità se non quando si penserà che la flotta possa avere agito in America, se pure questo piano non verrà sconcertato dalle aggressioni anticipate degli Inglesi, il che potrebbe facilmente succedere.

Vi sono à Brest dei formidabili armamenti navali, mà non sisa se facendo gli Inglesi escire una flotta, se ne farà di là partire un'altra per operarla. Astinché non traspirino le disposizioni, che prende il Ministero, nessuno si lascia entrare nella Città, e porto di Brest, essendo esclusi gli Stessi Uffiziali francesi, se non hanno una Special permissione del Re, che difficilmente si ottiene.

Volendosi esaminare se era meglio attaccare gli Inlesi in America, ò aspettare di essere attaccati, convien confessare, che il primo espediente era il migliore. Gli armamenti marittimi, e terrestri della Gran Brettagna rendevano la guerra inevitabile, e tanto più vantaggiosa per questo Regno quanto più fosse stata differita. La missione dei Commissari in America,³ e la dichiarazione della indipendenza per parte degli Inglesi, che forse avrebbe potuto aver luogo, avrebbe senza dubbio pregiudicato à tutte le misure, che erasso quà state prese; laddove sorprendendo gli Inglesi in America, si tronca la Strada à tutti i Loro disegni, si disarmano, e si riducono

in Stato da non poter sostenere per lungo tempo la guerra, dal che ne risulterà aneo il bene generale dell'Europa.

Dicesi, che M^r d'Estain sia rivestito di una assoluta autorità nella flotta, che egli comanda,⁴ e che nel dar tale annunzio ai Capitani, abbia minacciato di punirli colle pene le più rigorose, se ardiranno disobbedirlo, e siccome egli è molto rigido in fare osservare la disciplina, è facile, che le minacce siano accompagnate dagli effetti in caso di contravvenzione. . . .

Francesco Favi

Parigi 27. Apl^e 1778/

[Translation]

EXCELLENCY

As was suspected, Messrs. Gerar and Deane¹ embarked with the fleet that departed from Toulon on the 13th of this month; they had quietly gone to that port, thus verifying the speculations that were being made here. The purpose of this expedition is however quite different from the one supposed by many, because instead of protecting the commerce of the French and of the United Colonies in America, it is assured that Mr. d'Estain has specific orders to go to attack Mr. Howe's fleet.² If this strike succeeds as planned, and without meeting any obstacle before arriving at destination, the affairs of the English will in everyone's opinion, be irretrievably ruined, while the French Fleet aided by the Americans can largely destroy the British sea forces, and land forces, whose rejoining in Europe was rightfully feared.

It seems that the English have foreseen the plan laid here, as a Force of 12 ships of the line was being fitted in Portsmouth with the idea, it is said, of sending them to block the transit of the Toulon Fleet through Gibraltar. But according to the latest notices it had not yet set sail on the 16th, so that it is thought that its departure will be too late for a timely arrival.

The operational plan of this Ministry in Europe seems to be to delay the beginning of hostilities until the fleet has had time to act in America, if indeed this plan is not upset by earlier aggression on the part of the English, which could easily happen.

There are in Brest impressive naval forces, but it is not known whether another fleet would come out of there to keep a watch on any fleet that the English might send to sea.

No person is allowed to enter the city and port of Brest, not even French officers themselves without a special pass from the King, which is hardly obtainable, until the measures taken by the Ministry have transpired.

In examining whether it was better to attack the English in America, or wait to be attacked, one must confess that the first expedient was the better. British sea and land forces made war unavoidable, and at a greater disadvantage to this Kingdom by longer postponement. The sending of the Commissioners to America,³ and the Declaration of Independence [*acknowledged*] by the English, which might have taken place, would have undoubtedly prejudiced all the steps already taken here; whereas by surprising the English in America, the road to all their designs will be cut, they will be disarmed and reduced to a condition of inability to sustain war for long, so that the general welfare of Europe will also result.

It is said that Mr. d'Estain is empowered with absolute authority over the fleet he commands,⁴ and that when he announced this to his captains he threatened to

punish them with the most rigorous penalties if they should dare to disobey him, and since he is rigid in the maintenance of discipline, the threats may easily be followed by the deeds in case of violation. . . .

Paris 27 April 1778

Francesco Favi

L, Archivio di Stato di Firenze, Segreteria degli Esteri, Corrispondenza da Parigi dei Residenti dal 1777 al 1785, filza 2335, inserto VI, fol. 45–47. Favi, who represented the Republic of Ragusa in Paris, temporarily represented Florence as well while his uncle, Raimando Niccoli, took leave from Nov. 1777 to Oct. 1778. In Sept. 1780 Favi would in addition become secretary of legation in Paris for the Grand Duke of Tuscany. Raimando Niccoli to his Government in Florence, 1 Nov. 1777, *ibid.*, inserto V, fol. 128; Wayne S. Vucinich, ed., *Dubrovnik and the American Revolution: Francesco Favi's Letters* (Palo Alto, Calif., 1977).

1. Conrad-Alexandre Gérard, French ambassador to the United States, and Silas Deane.

2. For Vice Amiral Comte d'Estaing's instructions with regard to the British fleet under Vice Adm. Viscount Howe, see Louis XVI to the Vice Amiral Comte d'Estaing, 27 Mar. 1778, in *NDAR* 11: 1120–23.

3. Commissioners for Restoring Peace, known as the Carlisle Commission.

4. Louis XVI gave d'Estaing authority to replace any commanding officer with whose conduct he was displeased. Gabriel de Sartine to the Comte d'Estaing, 2 Apr. 1778, Jacques Michel, *La Vie Aventureuse et Mouvementée de Charles-Henri Comte D'Estaing* (Paris: Edition Jacques Michel, 1976), p. 391.

GABRIEL DE SARTINE TO CAPITAINE DE VAISSEAU JACQUES-PIERRE GUILLAUME DE LAVIGNE-BUISSON

Copie de la lettre de Mgr De Sartine, Ministre de La Marine, à M. De la Vigne Buisson Commandant pour le Roy au Port-de-L'orient, en datte de Versailles Le 27. Avril 1778

Le Roi ayant reconnu, Monsieur, l'Indépendance des Etats unis de l'Amérique Septentrionale, l'intention de Sa Majesté est qu'il leur soit accordé Les honneurs dont jouissent les Pais libres et que, dans le Cas où des bâtimens de guerre appartenant aux Etats unis aborderoient dans ses Ports et salueroient les places où les Vaisseaux du Roy, il leur soit rendu un salut proportionnel à leur Pavillon, en se Conformant à Cet égard à cequi se pratique pour les Vaisseaux et les Pavillons des Etats Généraux des Provinces unies. Vous observeroit qu'il Convient que les Navires se légitiment pour Vaisseaux de Guerre des Etats unis, car s'ils étoient purement Corsaires, ils rentreroient dans l'ordre des Batiments particuliers des autres Etats qu'on ne force pas a saluer, moins auxquels, lorsqu'ils le font, les Places et les fortes-resses du Roi ne rendent pas le salut et les Vaisseaux ne répondent que par un seul Coup.

J'ai l'honneur d'être &^a. signe De Sartine./.

Pour Copie
Lavigne Buisson

[Translation]

Copy of the letter of My lord de Sartine, Minister of the Navy, to M. De la Vigne Buisson, Commanding for the King at the Port of L'orient, dated Versailles, 27 April 1778.

The King having recognized, Sir, the Independence of the united States of North America, His Majesty's intention is that they be accorded the honors that free Countries enjoy and that, in the case in which ships of war belonging to the united States arrive in the Ports and salute the places where the King's Ships are, they are to be rendered a salute proportionate to their Flag, conforming in this regard to what is practiced for the Ships and the Flags of the States General of the united Provinces. You will observe that this applies to the vessels that are proven to be Ships

of War of the united States, for if they are purely privateers, they are to be answered as are private vessels of other countries that one does not force to salute, and to which when they do salute, the places and the fortresses of the King do not render a salute, and the Ships answer with only a single gun.
I have the honor to be &c^e. De Sartine./.

Copy
Lavigne Buisson

Copy, DLC, Peter Force Collection, Papers of John Paul Jones, no. 6728.

JAMES MOYLAN TO THE AMERICAN COMMISSIONERS IN FRANCE

Honorable Gentlemen

L'Orient 27th. April 1778

I have only time to inform you that I have just received an acc^t. from Brest of the arrival in that port of the prize Ship *Lord Chatham* of 250 Tons loaded with Beer & Gran. taken by the *Ranger* Frigate about five leagues from Cape Clear.

I will advise you more particularly in my next regarding this matter, not having at present any other acc^t. from Brest, than the above. I am [&c.]

James Moylan

L, PPAmp, Benjamin Franklin Papers, vol. 9, no. 89. Addressed: "a Messieurs/Plenipotenciaires des Eats/unis de L'Amerique"; docketed: "Ja^t. Moylan Apr: 27th. 78."

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Monday April 27th.

[*Bordeaux*]

This Day pleasant, People imployd on Necessary Duty & geting the Guns on Board.

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

April 28

PHILIP STEPHENS, SECRETARY TO THE LORDS COMMISSIONERS OF THE ADMIRALTY, TO
GOVERNOR SIR FREDERICK HALDIMAND

Sir

Admiralty Office 28th. April 1778.

It having been judged proper that His Majesty's Governor in Chief of the Province of Quebec should be authorized to grant Commissions for seizing Vessels and their Cargoes belonging to the Inhabitants of the Rebellious Colonies, as to His Majesty's Subjects of Great Britain and Ireland trading to or from such Rebellious Colonies; And my Lords Commissioners of the Admiralty having in consequence thereof, and by Virtue of the Power vested in them by an Act passed in the last Session of Parliament, in the Seventeenth Year of His Majesty Reign, Chapter the 7th,¹ signed a Warrant empowering and appointing you to cause Commissions to be issued forth accordingly to such Ships and Vessels fitting out in any of the Ports within the limits of your Government; I am commanded by their Lordships to send you the same herewith, together with printed Copies of the Act above mentioned, and of His Majestys Instructions, dated at S^t James the 27th day of March 1777; to be given to the Commanders of each Ship and Vessel which shall or may have a Commission

pursuant to the said Act;² And I have added thereto a printed Form of the Warrants given by their Lordships to the Judge of the High Court of Admiralty for issuing Commissions of the nature abovementioned, to serve in some measure as a guidance to you in the Warrants you will give to the Judge of the Vice Admiralty Court of Quebec upon the like Occasions; to all which I beg leave to refer you, and have the honour to be [&c.]

Ph^p Stephens

PS I beg leave to trouble you with a Pacquet for the Judge of the Vice Admiralty Court of Quebec

L, Uk, Haldimand Papers, B49-BM21709. Addressed at foot of first page: "His Excellency Lieu^t General Haldimand, Governor of the /Province of Quebec"; docketed: "From M^r Stephens Sec^y/of the Admiralty respect/ing granting of letters of Marque/dated 28th. of April 1778/rece^d on the Sorel 6 Sep^r." Lt. Gen. Sir Frederick Haldimand was appointed to succeed Sir Guy Carleton as governor and commander in chief of Canada in September 1777 but did not arrive at Quebec until 27 June 1778.

1. For the substance of the "Act for enabling the commissioners for executing the office of Lord High Admiral of Great Britain to grant commissions to commanders of private ships and vessels, employed in trade, or retained in His Majesty's service, to take and make prize of all ships and vessels and their cargoes as are therein mentioned, for a limited time," see *NDAR* 8: 662–64.

2. For the text of the instructions to commanders of British letters of marque, see *ibid.*, 715–16.

EARL OF SANDWICH TO ADMIRAL AUGUSTUS KEPPEL

[Extract]

[*London*] Admiralty, 28 April 1778.

Sir—. . . It now seems to be without a doubt that Monsieur d'Estaing sailed with 12 ships of the line and many frigates, together with some troops and all warlike implements for a siege, on the 13th of this month; and it is said that he is to be joined by several frigates from Brest; it is also said that La *Chimère*, one of d'Estaing's frigates, sailed before him for Cadiz. There is every reason in the world to believe that he is bound to Boston, probably with an intention to attack Nova Scotia and Canada, or perhaps to fall upon Lord Howe's fleet and to cut off our army upon the American continent. However, we cannot for certain say where he is going, and therefore our dilemma is very great, particularly as we are not able to make any detachments from home consistent with the security of this island. Whether this situation of affairs will occasion any alteration in your instructions I cannot yet say; but you may be assured that you shall have the earliest information from me of everything in which I think you are in the least degree interested. . . .

Sandwich Papers, 2: 36–38.

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, April 1778*]

28th. Tuesday Cloudy weath^r. Last Night W^m. Carpenter & Alexander Frazer Climbed over the L.P. Pisdale Wall into the G. Yard¹ in Order to make their Escape & get of [f] with Impunity; as they were suspected of being Informers:² but was Discover'd taken & Com^{td}. to the B. hole that there is 180 Prisoners there³ They Likewise Write that Cap^t. Weeks in the *Reprisal* had founder'd at sea of [f] N-f-land & Every Sole (Except one) Lost—⁴

D, McHi, Jonathan Haskins Journal.

1. "L.P." refers to the Long Prison and "G. yard" probably means "graveyard."

2. Charles Herbert, in his diary entry of 28 Apr., provides further details concerning this escape attempt, writing that one of the "young men" cut "his hammock and blanket into strips and tied them together; got over the wall at the end of the yard." Herbert, *Relic of the Revolution*, p. 117.

3. By "there," Haskins refers to Mill Prison in Portsmouth, England. See Charles Herbert diary entry of 3 May, *Ibid.*, p. 118.

4. The report was true. The Continental Navy ship *Reprisal*, Capt. Lambert Wickes, commander, foundered with the loss of all hands, save the cook, Nathan Jaquays. In his diary entry for 28 Apr., Herbert notes "all the negroes were taken out of this prison, and put into a separate building, called the itchy yard." Herbert, *Relic of the Revolution*, p. 117.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE

Nantes April 28. 1778.

My last to your Excellencies was of the 18th Inst.¹ since which I am without any of your Favours.

I sometime since recv^d from Holland 13 Bales & Packages containing oznaburgs, Sail Cloth, Medicines &c. which the Shippers informed me were on Acco^t of M^r Grand,² from whom I had no advice relative to the Business, I in consequence wrote to him, & have for answer that altho' the Goods were shipped in his Name they are on your Acco^t: I beg to know how they are to be disposed of. I have also lately recv^d 196 Swivels from Holland without Advice, I wrote to M^r Dean³ in consequence & had for answer that they were part of M^r Merckles contract,⁴ and were paid for by the Commissioners. My Duty, here obliges me to inform you, that these Swivels altho' new, are the worst I ever saw, and I had rather see them sold for old Iron, than that any american should risque the Loss of his Hand by putting a Match to them. I have also from the same place 19 Cases & 5 Casks without advice or knowledge of their Contents, on examination I find the former to be arms, & the latter Locks and other Musket furniture These with about 2500 Suits of Cloaths that remain, 55 Cases of Sabres, 14 Casks of Copper & between 3 and 400 Cases of repaired arms in the Magazine form the quantity of Goods on Hand. I beg to know how they are to be conveyed to america as I find I shall be able to get but a very trifle, if any, on board of the americans that are here. I forgot to add to the qty of Goods about 30 Tons of Anchors, that I have imported from Spain on the public Acco^t. As M^r Dean is absent it is necessary to explain this transaction. When I was fitting the Frigate⁵ I found it impossible to procure Anchors for her here. It was therefore necessary to send to Spain, from whence they come as cheap, excellent in quality, & generally with as much expedition as from any where else; As we were in want of Ballast it was determined, with M^r Deans approbation, to add to the qty 2 Setts of heavy anchors for the 74 Gun Ships that were building in America, which would at once serve as Ballast to the Ship, and be a reasonable supply. Unfortunately the Vessell that was to bring these Anchors was obliged to put back having sprung a leak, she was condemned, & the [*anchors*] were then obliged to wait another opportunity; this reduced me to the necessity of borrowing a Sett for the Frigate from the Kings yard at L'orient, which the Commissary consented to spare me on my promise to replace them from the Forges in that neighbourhood. These therefore are still to be paid for. The Anchors from Spain have arrived at last and remain to be sent out, they are of a superior Quality, & would be an important acquisition were they in America. Perhaps the *Boston*⁶ might take them in. You may think me tediously particular; but I had rather fall into that Error than let any transaction of mine be obscure or unexplained. When I have the Honour to appear before you I mean to pursue the same plan in everything that relates to public Service, since I have been in its employ.

I imagine that I shall not have occasion to draw for more than 20,000 Livres more to finish my Acco^{ts} on the public Acco^t, except the above article of Anchors. As soon as my Health will permit I will submit all my Acco^{ts} to your Excellencies. I have the honour to be [&c.]

Jon Williams

L, PPAmP, Benjamin Franklin Papers, vol. 37, fol. 148. Docketed: "M^r J. Williams 28 Ap. 1778"; "W^{ms} 28 Ap^l 78."

1. Printed in *Adams Papers* 6: 38–39.
2. Isaac-Jean-Georges-Jonas Grand.
3. Silas Deane.
4. Johannes Philip Merckle.
5. Continental Navy frigate *Deane*.
6. Continental Navy frigate *Boston*.

JOHN BONDFIELD TO THE AMERICAN COMMISSIONERS IN FRANCE

Hon^d Sirs

Bordeaux 28 April 1778

Mess^{rs}. Palmes Livingston and Heywood^l arrived here the 25th by whom I was favor'd with the Letter you honor'd me with under date 15th Ins^t.

In consequence of your Instructions I have received from Captain Tucker an Incident for the provision the respective officers will attend the examination tomorrow to inspect the quality which with the other articles required I shall endeavour to expedite in the course of this week The Mast has thrown the work much Back² We have received no intelligence from the Out Ports having no Arrivals since my last I have the honor to be [&c.]

John Bondfield

L, MHi, Adams Papers. Addressed at top: "The Hon^{ble}. Benj. Franklin Arthur Lee John Adams} Esq^{rs}."

1. Marine Capt. Richard Palmes, Lt. Musco Livingston, and probably William Haywood, who later went into business with Bondfield. *Benjamin Franklin Papers* 26: 278n.

2. On 21 Apr. Capt. Samuel Tucker discovered that the main mast of the Continental Navy frigate *Boston* was badly damaged and needed to be replaced. It was not until 6 May that the new mast was set in place. See Journal of Continental Navy frigate *Boston*, 21, 22, 23 and 24 Apr., all above, and 6 May, below.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Tuesday April 28th

[*Bordeaux*]

This Day pleasant Weather, People imployd as usual, some of the Hands deserted.—¹

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

1. For more on these desertions, see Journal of Lt. William Jennison, Continental Marines, 29 Apr., below.

April 29

CAPTAIN JOHN GELL, R.N., TO PHILIP STEPHENS, SECRETARY TO THE LORDS COMMISSIONERS OF THE ADMIRALTY

Sir

Thetis off Port Patrick¹ 29th April 1778

On the 24th Instant desired you would acquaint my Lords Commissioners of my Intention of proceeding to Sea on the Information of which I inclosed a Copy.— That Evening got under Way with Little Wind & stood down the River Clyde, had lit-

tle Wind all Night.— Saturday the 25th in the morning had Light Breezes & Calms, in the Evening the Wind came at S.W. and blew Fresh which hinder'd us from getting out of the River untill Nine O'Clock. We continued turning down the Frith of Clyde it being thick Weather & blowing Fresh at S:W:

On Sunday Morning the 26th Off Lamlash² fell in with the *George* Revenue Cutter belonging to Greenock who informed that he had seen the Privateer the Evening before at 6 O'Clock & the *Drake* with her Maintopsail Yard down both Laying too to the Southward of the Mull of Cantire,³ had spoke a Boat that came from the Privateer who told him she was called *Ranger* the Commander's Name Jones. The People in the Boat heard the Privateer hail the *Drake* that the Wind would be to the Southward that Evening & he should go through the North Channell. On Monday 27th. thick Hazy Weather in the Morning spoke a Sloop from Belfast who said the Engagement with the *Drake* was on Friday Afternoon.— At Eleven O'Clock spoke with the *Boston* from the Intelligence which I received from Captain Dudingston⁴ who had come from the Southward & spoke with every Vessel he saw & had no Information of the Privateer, determined me to stand to the Northward[,] desired Captain Dudingston would sail along the Irish Coast, keeping the Scotch Shore myself.

On the 28th stood for Illa,⁵ in the Morning sent the Boat on Shore at the Entrance of the Sound⁶ who spoke several Vessels that had come through it, & was on Shore & got no Intelligence. Spoke with a Ship from Liverpool bound to Riga, soon after spoke a Snow from Norway who had passed between the Lewis Islands⁷ & Terrey-Rocks,⁸ had spoke the *Boston* who was standing for Londonderry.— Then determin'd to stand to the Southward for this Place and if there is any further Intelligence of the Privateer shall govern myself accordingly if not shall proceed to the River Clyde to execute the Orders received. Being short of Complement & some Sick on board 25 Men from the Transports & two Master's came on board Volunteers. M^r. Thomas Fisher Master of the *Favorite* of White Haven being well acquainted in Solway Frith & the Coast to the Southward, offered to pilot the Ship should she proceed that Way. I likewise took a Pilot for the Coast of Scotland. This you will be pleas'd to communicate to my Lords Commissioners. I have the Honor to be [&c.]

J. Gell

L, UklPR, Adm. 1/1838, sec. 6, no. 7. Addressed at foot of first page: "Philip Stephens Esq^r." Docketed: "29 Ap^r 1778/off Port Patrick/Capt. Gell_of the/*Thetis*." Endorsed on first page: "Rec^d. 5 May." Notation by Stephens on reverse: "7 May/Own rec^t."

1. That is, Portpatrick, Scotland.
2. Lamlash was a village on the east coast of Arran I., on Lamlash Bay, an inlet on the Firth of Clyde.
3. That is, Mull of Kintyre, which is off southwest Scotland.
4. H.M. frigate *Boston*, Capt. William Duddingston, commander.
5. Islay I., southernmost of the Inner Hebrides.
6. Probably, Sound of Jura.
7. The Lewis Is.: The Outer Hebrides, or Western Is.
8. By "Terrey Rocks," Gell refers to Tiree or Tyree I., one of the Inner Hebrides.

GEORGE III TO EARL OF SANDWICH

Queen's House, 29 April 1778, 5 m. past 9 A.M.

Lord Sandwich— By some intercepted letters which have just been communicated unto me by the secretaries' office, I have not the smallest doubt that d'Estaing's fleet is gone with Deane and Gérard¹ to attack either Philadelphia or New York. I

think this so very material that without loss of time I transmit this intelligence unto you. Keppel, in his own paper, mentions that if certain intelligence arrives he must be authorized to detach.² I think, by the day I arrive at Portsmouth, we must receive some information of this; and if that is the case we must strengthen Lord Howe, for should his fleet and the army under his brother be destroyed, no one can answer what confusion it may not occasion at home.

I know very well, and I have with pleasure seen, every effort is used to fit out the fleet. I trust every vessel that can be hired or bought will be collected, to be fitted as frigates and small craft, which, from having been obliged to send of that kind everything we had to America, has crippled us in a most essential article.

Sandwich Papers, 2: 38–39.

1. Silas Deane, and the French Ambassador to the United States Conrad-Alexandre Gérard.

2. Adm. Augustus Keppel was named commander of the Channel fleet in March. In a paper of 17 Apr., Keppel, stating that detaching ships from the fleet was too weighty a decision to be left to his discretion, requested specific instructions on the matter. *Sandwich Papers*, 2: 32–33.

LORD GEORGE GERMAIN TO LORDS COMMISSIONERS OF THE ADMIRALTY

Secret

My Lords

Whitehall 29th April 1778

Intelligence having been received of the sailing of a Squadron of French Men of War from Toulon consisting of Eleven Ships of the Line, one of Fifty Guns & Six Frigates, having on board besides their compliment of Seamen & marines, One thousand Land Forces, and from the warlike Implements put on board & other circumstances it is supposed the said Squadron is destined for Boston or some other Port in the revolted Colonies and intended to act in conjunction with the Rebel arm'd Ships & Troops in attacking His Majestys Ships & possessions in North America & the West Indies and annoying the Trade of this Kingdom

The King therefore concurring in the opinion submitted to His Majesty by His most confidential Servants, judges it expedient to augment the naval Force in North America not only for the protection of the British Territories & security of the Commerce of His faithful Subjects but to vindicate the insulted honor of His Crown and assist the violated Rights of the People of Great Britain by attacking & defeating the said French Squadron

And I am commanded to signify to your Lordships His Majestys pleasure that you do without a moments delay detach thirteen ships of the Line under the command of such Flag Officer as your Lordships shall think fit to appoint, & that you do Instruct such Flag Officer to proceed with the Ships under his command to Halifax in Nova Scotia and immediately upon his arrival there to acquaint Lord Howe or the Commander of His Majestys ships in North America therewith, and to endeavour to gain Intelligence of the said French Squadron and if from the information he receives he shall have reason to think it is put into Boston or any other Port in North America, or is upon any part of the coast he is without delay to proceed in quest of it, taking with him any of His Majestys Ships he may find at Halifax or that may Join him there or in his course from thence, sending at the same time advice of his proceedings to Lord Howe or the Commander of His Majestys Ships in North America, And untill he shall be Joined by Lord Howe, under whose command he is to put

himself, or receive Orders from him, He is to conduct himself in the manner he shall think best, for effecting the destruction of the said French Squadron and do his utmost to attack & defeat it whenever he shall find an opportunity of so doing. And in case upon his arrival at Halifax he shall be inform'd that no French Squadron has appeared in those seas, and he shall have reason to suppose it has proceeded to the West Indies, he is then to follow it thither with the Ships under his command and taking likewise under his command such of His Majestys Ships as he shall find upon that station, he is to do his utmost to attack & destroy the said Squadron or any other French Ships of War he may meet with and to cover & protect His Majestys possessions, But if upon his arrival in the West Indies he shall find the Squadron upon that Station commanded by an officer superior to him, he is then to put himself under the command of such superior officer & communicate to him his Instructions and follow his Orders in their further execution

If however upon his arrival at Halifax & during his continuance there such time as he shall Judge necessary to make enquiry & collect Intelligence, he shall receive no Information that shall give him reason to suppose the destination of the said French Squadron is either for North America or the West Indies, he is in such case to return to England with the Ships he carries out under his command

And if upon his passage to Halifax or in any other part of his Voyage he shall fall in with the said French Squadron or any other French Ships of war he is to attack & do his utmost to defeat & destroy the same

Df, UKLPR, S.P. (Naval) 42/52, fols. 248–51. Addressed at top: "Lords of the Admiralty." Docketed: "Dra^t/to the Lords of the/Admiralty the/29th April 1778/Secret/N^o 1."

JOHN ADAMS TO CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Dear sir

Passi. April 29. 1778

I this Moment had the Pleasure of your Letter of the 22^d Instant,¹ and am much obliged to you for your kind Congratulations on my safe Arrival, and agreeable Reception here.

The Commissioners have recommended a Lieut to you. Mr Livingston, a Gentⁿ of good Character, as the Com^{rs}. believe.² But, altho the Hon. Com^{rs}. have recommended him, as first Lieut. I hope he will, decline this, and be content to be made second Lieut, as I have a great opinion of and Esteem for Mr Reed,³ I could wish him to be first.—however this must be left to you—M^r Livingston is said to be a Man of an handsome Fortune and good Connections.

You will see by your orders,⁴ which Captⁿ. Palmes⁵ will deliver you that, your future Cruise and Voyage will be left to yourself—may God preserve and prosper, you and the ship & her Company.

I shall ever retain a pleasing Remembrance of, the Civilities rec^d from you, and the agreeable Hours We Spent together on Board the *Boston*, notwithstanding all our bad Weather and disagreeable Chases.

I have written to Mr Bondfield,⁶ to put a few Things on board your ship, for my family—if you will take the Charge of them, I shall be much obliged to you.—I had rather they should take their Chance with you, how long soever you may cruise than by any other Vessell: because I have great Confidence in your Vigilance, Prudence &

Activity, of which I have written both to Congress and the Navy Board. I am, with much Affection & Esteem, your Friend, & sert

John Adams

L, MH-H, Samuel Tucker Papers (fMS Am 812). Addressed below close: "Cap^t. Tucker."

1. See above.
2. Lt. Musco Livingston. See American Commissioners in France to Capt. Samuel Tucker, 19 Apr., above.
3. Lt. Benjamin Reed, Continental Navy.
4. American Commissioners in France to Captain Samuel Tucker, 13 Apr., above.
5. Capt. Richard Palmes commanded the Continental Marines on *Boston*.
6. John Bondfield, Continental Navy agent at Bordeaux.

COMTE DE VERGENNES TO THE AMERICAN COMMISSIONERS IN FRANCE

Versailles, 29 April 1778

I have submitted to M. de Sartine the communication you did me the honor to address to me regarding the obtaining of convoys to ensure the safety of commerce between the merchants of Nantes and Bordeaux and those of North America.¹ I have enclosed a copy of his reply.² You will see that the King has taken the most efficacious measures to protect the trade of the Americans as well as that of his own subjects, and I am sure, gentlemen, that you will find these measures a satisfactory proof of His Majesty's favorable disposition toward the United States. I have the honor to be [&c.]

De Vergennes

L, MH-H, Arthur Lee Papers.

1. American Commissioners in France to Comte de Vergennes, 19 Apr., above.
2. Gabriel de Sartine to Comte de Vergennes, 26 Apr., above.

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO
THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Bourdeaux April 29th. 1778.—

I received yours of the 15th Ins^t. by Cap^t. Palmes¹ with my Orders from your Honours of the 26th Ins^t. Am very uneasy that I cannot imediately persue them; I would inform your Honours that it is not possible for me to get the Ship² to Sea in less then 16 or 18 Days, as my Mainmast detains me & in Cariening my Ship, the Galley fell down, for which Reason I've a Iron Hearth making to stand under my Forecastle. I carried away my fore Yard on my Passage, but being securely fished, I am in hopes it will serve me the Cruze.

Gentlemen I will do my utmost to get the Ship out knowing it is very Expensive. I have Confined myself on Board to assist the Officers during my Enterance into this port.— I Received your Recommendation of M^r. Livingston;³ he is to proceed as 2^d Lieu^t to his Choice, & I am under great Obligations to your Honours for my Offi- cer.— I shall take Care to obey such Orders as I have or ever may Receive from your Honours. I am [&c.]

Sam^l Tucker

L, PPAmP, Benjamin Franklin Papers, vol. 9, fol. 98. Addressed before opening: "To the Hon^{ble}: American/ Commissioners at Paris]." Addressed on cover: "To/The Hon^{ble}: American Commisioners/att/Paris.—"

1. Capt. Richard Palmes commanded the Continental Marine detachment on *Boston*.
2. Continental Navy frigate *Boston*.
3. See American Commissioners in France to Capt. Samuel Tucker, 19 Apr., above.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Frigate *Boston*, *Bordeaux*]

[Apr.] 29 Michael M^cLaughlin a Marine deserted his Post while Centinel and took off 2 Others with him—¹

D, DLC, Journal of Lieutenant William Jennison, p. 8.

1. The next day, according to his journal, Jennison was sent ashore in search of these deserters but failed to find them.

NOTES MADE ON BOARD THE *LANGUEDOC*, FRENCH NAVY SHIP OF THE LINE

[Extract]

Notes Faits abord du *Languedoc*

Avril 1778

Lundi—13.

Merdy—14.

Mercredy—15.

Vendredy—17.

Samedy—18.

Mardy—21.

Jedy—23.

Vendredy—24.

Samedy—25.

Dimanche—26.

Lundy—27.

Mercredy—29.

appareillé à 4 heures après midy
perdu La vergue de Contre-civadiere qui est tombée de nuit
à la mer, Sans qu'on s'en soit aperçû
L'Étay du grand mât de hune rompu et la mizaine deralin-
guée—Le petit mât de hune a consenti à 10 pieds, environ,
au dessus du Ton
Abordé le grement par le *Fantasque*, presque point d'avarie
voye d'Eau au *Tonnant*;—Bouchie Le Landemain
Le *Protecteur* demâté de Son grand mât de hune et de Ses
deux vergues de grand et petit huniere
Le *Tonnant* fait Signal de 3. pouces d'Eau par heure et le
Guerrier Signal d'incommodité dans Ses vergues
La Verge Seche du *Languedoc* rompuë par un defaut dans
le bois.—Signal du *Tonnant* de ce qu'il fait 5. pouces d'eau
par heure,—Il demanda à regler la voilure;—accordé. Il en
resulte La perte d'un beau Tems—
La *Chimere* passe à Poupe pour informer qu'elle fait un
pouce d'Eau par heure—
Le *Protecteur* a fait Signal d'incommodité dans Ses barres de
hunes—
Il est ordonné à M. de Pleville¹ d'aider M. de Beaucaire²
dans l'appel de l'Equipage, la formation des plats et la Cor-
rection du rôle de Combat,—Toutes ces operations ayant
été mal faites auparavant
à 9. heures du soir, Le *Tonnant* a demandé par un Signal de
feu à chaque mât qu'on diminue de voiles

[Translation]

Notes Made on board the *Languedoc*

April 1778

Monday—13.

Tuesday—14.

Wednesday—15.

weighed anchor at 4 o'clock in the afternoon
lost the spritsail-topsail yard, which fell during the night
into the sea, without anyone noticing it
The stay of the maintopmast parted and the mizzen lost its
bolropes—the foretopmast sprung ten feet, about, below

	the mast-head
Friday—17.	The rigging run afoul by the <i>Fantasque</i> , almost no damage
Saturday—18.	water leak in the <i>Tonnant</i> ; plugged up the previous day
Tuesday—21.	The <i>Protecteur</i> lost its maintopmast and its two yards of the maintopsail and of the foretopsail
Thursday—23.	The <i>Tonnant</i> made Signal of three inches of Water an hour and the <i>Guerrier</i> signaled trouble with its yards
Friday—24.	The <i>Languedoc</i> 's bare yard split from a defect in the wood.—Signal from the <i>Tonnant</i> that it was making 5 inches of water an hour,—It requested permission to trim the sails;—granted. This resulted in the loss of good weather.
Saturday—25.	The <i>Chimère</i> passed astern to inform that she was making an inch of Water an hour—
Sunday—26.	Le <i>Protecteur</i> made Signal of trouble with its top crosstrees
Monday—27.	It is ordered that M. de Pleville ¹ assist M. de Beaucaire ² in the calling of the crew, the formation of messes, and the correction of the quarter-bill,—all these operations having been poorly done previously
Mercredy—29.	at 9 o'clock in the evening, the <i>Tonnant</i> requested by a Signal fire on each mast that we shorten sail

D, FrPNA, Marine B4 286, fols. 49–50.

1. Georges-René, Chevalier Pleville Le Pelley, sixth lieutenant in *Languedoc*.

2. Antoine-Claude, Vicomte de Beaucaire, second lieutenant in *Languedoc*.

JOURNAL OF FRENCH NAVY SHIP OF THE LINE *LANGUEDOC*,
CAPITAINE DE VAISSEAU HENRI-LOUIS, CHEVALIER DE BOULAINVILLIERS DE CROY

Signaux.	Mercredi 29. Avril
Du Mercredi 29. au Jeudi 30. Avril 1778.	Depuis hier Midi jusqu'au jour'hui à la même heure le Vent à été variable de l'Ouest au Sud-Sud-Est, petit frais, le tems clair, et belle Mer, la Route corrigée a valu l'Ouest $\frac{1}{4}$ Sud-Ouest 3 degrés Sud.
A 5. heures un quart j'ai fait Signal de Mettre les Bonnettes, par un Pavillon blanc au Mât d'artimon, par un Pavillon Bleu au grand Mat, et par un Pavillon blanc et jaune au Mat de Mizaine	Chemin corrigé—11 Lieues Latitude observée 37 d 42. ^{min} Longitude ² arrivée 0r ^e —55. ^{min}
A 7 heures j'ai fait Signal de Branlebas de propreté, par un Pavillon bleu et rouge au grand mât et par un Pavillon rouge au mat de Mizaine	Relèvement
A 11. heures j'ai Signalé de faire l'Exercice du Canon, par un Pavillon bleu et rouge à la Vergue du Grand Hunier et par un Pavillon blanc et rouge à la Vergue du grand Perroquet. ¹	Par ce Point—le Cap Matison ³ reste au S. 5 ^d E distant de 16 Lieües.
A 5. heures j'ai fait Signal de Ralliement, par un Pavillon blanc et bleu au grand mat.	A 4 heures et demi du Soir le vent entant revenu à l'Ouest On a mis en Panne jusqu'à 6. heures et demi qu'on a fait Servir, donné Vent levant, et pris les amures àu Stribord.

[Translation]

<p style="text-align: center;">Signals.</p> <p>From Wednesday 29. to Thursday 30. April 1778.</p> <p>At 5 o'clock and a quarter I made the Signal to Set the Studdingsails, by a white Flag at the mizzenmast, a blue flag at the main Mast, and a white and yellow Flag at the Foremast</p> <p>At 7 o'clock I made the Signal to Clear for action, by a blue and red Flag at the mainmast and by a red Flag at the Foremast</p> <p>At 11. o'clock I made the Signal to Exercise the Guns, by a blue and red Flag at the Maintopsail Yard and by a white and red Flag at the Maintopgallant Yard.¹</p> <p>At 5. o'clock I made the Signal to Rejoin, by a white and blue Flag at the mainmast.</p>	<p style="text-align: center;">Wednesday 29. April</p> <p>Since yesterday Noon until today at the same time the Wind has been variable from the West to the South-South-East, light breeze, the sky clear, and calm Sea, the corrected course reckoned at West $\frac{1}{4}$ South-West 3 degrees South.</p> <p>Corrected Course—11 Leagues $\frac{3}{8}$ Latitude observed 37 d 42.^{min} Longitude² arrived at 0r^e—55.^{min}</p> <p style="text-align: center;">Bearings</p> <p>From this Point—Cape Matison³ lies to the S. 5^d E at a distance of 16 Leagues.</p> <p>A 4 o'clock and a half in the evening the wind having come around to the West, we came to until 6. o'clock and a half, when we sailed with an East wind, and took the Starboard tack.</p>
---	---

D, FrPNA, Marine B⁴ 145, fols. 14–15.

1. During its passage to America, the squadron would clear for action and exercise the great guns again 24 May and 22 June.

2. French naval logbooks reckoned longitude using the center of Paris as the prime meridian. Paris is 2° 2' east of Greenwich, England, the British—and the modern standard—prime meridian.

3. Cape Caxine, near Algiers.

April 30

GEORGE III TO THE EARL OF SANDWICH

Queen's House, 30 April 1778, 27 m. P.M.¹

I am thoroughly convinced that Rear-Admiral Parker is well qualified to execute the commission; and as he can be sooner ready to sail than Vice-Admiral Byron I approve of the alteration, provided his being a junior admiral to Gambier does not occasion that gentleman's interfering, and I should not think that either more likely to have the most prudent or most skilful conduct pursued. I do not mean by this to hint any doubt of Gambier's parts, but of his prudence.²

Sandwich Papers, 2: 39.

1. That is, 12:27 P.M.

2. James Gambier and Hyde Parker, Sr., were both promoted to Rear Admiral of the Blue on 23 Jan. 1778. Gambier was already on the North American Station as second-in-command to Vice Adm. Viscount Howe. Parker would go to North America as second-in-command of the fleet under John Byron. Byron had been elevated to Vice Admiral of the Blue on 29 Jan. 1778 and was preparing to sail to India to take command of the East Indies Squadron when he received revised orders to take command in North America.

LORD NORTH TO EARL OF SANDWICH

[London, 30 April 1778]

When Admiral Parker¹ arrives at Halifax he will find there Admiral Gambier,² and must, I suppose, put himself and his fleet under his command. Would that be right? Or is it desirable?

To say the plain truth I have seldom heard any seaman speak of Gambier as a good naval officer or as one who deserved to be trusted with any important command. Is not this circumstance an objection to Admiral Parker? He must either put himself under Gambier's command or he cannot avail himself of Gambier's ships. I am [etc.]

Sandwich Papers, 2: 39–40.

1. Rear Adm. Hyde Parker, Sr.

2. Rear Adm. James Gambier, second-in-command to Vice Adm. Viscount Howe, then stationed at New York City.

PHILIP STEPHENS, SECRETARY TO THE LORDS COMMISSIONERS OF THE ADMIRALTY, TO
EARL OF SANDWICH

Admiralty, 30 April 1778.

My Lord—Your Lordship will see by the enclosed billet from my Lord North¹ that it is wished that Mr Byron should proceed upon the present service. I have therefore dispatched a messenger with a letter to him to desire the favour of seeing him to-morrow morning by or before ten o'clock.

I have sent orders by express to Lord Shulldham to use all possible means to get the *Albion* and *Monmouth* into the Sound and to complete their spirits up to their other species of provisions, which is all that they want to enable them to proceed to sea.² And I hope to be able to-morrow to send Commodore Evans his orders to proceed off Plymouth Sound with the ships and frigates that he is to carry from Spithead.³ If your Lordship would not have him sail till the King has visited the fleet, you will have it in your power, being upon the spot, to restrain him.⁴

I have seen Lord George Germain. I mentioned what your Lordship commanded me to say to Mr Knox respecting the squadron's wintering abroad, but I did not leave his Lordship at all disposed to alter the letter which you saw this morning.⁵ The motions of this squadron must be so much influenced by the motions of the French that his Lordship does not think himself authorized to fix a time for the return of the former without being even able to guess what may be the intentions of the latter. I found his Lordship not a bit better disposed towards Mr G[ambier] than other great personages.

. . . I have [etc.]

Sandwich Papers, 2:40–41.

1. Lord North's note, dated Thursday [30th] 1/2 pt. 5 P.M., runs thus: "His Majesty seems to prefer Admiral Byron to the chance of having the fleet under Mr Gambier. I hope, therefore, that the *Albion* may be got out of the harbour in time and that the whole fleet may soon be clear of the land." *Albion* was fitting out as Vice Adm. John Byron's flagship.

2. Vice Adm. Lord Shulldham commanded at Plymouth.

3. Commo. John Evans was third in command in the fleet that eventually sailed to America under Byron.

4. George III would visit Portsmouth for a week beginning May 2 to inspect the fleet and dockyards.

5. Lord George Germain to the Lords Commissioners of the Admiralty, 29 Apr., above.

LORD GRANTHAM TO LORD WEYMOUTH

[Extract]

N^o. 27:Aranjuez [*Spain*]: 30. April. 1778

My Lord.

I received on the 28th. Ins^t the Duplicates of your Lordship's Dispatches N. 5 of the 16th. and your Circular Letter of the 20th of last Month, which M^r Walpole has transmitted to me.

The last Advices which I have received from Cadiz acquaint me with Cunninghams having been ordered out of the Port, and of his having in consequence thereof quitted it. He sent in a Prize on the next day supposed to belong to Biddeford,¹ of which I have spoken to M. Florida blanca, who has given Order to have her detained in order that the legal Owners may claim her, and that all proceedings upon this Matter should, in case of doubt, be sent up to the Council of War. He has farther given me assurances that he had given Orders, that no Prize whatever should be admitted into the Harbour.

I hear that the French Consul at Cadiz has received Instructions from M. de Sartine to give his Protection to American Ships. . . .

I have the Honour to be [&c.]

Grantham

L, UkLPR, S.P. (Foreign) 94/205, fols. 219–21. Addressed at foot of first page: "R^t Hon^{ble} L^v Weymouth." Docketed on separate page: "Aranjuez 30 April 1778/Lord Grantham/(N^o 27)/R 3 June via Lisbon."

1. Brig *Tapley*, Holt, master, 100 tons, built in 1765 and owned by Lewis & Co. It was on a voyage from Bideford, England, to Malaga, Spain, with a cargo of butter & ballast. *Lloyd's Register of Ships, 1777–78; The Public Advertiser* (London), 11 May 1778; *Letters and Papers of Gustavus Conyngham*, opposite p. 152. As seen in the note at Conyngham to William Hodge, 16 May, below, *Tapley* was not seized by Spanish authorities, but sold by Conyngham's agents.

MayNOTES MADE ON BOARD THE FRENCH NAVY SHIP OF THE LINE *LANGUEDOC*

[Extract]

Notes Faits aboard du *Languedoc*May—1778.Vendredi—1^{er}.Le *Tonnant* a communiqué pour informer qu'il faisait 6. pounces d'eau par heure

Dimanche 10.

Apperçu une vingtaine de batimens à L'horison faisant même route que nous;—nous les Supposons Espagnols—vû L'isle d'Alboren.—Le *Zelé*, l'*hector* et le *guerrier* séparés dans la nuit et hors de vue;—rejoints le Soir.

Vendredi—15.

Samedy—16.

donné dans le detroit de Gibraltar à L'Entrée de la nuit et passé de Suite

Lundy—18.

Le *Zelé* a fait Signal d'incommodité dans ses barres de hunes

- Mardy—19. La *flore* Expédiée pour le p^{er}. port d'Espagne ou de Portugal et de La à Toulon—
 mercredi—20. La Guerre annoncée, messe Solemnelle, Grand diner et divertissement pour L'Equipage
 Dimanche 24. Gratifications données et promesses faites aux Soldats pour monter et manœvrer comme les matelots.—un Conseil tenu Sur la route à prendre.

[Translation]

Notes Made on board the *Languedoc*

May—1778.

- Friday 1st. The *Tonnant* communicated in order to inform that it was making 6 inches of water an hour
 Sunday 10. Sighted some twenty ships on the horizon following the same course as we were; we suppose them Spanish
 Friday 15. Saw the isle of Alborán. The *Zelé*, the *Hector* and the *Guerrier* separated during the night and out of sight; rejoined in the evening.
 Saturday 16. Entered the Strait of Gibraltar at nightfall and passed through
 Monday 18. The *Zelé* signaled trouble with its top crosstrees
 Tuesday 19. The *Flore* dispatched for the first port in Spain or Portugal and from there to Toulon—
 Wednesday 20. The War announced, Solemn mass, Grand dinner and entertainment for the Crew
 Sunday 24. Gratuities given and promises made to the Soldiers for climbing and drilling like the sailors.—A council held on the course to take.

D, FrPNA, Marine B¹ 286, fol. 50.

STATION BILL FOR OFFICERS OF FRENCH NAVY SHIP OF THE LINE *LANGUEDOC*,
 CAPITAINE DE VAISSEAU HENRI-LOUIS, COMTE DE BOULAINVILLIER

[*Languedoc, en mer, mai 1778*]

	Disposition de M.M. Les Officiers dans les batteries et Sur les Gaillards pour le Service de L'Artillerie
1 ^{ere} . Batterie	M.M. de Beauquaire & de Ribies ¹ Commandants la Batterie M. de Costebelle ² à la seconde division venant de L'Arrière, 4. pieces M. D'Orsin ³ au premier poste de L'avant, 4 pieces M. de Combault ⁴ garde de la marine faisant le Service d'Enseigne au dernier poste de L'arrière—4 pieces M. de Chouin ⁵ major d'Infa ^{ic} . Entre le premier poste de Lavant et celui du Centre—3 pieces

	M. de Lafitte ⁶ garde de la Marine au bas de l'escalier pour recevoir, porter les ordres et Empescher toute Espece d'Engorgement sur l'Escalier
Jean B ^{te} . Gromely Sergent Pierre Vincent Caporal Antoine Joly Caporal	M. de Simony ⁷ garde de la marine accompagnant M. de Beauquaire M. de Salvere ⁸ fils volontaire accompagnant M. de Ribiés
2 ^{eme} Batterie	M de Cabanoux ⁹ Commandant La Batterie M de Cambis ¹⁰ à la Seconde division venant de L'arriere, 4. pieces M. de Castillon ¹¹ au premier poste de L'avant 4. pieces M. de Lomenye ¹² au dernier poste de L'arriere 4. pieces M. de La Croix ¹³ Entre le premier poste de L'avant et celui du Centre 4. pieces M. de Barthon ¹⁴ garde de la marine au bas de L'Escalier pour recevoir et porter les ordres M. Batheon ¹⁵ garde de la marine
Guillaume Millau Sergent écoutant au portevoix	
Jacques le Long Sergent Claude Samouzly Caporal	M. de Jourdain ¹⁶ volontaire Accompagnant M. de Cabanoux Commadant La Batterie
Gaillard d'Arriere	M. de Pleville ¹⁷ commandant de la batterie M. Gauttier ¹⁸ Cap ^{ne} . d'Inf ^{rie} . Ingenieur, de L'arriere Commandant 5. pieces dont il aura les details M. de Beurrier ¹⁹ faisant fonction de Lieutenant de fregate de L'avant, Commandant 5 pieces dont il aura les details et Specialement chargé de veiller à la manœuvre.
Gaillard d'Avant	M. de Chateaubourg ²⁰ Enseigne chargé de la Batterie M. Rabatteau ²¹ faisant le service de Lieutenant de fregate chargé veiller à la manœuvre M. de Pleville ²² fils chargé de Communiquer avec M. Son pere pour la manœuvre, de recevoir les ordres du Gaillard d'arriere, pour les rendre à M. de Salvere, ²³ d'Empescher aucun Engorgement Sur les passavants et de veiller aussi à la promptitude du feu des Pierriers et de la mousqueterie de la hunes mizaine. Places des MM. Les Officiers
A la prem ^{ere} . Batterie	Les deux Commandants ayant à costé d'eux le garde de la marine qui les accompagne et qui est chargé de porter leurs ordres, seront placés le plus en arriere des boucles vers le Centre du Vaisseau. Le premier devant la Cinquieme piece en comptant de L'arriere, et le Second derrière la sixieme pieces. Ils auront derrière eux les deux pa-

	<p>trouilles, dont l'une fera face vers l'arrière et l'autre vers l'avant ; Elles commenceront leur ronde aussitôt qu'on Le Leur prescrira</p> <p>Chaque Enseignement sera placé entre la 2^{eme}. et la 3^{eme}. piece qu'il commande, pour ceux qui ont quatre pieces, Et pour celui qui n'en a que Trois derriere la Second</p>
A la Seconde Batterie	<p>Le Commandant ayant à costé de lui le garde de la marine et le volontaire qui l'accompagnent et qui sont chargés de porter les ordres, ainsi que le nommé Mille Sergent, sera placé le plus en arrière des Boucles vers le centre du Vaisseau et entre la huitieme et la neuvième piece ; Il aura derriere lui deux patrouilles dont l'une fera face vers l'avant et l'autre vers l'arrière : Elles commenceront leur ronde aussitôt qu'on leur prescrira.</p> <p>Chaque Enseigne Sera placé entre la deuxieme et la Troisieme piece qu'il commande</p>
Gaillard d'Arriere	<p>M. d'Estaing²⁴ M. de Boullainvilliers²⁵ M. Le Ch^{er}. de Borda²⁶ Les deux aydesmajors Sans places fixes M. Le Mauff²⁷ Sans place fixe mais le plus ordinairement vers le grand mat. M. de PuySegur²⁸ Sans place fixe, mais ordinairement vers la Galerie M. de Closnard²⁹ Sans place fixe mais le plus ordinairement Sur le gaillard d'avant, communiquant avec le gaillard d'arrière et rendant compte à M. Le Mauff. M. Auzanne³⁰ Ingenieur Constructeur Sans place fixe & se portant dans les Galeries et partout où Ses Connaissances Seront necessaires</p>
Gaillard d'Avant	<p>M. Perier de Salvere³¹ Cap^{ne}. en Second M. Saqui d'Estours³² Lieuten^t Sans place fixe</p>
Dunette	<p>M. de Grimaldy³³ Enseigne le plus près du fronteau command^t. La manœuvre, la mousqueterie et veillant à la promptitude du feu des Pierriers de la Dunette, de la hune d'artimon et de la grande hune, ainsi qu'à l'activité de la mousqueterie de ces deux hunes M. Deschamps³⁴ Cap^{ne}. d'Infa^{ie}. de L'arriere M. de Bouquier³⁵ garde de Pavillon au bâton de Pavillon</p>
Passavants	<p>M. de Leuziers³⁶ Sous Lieutenant d'Infanterie, chargé de La Mousqueterie Et du feu des Perriers des Passavants</p>

	M. de Berge ³⁷ chargé de feu de La mousqueterie des volontaires
	<p style="text-align: center;">Detail des Fonctions des Messieurs les Officiers</p> <p>MM. Le Lieutenants commanderont Superieurement la batterie dont ils Sont chargés. Ils Se porteront pendant le combat partout où ils croiront leur presence utile ; Le Second Lieutenant de la premiere batterie la Commandera aussi generalement et aussi totallement que le premier ; Il deferera seulement à l'opinion et aux ordres de Son ancien, mais tous deux Se communiqueront mutuellement et au même Instant tout ce au'ils viendront d'ordonner, de Façon que le Second Lieutenant, n'atendra point l'approbation du premier pour faire Exécuter ce qu'il aura cru necessaire de prescrire.</p> <p>Tout Commandant d'une division d pieces, aura le Contrôle des hommes attachés à chaque piece ; Il s'apliquera à connaître personnellement tous les Sujets ; Il fera note de ceux qui montrent le plus de zeles et d'Intelligence dans les Exercices Et de ceux qui Se seront distingués dans le combat. Il observera si le premier et le Second Chef de piece et Si le Chef de plat ont été bien choisi relativement aux differentes Fonctions qui leur Sont attribuées ; Ces derniers seront Gratifiés, changés ou punis Suivant les observations Faites par les Commandants de division et d'après l'approbation des Lieutenants Commandants la Batterie Et en en communiquant les motifs aux deux Capitaines et aux premier Lieutenant.</p> <p>M.M. Les Enseignes &c. Commandants de division seront Specialement et directement chargés et reponsible des hommes attachés à la division des pieces qu'ils commandent. Ils veilleront et feront veiller à leur Santé, propreté, hardes, Sacs et hamacs, à leur promptitude à Se rendre à leur poste, la manière qu'ils ferleront ou déferleront leur hamacs, à L'Endroit du Bastingages où ils les placeront dans le tems des Branlebas et à l'Escalier pour lequel ils les apporteront pour y arriver par le chemin le plus court et Sans Engorgement.</p> <p>M. M. Les Enseignes seront Faire d'Eux-même, et en avertissant Seulement l'officier de quart, L'Exercice du Canon Toutes les Fois qu'il le Jugeront Convenable et le plus souvent qu'il sera possible.</p> <p>Le General en attendant de leur Zele que l'Exercice Sera avant peu, également bien fait partout dans le monde, desire cependant qu'il S'établisse une</p>

Emulation entre les différentes divisions ; Il espere qu'elle lui procurera promptement la Satisfaction de donner des Louanges plus marquées[aux uns] qu'aux autres.

Independamment des Exercices Commandés par le M^e Cannoniers, Il Sera choisi par division un homme capable de Commandant l'Exercice du Canon : M.M. Les Enseignes qui voudront dans le Cas d'Exercice, le Commander eux-mêmes, en Seront les maîtres Ils Sont tous priés de veiller à la façon dont cet Exercice est montré ; d'en Elaguer tous les Tems inutiles qui Surchargent la memoire du Servant qu'on Instruit, Et qui ne Sont point utiles au manie-ment de la piece.

Toutes les petites formes Exagérées ou ridicules en Seront retranchées ; Le Silence Sera observé ; une position uniforme, mais Sans aucune gêne sera Exigée. Le procédé le plus court sera toujours choisi et après quelques jours d'usage, M.M. Les officiers voudront bien communiquer par écrit l'énonciation de leurs idées Sur chaque mouvement, afin qu'il Soit ar- resté, pour toute l'Escadre un Exercice du Canon Simple, facile et Sans aucun mouvement faux ou qui Se croise.

Les petits Pares à boulets, les Bailles de Combat de chaque piece, les fauberts, tout L'armement enfin Sera Inspecté et visité par chaque command^t de divi- sion.

Le premier Chef de piece aura Sur les hommes de Sa piece la même autorité que les quartiers maîtres ou Sergents ont Sur leur matelots et Soldats : Le Se- cond chef de piece et le Chef de plat auront Sur les Servantes de leur pieces ou les hommes de leur plat, la même autorité que les Contre maîtres ou Ca- poraux ont Sur les matelots ou Soldats. Ils devront un compte Instantanée à L'Enseigne Comandant leur di- vision de pieces, de tout cequi arrivera aux hommes dont ils Sont chargés, Soit par raport à la santé, Exac- titude de Service, nourriture, propre, et Entretien ou remplacement de hardes : Ils seroient punis Severe- ment S'ils n'avertissoient pas dès les premiers Instants de L'incommodité d'un des hommes de leur plat et S'ils ne le faisoient pas changer de hardes, lorsqu'ils Sont de quart, étant mouillé.

Les Seconds chefs de piece Seront plus Speciale- ment chargés de ce qui regarde l'Exactitude à se ren- dre à Son poste et du Transport des hamacs.

Chaque Second chef de piece et chaque chef de

	<p>piece remplaceront le premier chef de piece, dans Ses fonctions Et à Son default. Ils rendront Sur le champs compte à L'Enseigne chargé du Commandement de leur division.</p> <p>L'Enseigne en Instruira les ou le Lieutenant Commandant la Batterie qui en fera ou qui en feront rendre compte au General, et aux deux Capitaines par le plus ancien des Gardes de la marine de la batterie, Et lorsqu'il manquera un homme à une piece, Il en Sera fourni Sur le Champs un autre du Corps de reserve, sur la proposition du premier Lieutenant d'après les ordres du Capitaine commandant et avec l'aprobation du General.</p> <p>Lorsque cet homme Sortira du plat des malades, Il reprendra le poste qu'il avoit à Sa piece ou il Sera affecté au Corps de reserve Selon qu'il aura été jugé convenable.</p> <p>Les Trois gardes de la marine ou Volontaires Gentilhommes feront les fonctions de Garçons majors dans chaque baterie et Sous les ordres de MM. les Lieutenants ; outre le Controle general de la Batterie qu'ils seront chargés de Copies, Ils Seront plus particulièrement affectés aux Tiers des pieces de la batterie, dans L'ordre Suivant.</p>
<p>Pour la 1^{ere}. Batterie</p>	<p>M. de la Fitte garde de la marine Sera garçon major³⁸ des Cinq premieres pieces de L'arriere</p> <p>M. de Simony garde de la marine Sera garçon major de la Cinquieme piece, jusqu'a la dixieme inclusivement.</p> <p>M. de Salvere fils volontaire Sera garçon major de la dixieme jusqu'a la 15^{eme}. piece inclusive.</p>
<p>Pour la 2^{eme}. Batterie</p> <p>M. de Barthon garde de la marine, Sera garçon major des Cinq premières pieces de L'arriere</p>	<p>M. de Batheon gard de la marine Sera garçon major de la Cinquieme piece, jusqu'a la onzieme inclusivement</p> <p>M. de Jourdain volontaire Sera garçon de La 11^{eme}. piece jusqu'a la 16^{eme}. inclusivement</p> <p>Ces Messiers Sont prevenus que le General leur [demandera] Souvent les noms des premiers et Seconds chefs des pieces et des chefs de plats des pieces qui leur Sont affectés.</p> <p>M. de Closmard et M. de Pleville fils, Seront garçons majors des quatre pieces du Gaillard d'avant Sous M. de Chateaubourg Commandant la Batterie</p> <p>M. M. Gautier et de Beurrier chargés des pieces du Gaillard d'arriere en rendront compte à M. de Pleville, à M. de Boullainvilliers et au General qui ne veut ignorer aucun detail Sur ce qui regarde ces Pieces, Sur les</p>

[Branlebas] de la chambre, ni Sur la prompte manœuvre du changement des pieces d'un bord à l'autre ; mouvements Sur lesquels voudront bien veiller nominativement M. LeMauff et M. de PuySegur. Cette destination particuliere Sera Subordonnée aux fonctions que ces Messieurs ont dans la majorite Generale de L'Escadre ; Et ils Se Soulageront Sur M. du Bouquier garde de Pavillon et qui Sera garçon major des pieces de L'arriere de la plus grande partie des details particuliers que le general les prie de vouloir bien accepter.

N^a Les fonctions de Garçon major que M. du Bouquier est prié de faire pour le Gailard d'arriere, ne le distrairons en rien pendant Le Combat, de l'Employ important et principal qui luy est confié de Veiller Sur le pavillon du Roy. Il ne la quittera point pendant L'action, mais le detail des pieces de L'arriere lui donneront pendant La Campagne une Correspondance personnelle avec le General.

Corps de Reserve

N^a. Ces Detachemens Seront portés le plutôt qu'il Sera possible Jusqu'au nombre de Cinq hommes par piece En les designans Toujours de même pour le Titre de Leur numers ; Ils Seront choisis pour Se porter en haut en Cas d'abordage, dèsque M. M. Les Officiers auront Eu le Tems de Connaître Les hommes

Le Corps de reserve Sera divisé en plusieurs Sections numerotées. Chaque Section Sera d'un nombre fixe et proportionné à Son total, De façon que lorsqu'on demandera la premiere Section, Elles Sera toute preste à monter en haut.

Il y aura Independamment du Corps de reserve deux hommes par piece designés pour monter en haut au premier ordre ; Ces hommes Seront connus Sous les noms de Numero Un et de Numero deux de façon que Si l'on demande le premier [detachment], tous ceux designés par le Numero 1. avertis d'avance, Se porteront Sur le champ en haut ; Sans qu'il Soit besoin de faire un autre appel Si l'on demande les deux detachem^{ts} à la fois, Les deux hommes designés par les Numero Un et deux monteront en haut Sur le champs et en même tenue ; Ces deux hommes de detachment Seront choisi[s] dans le nombre de ceux qui Seront reconnus pour estre les plusi [injamber] et les plus propres à estre Employés a une manœuvre prompte.

Losrqu'on fera feu des deux Bords, des hommes des pieces Impairs resteront du Bord où le Combat a commencé, ou Seront à Tribord S'il n'y en a pas encore eu ; Et tous Les hommes des pieces pair passeront du bord opposé à celui où on Se bat ou à Babord Si le Combat n'a pas commencé.

Le Second chef de piece deviendra Le premier chef de toutes les pieces où il n'y aura point de Servants Et il Sera fourni du Corps de reserve le plus d'hommes qu'il Sera possible pour fortifier le Services [des] Batterie[s]. Dans [Le Cas] où ce

	<p>renfort Seroit peu considerable, Il Seroit divisé en quatre Escouades Dont il y en auroit deux affectées à chaque Bord ; L'une viendrait de l'arrière et l'autre de L'avant.</p> <p>Elles aideroient progressivement en avançant vers le centre à mettre les canons en Batterie.</p> <p>Les Simulacres de L'Envoy des Sections du corps de reserve des Detachemens numerotés Un et Deux, du partage des deux bords et des quatre Escouades de renfort Seront Executés quelques fois Dans les grands Exercices pour que la pratique en devienne plus facile dans le besoin./.</p> <p>N^a. Il Sera designé quatre hommes fermes et Surs, Capables de faire un Exemple, pour estre placés à chaque Ecouille et pour Empescher de descendre.</p>
--	---

[Translation]

[Languedoc, at sea, May 1778]

	The disposition of officers on the lower and upper gun decks and on the forecastle and quarter decks.
Lower gun deck	<p>M. de Beauquaire and M. de Ribies¹ commanding the gun deck.</p> <p>M. de Costebelle² at the second division on stern; 4 pieces of ordnance.</p> <p>M. D'Orsin³ at the first gun station on the bow; 4 pieces of ordnance.</p> <p>M. de Combault,⁴ midshipman, acting ensign at the last gun station on the stern; 4 pieces of ordnance.</p> <p>M. de Chouin,⁵ major of the infantry, between the first gun station on the bow and that of the center; 3 pieces of ordnance.</p> <p>M. de Lafitte,⁶ midshipman, at the foot of the stairway to receive and carry orders and to prevent all sorts of congestion on the stairwell.</p>
Jean-Bte. Gromelly, sergeant; Pierre Vincent, corporal; Antoine Joly, corporal	<p>M. de Simony,⁷ midshipman, to accompany M. de Beauquaire</p> <p>M. de Salvere fils,⁸ volunteer, to accompany M. de Ribies.</p>
Upper gun deck	<p>M. de Cabanous,⁹ commanding the gun deck.</p> <p>M. de Cambis¹⁰ at the second division on the stern, 4 pieces of ordnance.</p> <p>M. de Castillon¹¹ at the first gun station on the bow, 4 pieces of ordnance.</p>

Guillaume Millau, sergeant, carrying orders passed from speaking trumpet	<p>M. de Lomenye¹² at the last stern gun station, 4 pieces of ordnance.</p> <p>M. de la Croix,¹³ between the first gun station on the bow and the center station, 4 pieces of ordnance.</p> <p>M. de Barthou,¹⁴ midshipman, at the foot of the stairwell to receive and carry orders</p>
Jacques le Long, sergeant; Claude Samouzly, corporal	<p>M. Bartheon,¹⁵ midshipman</p> <p>M. de Jourdain,¹⁶ volunteer</p> <p>Accompanying M. de Cabanoux, commanding the gun deck</p>
Quarter deck	<p>M. de Pleville,¹⁷ commanding the gun deck</p> <p>M. Gauttier,¹⁸ Captain of infantry engineers, at the stern, commanding 5 guns of which he will have more details</p> <p>M. d Beurrier,¹⁹ acting lieutenant de frégate at the bow, commanding 5 guns of which he will have more details and specially charged to watch over the maneuvers.</p>
Forecastle	<p>M. de Chateaubourg,²⁰ ensign, responsible for the gun deck</p> <p>M. Rabatteau,²¹ acting lieutenant de frégate, responsible for watching over the maneuvers</p> <p>M. Pleville fils,²² responsible for communicating with his father concerning the maneuvers, to receive orders from the quarter deck and to carry them to M. de Salvere,²³ to prevent congestion on the gangway, and to watch over the promptness of swivel gun fire and the musketry of the foretop.</p>
Officers' Stations On the lower gun deck	<p>The two gun commanders having at their side the midshipmen assigned to pass their orders will be stationed as far as possible behind the guns toward the center of the ship:</p> <p>The first gun commander in front of the fifth piece of ordnance counting from the stern and the second behind the tenth piece. They will have behind them two patrols; one responsible for the stern and the other for the bow. These patrols will begin their rounds as soon as they are given the order.</p> <p>Each ensign will be stationed between the second and the third gun that they command for those that have four pieces of ordnance, and for those that have but three, behind the second</p>

On the upper gun deck	<p>The commander, having at his side the midshipman and volunteer that accompany him, charged with passing his orders, as well as the named military sergeant, will be stationed as far as possible behind the guns toward the center of the ship. Behind him will be two patrols of which one will be responsible for the bow and the other for the stern. They will begin their rounds as soon as they are given the order.</p> <p>Each ensign will be stationed between the second and third piece of ordnance that he commands.</p>
Quarterdeck	<p>M. d'Estaing²⁴ M. de Boullainvillers²⁵ M. Le Ch^{er}. de Borda²⁶ Two aides not having fixed stations M. Le Mauff,²⁷ without a fixed station but most ordinarily toward the mainmast. M. de PuySegur,²⁸ without a fixed station but ordinarily toward the gallery M. de Closnard,²⁹ without a fixed station but most ordinarily on the forecastle, communicating with the stern gallery and reporting to M. Le Mauff. M. Auzanne,³⁰ naval architect, without a fixed station but to proceed to the galleries and everywhere else his knowledge might be necessary</p>
Forecastle	<p>M. Perier de Salvere,³¹ second captain M. Saqui d'Estours,³² lieutenant, without a fixed station</p>
Poop deck	<p>M. de Grimaldy,³³ ensign, as near as possible to the breastwork, will command the maneuvers, the musketry and watch over the rapidity of fire of the swivel guns on the poop deck, mizzen top and main top as well as the musketry from these two tops M. Deschamps,³⁴ captain of the infantry, on the stern M. de Bouquier,³⁵ midshipman, at the flagstaff</p>
Gangways	<p>M. de Leuziers,³⁶ sub-lieutenant of infantry, charged with the musketry and the gangway swivel guns M. de Berge,³⁷ in charge of the musketry fire of the volunteers</p>
	<p style="text-align: center;">Details Concerning the Duties of the Officers</p> <p>The lieutenants will be in ultimate command of the gun decks with which they are charged. During the combat they will proceed everywhere they believe their presence to be of use; the second lieu-</p>

tenant on the lower gun deck will in general have total command, yielding only to the opinion and orders of his senior but both will mutually communicate at the same instant every order so that the second lieutenant will not have to wait for the approval of his senior to execute that which he believes necessary.

Every commander of a gun division will have control over the men attached to each gun; he will do his best to become personally acquainted with all his men; he will note those who show the most zeal and intelligence during exercise and those who distinguish themselves in combat. He will watch to see if the gun captain, second captain, and the mess captain have been well chosen relative to the different functions with which they are charged; they will be rewarded, changed, or punished as determined from the observations of the division commanders and after the approval of the lieutenants commanding the gun deck, with the grounds for the action being passed to the two captains and the first lieutenant.

Ensigns and division commanders will be specially and directly charged with the responsibility for the men attached to the division of guns they command. They will watch over and assign others to watch over the health and cleanliness of their men, their clothing, sea bags, and hammocks, their promptness in reporting to their duty station, the manner in which they roll or unroll their hammocks before stowing them in the netting while clearing the ship for action, and at the stairwell, the route by which they bring their hammocks to the nets to insure that it is the shortest and without obstruction.

The ensigns will be responsible for the exercise of the guns as they judge proper and as often as possible notifying only the officer who commands the watch.

The General, while expecting the zeal of the gun crews to result before long in the gunnery exercise being equally well performed by everyone, desires nevertheless that a rivalry be established among the different divisions; he hopes this will promptly procure the satisfaction of giving the most striking advantages to one and all.

Independent of the exercises under the command

of the master gunner, there will be a man chosen by each division capable of commanding the exercise of the guns. Ensigns who in the case of an exercise want to command the guns themselves will act as master gunners. They are asked to pay attention to the way in which the exercise is taught; to eliminate all needless time spent which overtaxes the memory of the gunner being instructed and is not useful to the handling of the piece of ordnance. All exaggerated and ridiculous procedures will be suppressed. Silence will be observed; one uniform but not unpleasant station will be required. After several days of practice the shortest procedure will be chosen and the officers will communicate in writing a statement of their ideas concerning each maneuver so that a simple and easy decree on gunnery practice allowing for no unnecessary movement can be promulgated to the entire squadron.

The small shot locker, half tubs, swabs, all other articles used for charging the guns will be inspected and visited by each division commander.

The gun captain will have the same authority over the men of his gun as the quartermasters or sergeants over the sailors and soldiers. The assistant gun captain and the mess captain will have over the men of their gun or mess the same authority as the boatswain's mates or corporals over the sailors or soldiers. They must give account to the ensign commanding the division of guns of everything that happens to the men under their charge, whether in reference to health, punctuality, food, cleanliness, and upkeep of clothing: They will be severely punished if they do not instantly notify their officer concerning the discomfort of one of the men in their mess and if they do not make a man on leaving his watch change out of wet clothing.

The second gun captain will be most specially charged concerning the punctuality of the men reporting to their battle station and the transport of hammocks.

Each second gun captain and the senior member of the gun crew will replace the gun captain in his functions if he is found at fault. They will immediately give an account to the ensign commanding their division.

	<p>The ensign instructing them or the lieutenant commanding the gun deck will report to the General and two captains by way of the most senior midshipman stationed on the gun deck and when they are in want of a man at a gun, one will be immediately provided from the reserve corps as proposed by the first lieutenant following the orders of the captain in command and with the approval of the General.</p> <p>When this man leaves the sick mess, he will return to his former gun station or be attached to the reserve corps as will be judged proper.</p> <p>The three midshipmen or gentlemen volunteers performing duty as <i>garçon major</i>³⁸ and stationed on each gun deck under the orders of the lieutenants; in addition to the general station bill of the gun deck, of which they will be entrusted with copies, they will be more particularly posted on the gun deck in the following order.</p>
<p>For the lower gun deck</p>	<p>M. de la Fitte, midshipman, will be the <i>garçon major</i> responsible for the first 5 pieces of ordnance on the stern</p> <p>M. de Simony, midshipman, will be the <i>garçon major</i> of the fifth piece to the tenth inclusive</p> <p>M. de Salvere fils, volunteer, will be the <i>garçon major</i> of the tenth to the 15th piece inclusive</p>
<p>For the upper deck M. de Barthon, midshipman, will be <i>garçon major</i> of the first five pieces on the stern</p>	<p>M. de Batheon, midshipman, will be <i>garçon major</i> of the fifth piece to the eleventh, inclusive</p> <p>M. de Jourdain, volunteer, will be the <i>garçon major</i> of the eleventh to the sixteenth piece of ordnance.</p> <p>These gentlemen are warned that the General will frequently ask them the names of the gun captains, of their seconds, and of the mess captains assigned to them.</p> <p>M. de Closnard and M. de Pleville fils will be the <i>garçons majors</i> of the four pieces of ordnance on the forecastle under M. Chateaubourg commanding the gun deck.</p> <p>M. Gautier and M. de Beurrier in charge of the pieces of ordnance on the quarter deck will report to M. de Pleville, to M. de Boullainvilliers, and to the General, who wishes not to ignore the details concerning his guns, neither the clearing for action nor the maneuver of rapidly changing the guns from one side to another in the great cabin; movement of which will be supervised by M. le Mauff and M. de Puysegur. This particular func-</p>

	<p>tion will be subordinate to the squadron staff duties of these gentlemen. They will be assisted by M. de Bouguier, ensign, who will be <i>garçon major</i> of the pieces of ordnance on the stern. They will be responsible for a large part of the particular details that the General asks them to accept.</p>
--	---

Note: The functions of *garçon major* that M. de Bouquier is asked to perform on the quarter deck will not divert him during the combat from his principal and the most important duty of watching over the king's colors. He will not leave them during the action, but the working of the quarter deck guns during the campaign will give him a personal contact with the General.

<p>Reserve Corps</p> <p>Note: This detachment will be formed as soon as possible and be composed of a maximum of five men from each gun who will be designated by the same number as their gun; they will be chosen as soon as the officers have time to get to know their men, to go aloft in the event of boarding.</p>	<p>The Reserve Corps will be divided into several numbered sections. Each section will be of a fixed number of men and proportioned in such a manner that when one asks for the first section, the detachment will be ready to go aloft.</p> <p>Independent of the Reserve Corps, there will be two men designated by gun to go aloft at the first order; these men will be known by the numbers one and two so that if the first detachment is called all those designated by the number one, warned in advance, will immediately go aloft; without the need of another call. If the two detachments are called at the same time, the two men designated by the numbers one and two will immediately go aloft. These two men will be chosen among those known for being the nimblest and fitting to be employed in a prompt maneuver.</p> <p>When firing two broadsides, the men of the odd numbered guns will stay on the side where the combat began or go to the starboard side if the combat has not already begun. And all the men serving the even numbered guns will go to the broadside where the combat has not yet begun or to the port side before the action. The second gun captain of every piece of ordnance will become the gun captain of every gun without a gun crew being supplied with men from the Reserve Corps, or as many as can be spared to strengthen the gun crews in case reinforcements are limited. They will be divided into four gangs of which two will be allotted to each broadside; one coming from the stern and the other from the bow. Advancing toward the center, they will progressively assist in running out the guns. A simulated send-</p>
---	---

ing of the reserve corps detachments numbered one and two, the division of the men into port and starboard gun crews, and four gangs of reinforcements will be executed from time to time during the major exercises so that this practice will become easier in case of need./.

Note: There will be chosen four steady and trusty men, able to act as an example, who will be stationed at each hatchway to obstruct anyone from descending below decks.

D, FrPNA, Marine B¹ 152, fols. 37–44.

1. Lieutenants de vaisseau Antoine-Claude, vicomte de Beaucaire and Louis-Joseph, chevalier de Ribiers. Christian de La Jonqui re, *Les marins franais sous Louis XVI guerre d'ind pendance am ricaine* (Issy-Les-Moulineaux: Muller  dition, 1996), 20, 251.
2. Enseigne de vaisseau Pierre-Alexandre Pastour chevalier de Costebelle. *Ibid.*, 72.
3. Enseigne de vaisseau Balthazar d'Orsin de Miraval. *Ibid.*, 227.
4. Garde du pavillon Marie-Gabriel Combaud de Roquebrune. *Ibid.*, 70.
5. Andr -Michel-Victor, marquis de Choin.
6. Garde de la marine Jean-Bernard-Th odore, chevalier de La Fitte de Pelleport. *Ibid.*, 153.
7. Garde de la marine Louis-Marie, comte de Simony de Broutiers. *Ibid.*, 272.
8. Louis-Franois-Achile Perier de Salvert, son of *Languedoc's* second captain, Capitaine de vaisseau Louis-Alexis Perier, comte de Salvert. *Ibid.*, 267.
9. Lieutenant de vaisseau Joseph-Louis Joly, chevalier de Cabanoux. *Ibid.*, 48.
10. Enseigne de vaisseau Charle-Franois, comte de Cambis. *Ibid.*, 49.
11. Enseigne de vaisseau Pierre-Louis, chevalier de Castillon. *Ibid.*, 53.
12. Garde du pavillon Franois-Alexandre-Antoine, comte de Lomenie. *Ibid.*, 194.
13. Given name not identified.
14. Garde de la marine Louis Barthon, vicomte de Montbas. *Ibid.*, 217.
15. Garde de la marine Barth l my-Pierre-Gaspard Batheon de Vertrieu. *Ibid.*, 19.
16. Volunteer Louis Jourdain dit Dufarget would receive a commission as sous-lieutenant in 1780 and be promoted to capitaine in 1780. He emigrated during the French Revolution and, captured in the service of the British, was executed in 1794. Gilbert Bodinier, *Dictionnaire des officiers de l'arm e royale qui ont combattu aux Etats-Unis pendant la guerre d'Ind pendance 1776-1783* (Chateau de Vincennes, France: Minist re de La Defense, Etat-Major de L'Arm e de Terre, Service Historique, 1982), 256–57.
17. Lieutenant de vaisseau Georges-Ren  Pleville Le Peley. In 1746, Pleville had a leg carried away by a cannonball; in 1749, a cannonball carried away his wooden leg; and in 1760, a cannonball again carried away his wooden leg. La Jonqui re, *Les marins franais sous Louis XVI*, 237.
18. Capitaine d'infanterie Paul-Louis Gaultier de Kerveguen had been a student of naval and geographic engineering and in 1764 had served as Comte d'Estaing's aide de camp at St. Domingue. Bodinier, *Dictionnaire des officiers de l'arm e royale*, 215.
19. A merchant captain who had obtained the brevet of lieutenant de fr gate. Journal of French Navy Frigate *Engageante*, 2 July. FrPNA, Marine B¹ 147, fol. 52.
20. Enseigne de vaisseau Camille Basset de Chateaubourg. La Jonqui re, *Les marins franais sous Louis XVI*, 58.
21. Lieutenant de fr gate Rabatteau, or Rabbateau; given name unidentified. *Ibid.*, 245.
22. Son of Lieutenant de vaisseau Georges-Ren  Pleville Le Peley; given name unidentified.
23. Capitaine de vaisseau Louis-Alexis Perier, comte de Salvert, *Languedoc's* second captain. *Ibid.*, 267.
24. Vice-Amiral Charles-Hector, comte d'Estaing.
25. Capitaine de vaisseau Henri-Louis, comte de Boulainvillier dit de Cry (or Croy), commanding *Languedoc*. *Ibid.*, 38.
26. Lieutenant de vaisseau Jean-Charles, chevalier de Borda. *Ibid.*, 35.
27. Lieutenant de vaisseau Jean-Julien, chevalier Le Mauff. *Ibid.*, 182.
28. Enseigne de vaisseau Antoine-Hyacinthe-Anne de Chastenet, comte de Puysegur. *Ibid.*, 242.
29. Garde de la marine Thomas de Sutton de Clonard. *Ibid.*, 66.
30. Sous-ing nieur constructeur Pierre Ozanne, artist and member of the Acad mie Royale de marine.
31. Capitaine de vaisseau Louis-Alexis Perier, comte de Salvert. *Ibid.*, 267.
32. Lieutenant de vaisseau Jean-Joseph-Louis-Charles-Hillarion Saqui des Tourres. *Ibid.*, 268.

33. Enseigne de vaisseau François-Marie-Louis Gaëton, comte de Grimaldi. Ibid., 127.

34. Capitaine d'infanterie Joseph Deschamps de Villaine, of the régiment d'Hainault. Bodinier, *Dictionnaire des officiers de l'armée royale*, 132.

35. Garde du pavillon Alexandre-Frédéric Bouquier. La Jonquiér, *Les marins français sous Louis XVI*, 39.

36. Sous-lieutenant d'infanterie Pierre Barre de Leuzière, of the régiment d'Hainault. Bodinier, *Dictionnaire des officiers de l'armée royale*, 26.

37. Mathieu Bergé formerly was a lieutenant of the coast guard at Toulon (1752-1761) and in 1778 embarked in d'Estaing's fleet in command of the compagnie de Valbelle. Bodinier, *Dictionnaire des officiers de l'armée royale*, 39.

38. *Garçon major*: An aide to the equivalent of a flag lieutenant.

UNIDENTIFIED PERSON TO BENJAMIN FRANKLIN

Monsieur,

[ca. Mai 1778, Bilbao(?), Espagne]

Nous pensons que Vous Serés instruit de la Prise que fit le Celebre Cunningham, Commandant la Corvette la *Vengeance*,¹ appartenante à L'honorable Congrès des Etats unis de L'Amérique, en Decembre 1777. du Navire Français le *Gratieux*, Cap^{ne} Augustin Letournois,² allant de Londres, à la Corogne avec des marchandises des manufactures Angloises. Ce Cap^{ne}: ayant reconnu les Connoissments de la Cargaison, Crût appercevoir Monsieur, que la propriété des effets en etoit Anglaise; en Consequence il mit un chëf de Prise, & quatre Matelots à Bord de Ce Navire, avec ordre de la suivre a notre Port,³ mais Forcé par les mauvais temps, il Fût Contraint de prendre celuy de S^t Sebastien, où Mr. le Marquis de Bassecourt Gouverneur du Guipuzcoa, fit emprisonner le Chëf de Prise, et Ses Marins.

Sur Cët avis, le Cap^{ne}: Cunningham nous fit, Monsieur, la plus Vives Sollicitations pour que nous le recommandations, à nos amys de S^t Sebastien, afin de pourvoit obtenir la Libèrté de Ses Marins, qui fui faisoit le plus grand Vuë de pour lexecution des projets quil avoit en Vûe; & prennant en Consideration le bien qu'il en pourroit resultér au Service de L'honorable Congrès, nous Le recommandames de la maniere la plus pressante à M. M. de Larralde Diusteguy & fils de la ditte Ville. Ces Amyes agirent Si efficacement, qu'ils obtinrent que le Cap^{ne}: Cunningham peût Si présenter librement que M^r. Le Marquis de Bassecourt, eût pour luy, les Egards dûs à un officier au service de l'honorable Congrès; & finalement qu'il lui accordat la libèrté de Ses Marins, avec le plus ample Passeport pour Se retirer à Son Bord, Sous Sa Simple parolle d'honneur que le Congrès garantirait dans tous les temps les Evenements de Cette affaire.

Quoique elle fût Jugée Monsieur au Tribunal du Gouvernement de S^t Sebastien déclarant la Prise pour mal faite, les intèrèsses lont portée par apellation au Suprême Conseil de Guerre, où le Cap^{ne}: Letournois Sollicite avec la plus grande ardeur, la Satisfaction de tous les Frais, dépends, interèts, & dommages, qu'il fera Surement montèr à des sommes exhorbitantes, acriminant avec le fiel le plus amèr, la Conduitte du Gouvernement de S^t Sebastien, à son Egard, & s'exprimant dans les termes les plus forts, sur la Libèrté accordée aux Marins de Cunningham, & Sur toutes les faveurs qu'il mérita. La Personne qui par le Credit de nos Amyes de S^t Sebastien S'interessa dans l'heureuse réussite de la Cause de Cunningham, Vient à Se trouver Monsieur aujourd'huy, exposé aux plus facheuses Suittes par rapport à la dèference [*illeg.*] dont on en usa avec Cunningham, & ses Marins: elle àlica de Craindre qu'on ne la rende réspnsable au Conseil de Guerre, des Suittes de la libèrté qu'on leur accorda: le Contrecoup Viendroit à retomber sur nous, &

qu'and même, nous n'en aurions rien à Craindre, nous ne pourrions voir d'un Œil indifferant exposées à des suites si désagréables des Personnes qui se sont si vivement intéressées dans Cette affaire, en Vertû de notre recommandation, qui n'avoit d'autres Vûë que le bien du Service de L'honorable Congrès, & nous ne [*incomplete*]

[Translation]

Sir,

[*ca. May 1778, Bilbao(?), Spain*]

We believe that You will have been informed of the Prize that the famous Cunningham, Commanding the Corvette *Vengeance*,¹ belonging to the honorable Congress of the United States of America, in December 1777, made of the French Ship the *Gratieux*, Capt. Augustin Letournois,² going from London to La Corunna with some merchandise of English manufacture. This Captain, having examined the Bills of Lading of the Cargo, Concluded, Sir, that the ownership of the goods was English; in Consequence he put a Prize Master and four Sailors on Board this Ship, with orders to follow him to our Port,³ but Forced by bad weather, it was constrained to go into that of San Sebastián, where M. the Marquis de Bassecourt, Governor of Guipuzcoa, had the Prize Master and His Seamen imprisoned.

On learning of This, Capt. Cunningham made to us, Sir, the Most Vigorous of Solicitations for us to recommend to our friends in San Sebastián that they may obtain the Liberty of His Seamen, who were of the greatest importance in carrying out the projects that he had in View; & taking into Consideration the good that could result from it to the Service of the honorable Congress, we recommended him in the most pressing terms to Messrs. de Larralde Diusteguy & sons of that City. These Friends acted So effectively that they arranged things so that Capt. Cunningham could present his cause freely; that M. the Marquis de Bassecourt had for him the Respect due to an officer in the service of the honorable Congress; & finally that he was given the liberty of his Seamen, with the most ample Pass for returning to His Ship, Under His Simple word of honor that the Congress would guarantee at all times the Outcomes of This affair.

Although it was Judged, Sir, at the Tribunal of the Government of San Sebastián, declaring the Prize illegal, the interested parties appealed the case to the Supreme Council of War, where Capt. Letournois solicited with the greatest ardor Payment of all the Costs, expenditures, interest, and damages, which will Surely amount to exorbitant sums, indicting with the bitterest gall the Conduct of the Government of San Sebastián in his Regard, and expressing himself in the strongest terms concerning the Liberty given to Cunningham's Seamen, and On all the favors accorded him. The Person who, on the Behalf of our Friends in San Sebastián, involved himself in seeking the happy success of Cunningham's cause Comes, Sir, to find himself today exposed to the most vexatious Consequences for the unusual deference with which he treated Cunningham and his Seamen: He Fears being held responsible to the Council of War for the Results of the liberty that has been given them: the Repercussions May fall on us, and even though we have nothing to Fear from it, we cannot watch with an indifferant Eye Persons being exposed to so disagreeable consequences who are so actively interested in This affair, by Virtue of our recommendation, who have no other View than the good of the Service of the honorable Congress, and we [*incomplete*].

L, ViU, Lee Family Papers. Addressed at the foot of first page: "Monsieur Franklin." Notation at top of last page: "To D^r Franklin {Imperfect & without date or signature." The editors of the *Benjamin Franklin Papers* (26: 498) print an abstract of this letter and speculate that the most likely authors are Gardoqui and Son of Bilbao.

1. Continental Navy cutter *Revenge*, Capt. Gustavus Conyngham.

2. Brig *Gracieux*, Emanuel de Tournois, master.

3. For Conyngham's somewhat different account of the capture and of his orders regarding the *Gracieux*, see Conyngham to the American Commissioners in France, 4 Jan. 1778, NDAR 11: 872. That the port into which Conyngham ordered the *Gracieux* was Bilbao gives additional weight to the speculation that the author of this letter was Gardoqui & Son.

May 1

THE GAZETTEER AND NEW DAILY ADVERTISER (LONDON), FRIDAY, MAY 1, 1778

LONDON.

Extract of a letter from Whitehaven, April 26.

"We are all in a bustle here, from the late insolent attack of the provincial privateer's men.¹ I hope it will rouse us from our lethargy. Every precaution is now taking to give our unnatural enemies a proper reception, should they pay us another visit. Advice is this night arrived, that after plundering Lord Selkirk's seat, they landed on the island of Jura, where they committed many depredations. A light collier, just come in from Dublin, spoke with the *Thetis* man of war,² last night off the Calf of Man; so that I shall, in my next, probably give a good account of the *Ranger's* crew."

The following account of the seizure of Lord Selkirk's plate, by the crew of the American privateer (as mentioned in the first page of the paper) is extracted from a letter from Dumfries, dated April 24:

"Yesterday morning between ten and eleven o'clock, a servant of Lord Selkirk's brought word that a press-gang had landed near the house. This the party from the privateer had given out, in order, as was supposed, to get out of the way all the servants and others who might oppose them.³ Presently between 30 and 40 armed men came up, all of whom planted themselves round the house, except three, who entered, each with two horse-pistols at his side; and, with bayonets fixed, they demanded to see the Lady of the house; and, upon her appearing, told her, with a mixture of rudeness and civility, who they were, and that all the plate must be delivered to them. Lady Selkirk⁴ behaved with great composure and presence of mind. She soon directed her plate to be delivered, with which, without doing any other damage, or asking for watches, jewels, or any thing else, (which is odd) the *gentlemen* made off. Something, however, had been said about their returning; and the Kircudbright people were in expectation of a visit last night. There is reason to think that there were some people among them acquainted with persons and places, and in particular one fellow, supposed to have been once a waiter at an inn at Kirkudbright. The leader of the party, who was not the Captain of the vessel, told, that their intention was to seize Lord Selkirk, who is now in London; that two other privateers were at hand; and that they had been at Whitehaven, where they had burnt some vessels, but did not get done what they intended. When the affair was ended Lady Selkirk, with her family and visitors, left the house. Her Ladyship remained last night at Carlingworth, in order to be near

information. It is said there are some ships of force at Belfast.”

1. Continental Navy ship *Ranger*, Capt. John Paul Jones, commander.
2. H.M. frigate *Thetis*, Capt. John Gell, commander.
3. The landing party from *Ranger*, numbering twelve men, was commanded by Lt. Samuel Wallingford when it went to the estate of Dunbar Hamilton, 4th Earl of Selkirk.
4. Lady Helen Hamilton, Countess of Selkirk.

WILLIAMSON'S LIVERPOOL ADVERTISER AND MERCANTILE CHRONICLE,
FRIDAY, MAY 1, 1778

LIVERPOOL.

The *Prince and Liberty*, an American brig from Cayan from Carolina, loaded with wine, rum, medicines, and dry goods, took by the *Pole*, Captain Maddocks, belonging to this port is brought into New York.¹

The *Sally*, Smith, of this port,² upon a cruize in the West Indies has taken an American vessel loaded with lumber, and sunk a privateer of 12 guns and another ship belonging to this port has taken three prizes on the coast of Carolina.³

1. British letter of marque ship *Pole*, J. Maddock, commander, 250 tons burthen, mounting eighteen 6-pounders, built at Liverpool in 1768, owned by J. Neilson. *Lloyd's Register of Ships, 1777-1778*. *Rivington's New-York Loyal Gazette* of 28 Feb. 1778 reported that the *Prince and Liberty* had arrived in New York on 22 Feb.

2. British letter of marque sloop *Sally*, Wilkinson, commander, 200 tons burthen, mounting twelve 4-pounders, built in Philadelphia in 1759, rebuilt in 1765, and extensively repaired and altered in 1773 and 1775. *Lloyd's Register of Ships, 1777-1778*.

3. There is a list of privateers and letters of marque from Liverpool operating in American waters in *The New-York Gazette; and the Weekly Mercury*, Feb. 2, 1778. NDAR 11: 266. The vessel referred to here was probably the privateer ship *Ellis*, T. Jolly, commander. See NDAR 11: 1059-60.

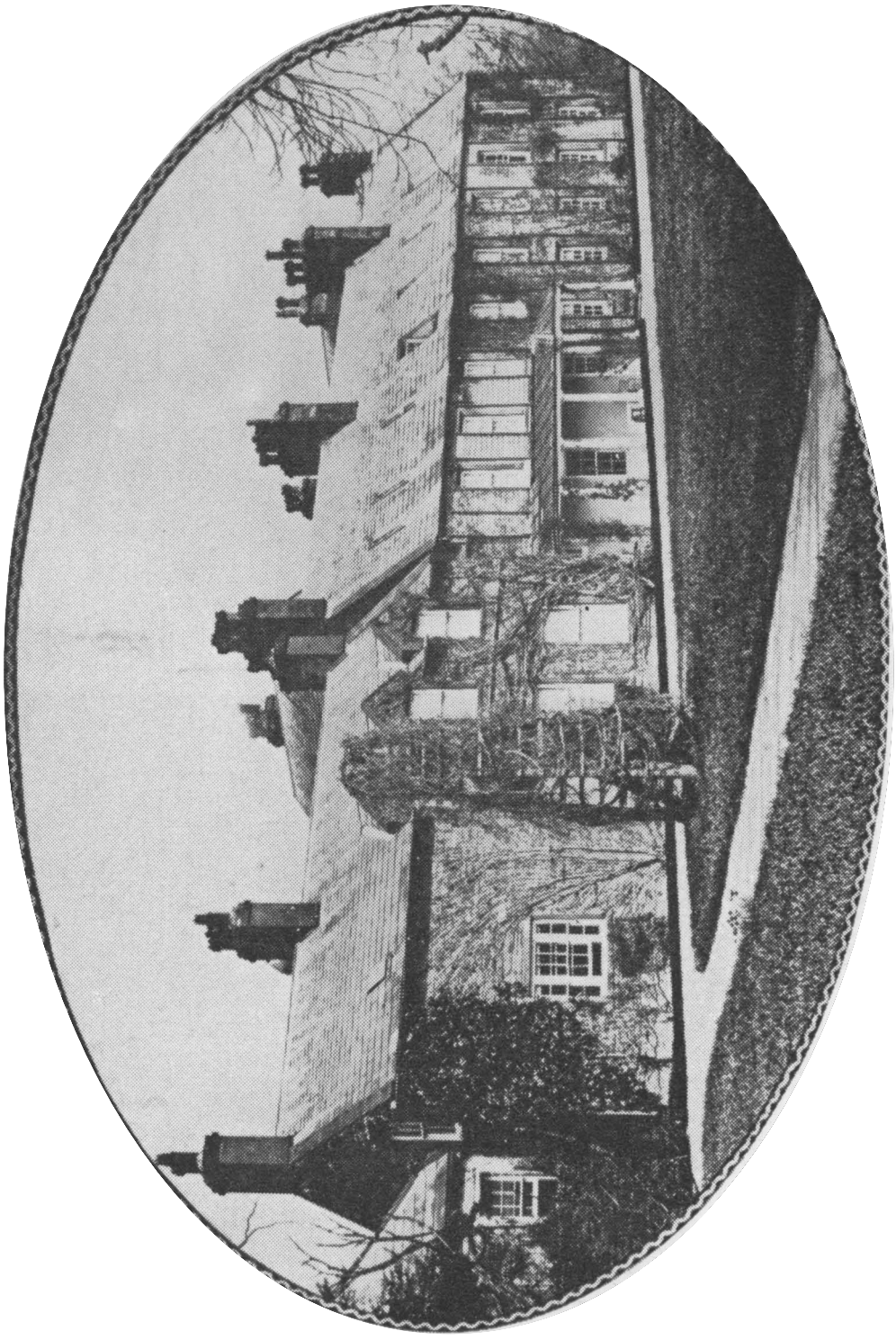
EARL OF SANDWICH TO PHILIP STEPHENS, SECRETARY TO THE LORDS COMMISSIONERS OF
THE ADMIRALTY

Portsmouth, 1 May 1778.

Dear Sir—I write this letter with the concurrence and advice of Lord Mulgrave and Sir Hugh Palliser, who are now with me.¹

We think it absolutely necessary that the fleet now going out in pursuit of Monsieur d'Estaing should not winter abroad, as we have no certainty where their ultimate destination may be and therefore can have no certain means of supplying them with stores and provisions so as to keep them fit for service. The sending so great a part of our fleet to remain abroad under such precarious circumstances, which must render any other detachment utterly impracticable, seems to me to be a very dangerous measure. It may be very advisable to send the squadron in pursuit of Monsieur d'Estaing wherever he may be likely to be found; the destruction of his armament will be a very important and decisive blow. But the watching that squadron without a certainty of being able to bring them to action, with all the inconveniences that must attend the long absence of so considerable a part of our naval force, must be productive of infinite disadvantages to the public service.

I must desire you to lay the contents of this letter before Lord George Germain, through Mr Knox² or otherwise, in hopes that on consideration his Lordship will join with us in opinion that the ships should be ordered home when the winter sets in, or sooner if the service on which they are sent is executed, which is



Lord Selkirk's manor visited by American raiders

that of preventing M. d'Estaing from attacking us with success either in America or the West Indies.

I shall be obliged if you will send me a copy of this letter as I have no one with me that I choose to employ in such secret business.

The ships at this port will all be ready to sail in two or three days except the *Cumberland*, which, however, is manned and victualled, and it is hoped will come out of the harbour to-morrow; but if I find she is not likely to be ready at the same time as the others, we will substitute some other of the ships at Spithead to supply her place. I am [etc.].

[P.S.] Would it not be better that Admiral Byron should come here and sail with the body of his fleet and go on board his own ship as she joins him at Plymouth? Pray consult Mr Byron upon this point.

Sandwich Papers 2: 41–43.

1. John Montagu, the Earl of Sandwich, was first Lord Commissioner of the Admiralty; Constantine John Phipps, the Second Baron Mulgrave, was a captain in the Royal Navy and the most junior Lord Commissioner of the Admiralty; Sir Hugh Palliser, 1st Baronet Palliser, Vice Admiral of the Blue, Lieutenant General of Marines, was also a Lord Commissioner.

2. Lord George Germain, Secretary of State for the American Department, was a confidant for King George III and sometimes served as his "go-between" with the Admiralty. William Knox was Germain's deputy.

GABRIEL DE SARTINE TO ARNAUD DE LA PORTE

à Versailles le 1^e May 1778.

Il m'a été demandé de quelques Ports, Monsieur, de quelle maniere il devoit en usé à présent à l'égard des Corsaires Américains qui pourroient y venir, et à l'égard de leurs prises ; j'y mande en réponse qu'au moyen du Traité de commerce et d'amitié qui a été Fait avec les Etats unis de l'amerique Septentrionale, il ne peut y avoir de difficulté à recevoir ces Batiments dans nos Ports, et que l'intention du Roi est qu'ils y soient traités de la maniere la plus amicale. j'ecris aux off^{ers}. des différents Sieges d'am^{té}. du Royaume, d'agir dans cet esprit par rattachement à ceux de ces Sortes de Batiment qui viendroient dans les Ports de leur ressort. vous voudrez bien donner les ordres necessaires, en ce qui pourra vous concerner, par raport aux d. Batiments qui viendront à Brest. Je prescis la même chose aux off^{ers}. des classes des différents Départements et Quartiers dépendants de votre Intendance. J'ay l'honneur d'être

de sartine

[Translation]

Versailles, 1 May 1778

I have been asked by several Ports, Sir, how to proceed with respect to the American Privateers that put into Port, and with respect to their prizes. I replied that, by means of the Treaty of commerce and friendship which has been made with the United States of North America, there will be no difficulty in receiving these Ships in our Ports and that the King intends them to be treated in the most amicable manner. I have instructed the officers of the various Admiralty Courts in the Kingdom to behave in this manner towards those sorts of Ships that would put into the Ports within their jurisdiction. Please issue the necessary orders, in the

area that concerns you, with respect to the said Ships that will put into Brest. I am prescribing the same thing for the officers of class in the various Departments and Quarters within Your Jurisdiction.

de sartine

Copy, FrBAPM, 1E191, fol. 299. Addressed at foot: "M. De La Porte à Brest"; Notations: "Classes"; "Rp le 8"; translation: "Classes"; "Answered on the 8th."

May 2

PHILIP STEPHENS, SECRETARY TO THE LORD COMMISSIONERS OF THE ADMIRALTY, TO
WILLIAM FRASER

Sir

Admiralty Office 2^d. May 1778.

I have communicated to my Lords Commiss^{rs}: of the Admty your letter of yesterday, transmitting one which Lord Suffolk has receiv'd from Whitehaven giving an account of the *Ranger* an American Privatier being upon that Coast¹; And I am to acquaint you that His Majesty's Ships the *Stag* and the *Boston* of 28 Guns each, and the *Heart of Oak* of 20 Guns are all at this time in those Parts,² and that as their Lordships have an account that the *Thetis* of 32 Guns was within 8 or 10 Leagues of the Privatier on the 26th. of last Month, then lying too off the Mull of Cantyre, they have hopes she will have come up with & taken her.³ I am [&c.]

Ph^p Stephens

L, UkLPR, S.P. (Naval) 42/52, fol. 254. Addressed at bottom of page "Will^m. Fraser Esq^r." Docketed: "Admiralty Office, May 2^d/1778/M^r Stephens/American Privateer." Fraser was Undersecretary of State for the Northern Department.

1. Continental Navy ship *Ranger*, Capt. John Paul Jones, commander.

2. H.M. frigates *Stag*, Capt. Robert Palliser Cooper, commander, and *Boston*, Capt. William Duddingston, commander; H.M. hired armed ship *Heart of Oak*, Comdr. Nathaniel Crosby, commander.

3. H.M. frigate *Thetis*, Capt. John Gell, commander. For more on the Royal Navy's pursuit of *Ranger*, see Letter from Capt. Gell, of the *Thetis* frigate, to the Lord Provost of Glasgow, 5 May, below.

LORDS COMMISSIONERS OF THE ADMIRALTY TO VICE ADMIRAL JOHN MONTAGU

[Admiralty Office, London]

By &c

Whereas the Vice Adm^l Lord Vis^t Howe Comm^r. in Chief of His Maj^{ty}s Ships in N^o. America hath received our directions in case any number of the Rebels Ships of Force should sail from the Coast of N^o. America to dispatch a sufficient Force after them the way he may have reason to believe they are gone and if he should not be able to get any certain account of their route or designs, to dispatch immediately at least Two of the two [*dec*]k'd Ships & one or two of the Frigates of his Squadron to the Coast of Newfoundland with orders to call from Port to Port along shore for Intelligence as far as the Harbour of Trinity, And if they do not hear of the Enemy's Ships upon that Coast then to come back in like manner along the Coast & return to such Stations within the Limits of his Lordships command as he may judge proper; We signify the same for your information and do hereby most strictly require & direct you in such an Event, not to detain those Ships on any consideration but to allow them to return according to the Orders

they may be under for that purpose
Given &c 2^d May 1778

J Buller
C Spencer
Lisburne

LB, Adm. 2/104, fol. 282. Addressed below close: "To/John Montagu Esq^r/Vice Adm^l of the Red &c &c." Montagu commanded the squadron on the Newfoundland Station.

LORDS COMMISSIONERS OF THE ADMIRALTY TO REAR ADMIRAL SAMUEL BARRINGTON

[*Admiralty Office*]

By &c

Whereas, by our Commission dated 30th of January last we have appointed you Commander in Chief of His Majestys Ships & Vessels employed & to be employed at Barbadoes and the Leeward Islands, and in the Seas adjacent & intend that you shall proceed thither in His Majestys Ship the *Prince of Wales* in order to relieve Admiral Young¹ in the Command of the said Ships & Vessels you are hereby required & directed to put to Sea with the very first opportunity of Wind & Weather and proceed in the said Ship without loss of time to the Island of Madeira, where you are to take in a sufficient quantity of Wine for the use of her Company and then make the best of your way to Antigua or wherever else the Admiral may be, and upon joining him deliver to him the inclosed Pacquet & follow his Orders til his departure for England.

You are then to take the Squadron in those Seas consisting of the Ships & Vessels named in the annexed List under your command and to employ them as also such others as are now prepareing to follow you, or shall from time to time be sent out to join you, in such manner as you Shall judge best for His Majestys Service, making the security and protection of His Majestys Islands and the Trade of His Subjects within the extent of your command the principal Object of your care & attention

You are to consider the Islands of Grenada & the Grenadines as also those of S^t Vincent, Dominica & Tobago which were ceded to Great Britain by the Treaty of Peace concluded at Paris on the 16th February 1763 (a Copy of which is herewith enclosed) to be within the extent of your command and are consequently to make their protection and security as much the objects of your care & attention as those of Barbadoes & the Leeward Islands beforementioned; sending from time to time to the said Ceded Islands such of His Majestys Ships as you shall judge proper & visiting them yourself as often as you shall find it necessary to answer those purposes

And as it may be of great importance to His Majestys Service to have accurate Surveys & Plans of the Coasts & Harbours of the said ceded Islands you are to direct the Captains of such of His Majestys Ships & Vessels as you shall send thither to cause accurate Surveys & Charts to be made of the Coasts and exact Plans of the Harbours of such of the said Islands, as have not already been surveyed by Order of the Admirals, Tyrell,² Pye,³ Man,⁴ Parry⁵ or Young noting &c—

You are in pursuance of the Kings pleasure signified to Us by one of His Majestys Principal Secretaries of State⁶ to send every Year the several Ships of the Squadron under your command to His Majestys several possessions in the West In-

dies within the limits of your command & make enquiry &c—

You are from time to time to consult with the Governors & Council of Barbadoes & the several Islands within the extent of your command in what manner the Squadron may be best employed in guarding the said Islands & protecting their Trade &c

And whereas the due performance of the Service beforementioned will require the Ships & Vessels under your command being kept at Sea as much as possible, And the Health of the Men &c

And to the end that the Ships & Vessels under your Command may be kept in constant good condition for Service you are to cause them to be cleaned &c

You are to cause the Ships & Vessels under your Command to be supplied with such Provisions as they may from time to time have occasion for, by such Person or Persons as may be &c

You are to give timely notice as well to our Secretary as to the Office immediately concerned of any Supply of Stores or Provisions that may be wanted for the use of the Squadron under your &c

You are not, upon any Account to cause any Ship, or Vessel or any Naval Ordnance Stores or Provisions of any kind to be purchased without an absolute necessity and in case &c

And whereas great liberty has been some times taken in supplying Owners or Masters of Merchant Ships with Naval Stores from His Majestys Magazines or Ship abroad upon slight occasions &c

You are carefully to inspect the Wharfs, Storehouses, Magazines, and Fortifications in English Harbour &c in conjunction with such Officers as you shall think proper, and to report &c

You are to cause the Naval Officer at Antigua to be assisted with as many Men from the King's Ships & Vessels which may at any time be there, as may be wanted and can be spared for repairing the Wharfs, Storehouses &c

You are frequently to visit the Ships & Vessels under your command and to cause their Men to be mustered in your presence &c

In all orders that you may have occasion to give and in all your proceedings relative to the Service on which you are employed you are to conform yourself to the established Rules & Customs of the Navy &c

For the better maintaining a proper Government & strict discipline in the Squadron under your command, We do hereby authorize & empower you to call & assemble Courts Martial in Foreign parts &c

In case of the Death of any Officer of the Ships or Vessels under your command or their dismissal by a Court Martial, You are hereby empowered to appoint such other Persons as &c

In case any of His Majestys Ships shall join you from the Coast of Africa & between the time of her departure from England and her arrival within the extent of your command, the Command of her shall have devolved upon a Lieutenant &c

You are to keep a Journal of your proceedings with the Squadron under your command or any part thereof, and of the Services on which you send any of the Ships &c.

Given &c 2^d May 1778

J Buller
C Spencer

Lisburne

By &c P.S.

NB. The Remainder of all the above Clauses the same as the Correspondent ones in Vice Adm^l Youngs Instructions of the 15th April 1775—⁷

[Enclosure]

Admty Office {A List of His Majestys Ships & Vessels at 2^d May 1778 {Barbadoes, the Leeward Islands & in the Seas adjacent

	<u>Rate</u>	<u>Ships</u>	<u>Comm^{ts}</u>	
	3.	<i>Yarmouth</i>	Nich ^o Vincent	} orderd Home
	4.	<i>Portland</i>	Adm ^l Young	
			Tho ^s Dumaresq	
	6.	<i>Aurora</i>	Ja ^s Cumming	
		<i>Boreas</i>	Ch ^s Thompson	
		<i>Ariadne</i>	T. Pringle	
		<i>Deal Castle</i>	W ^m Parker	
		<i>Seaford</i>	Jn ^o . Colpoys	
Sloop		<i>Ceres</i>	J. R. Dacres	
		<i>Cygnat</i>	Hb ^l R ^t Stratford	
		<i>Shark</i>	Jn ^o Chapman	
		<i>Favorite</i>	W ^m Fooks	
		<i>Beaver</i>	R. B. Nicholas	
		<i>Fly</i>	Edw ^l . Garner	
		<i>Grasshopper</i>	W ^m . Truscott	
		<i>Snake</i>	W ^m . Young	
		<i>Comet</i>	W ^m Swiney	
Schoo ^r :		<i>Pelican</i>	L ^t . J. P. Ardesoif	
A: Brig:		<i>Antigua</i>	B Douglas	

LB, UklPR, Adm. 2/104, fols. 276–80. Addressed below close: “To/the Hon^{ble} Samuel Barrington/Rear Adm^l of the Red & Comm^r/in Chief of His Maj^{ty} Ships and/Vessels employed & to be employed/at Barbadoes & the Leeward Islands/and in the Seas adjacent.”

1. Vice Adm. James Young.
2. Rear Adm. Richard Tyrell.
3. Vice Adm. Thomas Pye.
4. Rear Adm. Robert Man.
5. Vice Adm. William Parry.
6. Lord George Germain, Secretary of State for the American Department.
7. Vice Adm. Young's orders are not printed.

LORDS COMMISSIONERS OF THE ADMIRALTY TO VICE ADMIRAL JOHN MONTAGU

By &c^a.

Secret Instructions for John Montagu Esq^r, Vice Admiral of the Red & Commander in Chief of His Majesty's Ships & Vessels employed at and about the Island of Newfoundland &c^a.

Whereas the French King contrary to the most solemn assurances and in subversion of the Law of Nations hath signed a Treaty of Amity and Commerce with certain Persons employed by His Majesty's revolted Subjects in North America; And whereas Lord George Germaine One of His Majesty's Principal Secretaries of

State, hath signified to us that His Majesty being determined to resent so unprovoked and unjust an aggression on the honor of His Crown and the essential Interests of His Kingdoms, has thought fit to instruct you, as Governor of the Island of Newfoundland, under His Royal Sign Manual, to attack and take possession of the French Island of Miquelon and S^t Pierre, and that it is His Majesty's pleasure; we should give Instructions to you as Commander in Chief of His Ships upon the Newfoundland Station, conformable to His said Royal Instructions of which his Lordship has sent us a Copy, You are therefore in pursuance of His Majesty's pleasure signified as aforesaid hereby required and directed upon your arrival at Newfoundland to inform yourself of the state of the said French Islands of Miquelon & S^t Pierre and whether there be any Ships belonging to the French King or His Majesty's revolted Subjects there, or in those Seas; And if upon the information you receive, and upon full and mature consideration of all circumstances you shall be of opinion that a successfull attack may be made upon the said Islands with such part of the Sea and Land Forces as you shall think may with safety to the Island of Newfoundland be spared for that service; you are in such case, so soon as you shall hear hostilities have commenced between His Majesty's Sea or Land Forces, and those of the French King, either in Europe, the West Indies, or North America, or at such other time as you shall think most proper, to proceed with so many of the Ships, as you shall judge necessary to cooperate with the Troops under your Command, and may be so employed, and attack, reduce, & take possession of the said Islands; disposing of whatever Subjects of the French King you shall find there, destroying the Defences of the said Islands, removing all Ordnance Stores and everything belonging to the French King, or that may be useful to His Majesty's Service, as is more particularly pointed out to you by His Majesty's Instructions.— And having reembarked the Troops, you are to return with them, and the Ships employed on the Service beforementioned, to the Island of Newfoundland, and pursue the several objects of the Instructions you have already received from us, for the protection of the Fisheries carried on by His Majesty's Subjects at and about the said Island.

Given &c^a. 2^d. May 1778.

J Buller
Lisburne
H. Penton

By &c^a.

PS.¹

LB, UKLPR, Adm. 2/1335 (Secret), fols. 1–3. Docketed: ORD. 2^d May 1778/Vice Adm^l Montagu/Instructions.”

1. That is, Philip Stephens, secretary to the Lords Commissioners of the Admiralty.

EARL OF SANDWICH TO LORD GEORGE GERMAIN

My Lord

Portsmouth May 2^d: 1778

His Majesty has desired me to suggest to your Lordship the necessity of sending an extraordinary packet boat, if such a one can be had, immediately to inform L^d Howe of the fleet that is coming out to his assistance; it is very unfortunate that we have no frigate to spare for this service, but if the fate of the nation depended upon it, it is out of our power at this time to execute that service. Admiral Byron will have

only one frigate with him,¹ & I am sure he ought to have six or seven if they were to be had; as Mons^r: D'Estaing has I fear a large number of very fine ones with him.²

I hope the account that some private letters bring to night, namely that Mons^r: D'Estaing is put into Cadiz, is not true; (& indeed I pay no credit to it)³ as our sending so many capital ships out of Europe would in that case be a very fatal measure. I am with great truth & regard [&c.]

Sandwich

L, MiU-C, Lord George Germain Papers.

1. The only frigate with Vice Adm. Byron's squadron was the 28-gun *Guadaloupe*, Capt. Hugh Robinson, commander.

2. Vice Amiral Comte d'Estaing's fleet included four frigates, although intelligence that Sandwich had seen set the number at five frigates and a 16-gun barque. UKLPR, Adm. 2/1335 (Secret), p. 15.

3. As Sandwich suspected, the report was false.

OFFICERS OF THE CONTINENTAL NAVY FRIGATE *PROVIDENCE*
TO CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

[May 2^d 1778]¹

The Gentlemen Le^{ts} of the Navy on board the Ship *Providence* beg leave to present their Compliments to Capt Whipple, and relying upon those former instances of his attention to their wants flatter themselves he will permit a Representation, how necessary it is to support the Character of Officers on board the American Navy and without Dress which in this Country² is an essential Article it is impossible to maintain the Dignity of our Stations; therefore we request that a proper Navy Uniform be procured, in which all may have an Opportunity to Appear Alike, as Brothers United in one Cause: for this purpose if Permission might be granted to draw the Mony & Suit ourselves in the Articles of Necessary Cloathing it would add to the many Obligations with which you have honoured already Sir Your most Obed^t and most Hbble Serv^{ts}

Jonathan Pitcher 1st L^t

Pat^k Fletcher 3^d L^t

Silas Devol 2^d L^t

George Goodwin M^r

Sam^l. Chace Puser

W^m Hopkins Act L^t

D, MiU-C, Abraham Whipple Papers. Addressed: "Abraham Whipple Esq^r." Docketed: "Letter, Officers/May 2^d 1778."

1. No place or date is given. The date was taken from the docketing; on that date, *Providence* was at sea on a voyage to France.

2. That is, France.

JOHN G. FRAZER TO JOHN ADAMS

Sir,

Bordeaux, May 2^d 1778

I understand there is some dispatches from the Governour & Council of Virginia lately come to you Gentlemen at Paris. if there shou'd be, a Letter for me by the same conveyance, please to have it put in the post office for Bordeaux—and if you have a Virginia news paper to spare, I shall be much oblig'd to you for one.¹

There is a Captain Richard Garde here who's Vessel is detained, as well as many others, from Ireland, by order of the Court of France.

This man was coming here with provision last summer from Cork, and was taken by the *Hawk*, & *Union*, Letters of Mark, belonging to England,² and was

with his Vessell and Cargoe carried into Falmouth, where he was detained seven Months as a prisoner, at last had his Vessell given up to him, and himself & crew set at liberty, just as he was ready to leave Falmouth in January last, the ship *Hancock & Adams* in the service of the united States (commanded by Samuel Smith) was also taken by an English Letter of mark, and carried into Falmouth.³ Cap^t. Smith and his crew were sent on shore to be examined &^c and fortunately met with this Cap^t. Garde who offered to conceal Cap^t. Smith and his crew on board his, the s^d. Garde's Vessell, after Cap^t. Smith had been some Days on shore at Falmouth going through his examination or Trial, he had consulted his mate & people, and they agreed to do any thing he thought was for the best, accordingly they made their escape and got on board Cap^t. Garde's Vessell where they was concealed till ready to sail, and they all got safe to this port, more in number then Cap^t. Garde had of his own, in his Brig^t.—he the s^d. Garde further shewed his goodness, by paying Cap^t. Smiths expences while at Falmouth & would not take any thing for their passages to this place, all this I had from Cap^t. Smith himself, who is now at Nantes—all that Cap^t. Garde wants is, that if his vessell is condem'd here—for him to have a pass to return to Ireland—and not be detained in France as a prisoner, if war is declared; If you can with propriety obtain such a pass for him, you will serve a very good Man, and a very great Friend to the American cause; as well as obliging, the crew that were in Captivity, also your most Ob^t. And very Hb^l. Serv^t.

Jn^o. G. Frazer

P.S. Please to excuse the freedom I have taken in troubling you with this matter, as I did not know who else to apply to, wishing at the same time to have this small favour granted to Cap^t. Garde, It may be necessary to have a description of him as it is always express'd in passes to every person in this Country, upon all occasions—Richard Garde late commander of the *Bordeaux Yatch*, from Cork, 38 years old, 5 feet 8 or 9 Inches high, and a fair complexion.

JGF

L, MHi, John Adams Papers. Addressed: "The Honb^l. John Adams/one of the Plenipotentiary's/for the united States of America/at/Paris/post." Docketed: "Major Fraser;" and: "Major Frazier/Bordeaux May 2^d '78."

1. Frazer, a former major in the Continental Army, was a Virginian.

2. British letter of marque ship *Hawke*, Samuel Gribble, master, 220 tons burthen, carrying fourteen 9-pounders and sixteen swivel guns, owned by Anthony Calvert of London; British letter of marque ship *Union*, Randall Stap, master, 140 tons burthen, carrying fourteen 6 and 9-pounders and twelve swivel guns, owned by William Mathews, John Johnson, and Anthony Calvert, all of London. UKLPR, H.C.A. 26/60, fols. 123, 136.

3. For more on the capture of the *Hancock and Adams*, see *The London Chronicle*, Saturday, January 10, to Tuesday, January 13, 1778, NDAR 11: 909.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Saturday May 2^d.

[*Bordeaux*]

This day Cloudy; the people impolyed in geting the Stores on Board in Order to drop down, the pilot came on Board & we drop'd down oposite the Exchange.

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

May 3 (Sunday)

“EXTRACT OF A LETTER FROM CHESTER, MAY 3.”

“The ship *Earl of Chester*, John Harvey Master,¹ being on her voyage from this city to Newfoundland, fell in with a new vessel on the 30th ult. about 150 leagues to the westward of Cape Clear, who after Capt. Harvey had fired a few guns at her, struck; she proves to be the *Mary and Fanny* of Virginia, from Williamsburgh, bound to Bourdeaux with tobacco, and is valued at 8000l. and this day she was brought to the Quays of this city with the Thirteen Stripes flying under the English Colours.—She was commanded by William Green, and had five other Sailors, all Americans.”

Lloyd's Evening Post, and British Chronicle (London), 5–8 June 1778.

1. Brig *Earl of Chester*, J. Harvey, master, 160 tons burthen, built in Chester in 1778 and carrying sixteen 4-pounders. It was owned by J. Harvey and Co. *Lloyd's Register of Ships, 1777-1778*.

LORDS COMMISSIONERS OF THE ADMIRALTY TO VICE ADMIRAL JOHN BYRON

[Secret]

By &c

Whereas Intelligence hath been received of the sailing of a Squadron of French Men of War from Toulon, consisting of Eleven Ships of the Line, one of fifty Guns, & six Frigates, having on board, besides their Complement of Seamen and Marines, one Thousand Land Forces, and, from the Warlike Implements put on board & other circumstances, it is supposed the said Squadron is destined for Boston or some other Port in the revolted Colonies, and intended to act in conjunction with the Rebel Armed Ships & Troops, in attacking His Majesty's Ships & Possessions in North America & the West Indies, and annoying the Trade of this Kingdom; And whereas Lord George Germaine, one of His Majesty's Principal Secretaries of State, hath acquainted us, by his Letter of the 29th. of last Month, that the King had therefore judged it expedient to augment the Naval Force in N^o. America not only for the Protection of the British Territories & security of the Commerce of His faithful Subjects, but to vindicate the insulted Honor of his Crown and assert the violated Rights of the People of Great Britain, by attacking & defeating the said French Squadron; and hath, at the same time, signified to us His Majesty's pleasure that we should, without a moments delay, detach thirteen Ships of the Line to North America under the Command of such Flag Officer as we should think fit to appoint; And whereas we have thought fit to entrust you with the execution of the above important Service, you are hereby required and directed, in pursuance of His Majesty's pleasure signified as aforesaid, forthwith to proceed with the Ships under your Command, to Halifax in Nova Scotia, and, immediately upon your arrival there, to acquaint Lord Howe, or the Commander in Chief of His Majesty's Ships in North America, therewith, and to endeavour to gain intelligence of the said French Squadron; and, if from the information you receive, you shall have reason to think it is put into Boston or any other Port in North America or is upon any part of the Coast, you are, without delay, to proceed in quest of it, taking with you any of His Majesty's Ships which you may find at Halifax or which may join you there, or in your course from thence; sending, at the

same time, advice of your proceedings to Lord Howe or the Commander in Chief of His Majesty's Ships in North America; and, until you shall be joined by Lord Howe (under whose command you are to put yourself) or receive Orders from his Lordship, you are to conduct yourself in the manner you shall think best for effecting the destruction of the said French Squadron and to do your utmost to attack and defeat it whenever you shall find an opportunity of so doing.

In case you shall be informed, upon your arrival at Halifax, that no French Squadron has appeared in those Seas and you shall have reason to suppose it has proceeded to the West Indies, you are, then, to follow it thither with the Ships under your command, and taking likewise under your command such of His Majesty's Ships as you shall find upon that Station, do your utmost to attack & destroy the said Squadron or any other French Ships of War you may meet with, and to cover and protect His Majesty's Possessions. But if, upon your arrival in the West Indies, you shall find the Squadron upon that Station commanded by an officer superior to you, you are then to put yourself under the command of such superior officer; communicate to him these Instructions; & follow his Orders in their further execution.

If however, upon your arrival at Halifax and during your continuance there such time as you shall judge necessary to make enquiry & collect intelligence, you shall receive no information that shall give you reason to suppose the destination of the said French Squadron is either for North America or the West Indies, You are, in such case, to return to England, with the Ships under your Command; repairing to Spithead where you are to remain until you receive further Order; and sending to Our Secretary an account of your arrival & proceedings.

And, if, upon your passage to Halifax or in any other part of your voyage, you shall fall in with the said French Squadron or any other French Ships of War, you are to attack and do your utmost to defeat and destroy the same.

Given &c. 3^d. May 1778.

Sandwich
Lisburne
H. Palliser

By &C

PS.¹

LB, UKLPR, Adm. 2/1335 (Secret), fols. 11–16. Addressed at bottom of last page: "To/The Hon^{ble}: John Byron/Vice Admiral of the Blue &c. &c." Docketed: "ORD. 3 May 1778/Hon^{ble}/V. Adm^l Byron/Instructions." Enclosed in the letter are two lists, one of Byron's squadron, and the other of Vice Amiral the Comte d'Estaing's, each giving ships' names, numbers of guns, and commanders.

1. Philip Stephens, secretary to the Lords Commissioners of the Admiralty.

LORDS COMMISSIONERS OF THE ADMIRALTY TO
REAR ADMIRAL SAMUEL BARRINGTON

By &c^a.

Secret Instructions for the Hon^{ble} Samuel Barrington Rear Admiral of the Red &c^a.

Whereas the French King contrary to the most solemn assurances and in subversion of the Law of Nations hath signed a Treaty of Amity & Commerce with certain Persons employed by His Majesty's revolted Subjects in North America, and it

being His Majesty's firm purpose and determination to resent so unprovoked and unjust an aggression on the Honor of His Crown and the essential Interests of His Kingdoms; And His Majesty having therefore been pleased to direct the Commander in Chief of His Land Forces in North America¹ to embark with the greatest secrecy & dispatch a Body of Five Thousand Men from the Troops under his Command with a proper Corps of Artillery, and to detach them, under such Convoy as the Commander in Chief of His Majesty's Ships shall appoint to the Island of S^t Lucia in the West Indies with Orders to attack and if practicable to reduce & take possession of the said Island; and We having in pursuance of His Maj^{ty}'s pleasure signified to us by Lord George Germaine one of His Majesty's Principal Secretaries of State, directed the Lord Viscount Howe Commander in Chief of His Maj^{ty}'s Ships in North America, to appoint the Number of Ships mentioned in the Margin² to convoy the said Troops, when they are embarked, to the place of their destination, or, if so great a number of Ships cannot be assembled in time, or shall not be in a proper condition to proceed on that Service, then to appoint such a number as he shall judge to be adequate to the importance thereof, & putting the said Ships under the Command, and the Transports in which the Troops shall be embarked under the Convoy, of Commodore Hotham, direct him to proceed with all possible dispatch off Carlisle Bay in the Island of Barbadoes, where he is to expect to be joined by you (a Frigate being ordered to be sent from North America to give you as early notice as possible of the time he may probably arrive) and upon such junction to put himself under your Command and follow your Directions for His further proceedings: You are therefore hereby required and directed to assemble in Carlisle Bay such of the Ships of the Leeward Island Squadron as you judge may be necessary to add to those which may be expected to come with Commodore Hotham for the important Service beforementioned, and so soon as the said Commodore shall appear off the Bay, you are to go out to join him, and having taken him, and the several ships, Transports, Storeships & Victuallers that may be with him, under your Command, you are to make the best of your way with them to the Island of S^t Lucia, and to co-operate with, and give all the assistance in your power to the Commander in Chief of the Land Forces, employed on this Expedition³ in the attacking, and if practicable reducing and taking possession of the said Island.

But whereas we have directed that, if contrary to expectation Commodore Hotham should not meet with you off Carlisle Bay, he should be instructed in such case to proceed with the Force he has with him to S^t Lucia, and in conjunction with the Land Forces attack & endeavour to reduce and take possession of that Island as above directed, acquainting you from time to time with his proceedings, and following such Orders as you may think fit to give him; You are, in such an Event, so soon as you have receiv'd advice of his having passed Barbadoes, to follow him to S^t Lucia with such a Re-inforcement as you may judge necessary, and taking the command of the Naval Force there co-operate with the Troops as before directed.

And whereas the Commander in Chief of the Troops employed in this Expedition is instructed, in case of Success, to retain such a part of the Forces at the Island of S^t Lucia, as he shall judge sufficient for the defence thereof and to distribute the remainder among His Majesty's West India Islands, in such proportions, as

from the information he receives, he shall judge most proper for their protection and security against any attack of the Enemy; You are hereby farther required and directed to give him such assistances as he may stand in need of towards carrying that part of his Instructions into execution.

When the Service beforemention'd is over, you are to retain Commodore Hotham, with such of the Ships as he brings with him from North America as are in a proper condition, and as you conceive may be necessary, to remain with you, and to employ them in such manner as you shall judge best for the protection & security of His Majesty's several Islands within the Limits of your command, which you must always consider to be the principal Objects of your care and attention; And you are to send to England the remainder of those Ships (or such others of your Squadron in lieu of them as may stand in need of a greater repair than can be conveniently given to them at Antigua) together with such of the Transports, Storeships and Victuallers as are not wanted at the Leeward Islands.⁴

Given &c^a. 3^d. May 1778.

Sandwich
J. Buller
Lisburne
H. Penton

By &c^a.

PS.⁵

LB, UKLPR, Adm. 2/1335 (Secret), fols. 4–7. Docketed: “ORD. 3^d May 1778./Honble/Rear Adm^l Barrington.”

1. That is, General Sir Henry Clinton.
2. In the margin was the following notation:

<u>Rate</u>	<u>Guns</u>	<u>Ships</u>	
3	44	4	
4	50	3	
5	32	2	
6	20	2	
Bomb Vessels if in fit condition		}	2
Hospital Ship if she can be spared		}	1
<hr/>			Total 14

3. The privilege of choosing the commander of the land forces for the St. Lucia expedition was given to Sir Henry Clinton. On 23 May, Clinton wrote Lord George Germain informing him that he had chosen Maj. Gen. James Grant to command. UKLPR, C.O. 5/96, fols. 19–21.

4. The “Secret Instructions” were enclosed in a letter to Barrington from Philip Stephens, secretary to the Lords Commissioners of the Admiralty, also dated 3 May, conveying the Lords Commissioners’ orders that Barrington execute the secret instructions “with all possible dispatch” and that he “put to sea without a moment’s loss of time. . . making the best of your way (notwithstanding their Lordships’ Orders of yesterday’s date) to Barbadoes, instead of Antigua.” *The Barrington Papers: Selected from the Letters and Papers of Admiral the Hon. Samuel Barrington*, D. Bonner-Smith, ed., 2 vols., (London: Navy Records Society, 1937–41), 2: 14–15.

5. That is, Philip Stephens, secretary of the Lords Commissioners of the Admiralty.

AMERICAN COMMISSIONERS IN FRANCE TO JOHN ROSS

Sir

Passi May 3^d 1778.

In a former Letter, you wrote Us, that you would send Us the Invoices &c^a of the Goods shipped on the public Account, if we thought it necessary.¹ We wrote for those which would answer for the Money, We had advanced to You.² The Rea-

son given in your's of the 18th. for refusing it, does not appear to Us, at all sufficient. If it be unavoidable to separate the part from the whole, We desire the whole may be sent agreeable to your first proposal, which will be also of Use to Us, by shewing the Nature and Extent of the Supplies that have been sent. We therefore expect you will comply, without any further delay, with what we desire, and which is indispensable. You will be so good as to send Us a Copy of the Order of the Commissioners under which You say, the Ship *Queen of France* was purchased, as we find none such here.³

When you first applied to Us, for our Assistance, and represented that you had made Contracts for Goods, in pursuance of Orders from the Committee of Congress,⁴ which Contracts if not fulfilled, would destroy your Credit, and in Consequence, hurt that of the Committee, it was agreed to furnish you, with the Sum which you desired, and which you said would be sufficient to prevent those great Inconveniencies; on your promise to replace it. It is now near a Year since, and you have not performed that promise. The disappointment has been very inconvenient to Us. Probably it was occasioned by your not receiving the Remittances, you expected. However, We think you should have forborne entering into fresh Contracts and Embarrassments; especially as it was not required or expected of you by the Committee, as appears by their Letter to you of Dec^r. 30th, of which you have sent us, an Extract;⁵ nor have they ever desired it of Us; nor did you inform Us when you made your Engagements, that you had any Expectation of our Assistance, to discharge them. A little Consideration will convince you, that it is impossible for Us, to regulate our own Purchases, and Engagements, and discharge our debts with Punctuality, if other People, without our Participation, allow themselves to run in debt, unnecessarily, as much as they please, and call upon Us for payment. By our complying with such unforeseen demands, We may soon, to prevent your discredit, become Bankrupts ourselves, which We think would be full as disreputable to the Congress. We therefore now acquaint you, that We cannot give the permission you desire, of drawing on our Banker for the immense Sums you mention, and desire you would not have the least dependance on Aids, that We have it not in our power to grant. We are Sir, [&c.]

B. Franklin
Arthur Lee
John Adams.

(Copy)

LB, DNA, PCC, item 84, vol. 1: pp. 125–26 (M247, roll 111). Addressed before salutation: “M^r Ross at Nantes.”

1. Ross's offer is in his letter to the Commissioners of 28 Mar. 1778. See *Benjamin Franklin Papers*, 26: 182–84.

2. See American Commissioners in France to Ross, 13 Apr. 1778. *Ibid.*, p. 281.

3. Ross had made the offer to buy the vessel, originally named *Brune*, in a letter of 6 Feb. *NDAR* 11: 982–83. On 11 Feb., Silas Deane, writing on behalf of the Commissioners, informed Ross that the proposal had been accepted, but Lee in a note attached to an extract of Ross's 6 Feb. letter, wrote “the Commissioners did not agree to this proposal.” *NDAR* 11: 997; DNA, PCC, item 83, vol. 2: p. 381 (M247, roll 110).

4. That is, the Commerce Committee, the successor to the Secret Committee.

5. Ross included an extract from a letter of 30 Dec. 1777 from the Commerce Committee, in his letter to the Commissioners of 28 Mar. *Benjamin Franklin Papers*, 26: 183.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKERSunday May 3^d. 1778.[*Bordeaux*]A very pleasant Day, let some of the people go on Shore.¹D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).1. Tucker made a nearly identical entry for Sunday, 10 May. *Ibid.*

SIR JOHN HORT TO LORD WEYMOUTH

[Extract]

My Lord

Lisbon Sun^y: 3 May 1778

In my letter by the last packet I had the honour of relating to your Lordship at large, the proceedings at this place, in the case of the Brig *Illustrious*: as that affair has continued under the management of M^r [*Robert*] Walpole, I have only for the present to add; that that vessel now appears to have been taken by the *Dean*, a frigate of Philadelphia, mounting 36 guns, one Nicolson master, & in the service of the congress:¹ The prize master was the only person of her own company that she put on board the prize; the other British subject, whom I mentioned as being on board when she arrived in this river, proves now to be of the original crew. all access to her, by the persons employed on the part of this office, continue inflexibly denied, even for those purposes of necessary supply; which are hardly of more clear natural right, than of ordinary usage in this port, secured by the presence of an established health officer, called the “guarda mor da saude”.

On thursday last arrived here from Madeira as passengers, three masters of British vessels, taken early in the month of March, a little to the NorthEast of that island by the *Revenge* American privateer, Gustavus Conyngham master. These vessels are as follows.

The *Peace & harmony* — George Kennedy—master

Betsy ————— John Murphy

Fanny ————— William S^t Barbe

On board of the privateer were twelve French marines; six or eight others of different nations; and but two or three native Americans, these foremastmen: The rest, being a great majority of the crew, and including both the commander & all his officers; are as I am assured by the three masters abovementioned, all Irish.²

Concerning the passes of these & some other vessels, I have the honour of directing under your Lordship’s cover a letter for their Lordships of the Admiralty.

I am sorry to close this account with the observation, that the privateer was bought in the river Thames, expressly for Conyngham, immediately after his affair with the Harwich packet:³ and that the three crews abovementioned now swell the number of rebels: all of them having agreed to enter themselves of the privateer’s company; the three masters and I think one mate alone excepted.

As the correspondence between Great Britain & Madeira is at this time especially subject to uncertainty; it may be proper to acquaint your Lordship; that consul [*Charles*] Murray, through whose channel these poor people have been transmitted to me; advises the loss of the transport *Royal George*, captain Kneeshaw, from Philadelphia bound for London;⁴ she foundered about the beginning of March near the island of S^t Michael:⁵ The crew were saved. . . . I have the honour to be [&c.]

John Hort

L, UkLPR, State Papers (Foreign) 89/85, fols. 203–4. Addressed at foot of first page: “Lord Viscount Weymouth.” Docketed: “Lisbon 3 May 1778/Sir John Hort/(N° 7)/R 18th.”

1. For more on the affair involving the brig *Illustrious Hero* and the Continental Navy frigate *Deane*, Capt. Samuel Nicholson, commander, see “Extract of a Letter from Lisbon, April 20,” above.

2. As seen in Attestation by the Crew of the *Revenge*, 31 May, below, Hort’s characterization of the percentage of Irishmen in *Revenge’s* crew was exaggerated.

3. On the capture of *Prince of Orange*, the packet from Harwich to Hellevoetsluys, see NDAR 8: 820, 827–28, 828–29, 830. While Conyngham’s vessel, *Revenge*, was formerly the British cutter *Greyhound*, it was purchased by William Hodge in Dunkerque, not in England. NDAR 9: 397–98, 398, 409, 454, 455, 456.

4. Ship *Royal George*, Joshua Kneeshaw, master, 350 tons, with a crew of 17, built in Whitby in 1762 and owned by S. Campion. Muster Book of Navy Transports, 2 July 1777, UkLPR, Adm. 49/4; *Lloyd’s Register of Ships, 1777–1778*.

5. That is, São Miguel I., in the Azores.

May 4

LLOYD’S EVENING POST AND BRITISH CHRONICLE (LONDON),
FRIDAY, MAY 1, TO MONDAY, MAY 4, 1778

LONDON. By authentick letters received yesterday from Capt. Smith of the *Sally*,¹ from Liverpool to the Island of Tortola, we hear, that in his passage he took a Provincial brig of 90 tons, laden with pipe staves, &c. The above ship was also attacked by a Provincial privateer of 16 guns, which the *Sally* sunk, with all her crew, after an engagement of near four hours.

1. Ship *Sally*, Samuel Smith, master, 180 tons burthen, built in Liverpool in 1773; outfitted with fourteen 6-pounders. It was owned by J. Ghorley. *Lloyd’s Register of Ships, 1777–1778*.

FRANCESCO FAVI TO THE GOVERNMENT OF FLORENCE

[Extract]

Eccellenza

Dopo la partenza della flotta di Tolone, che portando la guerra in America sembrava che dovesse assicurar la vittoria, si son sentite far in questo paese delle riflessioni, che non sono certamente mal fondate, e che non ne fanno presagire tanto certo il successo.

Si fa osservare, che la flotta di M^r Howe in America è molto formidabile consistendo seconde le notizie, che se ne hanno, in quattordici vasselli di Linea dai 50 fino agli 84 cannoni, ed in circa 20 fregate. Inoltre son partiti non è gran tempo cinque Vasselli, che si ha luogo di creder destinati per L’America, quantunque si sia delle, che andavano ad incrociare nelle coste della Gran Brettagna, ed à questi si aggiugre il *Tridente*, che è il Legno, sopra cui si sono imbarcati i tre Cammissari pacificatori¹ e che deve indubitatamente congiungersi alla flotta de M^r Howe.

Si il caso porta, che queste forze siano riunite intutto, ò in parte all’ arrivo di M. d’Estain portrebbe succedere, che in vece di fare un buon colpo ne facesse uno cattivo, tanto più, che si riflette, che gli Americani non potranno secondarlo, qualora non gli riesca di sorprendere gli Inglesi nei fiumi senza di che i Legni dei

nuovi Alliatî potrebbero difficilmente andare ad unirsi à Lui in mare aperto. Dalla prospettiva di questi eventi, che pur troppo potrebbero realizzarsi, si deduce, che sarebbe stato molto meglio il far prima la Spedizione, ò renderla più considerabile con aumentare il munero delle navi per riuscire pienamente nel progetto, che è stato ideato, e che potrà esser dubbioso, qualore il suddetto Comandante non trovi le forze Britanniche divise per poterle combattere, e vincere in dettaglio.

Si continua à non dare ingresso à Brest se non à quelli, che devono esservi impiegati. Vi son in quel porto molte truppe in ordine per imbarcarsi, e molte navi pronte à mettere alla vela al minimo cenno. Si pretende ora, che se la Gran Bretagna manda fuori una flotta, anco di là se ne fara partire una per stare in osservazione. Intanto non è male, che L'Inghilterra stia col sospetto di vedersi opporre un'armamento marittimo, e col timore di una invasione per parte dei francesi, il qual timore farà tanto più effetto quanto maggior mistero si scorderà nelle disposizioni, che là si prendono.

Si vuole, che M^{re} d'Estain abbia ordine non solo di attaccare gli Inglesi in America, mà di prendere tutti i Loro legni mercantili, e da guerra, che egli potrà riscontrare.

La risoluzione, che è stata presa di portar la guerra in America dopo il pacifico Sistema, che si è quà sempre seguito, potrà forse fare immaginare ad alcuno, che questa Corte sarebbe sempre divenuta ad una rottura, ancor chè la Gran Bretagna avesse voluto evitarla. Mà deve piuttosto presumersi, che la francia sempre portata à mantenere il riposo dell'Europa non avrebbe mai adottato una tal determinazione, se fosse stato sperabile, che gli Inglesi avessero se alto il partito di riconoscere l'indipendenza, e di fare un trattato amichevole cogli Americani senza alcun progetto di assalir questo Regno. L'attaccare anticipatamente gli Inglesi per prevenire i loro disegni, e per far la guerra con più vantaggio, quando si prevedeva inevitabile, era una politica necessaria, e da seguirsi da ogni buon Governo, tanto più che i nuovi alleati bloccati nei loro porti, ed oppressi dalle forze dell'Inghilterra non potevano senza l'ajuto immediato della francia far quel Commercio che deve essere il frutto della Loro alleanza, e questo ajuto doveva indispensabilmente à loro prestarsi, ogni qual volta gli Inglesi continuavano à far loro la guerra. . . .²

Francesco Favi

Parigi 4 Mag^o. 1778

[Translation]

Excellency

Following the departure of the Toulon Fleet, which by carrying the war to America seemingly was to assure victory, some reflections were heard in this country; they are certainly not poorly founded, and they make the forecast of the Fleet's success less sure.

It is pointed out that Mr. Howe's Fleet in America is quite formidable consisting, according to information received, of 14 ships of the line, fitted with from 50 to 84 guns; and of about 20 frigates. Furthermore, a short time ago five ships of the line departed, and it is believed they were destined for America, although it was said they were going to patrol off the coast of Great Britain, and these were joined by the vessel *Trident*, with the three peace Commissioners¹ aboard and it will undoubtedly join Mr. Howe's Fleet.

If it happens that these forces be entirely or partly joined when Mr. d'Estain

arrives. He may strike poorly instead of well, all the more so because it is considered that the Americans will be unable to assist him unless he succeeds in surprising the British in the rivers; otherwise the vessels of the new Allies could hardly go to join him on the open sea. The prospect of such events, which could unfortunately take place, leads to the deduction that it would have been much better to send the expedition earlier, or make it more powerful by increasing the number of ships for the full success of the plan conceived, now in doubt unless the abovesaid Commander find the British forces divided, and win by defeating them separately.

Entry to Brest continues to be restricted to those employed there. There are in that port many troops waiting to embark, and many ships ready to set sail at the least sign. It is alleged that if Great Britain sends out a fleet, another one will be ordered out of Brest to watch it. In the meantime it is not bad that England live with the suspicion of being opposed by a sea force, and the fear of an invasion by the French, such fear being more effective in proportion to the extent of mystery discerned in the measures taken in Brest.

It is rumored that Mr. d'Estain has orders not only to attack the English in America, but also to capture all their merchant vessels and warships he may meet.

The decision made to carry the war to America, after the peaceful methods always followed here, may lead some persons to imagine that this Court would still have come to a diplomatic break even if Great Britain might have wished to avoid it. But it should rather be presumed that France, always led to maintain the peace and quiet of Europe, would never have adopted such a decision if it had been hopeful that the English choose the side of recognizing independence and signing a friendly treaty with the Americans, and have no plan to attack this Kingdom. To attack the English ahead of time in order to prevent the execution of their designs, and to conduct the war with greater advantage was a necessary policy, to be pursued by every good government; all the more because their new Allies, blocked in their ports and oppressed by the forces of England, could not without the immediate aid of France engage in commerce which must be the fruit of their alliance, and such aid indispensably was to be given them each and every time the English continued to war on them. . . .

Francesco Favi

Paris May 4 1778

L, Archivio di Stato di Firenze, Segreteria degli Esteri, Corrispondenza da Parigi dei Residenti dal 1777 al 1785, filza 2335, inserto VI, fols. 48–50.

1. Commissioners for Restoring Peace, known as the Carlisle Commission.

PRIZE MASTER JOHN SEAWARD, CONTINENTAL NAVY, TO BENJAMIN FRANKLIN

Honorab^l S^r

According to Orders Which ar in the other Side—I arived in this Porte with the Ship *Lord Chatham* Tacking^l the 16th of apre^l and applied to Mones^r De Le, Port who Sent for M^r Riou Kings Intprter in this Porte and had the Ship orderd in the Porte and all the Hatches Lock^d in Saftey as for My Sealf and Men have Ben obliged to Keep a Shour Close By the Ship Whear Wee May Tacke Ceare of hur

Regging and Pumping hur out M^r Riou Who has Suplyed the *Rangé* when in this Porte—Suplyes the Ship Crue with all Nesrey, and So We Will all Stay Till the Cap^m of the *Ranger*² aRivul which I Be Leve, Will Be in a fortnite or Orders from your Honer

S^r I Should Be Glad you Would Drick^t our orders To M^r Riou. S^r the of-fersers and Ships Crew was Contented M^r Riou would Tack Ceare of thir Parte If the Vesel is Sold I Shoul^d Be Glad of your Orders for So Dueing. From S^r Mos^t humb^l Surven^t to Sarve
 John Seaward
 Bres^t May the 4 1778

L, PPAmP, Benjamin Franklin Papers, vol. 9, fol. 115. Seaward appended a copy of his orders from Capt. John Paul Jones directing Seaward to take command of *Lord Chatham*, to sail it to Brest where he was to turn supervision of the vessel over to Arnaud de La Porte, and to remain with *Lord Chatham* until ordered elsewhere by the American Commissioners in France or by Jones. Addressed: "To the hon-oreb^l/Doctter Frankleing/Agagin/at/Paris." Docketed: "Jn^o Seaward Prize Master/of the *Lord Chatham*/May 4. 1778.—/with Copy of C. Jones's/order^s." Elsewhere, Seaward's name is given as Seaward.

1. That is, taken. On the capture of *Lord Chatham*, see Log of the Continental Navy Ship *Ranger*, entry for 17 Apr., appendix E, below.

2. Capt. John Paul Jones.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Monday May 4th.

[*Bordeaux*]

A pleasent Day, the people Employd in Stowing the hole & overhalling the provisions.

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

May 5

"LETTER FROM CAPT. GELL, OF THE *THETIS* FRIGATE, TO THE LORD PROVOST OF GLASGOW."

"My Lord Provost,

Thetis, Greenock, May 5, 1778.

"I got under way from Greenock on the Friday¹ I left Glasgow; the wind, on Saturday, being at S.W. prevented me from giving your Lordship a better account of the privateer;² from circumstances, imagine he slipt through the Northern Channel. On the Monday following, the Channel being open to us, met with the *Boston* frigate; I desired Capt. Dudingston to sail to the northward on the Irish coast, keeping myself the coast of Scotland, and went for intelligence to Isla;³ I thought he might be in the Sound; from thence returned to Port Patrick for information, and met with his Majesty's armed ship the *Heart of Oak*,⁴ who was cruising on the same errand. Being in Loch Ryan, as there was a suspicion of a vessel in the Bay of Wigtoun, and seeing the *Boston* standing in, sent to desire Capt. Dudingston would go that way, which he did, and was seen off the Mull of Galloway yesterday. I hope we have now a quittance of these rovers. As the transports are all come we are preparing for our voyage.

I am, &c.

J. Gell"

Lloyd's Evening Post, and British Chronicle (London), 11–13 May. Robert Donald was the Lord Provost of Glasgow, Scotland. John Gell was a Royal Navy captain.

1. That is, 1 May.
2. Continental Navy ship *Ranger*, Capt. John Paul Jones, commander.
3. That is, island of Islay, Scotland.
4. H.M. hired armed ship *Heart of Oak*, Comdr. Nathaniel Crosby, commander.

THE LONDON CHRONICLE, SATURDAY, MAY 2, TO TUESDAY, MAY 5, 1778

LONDON

The *Devonshire* privateer, of 14 guns, is taken off Antigua by a letter of marque, and carried into that place.¹

1. Ship *Dutchess of Devonshire*, Capt. William Shaw, commander, 300 tons burthen, built in Britain in 1777, owned by Benson & Co., carrying 14 six-pounders. *Lloyd's Register of Ships, 1777–1778*.

“EXTRACT OF A LETTER FROM AN OFFICER ON BOARD THE MONARCH,
LATELY ARRIVED AT PORTSMOUTH FROM HER CRUIZE.”

[before 5 May 1778]

“We are at length, thank heaven, arrived once more in an English port. Our last foreign port was Cadiz, where we experienced such treatment as will scarce be credited; though the vouchers which government will receive by another channel, as well as ours, will surely set them on a scheme to resent the insult offered to a King’s ship. We came into Cadiz harbour on the Sunday afternoon,¹ when the Captain, according to custom, ordered the boat on shore to get what is termed product, which could not be obtained: the next day another was sent, and a third, and a fourth; but to all we could not even get an answer. A spirited memorial was at last sent to the commandant, who also gave no answer; in short, they seemed resolved to take no notice of us. Judge of the situation of our spirited commander (who is a true British seaman) when during the time we lay there (seven days being detained by the wind) we had the mortification to see the usual honours paid to two Dutch frigates, and above all to the *Revenge* American privateer, commanded by Cunningham, who came swaggering in with his thirteen stripes, saluted the Spanish admiral, had it returned, and immediately got product;² the Spaniards themselves carrying on board wood, water, fruit, and fresh provisions; all which we were eye-witnesses of, as he anchored directly under our stern, within two cables length. There are at Cadiz twenty-two ships of war of the line, besides frigates and chebecs: the first are as fine vessels to look at as ever put to sea: they all appear full manned, and are deep in the water, as if provided with all necessaries ready to put to sea on the shortest notice. There were also riding here eleven vessels bearing the American flag; and six more ships of war were expected daily from Ferrol to join the above fleet, which we were informed of by the Captain of one of the Dutch frigates, who behaved barely civil to us. We were happy on our coming up to Spithead, to see so fine a fleet ready to chastise our insolent and natural enemies. I am so far from exaggerating the account of our reception at Cadiz, that I have been obliged to omit some very humiliating circumstances that happened during our stay there, as being too much for the limits of a letter, especially as the boat is expected to put off immediately.”³

The London Chronicle, 5–7 May 1778.

1. H.M.S. *Monarch*, Capt. Joshua Rowley, commander.
2. Continental Navy cutter *Revenge*, Capt. Gustavus Conyngham, commander.
3. For more information on this encounter, see *NDAR* 11: 1125.

JONATHAN WILLIAMS, JR., TO BENJAMIN FRANKLIN

[Extract]

Dear & hon^d Sir.—

Nantes May 5. 1778

The inclosed Letter was given me by Cap^t Cumstock who has lately escaped from Prison.¹ Cap^t Cumstock as well as M^r Chandler² who is arrived from Paris are in want, and I shall give them both such necessary assistance as I have hitherto given to our unfortunate Countrymen.— The former of these Persons has continental loan Office Bills for the amo^t of about 1300 Dollars, which I have this day written to M^r Grand³ to endeavour to negociate; should this fail, I beg to know if you will accept of repayment of what he may want by one of these Notes I do not doubt your Consent because it is hard that a Man should suffer with Congress Money in his pocket, & because I should be obliged to supply him even if he had no means of repayment.— The *Ranger* has sent a Prize into Brest.⁴ Cap^t Jones I hear has address'd her to the Intendant of the Place,⁵ by which means I suppose if she is allowed to be sold it will be done by the French Admiralty and be consequently attended with Delay & Expence. . . . I am [&c.]

J Williams J

L, PPAmp, Benjamin Franklin Papers, vol. 37, fol. 151. Docketed: "M^r Williams May 5/1778."

1. This was undoubtedly Joseph Comstock, about whom nothing more is known except that there is a receipt in his name addressed to Williams for money paid him. *Benjamin Franklin Papers*, 26: 405n.

2. For more on the situation of Capt. John Chandler, see Francis Coffyn to the American Commissioners in France, 2 Mar. 1778. *NDAR* 11: 1057.

3. That is, Rodolphe-Ferdinand Grand, banker for the American Commissioners.

4. On the arrival of the prize ship *Lord Chatham*, see John Seaward to Benjamin Franklin, 4 May, above.

5. That is, Arnaud de La Porte.

NATHANIEL DOWSE TO THE AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

On the 14th April 1777 I sailed from Virginia Commander of the Ship *Mercer* belonging to Mess^{rs} Mercer & Schenck of Boston, with a Cargo of 450 Hogsheads Tobacco for Account of the Honorable Continental Congress, to the Address of Mess^{rs}. S & J H Delap of Bordeaux.—On the fourth of May following I had the Misfortune of being risen upon by my Crew and carried with my Vessel into Whitehaven, where I remained Prisoner 'till I found the opportunity of escaping on-board a Hamburgh Vessel bound from New Castle to this Port, which arrived yesterday¹—I think it my Duty to inform you thereof, and if you judge I can be of any use to my Country either in a Publick or private Station, I most heartily make you a tender of my best Services, I have had proposals from several Merchants at this place, but have deferred treating with any 'till I know if you have Employ for me. I have the Honor of being personally known to the Honorable John Adams

Esq^t who will be able to give you Satisfaction to any Enquiries you may think it necessary to make about me; and begging the favor of your reply as speedily as possible,² I have the Honor of being with utmost respect Gentlemen [&c.]

Nath^l Dowse

Bordeaux 5th May 1778—

L, PPAmp, Benjamin Franklin Papers, vol. 9, fol. 121. Addressed: "To/The Honorable Benjamin Franklin/Arthur Lee &/John Adams, Esq^{rs}/Plenipotentiaries from the United States/of America—at the Court of/Versailles." Docketed: "C. Nath. Dowse/5. May 1778."

1. For more on Dowse, the *Mercer*, and the treachery of its crew, see *The General Advertiser*, May 30, 1777, NDAR 8: 878.

2. The reply of the Commissioners has not been found.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Tuesday May 5th.

[*Bordeaux*]

This Morning Peter Cavey a Midshipman get over the side to were the Boat a Stern, taking hold of a rope which he thought was made fast but was not fell over Board, & tho all Means was used to save him, was drowned.—¹ The people imployed on Necessary Duty as usual.

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

1. For a different version of the events resulting in the drowning of Peter Cavey, see Journal of Lieutenant William Jennison, Continental Marines, this date, below.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, Bordeaux*]

May 5 At 5 am a Ship from Virginia a Letter of Marque was seen coming up the River with American Colours & passed the *Boston* discharging 21 Cannons—Peter Cavee the midshipman on duty informed the Cap^t who ordered the Ship cleared and 13 Guns to be discharged—Cavee jumped from the Gang way on to one of the Gun ports which gave way & he fell overboard and was drowned—¹ The Ship's Colours were displayed half mast high, & at 12 discharged 5 minute Guns²

D, DLC, Journal of Lieutenant William Jennison, p. 8.

1. Journal of the Continental Navy Frigate *Boston*, Captain Samuel Tucker, commander, this date, above, provides a different version of how this drowning occurred.

2. Minute-guns are a salute fired after the burial of an officer or, when the body was not recovered, as part of a memorial service. The number of guns fired is usually limited to the number to which the officer was entitled when alive.

NAVAL INTELLIGENCE FROM LISBON

Precis d'autres notices que Monsieur Arn^{do}. Enrico Dohrman a Mandé par sa lettre du 5. May 1778.—

Il est entré il y a quelques jours dans ce port un navire march^d. Anglais chargé de Ris qui avoit été pris par les Americains, & est entré avec pavillon français.¹ Le ministre Anglais pretendoit y avoir droit, mais comme elle est entré avec le dit Pavillon francais, Le Ministere Portugais l'a Secourué du necessaire & est prête a par-

tir aussitot qui le tems le permettra, cela aura probablement lieu [*torn*] nuit, & on a defendu a deux fregattes Anglaises qui se trouvent en ce Port d'en sortir que 48. heures après que se dit navire sous pavillon français aura mit a la voile ; Ce navire avoit été pris par la fregatte Americaine *Dean*,² la quelle on dit qu'elle etoit en compagnie d'une fregatte française L'equipage etoit mêlé d'Americains, Anglais, & français, il etoit survenu entr'Eux une désunion de sorte que le ministere pour Luy faire conserver le bon ordre à été obligé d'envoyer au bord des soldats, & ils y resteront jusqu'a son depart.

Un armateur Anglais a pris il y a 15. jours un navire Americain venant de Boston chargé de Tabac, appelle *Dolfine*, ou soit *Dauphin Cap*^{ne}. Israel Turner.³ J'ai offert a ce capitaine tout Secours & argent, il a seulement fait usage de mes offres pour Luy procurer gratis le moyen de se transporter en france, ce qui aura lieu sous peu de jours sur un navire venitien allant au havre.

La fregate anglaise *Alarm Cap*ⁿ. Robert Mann qui escortoit un escadre de 15. a 20. navires marchands, ayant été obligé par cause borasque d'entrer dans le port de Cadix, ce qui à donné lieu dun ou deux jours apres au fameux Americain Cuningham⁴ de s'emparer de 5. ou 6. navires de cette dite flotte,⁵ dont un venant du Zante evalue à 7-/m Stg, et un autre de la valeur de 3-/m Stg destiner pour L'Irlande, & dont les Capitaines sont arrivés icy de Madere ou on les avoit laisses, parceque le Cuningham n'avoit alors a son bord que 50. hommes. Mais la dit frègatte Anglaise après s'etre raddobée a Cadix & deux a trois jours après son depart s'est emparée de deux batimens Americains destinés pour quelques Ports de l'amerique & qui etoient sortis de Cadix. La fregatte s'etoit rencontré avec le Cuningham au quel elle a donné la chasse pendant 48. heures & de sesperant de pouvoir le joindre elle a été obligé de le laisser aller, & la fregatte est entrée dans ce Port abord les equipages de deux navires pris, & le cap^{ne}. traité avec beaucoup d'attention & admet a sa table les officiers & les Persons le plus distinguées du dit Equipage prisonier, & on les laisse venir a terre sur leur parole, ainsy j'aurai le loissir de converser avec Eux et de les assister en tout ce qu'ils pourroient avoir besoin./.

[Translation]

Summary of other news that M. Arnando Enrico Dohrman sent by his letter of 5 May 1778.

There entered a few days ago in this port an English merchant ship laden with rice that had been taken by the Americans, and was entered with the French flag.¹ The English minister claimed a right to it, but as it had entered with the said French flag, the Portuguese ministry secured it from the necessary procedures and it is ready to depart as soon as the weather permits, which will probably take place tonight, and two English frigates that are in this port are prohibited from leaving until 48 hours after the said ship under French flag will have set sail; This ship was taken by the American frigate *Dean*,² which is said to have been in company of a French frigate; the crew was mixed of Americans, English, and French, among whom there suddenly arose a disunion so that the minister, in order to conserve good order, was obliged to send some soldiers on board, and they remained there until its departure.

Two weeks ago a British privateer captain took an American ship coming from Boston laden with tobacco, called the *Dolfine* or *Dauphin*, Captain Israel Turner.³ I offered this captain assistance and money, he only made use of my offers to obtain

free the means of transporting himself to France, which will take place in a few days on a Venetian vessel going to Le Havre.

The English frigate *Alarm*, Capt. Robert Mann, which escorted a squadron of 15 to 20 merchant vessels, having been forced by reason of a Mediterranean squall to enter the port of Cadiz, which took place one or two days after for the famous American Cuningham⁴ to capture 5 or 6 ships of this fleet,⁵ one of which, coming from Zante, is worth 7 thousand Sterling, and another having the value of 3 thousand Sterling destined for Ireland, and the Captains of which have arrived here from Madeira, where they were left, because Cuningham has only 50 men on board. But the said English frigate after having repaired at Cadiz, two or three days after its departure captured two American vessels destined for some Ports of America, and which had left from Cadiz. The frigate encountered Cuningham, to which it gave chase for 48 hours, and unable to join him, was obliged to let him go, and the frigate has entered in this Port the crews of the two captured ships, and the captain treats with much attention and admits to his table the officers and the most distinguished persons from the said imprisoned crew, and they are allowed on shore on their parole, thus I shall have the leisure to converse with them and help them with all of their needs.

Copy, MH-H, Arthur Lee Papers, vol. IV, no. 114. Charles-Guillaume-Frédéric Dumas, chief correspondent in the Netherlands of the American Commissioners in France, prepared this summary of intelligence sent to him by Arnold Henry Dohrman (d. 1813), a Dutch merchant in Lisbon. Congress would appoint Dohrman its agent in Portugal in 1780. *Benjamin Franklin Papers* 26: 211.

1. *Illustrious Hero*. See "Extract of a Letter from Lisbon, April 20," and Sir John Hort to Lord Weymouth, 3 May, above.

2. Continental Navy frigate *Deane*, Capt. Samuel Nicholson.

3. Massachusetts State trading brigantine *Dolphin*. In a letter of 13 May to the commissioners James Moylan quoted the following from a 21 April letter from Lisbon: "The *Peace and Plenty* Privateer from Belfast, has brought in here the Brig *Dolphin* Cap: Turner, bound from Boston to Bilboa with 135 Hhds. of Tobacco, a parcel of Rice tar and Staves. She is about 140 Tons and had eight French Officers passengers, with Dispatches from Congress (to whom she belonged) which capn: Turner distroy'd." *Benjamin Franklin Papers* 26: 441.

4. Continental Navy captain Gustavus Conyningham, commanding Continental Navy cutter *Revenge*.

5. For a list of five of the prizes captured by Continental cutter *Revenge*, see "Prizes made by the sloop Privateer Cap: Gust: Conningham made the 6th. to the 20th. March 1778," *NDAR* 11: 1128.

May 6

THE PUBLIC ADVERTISER (LONDON), WEDNESDAY, MAY 6, 1778

It is something strange, and worthy of particular Notice, that at a Time when the Ministry are boasting of the invincible Fleet which they have fitted out, and is now riding at Spithead, and where his Majesty is gone to take a View of the Sight, that little American Privateer¹ should not only plunder and ravage the Coasts of this Kingdom, but fight and take his Majesty's Sloops of War. Have they not ravaged and plundered at Whitehaven? and have they not taken the *Drake*, one of his Majesty's Sloops of War, whilst the Ministry's grand Armada are riding at Spithead, and made a Show of it? It is the peculiar Plague of the present Times to rely upon Appearances, and neglect Realities; to put the Nation to a vast Expence, and to do little or nothing for it. Is not the Toulon Squadron sailed?² Why then does the Fleet of Great Britain idle its Time away, in making a Parade at Spithead?

1. Continental Navy ship *Ranger*, Capt. John Paul Jones, commander.

2. French fleet commanded by Vice Amiral Comte d'Estaing.

NOTICE CONCERNING THE FUND FOR THE RELIEF OF AMERICAN PRISONERS

AMERICAN PRISONERS.

Since the last Publication of Subscriptions for the Relief of the American Prisoners, Feb. 17, 1778, amounting to 4617l.6s. the following Sums have been received, viz.

Rev. Dr. Cotton Crakemarsh	21	0	0
Rev. Dr. Syndercombe, Rector of Askerwell, Dorsetshire,	1	1	0
Arthur Payne, Esq; Bridport, Dorsetshire,	1	1	0
Thomas Gosling and Friend,	4	4	
J. Cox,	2	2	0
M. E	0	10	6
— Fitzsoy, Esq; per Shelbourne Bank,	5	5	0
F. B	5	0	0
Total received,	4657	9	6

The Committee think it their Duty to lay before the Subscribers an Account of Disbursements from the 24th of December 1777, to the 1st of May, 1778.

By Cash paid the undermentioned Persons for various necessary Articles for the Use of the Prisoners at Gosport and Plymouth, viz. Blankets, Coverlids, Great Coats, Waistcoats. Breeches, Shirts, Hats, Stockings, Shoes, Caps, and Handkerchiefs.

Danbey and Langley,	322	7	0
J. Mac Auther,	103	17	6
R. Crafton,	24	15	0
G. Risdon,	34	13	0
Crafton and Coulson,	48	5	0
Stephen Todd,	231	2	0
Robert Silk,	71	13	0
Kettle and Co.	17	11	0
	854	3	6

It having been resolved by the Committee to allow Five Shillings per Week to the Officers, and Two Shillings per Week to the common Men for Subsistence and Necessaries not provided by Government, the following Sums have been sent to the undermentioned Gentlemen, to be disbursed under their Inspection, pursuant to such Resolution.

By Cash to Messrs. Wren, and Ducket, at Gosport	500	0	0
Ditto to Messrs. Heath and Sawrey, ¹ at Plymouth	480	0	0
Ditto to Mr. William Wallace, at Liverpoole	250	0	0
Ditto paid for advertising	149	2	0
Ditto paid to Ebenezer Smith Platt, ² and other discharged Prisoners for Cloathing, Subsistance, necessary Debts, and other incidental Charges	152	11	6
Ditto remaining in the Bankers Hands	2271	12	6
	4657	9	6

By Order of the Committee,

TAOMAS BODDINGTON, Sec.

There are Five Hundred and Seventeen Prisoners in England.

The Public Advertiser (London), 6 May 1778.

1. That is, Miles Saurey.

2. On the career and captivity of Platt, a prisoner originally from Georgia, see Platt's petition to the American Commissioners in France, 21 Apr. 1778, *Adams Papers* 6: 44–46.

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, May 1778*]

6th. Wednesday this day John Fowler of the *Fancy's Crew*¹ Died at the Hospital with Pleuretic-fever;² & as he died sudden there was a Jury held Over him, which shews the People was Jealous³ of Somthing that was bad, but made no Discoveries this is the fourth man Died here Since my Imprisonment⁴

D, McHi, Jonathan Haskins Journal.

1. Massachusetts privateer brigantine *Fancy*, Capt. John Lee, commander. It was captured in late 1777.

2. That is, a fever caused by pleurisy.

3. That is, suspicious. In his diary entry of this date, Charles Herbert wrote that the prisoners suspected "there had been bad usage" of Fowler. Herbert, *Relic of the Revolution*, p. 119.

4. Haskins was committed to Mill Prison on 28 May 1777. Cohen, *Yankee Sailors*, p. 49.

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO MARY GATCHELL TUCKER

Bourdeaux May 6th 1778

Dear wife these may Serve to Inform you of my Present Situation Which is now Laying in the Port fixing for a Cruize and I Cannot tell where But I hope my Dear Girl to See you by the Last of august if god Spares my Life I am at Present in good helth and Ever have been Since I left you and my Dear Children—in Whom I Place my Affections Pray god these may be Presented you in so good a State I hope you have had the Pleasure of my first by M^r Welch Which may Cause you & our Parents Great happiness¹ I hope Dear wife to Injoy a fine Son on my Return But Equally as happy if a Daughter my Brother is well and Desires to be Remember^d to all at home² Remember us both to our tender mother and all Relations Included M^r Reed Desires to be Remembred to his wife & friends and is Very well³ Dear moley I had the Misfortune to Loose my first Lewtennant M^r Barron by the Busting of a Cannon firing on a french Ship which has Caused me much trouble⁴ Pray dear wife if you have received my first by M^r welch Remove to Boston if not tarry in Marblehead Untill I return by gods Blessing these from Your affectionate and tender husband

Sam^l Tucker

L, UkLPR, H.C.A. 32/493. Addressed: "To/Capt Sam^l Tucker/ in/Boston N.E."

1. Lt. Hezekiah Welch, Continental Navy, had been sent to Boston, Mass., with the prize ship *Martha*, captured by Continental Navy frigate *Boston* on 10 Mar. *NDAR* 11: 1079–80.

2. Benjamin Tucker was acting master of *Boston*.

3. Lt. Benjamin Reed, Continental Navy.

4. For the death of Lt. William Barron, see *NDAR* 11: 1120.

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO THE
CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT

Bordeaux May 6th. 1778

Gentlemen these with my due Respects to you, informing you of my Present Situation, which is att Present unhappy for me. I am now Lying with my Main mast out & condemned; but I had the good Fortune to get a Sparr to make me a New one, my fore Yard is Sprung but very well fished, my Riging on my Passage much shattered; in fact I arrived at this Port in such a Situation that my Bill must be large by the Time I am fit for the Sea. I received my Orders on the 29th April from Paris to get ready and proceed to Sea & where I shall think most beneficial to Cruize, there to Cruize untill my Provision was so far expended as to bring me to Boston or any other Port in the United States,¹ but I hope to see your Honours by the last of August with Gods Permission. I Expect to sail from hence in Sixteen or Eighteen Days, there is many Ships on the look out for me in the Bay as we have accounts from the Ships arrived, & they are so sure of the *Boston*, that they have put her up for sale in London, but take care they do not get Disappointed if we meet singly, though I am but poorley Manned & no Probability of geting otherways from this Port.

I hope your Honours had the pleasure of seeing M^r Welch in the Ship *Marthea* att Boston.² my Misfortune being so severe in loseing M^r Barron that could wished for M^r Welch, but at present M^r Reed is my first Lieu^t.³ one Mucove Livingston Gentⁿ. 2^d ditto recommended by the Hon^{ble}. Commissioners.⁴ I've just received a Line from the Hon^{ble}. M^r Adams, who acquainted me of his happy Reception;⁵ myself and Officers was extremly well Received, and perswaded to salute the Forts & Castles, in passing them which was taken very kind by those of the first Rank. His Christian Majesty has sent Orders to all Officers of his Forts & Castles to return the Complymt to any American State Ship when Entreing any of their ports. I have nothing perticular to acquaint your Honours with, but remain with Respect— [&c.]

Sam^l Tucker

L, UKLPR, H.C.A. 32/493. Addressed: "To/The Hon^{ble}: Navy Board/East. Depart^r/Boston." Addressed before opening: "To the Hon^{ble}. Navy Board/Eastⁿ: Depart. Boston."

1. The orders were in a letter to Tucker from the American Commissioners in France, dated 13 Apr., above. In a letter to his friend and prize agent Gabriel Johonnot of 6 May, Tucker wrote: "the Commishoners have give me to do as I Please for which I am Sorry for I had rather been Confind to Orders in Case of future Complaints." UKLPR, H.C.A. 32/493.

2. Lt. Hezekiah Welch, Continental Navy, had been sent to Boston with the prize ship *Martha*, captured by Continental frigate *Boston* on 10 Mar. NDAR 11: 1079–80. In his letter to Johonnot, Tucker noted that *Martha* "is totaly my Prize allowed by the Commishoners at Paris."

3. On the death of Lt. William Barron, Continental Navy, see NDAR 11: 1120. Lt. Benjamin Reed, Continental Navy, had been second lieutenant on *Boston*.

4. In their letter to Tucker of 13 Apr., above, the American Commissioners to France had recommended Musco Livingston to be first lieutenant of *Boston*. As seen in Tucker's reply of 29 Apr., above, Livingston agreed to serve as second lieutenant.

5. See John Adams to Capt. Samuel Tucker, Continental Navy, 29 Apr., above.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Wednesday May 6th-

[Bordeaux]

This Day pleasant, Henry Payton deserted from the Ship at 3 in the Afternoon got the Main Mast in.

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

May 7

THE HIBERNIAN CHRONICLE (CORK), FROM MONDAY, MAY 4, TO THURSDAY, MAY 7, 1778

CORK.

The *Cochrane* letter of marque, Capt. Bolton,¹ of Glasgow, has taken and sent into Jersey, an American schooner, called the *Neptune*, from South Carolina, bound for Bilboa in Spain, loaded with tobacco, indigo and rice.² She took her off Cape Ortegale the 2d ult. This is the third prize taken by *Cochrane*.

1. British letter of marque ship *Cochrane*, Thomas Bolton, commander, 250 tons burthen, carrying twelve 6-pounders, twelve swivel guns, and a crew of 40; owned by William Cunningham & Co. of Glasgow, Scotland. UKLPR, H.C.A. 26/61, fol. 59.

2. Schooner *Neptune*, Isaac Lee, master, was a Massachusetts ship. *Ibid.*, H.C.A. 32/409/4.

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, 1778*]

7th. of May. Thursday This Day Several of the Prisoners Disguis'd with small Beer & are Very Ranglesome, & have Clubb'd in two parties the Americans in One & the Old Country men in the Other. Consequently here has happen'd several Combats¹

D, McHi, Jonathan Haskins Journal.

1. In his diary account, Charles Herbert commented on these "Combats," adding: "The Americans unanimously hang together, and endeavor to keep peace in prison, but if the former party [*i.e., old countrymen*] were stronger than the latter [*i.e., Americans*], we should have a hell upon earth." Herbert, *Relic of the Revolution*, p. 119.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY,
TO LIEUTENANT THOMAS SIMPSON, CONTINENTAL NAVY

By John Paul Jones Esquire Captain in the American Navy &c^a.
Lieutenant Thomas Simpson

Sir

It is my Duty to Suspend and confine You for Disobedience of My Orders dated on board here the 26th. Day of April last, and Your are hereby suspended and put under Arrest, for which this shall be your Order.¹

Given on board the american Continental Ship of War *Ranger* off Ushant the 7th. day of May 1778.—

A True Copy

Signed Jn^o. P. Jones.—

Thom Simpson

Copy, PPAmP, Benjamin Franklin Papers, vol. 47, fol. 109. Simpson enclosed a copy of Jones's orders in his letter to the American Commissioners in France of 25 May, below.

1. Jones gave an account of the circumstances that caused him to suspend and arrest Simpson in a letter to the American Commissioners in France of 27 May, below. Simpson provided his version of the incident in a letter to the American Commissioners in France of 8 May, below.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY,
TO LIEUTENANT ELIJAH HALL, CONTINENTAL NAVY

Sir,

You are hereby appointed Commander of our Prize the English Ship of War *Drake*.—You are to put Lieutenant Simpson under Arrest for disobedience of Or-

ders.—¹ You are to keep Company with me and to pay punctual Attention to the Signals delivered herewith for your Government.—

You are to superintend the Navigation and defence of the Ship under your Command—and to support me as much as possible should we fall in with and engage any of the Enemies Ships.—

The honor of our Flagg is much concerned in the preservation of this Prize, therefore keep close by me and she shall not be given tamely up.—You will take your Station on *Rangers* Starboard Quarter at or about the distance of a Cables length—should bad weather or any Accident seperate you from the *Ranger* you are to make the best of your way to France and I recommend the Port of Brest to your preference

You will secure all the Books, Charts, Instruments, and Effects belonging to the deceased Captain² and Officers &^c—for which this shall your Order.

Given on board the American Continental Ship of War *Ranger*, off Ushant this 7th day of May 1778.—

LB, MdAN, John Paul Jones Letter Book, Mss. No. 236, pp. 16–17. Addressed at top: “Lieutenant Elijah Hall.” Hall was second lieutenant in *Ranger*.

1. On the arrest of Lt. Thomas Simpson, the first lieutenant of *Ranger*, see Jones to Simpson, immediately above.

2. Comdr. George Burdon, former commander of H.M.S. sloop *Drake*, who was killed during *Drake*'s battle with *Ranger* on 24 Apr.

May 8

LORD NORTH TO EARL OF SANDWICH

Copy

My dear Lord,

Downing Street [*London*] May 8. 1778

I have shewn your Lordship's Letter, the Letter which you received from Admiral Duff & the List of the Spanish Fleet¹ together with the Enclosed Extract of the Advices from Paris² to Lord Weymouth, Lord George Germaine, Lord Gower, & Lord Dartmouth; They are all of Opinion, that nothing contained in these Papers will justify a Change in the destination of Adm^l Byron's Fleet.³ They continue to think that every Dispatch should be used to send the Fleet off to North America, unless You should, before It's Departure, receive certain Accounts that the Toulon Fleet is arrived at Cadiz; & either continues there, or has sailed in a route which clearly indicates that It's Destination is towards a different Quarter of the Globe. I think it highly probable that you may already have received by the *Proserpine* such Intelligence as must put out of doubt the proper Line to be followed.⁴ In the mean while, the Sentiments of all the Cabinet Ministers in Town are unanimous for sending the Fleet to North America as soon as It can sail. It may be the Intention of Spain to assist M^r D'Estaing⁵ with a Squadron in His Expedition to North America; In that case It is to be wish'd that our Fleet should be stronger, & this contrary wind, if it continues, will afford an Opportunity of adding some Ships to M^r Byron's Squadron. Although I am not one of those who think an Invasion of these Islands impracticable, nor am convinced that France & Spain will not attempt It, yet I think the Enterprize so arduous that they will not for some time be

able to carry such a Project into Execution. The Danger of Our Army & Fleet in North America appears to be more probable & more immediate: Besides, altho' I pay little Credit to the Sincerity of the Court of Spain, & believe that They harbour very hostile Designs against Us, I cannot conceive It possible that They would hold such a pacific Language just at the very Moment that they intend to unite in an Attack upon Our possessions in Europe. I am &c.

North

P.S. If You can contrive to send a Ship Load of Prisoners to be exchanged in America, I should think It advisable to Do It without Delay.

N.

Copy, MiU-C, Lord George Germain Papers. Addressed at bottom of first page: "Earl of Sandwich."

1. Sandwich's letter to North is in *Sandwich Papers*, 2: 49–50. In it, Sandwich mentions reports that the Comte d'Estaing's fleet was not going to America, but Cadiz. Sandwich advocated delaying the sailing of Vice Adm. John Byron's fleet to North America until the truth of these reports could be established. A summary of the contents of the letter of Vice Adm. Robert Duff, commander of the Mediterranean Squadron, of 10 Apr., is in *Ibid.*, 50n.

2. The "Advices from Paris" that North enclosed have not been found.

3. See Lords Commissioners of the Admiralty to John Byron, 3 May, above.

4. H.M. frigate *Proserpine*, Capt. Evelyn Sutton, commander. A discussion of the intelligence collected by H.M. frigate *Proserpine* and H.M. frigate *Enterprize*, Capt. Sir Thomas Rich, commander, is to be found in Philip Stephens to Vice Adm. Viscount Howe, 5 June. UkLPR, Adm. 2/1335 (Secret), fols. 38–39.

5. Vice Amiral Comte d'Estaing.

THE PUBLIC ADVERTISER (LONDON), FRIDAY, MAY 8, 1778

London

Such a Damp on Commerce has the American Privateer called the *Ranger* made, that on Wednesday Insurances to Ireland were Five Guineas per Cent. that lately were done at One and a Quarter.

1. Continental Navy ship *Ranger*, Capt. John Paul Jones, commander.

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, May 1778*]

8th. Friday this Day Prisoners Belonging to the Privateer *Revenge* Augustus Cunningham Mast^{r.1} they were taken in a Prize Will^m. Heysham P. Mast^{r.2}

D, MeHi, Jonathan Haskins Journal.

1. Continental Navy cutter *Revenge*, Capt. Gustavus Conyngham, commander.

2. In his diary entry of 8 May, Charles Herbert reported the arrival at Forton of three prisoners, who were "taken in a prize upon the Grand Bank, bound to America, by a large old East Indian, which has been made a transport. She was bound from New York to England, with a few of Burgoyne's officers on board, wounded and exchanged." Herbert, *Relic of the Revolution*, pp. 119–20. In a list of prisoners, Herbert identifies the three men as William Hessam of Philadelphia, William Fowler of Casco Bay, and Daniel Willet of Newport. *Ibid.*, p. 257. The "transport" that Herbert mentions was H.M. store-ship *Grampus*, Comdr. Ambrose Reddall, commander, which had sailed from Newport, R.I., on 15 Apr. carrying Gen. John Burgoyne and several of his officers to England. Mackenzie, *Diary* 1: 266. *Grampus* was the former H.M.S. *Buckingham*, a warship of 70 guns converted to a storeship but still armed with 30 guns and manned by 230 men.

CAPTAIN JOHN PAUL JONES TO LADY HELEN HAMILTON, COUNTESS OF SELKIRK

Madam

Ranger Brest 8th May 1778.

It cannot be too much lamented that, in the profession of Arms the Officer of fine feeling, and of real Sensibility should be under the necessity of winking at any Action of Persons under his command which his Heart cannot approve: but the reflection is doubly severe when he finds himself Obliged in appearance to countenance such Action by his Authority.

This hard case was mine when on the 23^d of April last I landed on S^c Marys Isle. knowing Lord Selkirks intrest with his King, and esteeming, as I do, his private Character; I wished to make him the happy Instrument of alleviating the horrors of hopeless captivity when the brave are overpowered and made prisoners of War. It was perhaps fortunate for you Madam that he was from home; for it was my intention to have taken him on board the *Ranger* and to have detained him until thro' his means, a general and fair Exchange of Prisoners, as well in Europe as in America had been effected.

When I was informed by some Men whom I met at landing, that his Lordship was absent; I walked back to my Boat determining to leave the Island: by the way however, some Officers who were with me could not forbear expressing their discontent; observing that in America no delicacy was shewn by the English; who took away all sorts of movable property, setting Fire not only to Towns and to the houses of the rich without distinction; but not even sparing the wretched hamlets and Milch Cows of the poor and helpless at the approach of an inclement Winter._ That party had been with me, as Volunteers, the same Morning at White Haven; some complaisance therefore was their due;_ I had but a moment to think how I might gratify them, and at the same time do your Ladyship the least injury? I charged the Two Officers to permit none of the Seamen to enter the House or to hurt any thing about it. To treat you Madam, with the utmost Respect. to accept of the Plate which was offered and to come away without making a Search or demanding any thing else._ I am induced to believe that I was punctually Obeyed; since I am informed that the Plate which they brought away is far short of the quantity expressed in the Inventory which accompanied it. I have gratified my Men; and when the plate is sold, I shall become the Purchaser; and will gratify my own feelings by restoring it to you, by such conveyance as you shall please to direct.

Had the Earl been on board the *Ranger* the following Evening he would have Seen the awful Pomp and dreadful Carnage of a Sea Engagement: both affording ample Subject for the Pencil, as well as melancholy reflection for the contemplative mind._ Humanity starts back from such Scenes of Horror, and cannot but execrate the Vile promoters of this detested War.

For They, 'twas They unsheath'd the ruthless blade,

And Heav'n shall ask the Havock it has made.

The British Ship of War *Drake* mounting 20 Guns, with more than her full compliment of Officers and Men besides a number of Volunteers; came out from Carrackfergus in order to attack and take the American Continental Ship of War *Ranger* of 18 Guns and short of her compliment of Officers and Men. The Ships met, and the advantage was disputed with great Fortitude on each side for an Hour and Five minutes when the Gallant Commander of the *Drake* fell,¹ and Victory declared in favor of the *Ranger*. His amiable Lieutenant² lay mortally wounded

besides near Forty of the inferiour Officers and Crew killed and wounded. A melancholy demonstration of the uncertainty of human prospects; and of the sad reverse of Fortune which an Hour can produce. I buried them in a Spacious Grave with the Honors due to the Memory of the brave.—

Tho' I have drawn my Sword in the present generous Struggle for the rights of Men; yet I am not in Arms as an American, nor am I in pursuit of Riches._ My Fortune is liberal enough, having no Wife nor Family, and having lived long enough to know that Riches cannot insure Happiness._ I profess myself a Citizen of the World, totally unfettered by the little mean distinctions of Climate or of Country, which diminish the benevolence of the Heart and set bounds to Philantropy._ Before this War began, I had, at an early time of Life, withdrawn from the Sea Service in favor of "calm contemplation and poetic ease"— I have sacrificed not only my favorite scheme of Life; but the softer Affections of the Heart and my prospects of Domestic Happiness: And I am ready to sacrifice my Life also with cheerfulness_ if that forfeiture could restore Peace and goodwill among ManKind.

As the feelings of your gentle Bosom cannot but be congenial with mine_ let me entreat you Madam to use your soft perswasive Arts with your Husband to endeavour to stop this Cruel and destructive War, in which Britain never can Succeed.— Heaven can never countenance the barbarous and unmanly practices of the Britons in America, which Savages would blush at; and which, if not discontinued, will soon be retaliated in Britain by a justly enraged People. Should you fail in this, (for I am perswaded that you will attempt it; and who can resist the power of such an Advocate?) Your endeavours to effect a general Exchange of Prisoners, will be an Act of Humanity, which will afford you Golden feelings on a Death bed.

I hope this cruel contest will soon be closed; but should it continue_ I wage no War with the Fair. I acknowledge their power, and bend before it with profound Submission; let not therefore the Amiable Countess of Selkirk regard me as an Enemy: I am ambitious of her Esteem and Friendship, and would do any thing consistent with my duty to merit it.

The honor of a Line from your hand in answer to this will lay me under a very singular Obligation; and if I can render you any acceptable service in France or elsewhere, I hope you see into my character so far as to command me without the least grain of reserve.

I wish to know exactly the behaviour of my People as I determine to punish them if they have exceeded their Liberty.

I have the Honor to be with much esteem [*&c.*]

Jn^o P Jones

L, Private Collection, Sir David Hope-Dunbar, Bt., Kirkcudbright, Scotland, 2004. Addressed below close: "The Right Honorable/The Countess of Selkirk,/S^t Marys Isle/Scotland."

1. Comdr. George Burdon.
2. Lieutenant William Dobbs.

LIEUTENANT-GÉNÉRAL DES ARMÉES NAVALES COMTE D'ORVILLIERS,
TO GABRIEL DE SARTINE

Monseigneur

Brest le 8. Mai 1778.

J'ai L'honneur de vous rendre compte, que le Capitaine Jons Commandant la frégate du Congrès le *Ranger*,¹ a mouillée hier a dix heures du soir dans la Rade,

suivie d'une prise frégate Angloise de 20 Canons² dont la mission étoit de faire la Presse, et détachée particulièrement pour le combattre, et l'arrêter précédemment a cette prise ce Brave homme avait passé a Whitehaven côte d'angleterre dans la partie du nord ouest, où il avoit mis a terre, et encloué a deux petits forts, environ 30 Canons, et en se retirant il a mis le feu a un Batiment Marchand, amarré a quay au milieu d'un grand nombre D'autres ; il ignore qu'el a été le succès de L'incendie ayant quitté la Côte de vüe : il attend une autre prise d'un Brique qu'il a conservé,³ indépendamment et trois autres petits Batimens qu'il a couté bas. les Equipages de ces Batimens, reunis a celui de la frégate produisent environ 200 Prisonniers. j'ai proposé Monseigneur, au Capitaine Jons, de mettre la prise et les prisonniers en dépôt dan la Rade, en L'assuant par une garde, en attendant vos ordres, mais je lui ai fait sentir qu'alors il ne seroit plus maître de disposer de ses prisonniers attendû la Neutralité qui existe encorre entre la France, et L'Angleterre. sur cet exposé il s'est Déterminé a conduire sa prise a Camaret, où il la reparera par les secours que nous lui fournissent et L'envoyera ensuite a Boston. L'intention de Ce Capitaine est, Monseigneur, de s'assurer de ses prisonniers, pour en faire un Echange avec Les Anglois. il espere que cinq ou six jours de Séjour a Camaret lui suffiront. je l'ai fort Exhorté a presser le départ de sa prise le plus possible, attendû l'incertitude de Pouvoir disposer des Prisonniers, après la reception de votre reponse.

Le Capitaine [font ?] me charge, Monseigneur, de vous demander ce qu'il doit esperer de la frégate Constuite en Hollande,⁴ comme je désire beaucoup de L'obliger, je souhaite que votre reponse le Satisfasse sur cet objêt. Je suis [&c.]

d'Orvilliers

[Translation]

My Lord

Brest 8 May 1778

I have the honor of reporting to you that Captain Jones, Commanding the Congress frigate *Ranger*,¹ anchored yesterday at ten in the evening in the Roadstead, followed by a prize English frigate of 20 guns,² whose mission was to press seamen, and which was particularly detached to fight and seize him. Before this capture, this brave man had sailed to Whitehaven on the northwest coast of England, where he landed and spiked up two small forts of around 30 guns, and in retiring set fire to a Merchant Ship, tied to the dock in the midst of a large number of others; he does not know the success of the fire, having left the shore out of sight. He captured another prize independently, a Brig³ which he retained, and three other small ships which he sank. The crews of those ships, added to that of the frigate, amount to around 200 Prisoners. I proposed, My Lord, to Captain Jones, that he put the prisoners in a warehouse in the Roadstead, making sure of them with a guard, while awaiting your orders, but I made him understand that he would then no longer be free to dispose of his prisoners, given the Neutrality that still exists between France and England. On this explanation, he Decided to take his prize to Camaret, where he will repair it with the assistance that we provide him and then send it to Boston. This Captain's intention is, My Lord, to make sure of these prisoners, in order to Exchange them with the English. He expects that five or six days' stay at Camaret will be enough for him. I strongly exhorted him to hurry the departure of his prize as much as possible, given the incertitude of the

Ability to dispose of the Prisoners, after receipt of your answer.

The Captain requested me, My Lord, to ask of you what he can expect concerning the frigate Built in Holland,⁴ as I much desire to oblige him, I hope that your response may Satisfy him on this object. I am [&c.]

d'Orvilliers

L, FrPNA, Marine B³ 650, fols. 190–91. Docketed: "D'Orvilliers"; "R. 13."

1. Capt. John Paul Jones, commanding Continental Navy ship *Ranger*.
2. H.M. ship-rigged sloop-of-war *Drake*.
3. Brigantine *Patience*, William Moore, master.
4. *Indien*.

LIEUTENANT THOMAS SIMPSON, CONTINENTAL NAVY, TO
AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Brest—May 8th—1778—

Its extremely disagreeable to me, that my first address to you, shou'd be on such an occasion, as the following detail, which is that immediately on the capture of the English Ship of war *Drake*, off the harbour Carrickfurgus, in Ireland—Captⁿ Jones was pleased to appoint me (his first Lieutenant,) to the command of her for Brest, giving me instructions, a correct copy of which I inclose, and did pay strict obedience to them. On the fifth of this instant, being then towed by a hawser from the *Ranger*; at day light was hailed by Captain Jones's order, (a Strange ship then in sight, on our Lee quarter) to cast off the hawser, with which instantly complied, and at the same time requested his pleasure, what method we shou'd pursue, the answer, as understood by every person on the Ship's deck, Americans, and prisoners was to make the best of our way on. And as he had the evening before, told me, that unless I cou'd make more sail, he must leave me, I kept on for the harbour of Brest, which Port I expected to make, and arrive at the next day. After parting with the *Ranger*; we soon fell in with a brig under our Lee, which tacked, and gave us chace, we kept close to the wind, and in our shattered condition, made all the sail we cou'd, and prepared, if overtaken by her, to make all the defence, that our circumstances wou'd admit. In the evening saw a ship far distant on our Lee quarter, which we supposed to be the *Ranger*; and as soon as the darkness of the evening wou'd cover us from the Brig, we bore up East to fall in with the *Ranger*; till ten at night, then hawled South east two hours, and after that more southerly, for fear of falling to the northward of Ushant. At five o'clock in the morning of the Sixth instant, to my inexpressible satisfaction saw the *Ranger* a stern, they soon came up and spoke with me, far from thinking that I had disobeyed or even in the least offended Captⁿ Jones, took the liberty to ask him, on his ordering our course more easterly, whether he tho't we were far enough to the southward of Ushant, received no other answer, than to heave too, that he shou'd send his boat on board, which he did with Lieutenant Hall, charged with a suspension, and arrest for a breach of his orders beforemention'd. The event testified his rashness, and mistake, we did fall to the Northward of Ushant, and the next day, after beating out a disagreeable blowing night, were obliged to come thro' the passage of Four to the harbour of Brest. I need not comment on the *Rangers* being unofficered, a great number of prisoners on board, and her being in danger of falling in the English channel. I am now Gentlemen to beg your pardon for any digression, and in the

most earnest, and suppliant manner, to request your honours, that I may have a fair and open trial, as soon as may be consistent with the interest of the service, which I have to the utmost of my weak endeavours strove to serve, and left England in December 1776 for that very purpose. I beg leave to refer you[r] honours to a letter wrote you by John Langdon Esq^r of Portsmouth, which was to be delivered by me, but my duty confining me to the service of the ship, did request of Captⁿ Jones, to deliver it, who told me that he did inclose it in his letter to you, on his first writing from Nantes. The character Mr. Langdon has been pleased to give me in that letter, you are acquainted with—I only desire your permission to observe, that M^r Langdon has been fully acquainted with my behaviour in every station that I have acted, from our childhood, to the period of his writing, being both natives of Portsmouth, and from which place thank God I never had occasion to rove in search of employ—I have suffered in the beginning by this contest, and am well disposed to serve the cause of America, as far and as often as my weak assistance is necessary—Suffer me Gentlemen again to intreat you, that if my trial cannot be bro't on here, Your honours will order that I may be sent immediately to America, to take my trial there, being convinced that injured innocence will be righted, and that I may serve my country with pleasure, which I never can do under the command of Captain Jones—I understand that Captain Jones intends sending the *Drake* to America, which will be a convenient opportunity to send me, and for which I beg your Honours order, and shall ever esteem it an infinite Obligation on Gentlemen Your most Obedient and very humble servant

Thom Simpson

L, PPAmP, Benjamin Franklin Papers, vol. 47, fol. 110. Addressed at top: "To the Honorable, the American/ Commissioners, at the Court at paris." Docketed: "Lt Simpsons Letter"; and "Lt Simpsons Letter." The letter, on its first page, has the notation: "(Duplicate)." This designation, not in Simpson's hand, was probably the work of the Commissioners to indicate that it was identical to a copy of the letter, also in the Franklin Papers, that was enclosed in Simpson's letter to the Commissioners of 25 May, below.

JOHN BONDFIELD TO AMERICAN COMMISSIONERS IN FRANCE

Hon Sirs

Bordeaux 8 May 1778

Since I had the honor to write you the 2^d Instant there are arrived at this port two ships the One from Savanah the other from Charles Town.

They give an account of many Vessels loading for Europe at Charles Town and of the Arrival of a Spaniard from the Havanah with Specie in a very large Vessel that he was loading with Rice for Cadiz.

By the Sales returned from Georgia they must be greatly distrest eighty five Thousand livres having produced 1,269,780⁻ that Currency which being the same as at Halifax is upward of twelve for One.

My friends from Cadiz¹ write me they meet with difficulty from the Gouvernement in the disposal of the prizes sent in by Cunningham and to know if addressing them to me they will meet with a free admittance pray may I give them any assurances on this head.²

From the Silence your honors observes relative to the Commission I aplyd for the 21 Ultimo to fit out at this Port an Armd Vessel, I judge meets wth your disaprobation, I just tutch upon the subject to renew your attention, if admittable

The New Mast we were obliged to procure for the *Boston*³ has kept the Ship back full fifteen Days she got it on board yesterday and I shall have every thing required on board as fast as they can prepare to receive them

Captain MFarland⁴ in the Armd Sloop sent by Govm^l left this yesterday. a Young Gentleman named Barnet⁵ who came down with M^r MFarland applied to me yesterday requesting my Interest to provide for him a passage or employment on board some of the Vessels bound to America he tells me that he came down to go in the above Sloop and is dismiss by the Gentlemen who tel him that only One American will be wanted. he appears distrest I shall endeavour to procure him some employ.

The Letters by the Carolina Ships are not yet come to hand so soon as arrived shall be instantly forwarded, per the Vessel from Georgia there was only the two Letters inclosed. By a vessel last evening from Goree the Governor who came passenger⁶ told me that two Armd Vessels one belonging to Congress the other a private Ship had calld there the latter end of February⁷ his Orders from Government obliged him to order them out of Port giving them only twenty four hours to refresh and Water they had with them three prizes they applyed for a pilot to take them into the River intending to destroy the English settlement which was refused them as Goree would or could not harbour them they Stood to the Southward since when he has not heard of them in all probability they must have made great havack in them Seas. there is no British Men of War on that Station. I am [&c.]

John Bondfield

L, MH-H, Arthur Lee Papers, vol. IV, no. 117. Docketed: "About Barnet &c."

1. Undoubtedly Lassore & Company. See American Commissioners in France to Capt. Gustavus Conyngham, 19 Apr., above.

2. On Conyngham's prizes, see *ibid.*

3. Continental Navy frigate *Boston*, Capt. Samuel Tucker, commander.

4. Possibly Capt. John McFarland, an escapee from an English prison. On McFarland, see Statement by George Digges, 14 Apr., above.

5. James Barnett, also an escapee from prison in England. *Benjamin Franklin Papers* 26: 415–16.

6. Probably Alexandre-Davis-Armeny de Paradis, governor of Senegal, 1777–1778.

7. Continental Navy frigate *Raleigh* and ship *Alfred* visited Gorée in early Feb. 1778. See Muster Book of Continental Navy Frigate *Raleigh*, 2 Feb., Appendix A; Log of Rhode Island Privateer Ship *Marlborough*, entries for 8 and 9 Feb., in Appendix D; and *The London Chronicle*, 21–23 May, all below. The "private Ship" was the Rhode Island privateer ship *Marlborough*, Capt. George W. Babcock, commander.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Fryday May 8th.

[*Bordeaux*]

This Day pleasant Weather, got the Main Top and Main Yard up in their places.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

May 9

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY,
TO AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

Ranger Brest 9th May 1778

I have the honor to acquaint you that I arrived here last Night and brought in with me the British Ship of War *Drake* of 20 Guns with English Colours inverted

under the American Stars.—I shall Soon give you the particulars of my Cruise in the meantime you will see some Account of it in a Letter of this date from Comte D'Orvilliers to Monseigneur De Sartine.—¹ I have brought in near Two Hundred Prisoners—and as Comte D'Orvilliers is apprehensive that as the War with England is not yet declared they may perhaps be given up without an Exchange.—I have resolved to Equip the *Drake* with all possible expedition at Cameret and to send the Prisoners in her to America, so fully am I convinced of the bad Policy of releasing Prisoners, especially Seamen, without an Exchange that I am determined never to do it while there remains an Alternative. I should not however have taken a Resolution of such importance without consulting you had not Comte D'Orvilliers told me that the return of a Letter from the Minister² might perhaps put it out of my power and therefore recommended that I should loose no time:—Notwithstanding this you will perhaps find it expedient to endeavour to effect an Exchange of these Prisoners in Europe and should the Minister agree to hold them Avowedly as Prisoners of War you will of course inform me thereof ☞ Express so as to reach me if possible before the departure of the *Drake*.—³ I have suspended and confined Lieutenant Simpson for disobedience of Orders.—⁴ I have only time at present to add that I have the honor to be with much Esteem and Respect [&c.]

John Paul Jones

NB. I have been rather disappointed in not being favored with a Line from you in Answer to any of my former Letters from Quiberon and Brest.⁵

(Copy)

Copy, ViU, Lee Family Papers. Addressed below close: "To their Excellencies/The American Plenipotentiaries/at the Court of/France. Docketed: "J.P.Jones/to/Am" Com' Paris/9 May 1778." Notations: in three places, "(N° 180)"; "(No 110)"; and "1778".

1. Jones sent the Commissioners his official report of this cruise in a letter of 27 May, but not until after the Commissioners wrote him on 25 May requesting it. See 8 May, above, for the letter from Lieutenant Général des Armées Navales Comte d'Orvilliers to Gabriel de Sartine.

2. The "Minister" was Gabriel de Sartine, the French Secretary of State for the Navy.

3. As seen in the Commissioners letter to Jones of 2 May, below, the captured crew of the H.M. ship-rigged sloop-of-war *Drake* remained in Europe.

4. See Jones to Lt. Thomas Simpson, 7 May, above.

5. Jones had written the Commissioners from Camaret on 4 Apr., above. He had also written them from Paimboeuf on 10 Feb. NDAR 11: 993.

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO JOHN ADAMS

Sir

Bourdeaux May 9th. 1778

These with my Regards to your Honour, acquainting you of my receiving your kind Epistle by the Docter & will engage myself to take all the Care possible of the Articles that I may receive of your Worthey friend John Brondfeld Esq^t.¹ & will see them safe Delivered to M^{rs}. Adams, please God, I should arrive safe with my Ship after a short Cruze. Pray Sir excuse my not Writing more perticular nor frequenter, being so much troubled with one thing and another that I neglect my Duty in that Respect, but I hope to get my Ship in Readiness within two or three Days of the Time I wrote your Honour but I've been vasyly detained. I've had the Misfortune to loose poor Cavey who fell over Board on the 5th Ins^t. and was Drowned about 6

oClock in the Morning.² I regret the loss of him very much, he became a very good and useful Officer since your departure from hence. A Ship arrived from the Coast of Guinea last Evening, which gives an Account of one of our Frigates taking three Ships all Slaved fitt for Sea.³ I think it must be the *Virginia* Capt. Nicholson.⁴ I Remain [&c.]

Sam^l Tucker

L, MHi, John Adams Papers. Addressed below close: "Hon^{ble}. John Adams."

1. See Adams to Tucker, 29 Apr., above.

2. For an account of the death of Midn. Peter Cavey, see Journal of the Continental Frigate *Boston*, Captain Samuel Tucker, 5 May, above.

3. This probably refers to Rhode Island Privateer Ship *Marlborough*, Capt. George W. Babcock, commander, operating off Senegal and Gambia. For more, see John Bondfield to the American Commissioners in France, 8 May, above.

4. Continental Navy frigate *Virginia*, Capt. Samuel Nicholson, commander, had been captured by the British in Chesapeake Bay on 1 Apr.

May 10 (Sunday)

HERMAN KATENCAMP TO LORD WEYMOUTH

[Extract]

N^o: 86

Corunna 10th: May 1778

My Lord

I most humbly beg leave to refer to my last of the 7th. Instant in which I had the Honor to acquaint your Lordship of the Arrival in this Harbour of the Rebel Cutter the *Revenge*, Cap^t: Gustave Cunningham from Cadiz. It appears that he has taken no less than four Prizes since he left that Port,¹ but I can learn the name of that only which he brought in here, and which proves to be the Brig *Mary*, Philip Preto, Master, bound from London to Gibraltar with Provisions for the Garrison,² Under Pretext that the Prize is leaky but in Truth in order to pave the way for the Sale of the Cargoe the Captain General³ has permitted it to be landed. Cunningham is preparing for another Cruize, and I fear will do very considerable Mischief. . . . My Lord Your [&c.]

H Katencamp

L, UklPR, SP (Foreign) 94/205, fols. 210–11. Addressed at foot of first page: "The R^t Hon^{ble}. Lord Visc^t. Weymouth." Docketed: "Corunna 10 May 1778/Consul Katenkamp/(N^o 86)/R 1st June."

1. Continental Navy cutter *Revenge*, Capt. Gustavus Conyngham, commander, had sailed from Cadiz on 10 Apr. As Katencamp believed, he captured four prizes before arriving at Corunna. For more on those prizes, see Conyngham to William Hodge, 16 May, below.

2. Brig *Maria*, "R. Preto," master, 170 tons and carrying four 6-pounders was built in Newburyport in 1767 and was owned by the ship's master. *Lloyd's Register of Ships, 1777–1778*. *Maria* carried a cargo of porter cheese and dry goods. "Account of Prizes taken in the *Surprize* by Capt. Gustavus Conyngham," in *Letters and Papers of Gustavus Conyngham*, insert facing p. 152.

3. Don Felix O'Neille.

May 11

LLOYD'S EVENING POST, AND BRITISH CHRONICLE (LONDON), FRIDAY, MAY 8, TO MONDAY,
MAY 11, 1778

LONDON.

The *Elizabeth*, Jack, from Clyde to Halifax, is taken by the Americans. . . .¹

The *True Briton*, Denning, from Newfoundland for Barbadoes, is retaken by the *Seaford* man of war, and sent into Barbadoes. The *Seaford* went in quest of the *Fair Play* privateer, which took her.²

The *Active*, Powell, of Liverpoole, has taken fourteen prizes, and sent them all into St. Augustine.³

Captain Ogilvie, of the *Betsey*, arrived at Cowes, from Florida, in his passage spoke with a Swedish ship, which had been boarded and examined by two American privateers, one of thirty, and the other of twenty guns, off Cape Ortugal.

Government are going to lay floating batteries in the several Harbours of this Island that are defenceless; they have already purchased several ships for that purpose, one of which, of 300 tons, is now fitting out at Limehouse, and is to mount eighteen nine pounders.⁴

Letters from Guernsey, received on Saturday, say, That nine sail of prizes, taken by some privateers belonging to that place, have within a few days been brought in there; one is a ship from London with Dr. Franklin's Commission on board; another is the *Hero*, bound to France, with 650 hogsheads of tobacco,⁵ and another is the *Cabot*, from Tobago to North America. . . .

1. In a report printed 11 May, *The Public Advertiser* (London) called the captured vessel *Eliza*.

2. On the capture of the brigantine *Free Briton*, John Drayton, master, by the Massachusetts privateer brigantine *Fair Play*, Isaac Somes, commander, and its recapture by H.M. frigate *Seaford*, Capt. John Colpoys, commander, see NDAR 11: 319; 644–45.

3. *The Public Advertiser* (London) on 7 May printed an extract of a letter from Charleston, S.C., dated 12 Mar., reporting that the sloop *Active*, formerly of Charleston "and carried into Liverpool last Summer by her Crew," had been cruising off South Carolina "for some Weeks" and had captured "several Prizes, the Masters and Crews of some of which have been sent ashore; they give a very favourable Report of the kind treatment they received from Captain Powell." That same newspaper on 9 May reported that *Active*, Capt. John Powell, commanding, had captured six prizes and taken them into St. Augustine, though it revised the number to fourteen in its 12 May edition.

4. This action was a response to the raid on Whitehaven by the Continental Navy ship *Ranger* in Apr. 1778.

5. This was probably *Hero*, James Patrick, master, which according to High Court of Admiralty records was an English ship.

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, May 1778*]

11th. Tuesday in the Long P.¹ they have a hole in Agitation & smuggle the Earth out with their Hammocks & Coats²

D, MeHi, Jonathan Haskins Journal.

1. Long Prison, a two-story windowless structure situated along the north wall of Mill Prison, where prisoners were housed. Cohen, *Yankee Sailors*, p. 36.

2. In his diary entry for this date, Charles Herbert provided additional details concerning this escape tunnel. He wrote that it had been under construction for "ten days past" and that a number of prisoners had for "many days past" been carrying dirt from the hole "in our pockets and under our great coats, and emptying it into the vaults." He adds that on the afternoon of 11 May, the hole "foundered." On 12 May, he describes a ruse used to distract the "turnkey and sentry" so the hole could be "stopped." Thus, he reports, "it was not discovered." Herbert, *Relic of the Revolution*, pp. 120–21.

GABRIEL DE SARTINE TO LIEUTENANT GÉNÉRAL DES ARMÉES NAVALES
COMTE D'ORVILLIERS

Copie de la lettre du Ministre à M^{re}. Le C^{te}.
d'Orvilliers, Commandant et Intendant de
Brest, du 11^e mai 1778.

Je Suis informé, Monsieur, par les officiers de l'amirauté de Brest qu'il s'est embarqué Sur le *Ranger*¹ pendant le séjour que cette Frégate anglo-américaine a faite en ce Port une N^c. des Ruisseaux garçon Perruquier agé de 19 ans, natif de L'orient, et que ce jeune homme à été débauché par le Capitaine de ce Bâtiment et par le S. Riou, Interprete de la Marine, qui sont parvenus à le faire sortir de chez le S. Roddiere. Cette conduite de la part du S. Riou est d'autant plus répréhensible que par son Etat il est tenu de veiller à ce qu'il ne s'embarque qui que ce soit sur les Navires Etrangers, sans que les officiers des Classes² et d'amirauté avaiënt connoissance. J'ai rendu compte au Roi de l'infidelité de cet Interprete dans ses fonctions, et L'intention de Sa Majesté est qu'il soit puni de huit Jours de prison. J'ai l'honneur de vous adresser ci-joint l'ordre qui á été expédié à cet effet, Je vous prie de le fair remettre à exécution ; vous voudrés bien aussi lorsque le Terme de sa détention sera expiré lui faire une très vive reprimande, et Le prévenir que S'il retomboit à l'avenir en pareille faute il seroit beaucoup plus séverement puni. J'ai L'honneur &^{ra}. Signé de Sartine.

Pour Copie./.

[Translation]

Copy of the Letter from the Minister to M. the
Comte d'Orvilliers, Commandant and Inten-
dant of Brest, of 11 May 1778.

I am informed, Sir, by the officers of the admiralty of Brest that there was embarked on board the *Ranger*,¹ during this cruise that this Anglo-American frigate made from this Port, a Wigmaker's apprentice named des Ruisseaux, aged 19 years, native of L'orient, and that this young man has been led astray by the Captain of this ship and by Sieur Riou, Naval Interpreter, who has succeeded in making him leave the employ of Sieur Rodier. This conduct on the part of Sieur Riou is all the more reprehensible since, by his Profession, he is responsible for seeing to it that no one is embarked on board Foreign Ships without the knowledge of officers of Classes² and the admiralty. I have informed the King of the infidelity of this Interpreter in his functions, and it is His Majesty's intention that he be punished with eight days in prison. I have the honor to address to you the enclosed order that has been sent on this matter. I am asking you to have it executed; you would please, as soon as the term of his detention is expired, give him the liveliest reprimand and warn him that, if he repeats such a mistake in the future, he will be very much more severely punished. I have the honor to be, etc.

Copy, FrBAPM, 1E191, fol. 381. Notation: "R/ le 15"; translation: "Answer on the 15th."

1. Continental Navy ship *Ranger*, Capt. John Paul Jones, commander.

2. The French system of the registration of mariners for conscription into the navy.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE

Brest May 11. 1778.

Your Excellencies are before this Time informed of the Gallant Action performed by Cap^t Jones, who has no doubt also informed you of his Intentions relative to the *Drake* Sloop of War.¹ I happened to be at Morlaix when this News reached me, and as I thought my presence would be of Service I came immediately hither. Cap^t Jones informs me that he has immediate occasion for about £2000 Sterling, to equip the *Drake* in which he means to send the Prisoners to America, and that directly least the french Court should prevent him. I know of no other Method of procuring this Money than by drawing on you, in which case I doubt not the Bills will be honoured.² I shall next post inform you if anything new occurs in the mean time have the honour to be [&c.]

Jon^a Williams J

L, PPAmP, Benjamin Franklin Papers, vol. 37, fol. 153. Addressed: "amessieurs/Mess^{rs}/Les Ministres Plenipotiaires/des Etats Unis." Docketed: "M^r J. Williams. Brest/May 11. 1778."

1. See Capt. John Paul Jones to the American Commissioners in France, 9 May, above.

2. For more on Jones's draft on the commissioners and the controversy arising from it, see Jones to the American Commissioners in France, 16 May, below.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Monday May 11th.

[*Bordeaux*]

A pleasant Day, the People imployed on Necessary Duty, the Body of Mr. Cavey was found by the people on Shore & decently buried.—¹

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

1. On the death of Midn. Peter Cavey, see Journal of Continental Navy frigate *Boston*, 5 May, above. In his journal entry of 12 May, below, Lt. William Jennison provided more details on the discovery of Cavey's body and his burial.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, Bordeaux*]

[May] 11 Went ashore in search of Deserters & at 12 caught 2 Seamen who had been absent three weeks—sent them on board & dined ashore with M^r Bates¹ & M^r Tucker the Cap^{ts}. Brother²— In the Evening went to the Playhouse with them and saw the Deserter acted—³

D, DLC, Journal of Lieutenant William Jennison, p. 9.

1. Benjamin Bates, sailing master of *Boston*.

2. That is, Benjamin Tucker, acting master of *Boston*.

3. The comic opera *Le Déserteur* by Pierre Alexandre Monsigny.

SILAS DEANE TO VICE AMIRAL COMTE D'ESTAING

On board the *Languedoc*

May 11th. 1778

Sir

The situation of the British Forces, in America, when the last Accounts, came from thence, was as follows; General Howe at Philadelphia, with about

Twelve Thousand Men, & five or six Frigates, with the Transports. General Clinton at New York, with Four or Five Thousand Men, and Two Shippes of the Line, several frigates, and Transports. General Pigott at New Port, with about Three Thousand Men, and Lord Howe in the Harbor, with Three Shippes of the Line and a Number of Frigates and Transports. The Force at Hallifax & Canada need not be considered at present. The Fleet under Lord Howe consisted of Five Shippes of the Line, the Number of Frigates cannot be so easily ascertained as it was constantly varying, and they were cruising at great a distance from each other, some of them off Hallifax, and others off Carolina. This appears to have been the Arrangement in the Month of February last.—Lord Howe went to Newport on Account of the safety of that Harbor in Winter, & to be near at hand, to give Orders for the embarking of General Bourgoynes Army which were Prisoners at Boston. It should be observed that a Number of the Frigates were in Chesopeak Bay To intercept the Trade of Virginia, & Maryland. The Bay [*of*] Chesopeak and the Bay or River of Delaware will admit Shippes, of the larger Size, and there is no Difficulty or Danger in going into them, at this Season of the Year, & anchoring at the mouth of them, untill Intelligence can be had [*of*] the Situation, and Force of the Enemy. The harbor of New York, is also capable of receiving Shippes of the first rate. the Channel as may be seen by the Chart, is [*a*] good one, and I do not remember, To have ever heard of any Accident in either going in or out of it. At the same Time it is more difficult than either the [*entrance*] of Chesapeak, or Delaware; and the difference is, that [*the*] Shoals in it are near the Entrance, whilst in the [*others*] the Shoals and Banks which are the most dangerous are after You have entered them, & some distance from the Mouths, as may be seen by the Charts. New London, Newport, Boston, Portsmouth, & indeed almost all the [*ports*] to the East of New York are very good, and may be entered without danger, especially at this Season of the Year. The Question is, which of these Ports is to be preferred taking all Circumstances into Consideration. It is a Question of Importance, I have constantly considered it as such with the greatest Attention since I had the Satisfaction to learn that a Fleet would be sent Out, & since You have honored Me by asking my Opinion on the Subject [*the*] Result of my Reflections is, that it will be most for the [*benefit?*] of the Expedition, and all Parties interested, in the Event That the Fleet go directly, for the River Delaware. permit Me to assign my Reasons and to submit them to Your Superior Judgment. In the first place I do not imagine that the position of the British Forces, either by Sea or Land, is the same now, as it was in February last, but it appears to Me, almost certain, that one or other of the following measures, must have been pursued by them; that is, either they have entirely evacuated America (which is not probable) or they have collected their whole Force into one Point, or Place, to make a vigorous Effort before the Americans can receive succour & supplies; Or they may have divided their Forces, and sent a part of them into Canada, & Nova Scotia, and the other part, either back to England, or into the West

Indies. Supposing them To have taken either of these plans, by going direct for Philadelphia, they will probably be intercepted, and defeated. if they collect their whole Force, it will be either at Philadelphia, or New York. if at the Former, only entering into the mouth of the River, with the Fleet, will defeat them without striking a blow. if they collect at New York, by going first to the Delaware, Intelligence may be obtained, and with a South West Wind, which blows almost constantly at this Season, The Fleet may arrive at New York, in less than Forty Eight Hours, furnished with the best of Pilots, and with the Advantage, of knowing exactly their Force and Situation if they have evacuated America, either in part, or intirely, they may probably be met with on their return, if designed for Europe; and in the Course of the Voyage, Intelligence may undoubtedly be met with, from French, English or American Vessels; Or supposing them, to have divided [*their*] Force, and sent a part into Canada & Nova Scotia, & [*part*] into the West Indies to act offensively there. The Fleet by going directly to Philadelphia, will be soon supplied with Fresh provisions, & in readiness & in the best position [*to*] proceed, as the Circumstances may require, after them, either to the Northward, or Southward. The Delaware is in my Opinion, to be preferr'd to New York on this Account, that it is easier entering the Mouth of it, & the Land is low and distant, that no Battery can be erected to op[*pose*] the entrance, it is at the same Time, so near the Bay of Chesopeak, that the English Frigates, must quit their Station there, or be taken, which will open that Inlet, an Object at this Time, of the utmost importance, to The United States. These Considerations, have led Me To prefer, going directly into the Delaware, to any other plan. Captⁿ. All¹ is sufficiently acquainted, for the purpose of entering the River, & coming to Anchor in the Road, which is all that is necessary. New Port is a fine safe harbor which Captⁿ. All is acquainted, but it is probable that A small part of the Enemy's Force will remain there, being so far to the Northward, the Enemy at New York, at Phila[delphia] would get News of the Fleet, and by some means or other either escape, or secure themselves. The Ports of Boston & others to the Eastward, as has already been mentioned, are very good & Safe, & the Capt^{ns}. Johnsons² are well acquainted in them, as is Captⁿ. Nicholson³ in Chesopeak, yet I must on the whole prefer going direct to the Delaware to any other destination. But on the passage, or on the Coast, We shall be certain to meet with Intelligence, where the English Force is, & what it is, by which a better Judgment can be formed, than it is possible to make at this Distance.—I have been so particular, that I may perhaps have been Tedious, but I rely on your candor To forgive it, as well as the Freedom with which I have wrote, I have the honor to remain [&c.]

Silas Deane

L, FrPNA, Marine B⁴ 143, fols. 56–58. Addressed below signature: “To his Excellency/The Count D’Estaing.”

1. Capt. Isaac All, a Philadelphia merchant captain who joined the D’Estaing’s fleet as a pilot at Toulon. See *Deane Papers*, 3: 184, 407.

2. Capt. Henry Johnson, Continental Navy, and Eleazar Johnson, Jr., a Massachusetts privateer captain, who acted as pilots for the fleet.

3. Capt. John Nicholson, Continental Navy.

May 12

Sir Joseph Yorke to William Fraser

Extract of a Letter from Sir Joseph
Yorke to M^r Fraser dated Hague 12th
May 1778.

I received Yesterday the inclosed Letter from a friend of mine a Merchant at Amsterdam and a good Subject,¹ I have made the best and most immediate use of it I could to put our People on their Guard, but it would have been better had the giver of the Intelligence mention'd some particulars about this Privateer to distinguish it; it is odd to blow himself by taking a light Collier & that Circumstance almost makes me suspect the truth of the Report; but for many Reasons the appearance of Our Flag to the Northward may have a good effect.

Copy, UKLPR, Adm. 1/4135, fol. 103. Enclosed in William Fraser to Philip Stephens, 15 May 1778. Yorke was the British ambassador at the Hague; Fraser was Undersecretary of State, Northern Department.

1. The letter that Yorke enclosed was from Alexander Henderson, dated 10 May. In it he reported that an American privateer had captured an unnamed "Light Collier" shortly after the collier sailed from the Texel. Henderson pointedly suggested that "Government" send "Cruising Ships" to patrol the Dutch coast, the waters off the Elbe, the Weser, and also the "Sound [i.e., Skagerrak]" so trade with the Netherlands, "Bremen, Hambourg and the Baltick may not be molested." To emphasize the need for British Navy patrols, he observed: "Colliers furnish no inconsiderable Number of Sailors for his Majesty's Service." Fraser enclosed a copy of Henderson's letter in his letter to Philip Stephens, secretary to the Lords Commissioners of the Admiralty, of 15 May.

ARTHUR LEE TO ALL CAPTAINS OF AMERICAN AND FRENCH VESSELS

To all Captains of American & French vessels, Paris, May 12th 1778. You are desired to give the most immediate & public warning in the first port you reach belonging to the United States, or to France their Ally,—that the *Prince royal* of 90 guns, having Admiral Byron on board, with a fleet of ten 74 gun Ships, one 64 & a Frigate of 32, is to sail from Portsmouth with the first fair wind for N. America¹

Arthur Lee Commissioner of Congress

DS, M-Ar, Mass. Archives Collection, vol. 199 (Revolution Letters, 1778), fol. 176. Enclosed in Joseph Gardogui & Sons to Capt. Benjamin West, 4 June 1778. On the reverse side of the document appears this note: "These are to Certify that the within Note was received this very day from the Honourable Arthur Lee Esq^r Commissioner of Congress at Paris[,] Bilbao the 4th June 1778—Joseph Gardogui & sons delivered to Cap^t Benjamin West."

1. The ship was actually H.M.S. *Princess Royal*, Capt. William Blair, commander. Vice Adm. John Byron's fleet consisted of:

H.M.S. <i>Princess Royal</i>	90	Vice Adm. John Byron Capt. William Blair
H.M.S. <i>Royal Oak</i>	74	Rear Adm. Hyde Parker, Sr. Capt. Henry Francis Evans
H.M.S. <i>Invincible</i>	74	Commo. John Evans Capt. Anthony Parrey
H.M.S. <i>Bedford</i>	74	Capt. Edmund Affleck
H.M.S. <i>Albion</i>	74	Capt. George Bowyer
H.M.S. <i>Conqueror</i>	74	Capt. Thomas Graves
H.M.S. <i>Cornwall</i>	74	Capt. Timothy Edwards
H.M.S. <i>Culloden</i>	74	Capt. George Balfour
H.M.S. <i>Fame</i>	74	Capt. Stephen Colby
H.M.S. <i>Grafton</i>	74	Capt. Andrew Wilkinson
H.M.S. <i>Russell</i>	74	Capt. Francis Samuel Drake

H.M.S. <i>Sultan</i>	74	Capt. John Wheelock
H.M.S. <i>Monmouth</i>	64	Capt. Thomas Collingwood
H.M. frigate <i>Guadeloupe</i>	28	Capt. Hugh Robinson

JEAN-DANIEL SCHWEIGHAUSER TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Sir

Nantes 12 May 1778

Being inform'd of your arrival at Brest with Several Prises, I think it my duty to advise you, that William Lee Esq^r and Sole Agent of y^e united States of America has transmitted me his Commission, for to represent him in this Province, so that all Ships and Prises Arriving for y^e account of Congress ought to be to my adress.¹

I Know from M^r Williams that he pretends having a right to interfere, and he will perhaps allready have entertain'd you on this subject Therefore I think proper to Send you the inclosed Copy of Arthur Lee's Esq^r Letter on that Same Subject,² that You may govern yourself in Consequence, and expecting to hear from you I remain [&c.]

J.D. Schweighauser

L, DNA, PCC, item 168, vol. 1, pp. 65–6 (M247, roll 32). Addressed: "Captain Jones/of the *Ranger*/at Brest." Docketed: "from Jn^o. D^r Schweighauser Esq^r/Nantes May 12th. 1778/rec^d. Brest May 16th. 1778/N^o 3."

1. William Lee, before departing for Germany, had appointed Schweighauser to the post of Continental agent at Brest replacing Jonathan Williams, Jr. All the American Commissioners in France supported Lee's action. Williams, not informed of the Commissioners' determination, remained convinced he was the rightful agent and that Lee had no authority to appoint another. Not until 25 May and only after Williams had appealed to them did the Commissioners inform Williams of his replacement by Schweighauser. *Benjamin Franklin Papers* 26: *lxvi–vii*, 525–26.

2. See Arthur Lee to Jean-Daniel Schweighauser, Apr. 1778, above. The Committee of Commerce dismissed Thomas Morris from his post as Continental agent on 17 Dec. The reason given was that he had "unhappily preferred dissipation to business." Smith, *Letters of Delegates*, 8: 428.

JOHN ROSS TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Dear Sir

Nantes 12 May 1778

I replied to your last on the 2^d Ult^o which I suppose did not get to hand previous to your Sailing, not having heard since from You.—By several Letters yesterday in Town from Brest I was pleased to See your safe return from Your Cruize announced here, And I hope attended with success & honour considering your formidable force.—

Some Arrangements taking place in the Agency here, the L——'s¹ assuming distinct power's Named M^r Schweigh^r² of this place as Deputy in the province of Britainy, he is my Friend & a Gentleman of an unblemished Character, Nevertheless, I have reason's, if you approve, to consign your prizes to M^r William's,³ Joining me atsametime with him, to Act for You and Your Ships Company. And I shall pay attention to the concern—Williams has been hitherto employed by the Comm^{rs}. but the L——'s from their quarrels with their Coleagues wish to overrule every Measure.—If there is any of Your prizes soon for Sale at Brest. Advise me by post, flattering my self they may be permitted to a Publick Sale, when every person may become a free purchaser—I mean to attend if I can employ any Money in that way with Advantage. however, as I propose to Regulate my self by your opinion, shall expect to hear from You, giving me a short acc^t of your Adventure's in the

Neighbourhood of your Native Soil.—⁴ Some part of it is published already in the Leydon Gazette came in To-day, but I suppose rather imperfect.—⁵ The inclosed came to hand since my last, In the meantime let me assure you that I am most Sincerely in haste [&c.]

Jn^o Ross

L, DLC, Peter Force Collection, Papers of John Paul Jones, no. 6735. Addressed at top: "J:P: Jones Esq^r." Docketed: "No 8/from John Ross Esq^r/Nantes May 12th. 1778/rec^d. Brest May 16th. 1778."

1. Ross is referring to Arthur Lee, one of the American Commissioners in France, and William Lee, who was appointed by Congress to superintend American commercial agents in Europe.

2. Jean-Daniel Schweighauser. For more on this controversy, see Schweighauser to Jones, this date, above.

3. Jonathan Williams, Jr.

4. Jones wrote Ross on 27 May. MdAN, John Paul Jones Letter Book, Mss. No. 236, pp. 32-33.

5. By "Leydon Gazette," Ross referred to *Nouvelles Extraordinaires de Divers Endriots*, generally known as the *Gazette de Leyde* or *Leiden Gazette*.

JOHN BONDFIELD TO THE AMERICAN COMMISSIONERS IN FRANCE

[Extract]

Hon Sirs/

Bordeaux 12 May 1778

. . . The *Boston*¹ is taking on board her provisions and will drop down on Sunday.² I push them all in my Power. Cap Tucker also exerts himself to get away their expences run very deep notwithstanding every Economy possible is observed. they have but few Seamen onboard I am in doubt if we can obtain leave to ship any french Seamen. Landsmen any Number wanted. The Jersey Privateers keep hovering on the Coast of Spain they have taken as I advise I last post from Bilboa two Vessels with Rice. & One with Tobacco³ the Neutrality w^{ch}: its reported Spain intends to preserve makes them very daring even to enter the ports of that Kingdom We dont hear of any British Cruizers in the Bay of Biscay from whence there is room to suppose they are all orderd in to Man the Fleets It is apprehended the Carolina Letters I Dulap put onboard a french Ship from Martinico at Sea. that the Ship must have met some Privateer at Sea and on the strength of these Letters made a Capture of her. . . . With due respect [&c.]

John Bondfield

L, PPAmP, Benjamin Franklin Papers, vol. 9, fol. 151. Addressed before opening: "The Hon^{ble}. Benj. Franklin/Arthur Lee/ John Adams Esq^{rs}." Addressed on cover: "The Hon^{ble}. Benjamin Franklin/Arthur Lee & John Adams Esq^{rs}/Commissioners from Congress/at/Paris." Docketed: "M^r Bondfield/May 12. 1778."

1. Continental Navy frigate *Boston*, Capt. Samuel Tucker, commander.

2. That is, 17 May. According to its journal, *Boston* did not depart Bordeaux until 22 May and did not go to sea until 6 June.

3. In a letter of 13 May, James Moylan sent the commissioners a report that brig *Dolphin*, Turner, master, from Boston, carrying tobacco and rice had been taken by a British privateer off Bilbao and carried into Lisbon. PPAmP, Benjamin Franklin Papers, vol. 9, fol. 157.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Frigate *Boston*, Bordeaux]

[May] 12

The Body of Peter Cavee¹ was driven ashore 6 miles above Bordeaux & an Order was sent by the 1st. Lieu.^{t.2} to bury, but the Priests would not allow him to do that Office, but performed it

themselves with 16 dollars Cost—

D, DLC, Journal of Lieutenant William Jennison, p. 9.

1. On the death of Midn. Peter Cavey, see Jennison's journal entry of 5 May, above.
2. Lt. Benjamin Reed.

May 13

LORDS COMMISSIONERS OF THE ADMIRALTY TO VICE ADMIRAL JOHN BYRON

By &c.

Notwithstanding former Orders¹ you are hereby required and directed, when Rear Admiral Parker arrives off Plymouth Sound, to Order him and the several Ships of your Squadron which maybe with him into the said Sound; And to remain there with the whole of the said Squadron until you receive further Order; Holding yourself in constant readiness to put to Sea at a moments notice.

Given &c 13: May 1778

Sandwich
J Buller
C Spencer

By &c

P.S.²

LB, UKLPR, Adm. 2/1335 (Secret), fols. 18–19. Addressed at bottom of page: "To/The Honorable John Byron/Vice Adm^l of the Blue &c./at Plymouth." Notation: "By a Messenger the same Day/at 8 oClock P.M." Docketed: "ORD. 13 May 1778/V. Adm^l Byron."

1. See Lords Commissioners of the Admiralty to Vice Adm. John Byron, 3 May, above.
2. That is, Philip Stephens, secretary to the Lords Commissioners of the Admiralty.

LLOYD'S EVENING POST, AND BRITISH CHRONICLE (LONDON), MONDAY, MAY 11, TO
WEDNESDAY, MAY 13, 1778

LONDON.

Captain Conner, of the *Duke of Portland* schooner, just arrived at Bristol from Tortola, on the 3d of April fell in with the *Two Brothers*, M'Bride, an American privateer belonging to Boston,¹ who boarded him, and demanded his papers, thinking to make him a prize; upon which Capt. Conner invited M'Bride into his cabin, having given private orders to his people to secure the boat's crew, as he intended to seize the Captain below, which they accordingly did; it being in the dusk of the evening, Capt. Conner desired M'Bride to exchange dress with him; his people doing the like with the boat's crew, they boarded the privateer thus disguised, the people of which mistaking them for their own Captain and crew, took possession of her, and confined the hands on board. On the 5th ult. he fell in with the snow *Barbary packet*, commanded by Capt. Dickman, of London, of 14 four pounders, eight swivels, &c. who took his prize from him;² but it is hoped Capt. Conner, for his conduct on this occasion, will have her returned, as it does not appear Capt. Dickman had a letter of marque.³ Capt. Conner had but six swivels, two cutlasses, and about two ounces of gunpowder on board. There was a French Officer on board, whom Captain Conner secured, and with Capt. M'Bride, and five of his people, lodged on board the tender in Kingroad.

The *Prudent*, Capt. Rouxhall, from London for Madeira, was taken lately near that Island by the *Lion* Rebel privateer, and carried into Martinico.

1. An account of this incident in *The Public Advertiser* (London) of 9 May, describes *Two Brothers* as "an armed Schooner from Surinam for Boston, with Bale Goods." Schooner *Two Brothers*, William McBride, master, was prosecuted in the High Court of Admiralty in 1778, where it was identified as a "merchant ship under Dutch colours," from Surinam bound for Boston. In his deposition, McBride claimed Dutch citizenship. Although he had formerly been a British subject, living in Norwich, Conn., where his wife still lived, he had departed thence three years previously and had been admitted as a freeman of St. Eustatius. UKLPR, H.C.A. 32/467/5.

2. Brig *Barbary Packet*, William Dickman, master, 150 tons burthen, ten 3-pounders, built at Providence, R.I. in 1767, some small repairs in 1777, owned by Captain & Co., bound from London to Tobago. *Lloyd's Register of Ships, 1777-1778*.

3. William Dickman claimed authority for the capture on the basis of his vessel's retention in His Majesty's service as a packet. On 13 July 1778 the High Court of Admiralty condemned the ship as a good prize, but reserved the matter of whether the *Duke of Portland* or the *Barbary Packet* was the legal captor. H.C.A. 32/467/5.

GABRIEL DE SARTINE TO ARNAUD DE LA PORTE

Versailles Le 13 Mai 1778.

J'ai reçu, Monsieur, la Lettre que vous m'avez écrite le 8 de ce mois pour m'annoncer le retour à Brest de la frégate des Etats unis Le *Ranger*, commandée par Le Cap^{te}. Jones, qui y a amené une frégate Angloise de 20 Canons¹ dont il s'est emparé après un combat très vif.

Je mande à M Le C^{te}. D'Orvilliers qu'il n'y auroit point eu d'inconvénient à garder Le *Ranger* et sa prise dans la Rade de Brest, pourvu que ses prisonniers fussent rester sur son bord ou sur celui de la prise, et n'eussent point mis pied à terre ; mais que s'ils eussent été débarqués, la neutralité du Territoire leur eût rendu la liberté, et que le Capitaine Jones n'eût pas été fondé à les réclamer.

Puisque ce Capitaine a pris le parti de se retirer à Camaret avec sa prise, Le Roi approuvera qu'il Lui soit Fourni tous les secours dont il peut avoir besoin en agrès, apparaux, vivres, et même en munitions de guerre, si la consommation qu'il en a faite dans le combat qu'il a livré, lui faisoit demander un remplacement. Vous voudrez bien vous entendre avec M d'Orvilliers pour tout ce qui sera nécessaire de fournir à ce Bâtiment. J'ai l'honneur d'être [&c.]

de sartine

[Translation]

Versailles, 13 May 1778

I have received, Sir, the letter that you wrote me on the 8th of this month informing me of the return to Brest of the United States frigate the *Ranger*, commanded by Capt. Jones, who brought in there an English frigate of 20 guns,¹ which he took after a very lively engagement.

I am asking M. le Comte d'Orvilliers if there would be anything improper in keeping the *Ranger* and her prize in the Roads of Brest so that her prisoners would remain aboard her or her prize and would not set foot ashore at all. Should they be debarked, the neutrality of the Territory would set them free and Captain Jones would have no grounds to reclaim them.

Since this Captain has decided to withdraw to Camaret with the prize, the King will approve that he be furnished all the aid he needs in rigging, fittings, provisions, even ammunition if the consumption caused by the battle that he waged requires

him to make a replacement. You would be wise to consult with M. d'Orvilliers on everything that will be needed to furnish this ship. I have the honor to be [&c.]
de sartine

L, FrBAPM, 1E191, fol. 379. Addressed at foot of first page: "de La Porte./." Notation: "Rp. le 18.;" translation: "Answered the 18th."

1. H.M. ship-rigged sloop-of-war *Drake*.

OFFICERS AND MEN OF THE CONTINENTAL SHIP OF WAR *RANGER* TO
CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

[*Brest*]

The Officers and Men belonging to the *Ranger*, present their Respects to Captain Jones, and beg leave to inform him that they are acquainted, that the Seals on the *Lord Chatham*¹ are to be broak this After-noon, and that they desire their Agent M^r Rion² may be present

13th May 1778

L, DLC, Peter Force Collection, Papers of John Paul Jones, no. 6739. Addressed: "John Paul Jones, Esq^r/Present." Docketed: "39/Request from the Officers/and Men belonging to/the *Ranger*—/13th May 1778."

1. On the capture of *Lord Chatham*, a British merchantman, by *Ranger*, see Jones to the American Commissioners in France, 27 May, below.

2. The reference here is to Pierre Riou, the King's interpreter at the port of Nantes, who had become agent for the officers and crew. The prize master for the *Lord Chatham* wrote Benjamin Franklin that the crew was pleased to have Riou as their agent, but John Paul Jones later contended that Riou was a scoundrel who had sowed discord and duped his men. John Steward to Benjamin Franklin, 4 May 1778, *Benjamin Franklin Papers*, 26: 397; Jones to the American Commissioners in France, 9 Dec. 1778. PPAmP, Benjamin Franklin Papers, vol. 12, fol. 183.

May 14

THE LONDON CHRONICLE, TUESDAY, MAY 12, TO THURSDAY, MAY 14, 1778

LONDON.

The *Juno* brig, a Letter of Marque,¹ has taken a French vessel called the *Luttell*, from York River to Nantz, with tobacco, and carried her into Waterford.²

The *Batchelor*, ———, from New York to Philadelphia, is taken by the Americans.

1. Probably British letter of marque brig *Juno*, W. Beaver, master, 80 tons burthen, built in Liverpool in 1775 and extensively rebuilt in 1778. *Juno* carried ten 4-pounders and was owned by Sandys & Co. *Lloyd's Register of Ship*, 1777–1778.

2. French ship *L'Utile*, Pierre Jeaneard, master. UKLPR, H.C.A. 32/469/10.

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, May 1778*]

14th. Friday Joseph Kennington of the *Lexington*¹ Died in y^e. Hospital who is (Bro^t Over) who is the 5th. Who has died in this prison Here is Nothing Allowed the sick that is convenient in such Cases.

D, McHi, Jonathan Haskins Journal.

1. Kennington had been an able seaman on Continental Navy brig *Lexington*, Capt. Henry Johnson, commander. Shipping Articles for the Continental Navy Brig *Lexington*, 16 July 1777, NDAR 9: 507.

AMERICAN COMMISSIONERS IN FRANCE TO GABRIEL DE SARTINE

Sir,

Passi May 14th 1778.

In the several cruises made by Captains Wickes, Johnson, Cunningham, Thompson¹ and others of our armed Vessels, on the Coasts of Great Britain, it is computed that between four and five hundred Prisoners have been made, and set at Liberty, either on their landing in France, or at Sea, because it was understood that We could not keep them confined in France. When Captain Wickes brought in at one Time, near an hundred,² We proposed to Lord Stormont,³ an Exchange for as many of our confined in England, but all Treaty on the Subject was rudely refused, and our People are still detained there, notwithstanding the liberal discharges We had made of theirs as above mentioned. We hear that Captain Jones⁴ has now brought into Brest, near two hundred, which We should be glad to exchange for our Seamen, who might be of Use in Expeditions from hence: but as an Opinion prevails that Prisoners of a Nation with which France is not at War, and brought into by another Power cannot be reclaimed by this Captain, but are free, as soon as they arrive, We are apprehensive that these Prisoners may also be set at Liberty, return to England, and serve to man a Frigate against Us, while our brave Seamen, with a Number of our Friends of this Nation, whom We are anxious to set free, continue useless & languishing in their Gaols.

In a Treatise of one of your Law Writers,⁵ intituled *Traite des Prises ou Principes de la Jurisprudence Francoise, Concernant les prises, qui se font sur mer*, printed 1763 we find the above Opinion controverted page 129, § 30. in The following Words “Ceci fait voir ce semble qu’il n’est pas vrai comme quelques uns pretendent que desqu’un Prisonnier ou un Otage, en S’echappant ou autrement, a mis pied a Terre, chez un puissance neutre, il est absolument libre des lors. A la verité il ne sera permis de le reprendre, Sans le Consentiment de cette puissance; mais elle manqueroit aux loix de la neutralité, si elle refusoit ce consentement. C’est un Suite de l’asyle du au navire dans laquel etoit le prisonnier ou l’Otage.”⁶ We know not of what Authority this writer may be, and therefore pray a moment of your Excellencys attention to this Matter, requesting your advice upon it, that if it be possible some means may be devised, to retain these Prisoners, till as many of ours can be obtained, in Exchange for them. We have the Honour to be &c

Signed B. Franklin, Arthur Lee & John Adams

Copy, DNA, PCC, item 84, vol. 1: 127–28 (M247, roll 111). Addressed at the bottom of page: “To D Sartine.” Note below signature: “(Copy).”

1. Continental Navy Captains Lambert Wickes, Henry Johnson, Gustavus Conyngham, and Thomas Thompson.

2. The prisoners, totaling 77 seamen, were taken when the Continental Navy ship *Reprisal*, commanded by Wickes, captured four merchantmen and the Lisbon packet in the period from November 1777 through February 1778.

3. David Murray, 7th Viscount Stormont, was the British ambassador to France until his recall in March, 1778.

4. Capt. John Paul Jones, commander of Continental Navy ship *Ranger*. On the prisoners captured by *Ranger* and Jones’ fear that they might be released, see Capt. John Paul Jones to the American Commissioners in France, 9 May, above.

5. René Josué Valin (1695-1765).

6. Translation by John Adams for his autobiography: "This seems to shew, that it is not true, as some Persons pretend, that as soon as a Prisoner, making his escape or otherwise, has sett his foot on Land, in a neutral Power, he is absolutely free from that moment. Indeed it will not be permitted to retake him, without the consent of that Power; but she would be wanting to the Laws of Neutrality, if [s]he should refuse her Consent. This is a Consequence of the Assylum due to the Ship in which was the Prisoner or the Hostage." *Adams Papers* 4: 100.

LORD GRANTHAM TO LORD WEYMOUTH

[Extract]

N^o. 30

Aranjuez: 14: May 1778.

My Lord

Having heard that Cunningham had entered into the Harbour of Coruña, since he had been sent out of that of Cadiz, I immediately went to M. Florida blanca to express not only the Surprize, but the Concern with which I had learnt this Information. And I have received from that Minister the particulars of a very severe Reprimand which he had by Tuesday nights post written himself to General O'Neil¹ who commands in that part of Spain and whose Conduct and Disobedience he blamed with the strongest Expressions.² . . . I have the Honour to be [&c.]

Grantham

L, UkLPR, S.P. (Foreign) 94/205, fols. 231-32. Addressed at foot of first page: "R^t Hon^{ble} Lord V^t Weymouth." Docketed: "Aranjuez 14 May 1778/Lord Grantham/(N^o 30)/R 15 June via Lisbon."

1. Don Felix O'Neille, Commandant General of Galicia.

2. On the effect of this order, see the note at Capt. Gustavus Conyngham to Lagoanere & Co., 21 May, below.

May 15

WILLIAMSON'S LIVERPOOL ADVERTISER AND MERCANTILE CHRONICLE,

FRIDAY, MAY 15, 1778

LIVERPOOL.

The *Toms*, Houghton, belonging to this port, on a cruize in the West Indies¹ has taken a schooner loaded with Spermaceti, candles, &c. and sent her into Antigua.

The *Lydia*, Evans, of this port from New York for Barbadoes,² has taken a very valuable ship loaded with masts &c.

The *True Blue*, late Beaty is lost near Cameroons;³ sixty slaves are saved and put on board the *Ann*, Barclay, belonging to this port.⁴

The *Waddell*, Scott, from hence to New York, is taken and carried into Martinico.⁵

The *Lively*, Calvert, from Lancaster for Jamaica, is taken by the Americans.⁶

The *Hamden* Privateer belonging to Salem of 12 four Pounders and 70 men, is taken by the *Seaford* man of war, and carried into Dominica the 2d of March.⁷

A Letter of Marque, belonging to Dominica took and carried into that Island

the 3d of March, a sloop from Carolina loaded with rice and indigo;⁸ the same day a Privateer called the *Harlequin* belonging to Antigua brought in a brig from Surinam bound for Boston, loaded with molasses, &c.⁹

An American Privateer sloop belonging to Georgia, of 12 carriage guns and 14 swivels called the *Revenge*, Capt. Samson, that was going from St. Peirs, Martinico, to Point Peter, Guadaloupe, with only 10 men on board, the rest of the crew was to have been ship'd at Point Peter; four of the men rose upon the Captain and the other 5 men, and carried the vessel into Dominica.¹⁰

Three Ships took fire at Sea out of the 5 that sailed from Bristol, loaded with coal, owing to the Sulpherous matter in the coals; two of which were entirely burnt, the crews were saved; the other the fire was with great difficulty kept under and was beating away to Antigua, but was taken 30 leagues to westward of Dominica, and carried into Martinico.

Three of the Cork fleet are taken and carried into Martinico.

The *Kitty*, Thompson, belonging to this port, and another ship Henry Gilbert, Master; in going from Rhode Island to Philadelphia, in company, were taken on the 7th of March, in the Delaware and burnt; they people made their escape and got safe to Philadelphia.¹¹

The Sloop *Endeavour*, Potter a Prize to the *Ellis*, Capt. Jolly, of this Port, is put into Antigua, the cargoe consisting mostly of tobacco, and the vessel are there sold.¹²

1. British letter of marque ship *Toms*, Houghton, commander, 200 tons burthen and carrying fourteen 6-pounders, built in Liverpool in 1767, owned by S. Livesly. *Lloyd's Register of Ships, 1777-1778*.

2. British letter of marque snow *Lydia*, J. Evans, commander, 200 tons burthen, carrying twelve 6-pounders, built in Liverpool in 1775, owned by J. Chorley. *Ibid.*

3. Ship *True Blue*, William Batty, master, 250 tons burthen, built in Liverpool in 1770, repaired 1775, owned by Sandy & Co. *Ibid.*

4. British letter of marque ship *Ann*, J. Bartley, commander, 160 tons burthen, carrying twelve 4-pounders, built in Liverpool in 1768, owned by J. Copeland. *Ibid.*

5. Ship *Waddel*, William Scott, master, 200 tons burthen, built in New York in 1772, owned by Cunningham. *Ibid.*

6. Brig *Lively*, John Calvert, master, 90 tons burthen, built in Lancaster in 1773, owned by Calvert & Co. *Ibid.*

7. On the capture of the Massachusetts privateer brigantine *Hampden*, Capt. John Bartlett, by H.M. frigate *Seaford*, Capt. John Colpoys, commander, see Journal of H.M. frigate *Seaford*, 28 Feb. 1778, and Colpoys to Vice Adm. James Young, 7 Mar. 1778, *NDAR* 11: 471, 541-43.

8. According to the Journal of H.M. frigate *Seaford*, 2 Mar. 1778, the Dominican privateer was the brig *Liberty*, and its prize was a sloop captured on a cruise from Georgia to Martinique. *NDAR* 11: 493.

9. Antigua letter of marque sloop *Harlequin*, Joseph Merry, commander. *NDAR* 11: 130; 10: 724.

10. For more on the seizure of the Georgia privateer sloop *Revenge*, Capt. Sampson, by members of the crew after its departure from St. Pierre, Martinique, see Gov. Thomas Shirley to Vice Adm. James Young, 22 Feb. 1778, *NDAR* 11: 404.

11. Transport ship *Kitty*, J. Mallet, master, and transport ship *Mermaid*, J. Youart, master, were captured in the Delaware River by armed boats commanded by Continental Navy Capt. John Barry on 9 Mar. See Capt. John Barry to Gen. George Washington, 9 Mar. 1778. *Ibid.*, 560-61.

12. On the capture of *Endeavour* by British letter of marque ship *Ellis*, Capt. T. Jolly, see *The London Packet*; or, *New Lloyd's Evening Post*, Monday, March 2, to Wednesday, March 4, 1778, *Ibid.*, 1059-60.

COMTE DE VERGENNES TO THE AMERICAN COMMISSIONERS IN FRANCE

À Versailles le 15 May 1778.

M. les Deputés des Etats unis

J'ai l'honneur M^{rs}. de vous envoyer la copie d'une lettre ecrite à M. de Sartine par le Consul de France à Madere. vous y verrez toutes les circonstances de la

conduite qu'un Corsaire americain n^e. Jean Waren a tenue envers un Senaut ou Brigantin françois, Cap^{ne}. Rochel dont il s'est emparé assez proche de terre et à la vuë de la ville de Madere. des procedés aussi reprehensibles ne peuvent rester impunis, et je ne doute pas m^{ts}. que vous ne farriez auprès du congrès les demarches les plus efficaces pour que non seulement le Capitaine Jean Waren éprouve la punition que merite sa conduite, mais encore pour procurer au Batiment françois la satisfaction et le dedommagement qui lui sont dus. Je me repose à cet égard sur la necessité dont vous etes surement convaincus, de reprimer des pareils excès dont les consequences ne seront pas moins senties par le Congrès qu'elles le sont par nous memes.¹

[Translation]

Versailles, 15th May 1778

M. The Deputies of the United States

I have the honor, Gentlemen, to send you a copy of a letter written to M. de Sartine by the French Consul at Madeira. You will see therein all the circumstances regarding the behavior of an American privateer called John Warren toward a French snow or brigantine, Captain Rochel, which he seized quite near land and in view of the town of Madeira. Such reprehensible proceedings cannot remain unpunished, and I do not doubt, Gentlemen, that you will take most efficacious steps through Congress in order that not only may Captain John Warren receive the punishment that his conduct deserves, but also that the Captain of the French vessel may be given the satisfaction and compensation that are due to him. I rely in this respect on the necessity, of which you must be convinced, of repressing such excesses, the consequences of which will not be less felt by Congress than they are by ourselves.¹

Stevens's Facsimiles, vol. 22, no. 1923. Marginal notation: "conduite reprehensible dun n^e. Jean Waren Cap^{ne}. d'un Corsaire americain qui s'est empare à la vuë de Madere d'un Senau françois Cap^{ne}. Rochel"; translation: "reprehensible conduct of a certain John Warren Captain of an American privateer, who seized, in sight of Madeira, a French snow, Captain Rochel."

1. In his letter of 19 Feb. 1778 to Gabriel de Sartine, the French consul at Madeira, M. de La Rueliere, reported that on 4 Feb. Massachusetts privateer *Lion*, Capt. "Jean Warren," stopped the French snow or brigantine *Prudent*, Capt. Rochel, of 150 tons, from London, laden with pipe staves and flour, for Madeira, within sight of the island, and that Warren violently removed the French vessel's crew and sent *Prudent*, with an American crew, as a prize to Boston, under pretence that the cargo belonged to the English. DNA, PCC, M247, roll 114, item 85, pp. 138–39. Joseph Fichet, of St. Malo, *Prudent's* owner, wrote a parallel complaint to Benjamin Franklin on 4 May. *Benjamin Franklin Papers* 26: 396–97. According to Fichet, *Prudent's* master was François C. Rouxel, and Warren sent *Prudent* to Martinique, with the master and one crewmember. *Lion* was a Massachusetts privateer brigantine, commissioned on 28 Nov. 1777, owned by Jonathan Peele, Jr., John Fisk, and others, and commanded by Benjamin Warren, of Salem. M-Ar, Revolutionary Rolls Collection, vol. 6, pp. 197, 198. The American Commissioners forwarded Vergennes's and Ruelliere's letters to Congress on 19 May. DNA, PCC, M247, roll 111, item 84, p. 129. There is no evidence that Congress acted on the complaint or that *Prudent* was ever libeled in a Massachusetts maritime court. Massachusetts Navy brigantines *Hazard* and *Tyrannicide* encountered Warren and *Lion* in the harbor of St. Pierre, Martinique, on 31 Mar. Log of the Massachusetts Navy Brigantine *Tyrannicide*, Captain Jonathan Haraden, 31 Mar. 1778, and William and Godfrey Hutchinson to the President of the Massachusetts Board of War, 31 Mar. 1778, in *NDAR* 11: 854–55.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Fryday May 15th

[*Bordeaux*]

Dirty Weather, the people imployd, in Clearing the Ship for Sea.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

CAPTAIN GUSTAVUS CONYNGHAM, CONTINENTAL NAVY, TO LAURENT LE COUTEULX

D^r S^r

Crona [*Corunna*] May 15th [1778]

I arrived here the 1st of this month After making four prizes two of which sent for America¹ one of them with salt the other wine one we brought in here that was for the Garrison of Gibraltar & Mahon we have Obtained permission to discharge with a deal of precautions as in such Cases is requisite and the Spanish Government requires. the Great Civilities I received from your house I am Verry sorry to think it is not in my power to make A returne off but if ever should it would Give me a Great pleasure to Convince you of my Gratitude—if m^r hodge is left your place please to forward the enclosed² be not surpris'd if I should enter your Bay once more in spitte of the *Alarme*³ and All his Confederates. I am [&c.]

GC

LB, UKLPR, H.C.A. 32/441/7, pt. 1. Addressed at top: "M. Lecoatue."

1. For the prizes, see notes to Capt. Gustavus Conyngham to William Hodge, 16 May, below.
2. Presumably Capt. Gustavus Conyngham to William Hodge, 16 May, below.
3. H.M. frigate *Alarm*, Capt. Robert Man, commander.

WILLIAM HODGE TO BENJAMIN FRANKLIN

His Excellency Doctor Franklin,

Cadiz, May 15th 1778

I should not trouble your Excellency with writing, but having wrote to M^r Deane immediately after my arrival here upon the 26th of March & having receiv'd no answer, makes me conjecture that He had taken his departure from Paris before the arrival of my letter.¹ I shall take the liberty of inclosing to Your Excellency the Copies of two letters, which I sent to the Governour of this Place, the One of the 17th of April in regard of the English Consul claiming three Sailors belonging to Cap^t Cunyngham, the Other of the 5th of May in respect of three American Prisoners having swom ashore from a British Frigat that was laying in Cadiz Road.² The three Seamen claim'd by the English Consul from Cap^t Cunyngham³ were born in England, but have been in America since they were Children, one of which had a Wife & Several Children in Phi^{la}, Yet the English Consul had the assurance to demand these Men as British Subjects. But my representing the situation of these Men together with my going Nine Miles distance to inform General O Reilly (who is Commander in Chief of this Province) of the affair, I got liberty for the Men to proceed in Cap^t Cunyngham, or any other Vessel I thought proper to send them in. But in respect of the three American Prisoners, who made their escape from the British Frigat, I am sorry to inform your Excellency that the Poor Fellows were dragged on board the Frigat by permission of the Governour, & very probably One or more of them suffer'd death for desertion, they being oblig'd to enter on board the Frigat, when they were taken Prisoners, or otherwise were not allow'd sufficient to subsist upon, as they inform'd me whilst ashore. The French Consul & M^r Le Couteaux my Merchant at this place,⁴ did me the favor to go to the Governour with me to represent these Men as Americans but the Governour reply'd that the English Consul demanded the Men as British Seamen, & that unless The French Consul or M^r Le Couteaux could demand them He should let them go on board. The French Consul told the Governour that I was come in favor of the Sailors, the Governour answer'd that I was a Stranger & unknown to him, & of consequence

there being no proper Person to reclaim the Men, he could not prevent the Cap^t of the Frigat taking the Men on board. I hope Your Excellency sees the injustice & cruelty of the Order given to the Cap^t of the Frigat to take these Prisoners from a Neutral Port on board his Vessel. I cannot restrain informing Your Excellency likewise that many American Prisoners make their escape from Gibraltar, & Cadiz being one of the most Capital Sea Port towns in Europe together with its being adjacent to Gibraltar, the Prisoners always makes for this place, & are generally destitute of the means of supplying themselves with the necessaries of life. In this situation I found several since my arrival one of which being very ill, I was obligd to put him into the Hospital, where he still remains at a Livre per day. Many of these poor Men have been so distressed as to be Obligd to apply for Assistance from the English Consul.⁵

I beg my Compliments to be presented to your Son,⁶ and accept the best Respects [&c.]

W^m Hodge

L, PPAmP, Benjamin Franklin Papers, vol. 9, fol. 56.

1. For William Hodge to Silas Deane, 31 Mar. 1778, see *NDAR* 11: 1142–43. Deane set out from Paris on 31 Mar., before Hodge's letter could have arrived. *Benjamin Franklin Papers*, 26: 203*n*.

2. Copies of the two letters from Hodge to Count Xerena, Governor of Cadiz, are at PPAmP.

3. The men were from the crew of the Continental Navy cutter *Revenge*, Capt. Gustavus Conyngnam, commander.

4. Either Joseph-Louis or Laurent Le Cousteulx, members of a major banking and trading firm in Cadiz. See their letter to Silas Deane, 27 Mar. 1778, *NDAR* 11: 1125–27.

5. That is, Joseph Hardy.

6. That is, Franklin's grandson, William Temple Franklin.

May 16

“EXTRACT OF A LETTER FROM WHITEHAVEN, MAY 16”

“Friday last this town, and the country for many miles on the coast, was greatly alarmed by the firing of cannon, which was distinctly heard early in the morning.—The companies of the Cumberland and Westmoreland Militia, quartered here, were ordered under arms, and posted at suitable places on the out-skirts of the harbour. The apprehensions which so naturally arise here, since the late daring attack on the shipping, &c.¹ soon subsided, as the firing, it appeared, was only signal guns from the *George*, Capt. Askew, from Rhode Island, who arrived about one o'clock, and on the passage had taken a prize, which she sent to Halifax.²

“The *George* left Newport the 15th of April, with a fleet of 25 sail, under convoy of the *Grampus*,³ but parting with the fleet on the 20th, she took a snow from Cadiz, bound for Petersburg, in Virginia, with 8000 bushels of salt, which Capt. Askew sent to Halifax under the command of Mr. Braithwaite, his chief Mate. The Captain, and seven of the men, are brought in here.

Capt. Richard Townsend, of the *Jonathan*, of Liverpool, came passenger in the *George*.⁴ He had the misfortune to lose a leg, and had the great toe of the other foot shot off, in the engagement with an American privateer, which she beat off, after engaging her three times. A few days after, he fell in with the same privateer, and a schooner, and was, by his order, carried upon deck in a chair, where, during a long contest, he received a wound in the side; notwithstanding which, he would not be

removed, and two of the enemy who boarded him fell by his hand; another aimed a blow at his head with a cutlass, which had like to have proved fatal, as it cut off a piece of his hat, and wounded him in the shoulder. Capt. Townsend suffered two amputations of the leg, but is now in good spirits.—The above privateer is called the *General Washington*, commanded by Mr. Rogers, formerly in the British Navy.⁵

“Intelligence is received that the *Woodcock*, formerly belonging to this Port, and taken by the Americans,⁶ has been fitted out at Providence with 20 nine pounders, and is now on a cruize, having got past the King’s ships. The *Lonsdale*, another ship lately belonging to this Port, was also fitting out at Boston, with the same number of guns, &c. she is now called the *Bostonian*.”⁷

Lloyd’s Evening Post, 22–25 May 1778.

1. On the attack on Whitehaven by the Continental Navy ship *Ranger*, Capt. John Paul Jones, commander, see Capt. John Paul Jones to American Commissioners in France, 27 May, below. The attack took place on 23 Apr. 1778.

2. British letter of marque ship *George*, J. Askew, master, 200 tons burthen, carrying sixteen 6 and 4-pounders. It was built in Virginia in 1775 and was owned by Samuel Martin of Whitehaven. *Lloyd’s Register of Ships, 1777–1778; The New York Gazette and the Weekly Mercury*, 9 Feb. 1778.

3. H.M. storeship *Grampus*, Comdr. Ambrose Reddall, commander.

4. For more on the letter of marque ship *Jonathan* and its capture, see *NDAR* 11: 11, 12n.

5. Massachusetts privateer brigantine *General Washington*, Capt. William Rogers, commander. *General Washington* mounted eighteen carriage guns and carried a crew of 130 men. It was owned by Isaac Sears and Paschal Nelson Smith of Boston and Samuel Broome of Wethersfield, Conn. DNA, PCC, item 196, vol. 6, p. 47.

6. Rhode Island privateer sloop *Diamond* captured the 300 ton British transport ship *Woodcock*, William Richardson, master, in Sept. 1776. *NDAR* 7: 644–45.

7. Massachusetts privateer brig *Tyrannicide* captured British transport ship *Lonsdale*, James Grayson, master, in Apr. 1777. *NDAR* 8: 750, 818–19.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO
AMERICAN COMMISSIONERS IN FRANCE

Gentlemen

(N^o 189)

Brest 16th May 1778

As there is an appearance that the Sales of the *Rangers* prizes¹ will be greatly protracted thro’ the claims of the Admiralty here—I have been under the necessity of drawing on you this day a Bill at Five days sight in favor of Monsieur Bersolle² for Twenty four thousand Livres—which I mean to distribute among the brave Officers and Men to whom I owe my late Success.—It is but reasonable that they should be furnished with the means of procuring little comforts and necessaries of Life for themselves—And the interests of the Service as well as the claims of Humanity and Justice plead in behalf of their Wives and helpless Families who are now unprovided in America and will naturally expect a Supply of Cloathing &^{ca.} by the *Drake*.—³

You may expect a circumstantial Account of every transaction respecting the *Ranger* in a day or two—⁴ Mean time my unsettled situation must be my Apology.

It may not be amiss to add that upon recollection I do not conceive that France has any power to give up American prisoners while they remain onboard of American Ships and are not Suffered to come ashore.—I have the honor [&c.]

John Paul Jones

Copy, ViU, Lee Family Papers. Addressed: “Their Excellencies/The American Plenipotentiaries/at the Court of/France.” Docketed: “1778.” Notations: “(No 189.)/J.P. Jones/to/Amⁿ Com^s France/16 May 1778”; “(Copy)”; “(N^o 189)”; “N^o. 189.”

1. The prizes were the merchant ship *Lord Chatham*, William Straughan, master; brigantine *Patience*, William Moore, master; and H.M. ship-rigged sloop-of-war *Drake*, whose captain, Comdr. George Burdon, was killed at the time of its capture.
2. Emmanuel-Yves Bersolle, a Brest merchant and postal director.
3. In the draft of this letter, Jones here began an account of his recent cruise on the Continental Navy ship *Ranger*, but stopped and wrote the final paragraphs of this letter to the commissioners on a separate sheet of paper. DNA, PCC, item 168, vol. 1, p. 71 (M247, roll 185).
4. Jones sent the report to the commissioners on 27 May, below.

CERTIFICATE OF MEMBERS OF THE PRIZE CREW OF H.M. SHIP-RIGGED SLOOP-OF-WAR
DRAKE

We the subscribers (persons put on board the *Drake* by Cap^t Jones's order,¹ from the *Ranger*, to man her, under the Command of Lieut. Simpson,) do hereby testify, that when a sail was seen on Our Lee quarter, at Day Light in the morning of the 5th May, the *Drake* (then in tow by the *Ranger*,) was hail'd from her, and ordered to Cast Of[f], and to make the best of our way, that Lieut^t Simpson did ask as to what the order was, Desired M^r Hill² to ask again who accordingly did ask whether we should make the best of our way, and was answered from the *Ranger*, Ay, Ay, Lieut. Simpson did Express great Anxiety, and Concern at the Order, and said, that Capt. Jones had been very Careful of the *Drake*, till then, and was leaving her in a place of the greatest Danger, that he, (said simpson) had rather loose ten prizes, than Loose the *Drake*, They then reefed the main top mast, which was Carried away by making sail In Compliance with Cap^t Jones's signl the Night before, it being weakened by a shot in the Action with the *Ranger*, Soon after our parting with the *Ranger*, a brig under our Lee, tack'd, and Kept her wind for us, which we took for a privateer, We ware Ordered by Lieut. Simpson, to be as Expedetious as possible to make what sail we could in the best manner, our ship then in a shattere'd Condition, and to get our guns ready, that if she Came up, we might make as good defence as was in our power, the wind favouring us we kept Clear of him till Dark, when the ship's course, was ordered East till ten o' the clock in the night, to fall in with a ship on our Lee quarter at a great distance which we took to be the *Ranger*, and after that having sounded, hauled up SE, and again more Southerly, the Lieut. thinking, As he said, we were not far enough to the Southward; in the morning we saw a ship a stern, which Lieut. Simpson, said, was the *Ranger*, at which he Expressed great satisfaction, the *Ranger* made her Signals, which were answered on board the *Drake*. On her Comming up, Capt. Jones ordered the Course ESE M^r Simpson told him that he was afraid we were not far enough to the southward; however obeyed the order, after that Capt, Jones Ordered to bring too, and sent his boat a board, in which came Lieutenant Hall, and superseded M^r Simpson, then made sail, and both Ships were haul'd up more southerly, and could not wheather Ushent but after beating that afternoon, and the night following, were the next morning obliged to bear up, and ran down the North side of Ushant and beat thro' the Four passage³ to get to Brest— We are also sensible that Lieut, Simpson, did use every endeavour to Comply with the Signals from Capt, Jones, and always attended to the supporting, Refitting, and making such sail, as the ship's mast and rigging Could possibly bear, to keep company with the *Ranger* for which purpose, himself, with the people, were almost Constantly on deck, and that when the people complained for want of rest, he exhorted and cheered them by saying, that

their wou'd be great honour to us, getting in such a prize, that Although it was fatiguing the time wou'd be Short the prize our own, with an addition of bounty from Congress.—

In witness of the truth of which we hereunto set our hands.—

Brest May 16th. 1778.

Benj ⁿ . Hill	John Caverly
Ed rd . Myers	Pellsons [?]
Edward Gale	James Smith
Sam ^l . Odiorne	William fennel
Tho ^s Mead	John Parsons
John Whalen	William English
John Colbath	William pirkins
Oliver Crummet	Eph ^m . Grant's Mark X
John Garoin	Caleb Emery's Mark X
Edmund Boyenton	Mark Staple's Mark X
William Allen	Dan ^l . Sargeant jun ^r .
William Jones	his Mark X
Obadiah Donell	
Ebenezer Watson	

D, PPAmP, Benjamin Franklin Papers, vol. 61, fol. 99. Notation: "Peoples certificate/that were on board/the *Drake*—May 1778." Docketed: "Certificate for/Lt Simpson, 16. May 1778."

1. Capt. John Paul Jones.

2. Volunteer Midn. Benjamin Hill.

3. Between the islands and the mainland; they were sailing southward against the wind.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

May 16th.-Saturday

[*Bordeaux*]

pleasent Weather, the people employ'd in bending the Sails

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

CAPTAIN GUSTAVUS CONYNGHAM, CONTINENTAL NAVY, TO WILLIAM HODGE

S^r.

Cronna May 16th. 78.

We Arrived the 1st of May—in Our Cruze heare made four prizes two sent for America one of them 180 tons of salt¹ the Other 130 tons of wine² the fourth Brig we brought in heare Loaded with provisions for the Garison of Gibraltar & mahon.³ We have begun the Descharge Under the Uzull formalities by A Letter of Yours I see the 1st. Brig is Sold in Consequence it is expected you will Lodge the half of proceeds with m^r Le coateau for the ships Company When the shall call for it.⁴ I have and send inclosed a list of the crew and the manner the[y] Share which is to be payd them when the[y] Demand it by producing A Certificate from me I am [&c]

GC—

I see you mention that men is plenty at Calais. In Consequence I shall call there as soon As possible

LB, UKLPR, H.C.A. 32/441, part 1. Addressed above salutation: "To M^r Hodge."

1. Brig *Carbonnere* (*Carboneer*), Fabian Street, master, with a cargo of salt; sent to Newburyport, Mass., but carried into Halifax by the prize master. "Account of Prizes taken in the *Surprize* by Capt. Gustavus Conyngham," in *Letters and Papers of Gustavus Conyngham*, insert facing p. 152.

2. Brig *Countess of Morton*, J. Orrick, master, on a voyage from Barcelona to Cowes, with a cargo of fruit and wine; sent to Newburyport, Mass., but the prize master took it to Martinique where it was sold. *Ibid.*

3. Brig *Maria*, R. Preto, master, with a cargo of cheese and dry goods. *Ibid.*; see also Herman Katenkamp to Lord Weymouth, 10 May, above.

4. Brig *Tapley*, Holt, master, with a cargo of butter; sent to Cadiz and sold for 100,000 reales. J. L. and L. Le Couteulx and Co. served as agents in the sale. *Ibid.*

May 17 (Sunday)

COMTE DE VERGENNES TO JACQUES NECKER

M. Necker

À Versailles le 17. May 1778.

J'ai reçu, M. la lettre que vous m'avez fait l'honneur de m'écrire le 6. de ce mois avec le procès verbal¹ que les fermiers-généraux vous avaient adressé concernant le cap^e. Jean Tucker,² commandant la frégate américaine le *Boston* ; avant de répondre j'ai crû devoir m'informer si ce v^x. appartient aux Etats-unis de l'amérique et s'il est véritablement une bâtiment de guerre, ou s'il est simplement un Corsaire ; les Députés du Congrès, á qui je me suis adressé pour cet effet, viennent de massurer de la manière la plus positive que le *Boston* est une fregate appartenant aux Etats-unis—et armée par les ordres du Congrès.³ D'après cela, M, ce Vaisseau ne saurait être traité comme une bâtiment marchand et les employés de la ferme-général doivent se conduire à son égard, conformément aux règles qu'ils suivent à regard des batimens de guerre de toutes les autres nations, c'est-à-dire qu'ils doivent s'abstenir d'en faire la visite, et se borner aux précautions d'usage pour empêcher les V^x. de guerre de verser de la contrebande dans nos ports./.⁴

[Translation]

M. Necker

Versailles, 17th May 1778.

I have received, Sir, the letter that you did me the honor to write to me on the 6th instant, with the procès verbal that the Farmers-General addressed to you¹ concerning Captain John Tucker,² commanding the American frigate the *Boston*. Before replying, I thought it right to find out whether that vessel belongs to the United States of America, and whether it is really a ship of war or simply a privateer. The Deputies of Congress, to whom I applied for this purpose, have just assured me in the most positive manner that the *Boston* is a frigate belonging to the United States, and armed by order of Congress.³ According to this, Sir, the ship cannot be treated as a merchant vessel, and the employees of the Farmers-General should act, with regard to it, in accordance with the rules they observe with respect to the ships of war of all other nations; that is to say, they should abstain from examining it, and limit themselves to the usual precautions for preventing ships of war bringing contraband into our ports.⁴

Stevens's Facsimiles, vol. 22, no. 1925. Marginal notation: "conduite qui doit étre tenue à l'égard du navire le *Boston* que les Deputés américains assurent étre une fregate au Service des Etats unis.;" translation: "Conduct that should be observed with regard to the ship *Boston* which the American

Deputies assure us is a frigate in the Service of the United States." Necker was directeur général des Finances.

1. "Procès-Verbal by the Officers of the Farmers General at Bordeaux," 9 Apr., above.
2. Capt. Samuel Tucker, Continental Navy.
3. Comte de Vergennes to the American Commissioners in France, 13 May, and the American Commissioners in France to the Comte de Vergennes, 16 May, in *Adams Papers* 6: 112–13, 123–24.
4. On 17 May, Vergennes also wrote to the American Commissioners in France, informing them that the employees of the farmers-general at Bordeaux had been instructed to treat *Boston* as a warship of a sovereign nation. *Benjamin Franklin Papers* 26: 493.

JOHN ROSS TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Dear Sir

Nantes 17 May 1778

I did myself the favour to address you last Tuesday to which crave reference— This now serve merely to send the inclosed which I received by Last post from England.—¹ M^r J. Williams account of Your Cruize to a friend here, correspond in part with this publication and am extreamly pleased; you have Succeeded so well disturbing the Peace and quiete of the Inhabitants of Whitehaven, & alarming the Western part of that Island.—²

I perceive you paid your respects to Lord Selkirks house, permitting your Men to carry off the Family plate, from necessity & expediency of encouraging their Ardour.³ Your Expedition admited of no Alternative, as it might have had the worst effect, did you then attempt to restrain them. Nevertheless My Dear Friend: Knowing Sufficiently your disposition, to be above such Acts, as may expose you & your Command to the censure of even your Enemy's, Permit my taking the liberty with You, to offer my opinion freely as a disinterested friend, in what I wish you in particulare to Adopt respecting the plate.—Accordingly without offering any farther appologie, give me Leave to recommend your purchasing your peoples Share of this plate. And without consulting even the Commissioners, or any other person on the Subject Commit the whole intyre & safe to some friend as the property of Lord Selkirk.— Taking the Opp^t thereafter, to advise his Lordship by Letter from yourself, of the part you have acted, & the necessity at the time of indulgeing Your people to make free with the plate.—⁴

Youl be pleased my Friend to remember, that I take the liberty only to offer this as my own private Opinion, Subjecting the propriety of doing it to your own Superior Judgement You may however believe I have only but one motive in recommending this to your particulier consideration. which is to preserve a conduct & Character in Your Line, no less honorable & disinterested, then distinguishable in a Commander of a Continental Navy even at the earliest period of its commencement.—Excuse my freedom, and Accept it as my private Sentiments of him who is with Particulare Zeal [&c.]

Jn^o Ross

L, DLC, Peter Force Collection, Papers of John Paul Jones, no. 6740. Addressed: "To/John P Jones Esq^r/Commander of the American/Continental Ship of War/*Ranger*, at/Brest." Docketed: "No 2/from John Ross Esq^r/Nantes May 17th. 1778/rec^d. Brest May 21st. 1778."

1. Enclosure not found.
2. The letter of Jonathan Williams, Jr., has not been found. It was undoubtedly based on the account sent to Gabriel de Sartine by Comte d'Orvilliers on 9 May 1778.
3. On the raid on the house of the Earl of Selkirk, see Jones to Lady Helen Hamilton, Countess of Selkirk, 8 May, above.
4. As seen at *ibid.*, Jones had already done what Ross suggested here.

JOHN ROSS TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Dear Sir

Nantes 17 May 1778

I finished the inclosed¹ & am now at M^r Lloyd's² at Dinner where talking of you & recollecting your being proprietor of a large Stock of Porter—Wish you sent a few Cask here by the first good Oppt^y for the use of your American Friends—If You come this way you'll get part with Welcome—³

By an English paper, its said Some of your prizes have got Money & Valuable property on Board—⁴ I mention this for Your government—Suppose the Ship bound to Ireland⁵ is alluded to. 50 PC^t Prem^m being given on her Yrs

JR

L, DLC, Peter Force Collection, Papers of John Paul Jones, no. 6742. Addressed: "To/John P: Jones Esq^r/Commander of the American/Ship of War *Ranger*/at Brest." Docketed: "N^o: 10/From John Ross Esq^r/Nantes May 17th: 1778/rec^d Brest May 21st: 1778/Ex^t." ¹

1. Ross's first letter to Jones of this date is immediately above.

2. John Lloyd, a merchant at Nantes.

3. As seen in his letter to Ross of 23 Aug. 1778, Jones received fifty hogsheads of porter from the prize ship *Lord Chatham* and offered Ross as many as he could drink.

4. On 8 May, the *Morning Post and Daily Advertiser* (London) reported that "General Irwin's baggage and plate which were on board the *Lord Chatham* . . . are said to be worth near £5,000."

5. *Lord Chatham* was en route to Dublin from London when taken by *Ranger*.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKERSunday May 17th.[*Bordeaux*]

This Day pleasant Weather the pilot came on Board, u[n]mored Ship & cleared the Decks to go down the River at 11 o'Clock, weigh'd Anchor & saluted the Castle of Bourdeaux with twenty one Guns, they returned the Salute, fell down the River—as far as Backelyan¹ & mored Ship.

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

1. That is, Bacalan, on the Gironde River, about one-half mile below Bordeaux.

May 18

LORDS COMMISSIONERS OF THE ADMIRALTY TO
VICE ADMIRAL JOHN BYRONBy &c^e

In pursuance of the Kings pleasure signified to Us by Lord George Germain one of His Majesty's Principal Secretaries of State, in his Letter of Yesterday's date,¹ you are hereby required and directed instead of proceeding directly to Halifax with the Squadron under your Command in quest of Mons^r: D'Estaing as directed by our Instructions of the 3^d: Instant, to proceed in the first Instance to Sandy Hook at the Entrance of the Harbour of New York, and, upon your arrival off that Port you are to send in for Intelligence; and according to the information you receive and the Judgement you shall be able to form of the place where Mons^r: D'Estaing's Squadron may be or is most likely to be met with, you are to pursue it thither and to conduct yourself in your farther proceedings conformable to the Instructions you have already received and to do your utmost to fulfill the Kings Intentions by taking or destroying

the said French Squadron wherever you find an opportunity to attack it. But in case, upon your arrival in North America or in the West Indies (if you shall proceed thither) you shall find it impractical to bring the French Squadron to an Action and you shall receive Intelligence that the whole, or any part of it, has quitted the North American or West Indian Seas in Order to return to Europe, your are, in such Case, to return to England with the whole, or so many of the Ships under your Command as, from the Advices you receive of the dispositions made by Mons^r D'Estaing of the French Squadron, you shall judge best for the King's Service, taking care if any Ships remain of it, to leave a greater number of His Majestys Ships to watch their motions, and if practicable to attack and to take or destroy them. Given &c 18: May 1778.

By &c
P.S.²

Sandwich
Lisburne
H. Penton

LB, UKLPR, Adm. 2/1335 (Secret), fols. 20–21. Addressed at bottom of page: "To/The Honble John Byron/Vice Adm^l of the Blue &c." Notation at bottom of page: "By Express the next day at ½ past 1 o'-Clock A:M/NB—Copy sent to Lord Howe 20 May by/the *Lioness* Storeship." Docketed: "ORD. 18 May 1778./V. Adm^l Byron."

1. In his letter, Germain wrote that as the three regiments that had been ordered to Halifax—the 70th, 74th, and six companies of the 82^d—had already departed and would "arrive there before any attack can be made against it," Byron should sail directly to Sandy Hook. UKLPR, S.P. (Naval) 42/52. fols. 281–82.

2. Philip Stephens, secretary to the Lords Commissioners of the Admiralty.

LLOYD'S EVENING POST, AND BRITISH CHRONICLE, FRIDAY, MAY 15, TO TUESDAY, MAY 18, 1778

LONDON.

The *Defiance* letter of marque, of Jersey,¹ has taken two American vessels, bound for Bilboa, viz. the brig *Unity*, from Georgia, 150 tons, with rice and indigo, and the schooner *Perseverance*, of 70 tons, from Newbury, with rice, tobacco, &c.²

1. British letter of marque vessel *Defiance*, N. Mallet, commander, 40 tons burthen, built in Britain in 1773, owned by the Captain & Co., carrying six 2-pounders. *Lloyd's Register of Ships*, 1777–78.

2. In the issue of 2–4 June 1778, *The London Chronicle* reprinted a letter from Jersey, dated 31 May, reporting the arrival of "*Coswell* schooner, Capt. Williams," another prize of *Defiance*. This prize was the American merchant ship *Caswell*, Thomas Williamson, master, captured on a voyage from Virginia to France. UKLPR, H.C.A. 32/288/8.

AMERICAN COMMISSIONERS IN FRANCE TO THE GOVERNOR OR MEMBER OF ANY HOUSE OF REPRESENTATIVES IN ANY OF THE 13 UNITED STATES OF NORTH AMERICA

Gentlemen,

Paris May 18. 1778

Certain intelligence having been received that Eleven British Ships of War, (viz one of 90 Guns, nine of 74, and one of 64 Guns)¹ are in the Road of St Helens near Portsmouth, bound for North America, & the United States being in Alliance with France, you are requested as speedily as possible to Convey this information to the Commanders of any French Fleet or Ships of War in America, by sending them this Letter, and also to Publish the Contents of it in all the Continental News Papers.² We have the honor to be [&c],

B Franklin
John Adams

L, M-Ar, Mass. Archives Collection, vol. 199 (Revolution Letters, 1778), fol. 155. Addressed on a separate sheet: "To the Governor, or any/Councillor or Senator or a Member/of any house of Representatives/in any of the 13 United States/of North America." Docketed: "Letter from/John Adams & Benj^a Frank-/lin Esq^r/May 18. 1778." In his *Autobiography*, Adams writes that twenty copies of this letter were prepared and sent out the same day it was written. Adams, *Diary* 4: 102.

1. Vice Adm. John Byron's fleet consisted of his flagship of 90 guns, eleven ships of 74 guns, one ship of 64 guns, and a 28-gun frigate. For a listing, see note at Arthur Lee to All Captains of American and French Vessels, 12 May, above.

2. This notice was read in Congress on 8 July 1778, which ordered that it be published as a broadside. *JCC* 11: 675.

FRANCESCO FAVI TO THE GOVERNMENT OF FLORENCE

[Extract]

Parigi 18. Maggio 1778

Il *Ranger*¹ armator Americano di 18 Cannoni, e di 140 uomini d'equipaggio è entrato ultimamente nel porto di Brest con un bastimento mercantile Inglese carico di riebe merci per L'Olanda, e del *Drago* Sloop² da guerra di didetta Nazione e della portola di 18 cannoni da esso predati. Questa vittoria benchè non pu di gran conseguenza non ha lasciato di fare in questo paese molta sensazione, poichè conferma sempr più l'opinione, che si è avuta del vigor delle forze Americane per mare, e tal vantaggio è tanto più segnalato quante che il *Drago* sea peduto nell azion il suo Capitano, ed il primo Tenente,³ oltre 22 uomini fra morti, e feriti.

È stato interpellato il Ministro della Marina nelle disposizioni da prendersi relativamente all equipaggio del suddetto legno predato, al che egli ha replicato, che S.M. non era presentemente nel caso di ritenere gli Inglese prigionieri di guerra. . . .

[Translation]

Paris, 18 May 1778

The *Ranger*,¹ an American privateer of 18 guns and 140 crewman recently entered the port of Brest with an English merchant ship loaded with expensive cargo for Holland, and with the sloop *Drake*² belonging to the said nation and carrying 18 guns captured by it. Although this victory is inconsequential, it caused a sensation in this country because it again confirmed the opinion held that American sea forces are vigorous, and this victory is made more remarkable since the *Drake* lost in the action its captain and its first lieutenant,³ besides 22 men counting dead and wounded.

The Minister of the Marine was officially questioned on the measures to be taken regarding the crew of said captured vessel, and he answered that His Majesty did not presently consider the English to be prisoners of war. . . .

L, Archivio di Stato di Firenze, Segreteria degli Esteri, Corrispondenza da Parigi dei Residenti dal 1777 al 1785, filza 2335, inserto VI, fol. 54.

1. Continental Navy ship *Ranger*, Capt. John Paul Jones.

2. H.M. ship-rigged sloop-of-war *Drake*.

3. Comdr. George Burdon and Lt. William Dobbs.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO BENJAMIN FRANKLIN

Honored Sir

Brest May 18th. 1778.

The within letter Addressed to the Countess of Selkirk which I leave open for your perusal will I hope apologize for the liberty I take when I request you to forward it via Holland.¹—two copies are already forwarded, one of which under cover to the Post Master at Calais and Lord Le Despencer—So that I hope at least one of the three will reach the Ladys hands.²

I cannot but feel myself hurt by the dirty insinuation of the Enemy—that my enterprize at Whitehaven was in consequence of a Capital Sum paid me in hand by the Court of France?—They have other Visits of the same kind to expect—(if I am not deprived of the means of making them—) and that too without my having either a certainty or hope of Gain. I have the honor [&c.]

Jn^o P Jones

L, NjP, Andre de Coppet Collection. Addressed below close: "His Excellency/Doctor Franklin." Docketed: "Capt Jones/Brest. June 6. 78."

1. Jones was referring to his letter to Lady Helen Hamilton, Countess of Selkirk, 8 May, above.

2. Francis Dashwood, Baron Le Despencer was the British Postmaster General. The Countess of Selkirk received two copies of Jones's letter, including the copy he sent to Baron Le Despencer. Earl of Selkirk to Jones, 9 June, Sir David Hope-Dunbar, Kirkcudbright, Scotland, 1986.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE

Brest May 18. 1778.

My last informed your Excellencies of my Arrival at this Place from Morlaix and my Motives in coming hither.¹

Cap^t Jones has received a Letter from M^r Schweighauser who in consequence of one from William Lee Esq^r claims the Disposal of the Prizes sent into this Port by the *Ranger*, informs Cap^t Jones that he has the Management of the public Business, and that I pretend to what he alone has authority for.²

As I wish to be clearly understood in every part of my Conduct, I take the Liberty to assure you that I came hither with a View, not of obtaining a Consignment, but of assisting Cap^t Jones in his Affairs, and consequently of serving the Public; I therefore have not attempted to alter the Channel, the commercial Part of the Business had taken.

The former Prize the *Lord Chatham* being sent into the Intendant³ the Sale of it will probably [*be*] made by the Admiralty, if not, it will fall into the Hands of M^r Bersoll⁴ by whom the *Ranger* was furnished before her Departure, and to whom Cap^t Jones has applied for his present Wants, it being necessary, on Acco^t of the great Detail of them that the Business should be transacted by a Resident here; the other being empty is employed as a prison Ship⁵ The *Drake* is fitting to convey the prisoners to America.⁶ I have given every assistance in my Power to put the affairs in a regular Train for a speedy and compleat Supply.

Your Excellencies thus see that my Motives are very different from what M^r Schweighauser supposes, and so far from having any Disposition of entering into a Dispute about pecuniary advantages, it is my Intention to quit Brest the Moment I find my Presence useless to the Public; —but as much as I wish to avoid Dispute I must endeavour also to avoid an Imputation of neglect of Duty, and if I had acted otherwise than I have done I should have felt myself liable to it.—

Cap^t Jones's great object is to secure near 200 Prisoners which he keeps on board his Prison Brig, so as to obtain an equal Number of our unhappy Countrymen now suffering in Captivity. If this can be effected here it will not be necessary to send the *Drake* to America, and in this Case, I beg leave to observe that this Ship can take a great Part of the Stores I have at Nantes, perhaps almost all. As she belongs wholly to the Captors it will be necessary to buy her of them, or freight her to America either of which could be perhaps more reasonably done than of any other Persons. As you shall please to decide, I will in obedience act.—⁷

I shall go from this in a Day or two taking Nantes in my Way to collect my Papers [*and*] intend to proceed to Paris. This need not prevent the loading of the *Drake* should you so determine. I have the honour to be [&c.]

Jon^a Williams

L, PPAmp, Benjamin Franklin Papers, vol. 37, fol. 154. Addressed below close: "Their Excellencies/The Ministers Plenipotentiary/of the United States." Docketed: "M^r Williams May 18./1778/ans. 25:"

1. Williams had written the Commissioners on 11 May. PPAmp, Benjamin Franklin Papers, vol. 37, no. 153.

2. See Jean-Daniel Schweighauser to Capt. John Paul Jones, 12 May, above.

3. That is, Arnaud de La Porte.

4. That is, Emmanuel-Yves Bersolle.

5. Probably brigantine *Patience*, captured by *Ranger* on 26 Apr.

6. H.M. ship-rigged sloop-of-war *Drake*, captured by *Ranger* on 24 Apr. It was not sent to America as Williams proposed.

7. On 25 May, the Commissioners replied that Williams's letter had convinced them that Williams still believed he had "Authority to interfere in the Disposal of Prizes and that you should be chargeable with Neglect of Duty, if you should not." They wrote Williams that for reasons of economy he had been replaced by Schweighauser and "We do hereby revoke all the Powers and Authorities, heretofore, granted to you." DLC, Benjamin Franklin Papers, series 2, vol. 18, no. 445.

LIEUTENANT-GÉNÉRAL DES ARMÉES NAVALES COMTE D'ORVILLIERS
TO GABRIEL DE SARTINE

[Extract]

Monseigneur

Brest le 18. Mai 1778.

Le Capitaine Jone détourné de son projet, par Les mauvais tems qui ont régnés depuis son arrivée, d'aller a Camaret, où en effet il n'auroit pas été en sureté pour espalmer sa prise la frégate le *Drake*, l'a carénée dans un de nos Bassins ; mais il a laissé a Bord de son Batiment le *Ranger*, et d'un Brique autre de ses prises, les Prisonniers anglois dont aucun n'a mis pied a terre : mais pour assurer le Capitaine Jone contre les Entreprises de ces prisonniers, et m'assurer [*illeg.*] même de leurs personnes, je leur ai a sa [priere] donné une garde, prise dans les garnisons des vaisseaux de la Rade, et que je fais relever tous les quatre jours. Je lui ferai fournir comme vous le prescrivez, et comme je le lui avois dès ja offert en agrêts, appaux, vivres, et même munitions de guerre, tous ses besoins. . . . Je suis [&c].
d'Orvilliers

[Translation]

My Lord

Brest 18 May 1778

Captain Jones, deterred from his plan, by the bad weather that has reigned since his arrival, of going to Camaret, where in fact he would not have been in safety for graving his prize, the frigate *Drake*, has careened it at one of our docks; but he has left on Board his Ship the *Ranger*, and of a Brig,¹ another of his prizes,

the English Prisoners, none of whom have set foot on shore: but in order to assure Captain Jones against the Enterprizes of these prisoners, and to assure myself of their persons, I have, at his request, lent him a guard for them, taken from the garrisons of the ships of the line in the Roadstead, whom I have relieved every four days. I will have him supplied, as you order, and I have already offered him rigging, gear, provisions, and even munitions of war, all his needs. . . . I am [&c.]

d'Orvilliers

L, FrPNA, Marine B³ 650, fols. 208–9. Docketed: “D’Orvilliers/Armement du/Port et de la/Rade” ; “Rep. Le 22 du d.”

1. Brigantine *Patience*, William Moore, master.

JOHN G. FRAZER TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Dear Sir

Bordeaux May 18th 1778

This Day I am informed of your safe arrival at Brest, from a very successful Cruise, which gives me infinite pleasure to hear.—I have been here ever since I left Nantes, and the greatest part of the time very sick with a Fever—I am now thank God perfectly recovered, and purpose setting out for Paris the last of this month, or the beginning of the next, I shou’d be glad to here from you and have a candid account of your Cruise

The English prints give various acc^{ts} of your enterprize—as well as private Letters &c.—The *Boston* Frigate arivd here the 1st of April commanded by Sam^l Tucker Esq^r. The Honb^l John Adams came passenger in her, and she is now ready for sea, and will sail the first fair wind upon a Cruise, she took a very valuable prize upon Her passage to this Country, said to be worth Seventy-Thousand Pounds Sterlg.¹ there are many Americans here, some who left the Continent as late as the first of April, they all bring good news There are two young Gentlemen of Family and Fortune here one a native of South Carolina, who was bred to the Sea, the other is a native of Maryland They both want much to be in our Navy and wish to be with you, if you have any vacancy, or want officers in your ship, Marines, or Saylor—They will please you I am sure, and shoud be glad you wou’d let me know—² direct for me to the care of M^r. John Bondfield agent for the united States of America at this place as these Gent. will wait uningaged till I receive your answer, which I shall expect by the return of this post, please to accept of my Love, and compliments to yourself, and make the same to M^r. Simpson & all the rest of your Officers and am with respect, wishing you all a continuation of your success, and every thing else that is good, may attend you, your most ob^t [&c.]

Jn^o. G. Frazer

PS. I shall proceed from Paris, to Holland, Germany, & Sweden³

L, DLC, Peter Force Collection, Papers of John Paul Jones, no. 6744. Addressed: “John Paul Jones Esq^r/Commander of the/*Ranger* American Ship/of War now at,/port—Brest.” Docketed: “from Major Frazer/Biourdaeoux May 18th 1778/rec^d Brest May 26th 1778—.”

1. The ship captured by *Boston* was *Martha*. Its captain, Peter McIntosh, told John Adams that the cargo had been insured for £70,000 that the vessel and cargo were worth £80,000. Adams, *Diary*, 4: 25. *Martha* was recaptured while en route to the United States and therefore no money was realized for its American captors. *Ibid.*, p. 171.

2. In his reply of 28 June, Jones wrote that he was “much obliged to Mr. Pringle for the Journey w^{ch}. you say he has undertaken to Sail with me, and to you for altering your Rout to Accompany him.”

MdAN, John Paul Jones Letter Book. While Frazer and J. J. Pringle visited *Ranger*, there is no evidence that Pringle enrolled as an officer. The other gentleman may have been William Morris, who joined the *Ranger* as a lieutenant of Marines. Morris to Jones, 26 May, below.

3. As seen in note 2, Frazer altered his travel plans and visited Nantes.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Monday May 18th. 1778.—

[*Bacalan, France*]

This Day pleasant Weather, sundrry stores came on Board from Bourdeaux. In the Night 2 Sailors left the Ship.

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

BERNARD DEHEZ TO CAPTAIN GUSTAVUS CONYNGHAM, CONTINENTAL NAVY

Monsieur

a St^e Sebastian le 18 May 1778.

L'on m'a assuré que Vous etes actuellement a Cadiz, J'adresse la presente lettre a mon amy M^r Jean Walmsley, de la dite ville ; lamy en question, et moy Sommes tres impatientes d'avoir de vos cheres nouvelles, votre affaire est En tres Bone Etat ; et nous faisons tout le possible pour quelle Tourne a votre faveur, et avantage, et nous Esperons de Réussir, Si vous avez la bonté pour le bien de vos Interets, de nous faire donner une Caution par M^r Larralde, ou par M^{rs}. Gardoquiz,¹ les deux me disent quilz ne puissent pas le faire sans votre ordre, et que vous les metties facultatifs pour le faire ; lasseseur de la Cauze, demande que vous Cautionies le jugement du procès ; cet une formalitté quil faut Remplir, et au Moyen de quoy la Procedeure semettra En etat detre jugée icy, ou au Conseil de Guerre, et Sans Nulle difficulté à Vôtre avantage ; lavocat que vous vites avec moy, vous defent a ne pouvoir mieux, mais le Cap^e. Letournois Reclame sur vous le fut, et les avaries que vous luy avez dit il Cauzé,² et ne veut point partir d'icy, malgré quon luy a notifié de votre part quil pouroit Sen aller laissent Sa procuration, mais Cela ne Veut Rien dire, il Serat Sans nul doute Se butté de Sa Pretantion ; et nous taiheron de mettre tout En votre a faveur, Comme il a été fait jusqu'as tems mais il faut absolument que vous façies donner une Caution tout de Suite, Sans perdre un moment ; vous Saves Mon cher Monsieur, que lamy en question cet fié à vôtre Parolle dhonneur, et sur lassûrence que vous Series garent de tous les Evenements, et que sur Cette promesse, il vous fit delivrer vos hommes d'Equipage de la prison ; ainsy ne vous y Refuezes point je vous En Supplie un instant ; j'avois Ecrit a m^{rs} De Lagoanera de la Corogne³ sur Cela, ils se defandit dizem quilz nont pas augune Caractere ny faculté de votre part, sependent M^r Macmahon mecrisait de votre part, que ses M^{rs}. La fairet tout Cequil faut sur cela ; ne nous laines donc point dans L'Embarras, et Soyez Sur que vûe les ôrdres que vous avez du Congrès que vous ne Risques Rien ; au Contraire vous mettrois votre affaire dans un Etat inperdable, et ameme detre Entendû en justice, lant icy, que au Conseil de Guerre ; le Ministre ayant ordonné apres plusieurs debuts qui furiet fait pour vous defendre, et aligations ; d'Entendre icy toutes les parties En Justice ; et as tems que tout vos amis se nût au Cautionnement Sans vouloir prendre vos Interets a Course, il Seroit bien douloureux pour vous, et pour nous, que cette affaire Tournat mal par votre faute, et la leur ; et que vous nous Manquassies de parole Ceque je ne vais pas Croire de vous ny de vos Santiments dhonneur, qui je Crois a compagneront toujours votre signalée Reno-

mée, et Etendue Reputation ; et Se vous vimes dy manquer, Ion de Pecheroit des Requizetoiros partout, pour vous arreter Soit En France, et En Espagne, et a vos Biens, et personne ; a moy Monsieur, faites [*torn*] Bien attention, et Soy en plus que persuadé que n[ous] vous defenderons, afin que vous Sorties Victorieux, et au gré de vos desirs, il est Comme impossible du Contraire, Veuillez donc me Repondre, et Ecrire a m^{rs}. Gardoquiz de Bilbao, par le Retour du Courrier ; Ceque je verrois avec le plus grand plaisir, par le desir que nous avons icy de vous obliger, et Sur vous pouver Compter, J'ay lhonneur d'Etre [&c.]

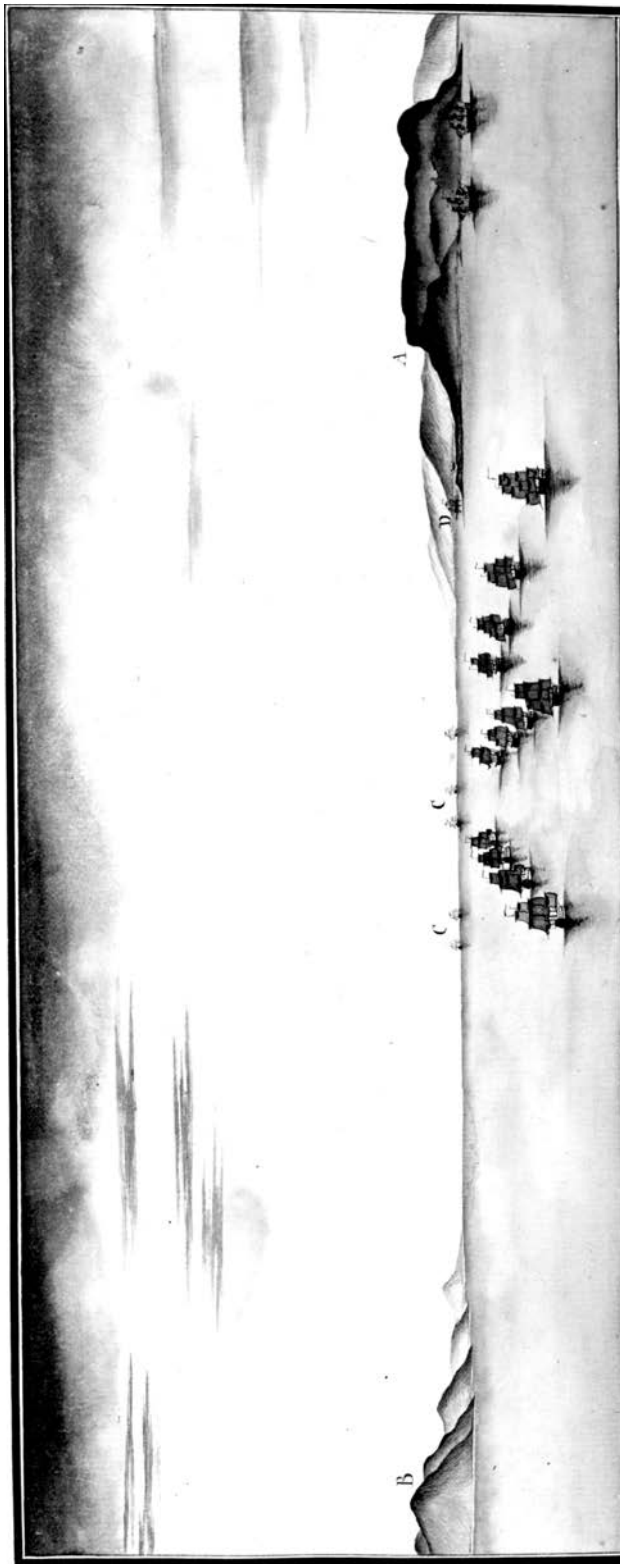
Brd. Dehez

[Translation]

Sir:

St. Sebastian, May 18, 1778

Someone has assured me that you are now at Cadiz; I am addressing the present letter to my friend, Mr. John Walmsley, of the said town. The friend in question and myself are very impatient to become acquainted with your good news. Your business is in very good order, and we will do all that is possible in order to turn it to your favor and advantage, and we hope to succeed. If you desire the welfare of your interests, give us a pledge by Mr. Larralde or Messrs. Gardoquis;¹ they both tell me they cannot do anything without your order, and that you must give them dispensation to do it. The assessor of the cause requests that you warrant the judgment of the suit; this is a formality which it is necessary to go through, and by means of which the procedure can be put in court to be judged here or at the council of war, and without any difficulty to your advantage. The barrister you saw with me defends the case—you could not have a better. But Captain Letournois claims upon you—and the damages you told him it occasioned,² and he is not willing to leave here in spite of the fact that someone has informed him, on your behalf, that he could go away having his power of attorney, but about this will say nothing, it will be without doubt rejected from the claim; and we will do our best to put everything in your favor, as has been done up to now but it is absolutely necessary that you immediately give security, without losing a moment. You know, my dear sir, that the friend in question did this on your word of honor and upon the assurance that you would be guarantee for all emergencies, and that upon this promise he delivered to you your crew from prison, so you must not refuse it for a moment, I implore you. I wrote to Messrs. De Lagoanere of Corona³ about this, they defend themselves saying that they have neither your signature nor power from you. However, Mr. Macmahon wrote me on your behalf that he would do all that is necessary in the matter, you are not thus left in a scrape, and may be upon that view the orders that you have from Congress, that you risk nothing. On the contrary you would put your business in a right condition, and bring it about so that it can be heard in a Court of Justice just as well as in the Council of War.—The minister, after several pleadings having ordered to decide who should act in your defense, and allegations; to hear all parties here in a Court of Justice; and in time that your friends will not give bail without consenting to take charge of your interests. It would be a very unhappy thing for you, and for us, if this business turns out badly through any fault of yours and theirs. And I will not believe that you will break your word to us nor your honorable sentiments, which I believe will always accompany your signal renown and wide reputation; and if you should forfeit it



142-288
n^o 576.

L'ESCADRE DU ROY AUX ORDRES DE M.^R LE C.^{TE} D'ESTAING.

Sortant de la Méditerranée en 1778. le 16. may

A. de Mont Gibraltar.

B. de Mont au large.

C. Bâtimees Britanniques sortant de la Méditerranée.

D. Corvette Anglaise retenu en prison dans le Bay de Gibraltar.
après avoir fait devant Gibraltar du Roy, et Fréquent son Canal
à terre.

Comte d'Estaing's fleet leaving the Mediterranean, 1778

the judicial order of Pecheroit would arrest you anywhere,—perhaps in France, perhaps in Spain—of your goods and person. So sir, do what is right, and be more than persuaded that we will defend you so that you will come out victorious and give you what you desire—the contrary is impossible. Be kind enough then to answer me, and write Messrs. Gardoquis of Bilbao, by the return of the courier; this I should see with the greatest pleasure, for the desire we have here is to oblige you, and upon that you can count. I have the honor to be [&c.]

Brd. Dehez

L, NHi, Naval History Society Collection, Gustavus Conyngham Papers. Addressed: "A Monsieur/Monsieur Gustavus Conyngham/offizier de Guerre Anglo/ameriquin du Congrois, et/corsere la *Revenche*/a Cadiz"; translation: "To Mr. Mr. Gustavus Conyngham, Anglo-American officer of War of the Congress and the privateer *Revenge* at Cadiz." Translation, with corrections, from *Letters and Papers of Gustavus Conyngham*, pp. 129–31.

1. Diusteguy Larralde et fils, merchants at Bilbao, Spain, and Joseph Gardoqui & Sons, merchants at Bilbao.

2. Capt. Emanuel de Tournois, of the brig *Gracieux*, prize to the Continental Navy cutter *Revenge*, had agreed with Conyngham to take *Gracieux* to Bilbao, but instead had taken it to San Sebastián. Capt. Gustavus Conyngham to the American Commissioners in France, 4 Jan. 1778, NDAR 11: 872.

3. Michel Lagoanere & Cie., merchants at Corunna, Spain.

COMTE D'ESTAING TO GABRIEL DE SARTINE

N^o. 1

A Bord du *Languedoc*

Monseigneur

18. May 1778

J'ai l'honneur de Vous Rendre compte qu'après Trente trois Jours d'une navigation aussi Lente que possible, L'Escadre de sa Majesté a passé Le détroit de Gibraltar avant hier 16 May ; nous avons Embouqué le détroit sur les six heures et demie du soir. Une fregatte qui Croisait par le travers du Mont Gibraltar, et du mont aux singes, a brassé En panne dès qu'elle nous à Vû¹ : elle a fait ensuit servir, et remettre Le vent sur ses voiles plusieurs fois : Comme elle a attendu fort tard a virer Le pavillon anglais, J'ai trouvé dans ce Retard et dans sa manœuvre, un air de dedain qui m'a décidé a ne lui point faire voir Le pavillon de sa Majesté, elle à peu de tems après amené son pavillon, et ayant couru toutes voiles dehors devant L'Entrée de la Rade de Gibraltar, elle s'est remise Encore une fois en panne, d'ou elle nous a tranquillement et commodement vu de filer sur trois cotes. Nous avons aperçu des canots qui allaient et venaient de son bord à La Ville.

Les Vigies de La tête des mats du Vaisseau Le *César*, ont crû voir six navires de Guerre sous voiles, où appareillant de la Rade de Gibraltar ; M^e de Broves² m'en a sur le champ rendu Compte la Brume et le Jour qui tombait ont pû faire Voire ce que nous n'avons pas aperçu ou Leur faire Illusion. Je me suis Contenté de faire diminuer de Voiles sans Juger Convenable de perdre quelque instance a me mettre En Ligne ; J'espere que Vous daignerés approuver ma conduite. J'ai l'honneur d'etre [&c.]

[Translation]

No. 1

On board the *Languedoc*

My Lord

18 May 1778

I have the honor of reporting to you that after a most slow voyage of thirty-three days his Majesty's squadron passed through the Straits of Gibraltar the day before yesterday, 16 May; We entered the straits at six thirty in the

evening. A frigate that cruised in the passage between Mount Gibraltar and Apes Hill¹ brought to as soon as she saw us, she then backed and filled her sails several times: Since she waited very late to hoist the English colors, I found in this delay and in her movements an expression of contempt that made me decide not to show her his Majesty's colors, shortly thereafter she lowered her colors, and having run out all sails before the entrance of the Road of Gibraltar, she again lay to, from where she tranquilly and conveniently watched what went past on three coasts. We saw boats going and coming between her and the city.

Lookouts from the head of the masts of the ship of the line the *César* believed they saw six ships of war under sail or getting under way from the Road of Gibraltar; M. de Broves² reported it to me immediately, the Fog and the nightfall did not let us find out whether this was an illusion. I was content to shorten sail without judging it convenient to waste any time putting myself in line; I hope you will deign to approve my conduct. I have the honor to be [&c.]

L, FrPNA, Marine B⁴ 141, fol. 202. Notation: « Embouguement du detroit, Et sortie de la mediterrannée » ; translation: "Passing of the straits, and departure from the mediterranean."

1. Apes Hill is Jebel Musa, in northern Morocco. The frigate was HMS *Proserpine*. See Captain Evelyn Sutton to Philip Stephens, 2 June, UKLPR, S.P. (Naval) 42/52, fols. 330–31.

2. Chef d'Escadre Jean-Joseph de Rafelis, Comte de Broves.

COMTE D'ESTAING TO GABRIEL DE SARTINE

N^o. 2.

A Bord du *Languedoc* le 18. May 1778

Monseigneur

J'ai l'honneur de vous rendre compte que j'ai Expedié En consequence de vos ordres la fregatte la *Flore* pour le premier Port d'Espagne, ou elle pourra mouiller. Je charge M de Castellane Majastre commandant de ce batiment de Remettre au consul de la Nation toutes les lettres destinées pour La France. J'espere que le Zele avec lequel nous evouerons, reparera le tems que nous avons perdu dans la mediterrannée. M^e le C^{te} de Castellanne a paru de pénétré de Regret de ne pas profiter d'une occasion de s'instruere. Je lui ai assuré que les Bontes du Roy lui en procurera surement. Permettés moy de le recommander aux votres. J'ai l'honneur d'être [&c.]

[Translation]

No. 2

On Board the *Languedoc* 18 May 1778

My Lord

I have the honor to report to you that in consequence of your orders I have sent the frigate *Flore* to the first port in Spain in which she can moor. I entrusted M. Castellane Majastre, commander of that ship, to give to the consul of that nation all the letters destined for France. I hope that the zeal with which we shall perform our evolutions will repair the time we lost in the Mediterranean. M. le Comte de Castellane appeared full of regret not to profit from the occasion to improve himself. I have assured him that the goodness of the king will surely procure an opportunity for him. Permit me to recommend him to you. I have the honor to be [&c.]

L, FrPNA, Marine B¹ 141, fol. 204. Notations: « Expedition de la fregate *Flore* pour le premier port d'Espagne » ; « Duplicata » ; translation: "Dispatching of the frigate *Flore* for the first port in Spain"; "Duplicate."

COMTE D'ESTAING TO GABRIEL DE SARTINE

N^o. 6.

A Bord du *Languedoc* le 18 May 1778

Monseigneur

J'ai l'honneur de vous Rendre Compte que je Crois infiniment important pour le service du Roy que vous ordonnies qu'il soit preparé le plus incessamment possible dans Le premier port de nôtre Relâche, cest à dire, a Brest, quelques Rechanges, et Remplacemens En Cordages, en toile à voiles, et surtout En toiles propres à faire des voiles d'Etats et des focs. Nôtre navigation dans la Mediterannée en a non seulement fait perdre Beaucoup a L'Escadre, mais elle nous a apris ce qui Est plus affligeant Encore, C'est que nous ne devons que mediocrement Comptes sur Ce que nous avons ; le long sejour que les Garnitures ont fait dans les magasins ou la façon dont on commet Le chanvre a Toulon, sont Cause de presque tous Les avaries que nous avons essuyé dans la mâture des Vaisseaux.

Les haubans du *Languedoc* qui n'auraient pas été excellens d'après ce qu'on m'en a dit, lorsque Jay du le Commander En 1773 Echauffés depuis Ce têmes, se sont allongés de onse pieds dans Les premiers Jours de la navigation, et ont Été Repris en Consequence de toute cette Enorme Longueur. Le Jeu que cela a occasionné dans nôtre mâture, et plusieurs nœuds et Rouillades, qui se sont trouvés Réunis au petit mat d'hune, ont été la cause de ce qu'il a Consenti comme on s'en Est aperçu au même instant, et que les Remedes ont été prompts ; Cela n'a Coûté aucune perte d'hommes, ny de Grément ; les avaries du *protecteur* ont été plus considerables, mais il n'y a en personne de Blessé.

L'envie que nous avons d'agir, et de meriter Vos Bontés nous feraient tenter L'Impossible, s'il fallait Repartir sur le Champ : mais il est des momens on l'on payerait au poids de L'or une piece de Bon Cordage, et dans lesquels les manœuvres qui ne sont pas fiables, peuvent Causer à la mer les plus funestes accidens. Le plus affreux de tous pour nôtre Zele serait Celui de Rester dans un port un instant de plus que le Bien du service ne L'Exigerait. J'ai l'honneur d'être [&c.]

P.S.

M. le Ch^{er} D'Apchon¹ m'a Rendu Compte que le Garant de Capon ayant manqué en Levant son ancre, un de ses Bossemans avait Eu les deux Jambes Cassées. Permettés moy de joindre mes sollicitations a celles que M le M^{is} de St Aignan² vous aura sans doute fait en faveur de ce malheureux.

Un perceur s'est Grievement Blessé tombant du *Languedoc* dans une chaloupe. Ce malheur ne serait probablement pas arrivé, si cet ouvrage avait été executé comme il devait L'être, non en Rade, mais avant même qu'il fut question de l'armement.

Je ne doute pas, Monseigneur, qu'on ne vous ait Rendu Compte à Toulon de cet accident, et que Vous n'ayés Été supplié d'acorder quelques secours à Cet ouvrier ; permettés moy de vous le Rapeller, et d'invoquer pour Luy Vôtre Commiseration./.

[Translation]

No. 6.

On Board the *Languedoc* 18 May 1778

My Lord

I have the honor of reporting to you that I believe it infinitely important for the King's service that you order prepared as directly as possible in our first port of call, that is to say, at Brest, some spare stores and replacements of cordage and sail cloth, and above all canvas suitable for making sails for stays and stay-sails. Our passage in the Mediterranean not only lost much to the Squadron, but has revealed that which is yet more distressing, that is, that we ought to rely only barely on what we have. The long stay the rigging had in the storehouses or the manner in which the hemp was laid at Toulon has caused almost all the damage we have suffered in the ships' masts.

The *Languedoc's* shrouds, which had not been excellent, according to what was told me when I took the command in 1773, overheated since that time, lengthened eleven feet in the first days of the passage, and have been taken in in consequence of all this enormous length. The play this has occasioned in our masts, and several stresses and rolls to the foretop have been the cause of its having sprung as was guessed at the very instant, and for which the remedies were prompt; that has not cost any loss of men or rigging; the damages in the *Protecteur* have been more considerable, but there has been no one injured.

Our desire of acting and of meriting your favor would make us attempt the impossible, if we have to depart immediately: but there are some moments when one would pay in weight of gold for a piece of good cordage, and in which the manœuvres that are unreliable could cause the most fatal accidents at sea, the most shocking of all, for our zeal, would be that of remaining in port an instant longer that the good of the service requires. I have the honor to be [&c.]

P.S.

M. le Ch^{er}. D'Apchon¹ has informed me that the tackle-fall of the cat-head having given way while weighing anchor, one of the stopper-men had both legs broken. Allow me to add my solicitations to those that M. le Marquis de St. Aignan² will without doubt make to you in favor of that unfortunate.

A borer was seriously wounded in falling from the *Languedoc* into a ship's boat, an accident that probably would not have happened if this work had been executed as it ought to have been, not in the Road, but while she was still fitting out.

I do not doubt, My Lord, that this accident at Toulon has been reported to you, and that you have accordingly ordered some aid for that workman; permit me to remind you of him and to invoke your pity for him.

L, FrPNA, Marine B¹ 141, fols. 208–9. Notations : « Demande des Remplacemens et Rechange en Cordages et En toile à Voiles [*illeg.*] de la premiere Relache de Lescadre » ; « Duplicata » ; translation: "Request for replacements and spare stores of Cordage and sailcloth at the Squadron's first port of call"; "Duplicate."

1. Capitaine de Vaisseau Etienne-Joseph de Saint-Germain, Chevalier d'Apchon, commanding *Protecteur*.

2. François Charles Gabriel vicomte d'Esson de Saint-Aignan, garde de la marine 1772, capitaine de vaisseau 1792.

COMTE D'ESTAING TO GABRIEL DE SARTINE

N. 9

A Bord du *Languedoc* le 18 may 1778

Monseigneur

Un mois Est trop peu pour rectifier les Erreurs du Livret informe que J'ai Eu l'honneur de vous Envoyer ; il faut plus de temps pour asseoir par moi même un jugement solide sur les différentes qualités des Vaisseaux et des fregattes qui composent L'Escadre, les observations du Livret de départ ont eû pour Baze principale les devis donnés par les Capitaines, ce que j'avais Entrevu, et Ce qu'on m'avait dit. Comme il peut Cependant être interessant pour le Bien du service de sa Majesté, que je vous Rende un Compte moins illusoire, de la marche et des qualités apparentes des Bâtimens de l'escadre, Je Vais par un aperçu très succinct Les distinguer en trois Classes.

Le *Languedoc* et le *Cesar* marchent supérieurement ; le premier a le plus souvent L'avantage sur le second : Je crois cependant que le *Cesar* marche au moins aussi Bien au plus près, et que Vent large où Vent arriere, le *Languedoc* a une superiorité marquée.

Le *Tonant* malgré son extrême arqure de son avant noyé, Est le troisieme Voilier de L'Escadre.

Le *Zèle* ne soutient Pas les esperances qu'il donnait, Et l'*hector* paraît marcher et gouverner mieux que Lui.

Le *Protecteur*, Le *Fantasque*, et Le *sagittaire* sont ce qu'on appelle trois Bons Vaisseaux de Compagnie.

Le *Marseillois* marche médiocrement, Et malgré tous les soins de M^r de Vertrieux¹ Ce navire derive Beaucoup, et ne peut Rester un moment de suite dans les Eaux de son matelot de L'avant.

La *Provence* ne marche pas mieux, mais elle paraît gouverner un peu moins mal.

A L'Egard du *Guerrier*, et du *Vaillant*, ils sont tous deux les plus mauvais Voiliers de L'Escadre. M^r de Bougainville² est au desespoir. Son Vaisseau ne gouverne point ; il ne sent l'impression de l'augmentation des voiles, que lorsqu'il est Vent arriere, et son Capitaine dit qu'il est né sous une bien malheureuse Étoile, de se retrouver sur un pareil Batiment ; après avoir quitté Le *Bien aimé* qu'il n'aimait pas davantage.

M^r Le Roy de la Grange³ qui avait armé le *Guerrier* ; comme pour lui mesme a cependant La Reputation d'être un Bon officier ; et il est écrit dans les devis, que ce navire marchait avec la plus grande superiorité dans l'escadre de M^r de la Galissonière,⁴ et lorsque feu M^r de la Combe⁵ le commandait. Il serait peutêtre a desirer, Monseigneur, que lorsqu'un Capitaine a obtenu tout Ce qu'on peut attendre d'un Vaisseau par le Balancement des poids ; leurs Emplacemens, et les differens plans de l'arimage fussent assés Bien Constattés, pour que ceux qui Le Commandent après lui, ne s'en éloignassent pas trop.

Toutes Les fregattes de l'Escadre sont obligées de porter leurs perroquets, lorsque Le *Languedoc* et le *César* n'ont que leurs huniers, les Ris pris.

L'*Engageante* et la *Chimere* sont celles qui marchent le moins mal, mais nos deux meilleures frégattes sont inferieurs au moins Bonnes de Brest.

L'*Alcmene* a acquis quelque Vitesse depuis nôtre départ.

A L'Egard de L'*Aimable*, c'est tout ce qu'elle peut faire que de suivre ;

Ce qui pourra, Monseigneur, vous donner une idée de la Lenteur a la quelle nous sommes Condamnés par le *Guerrier* et par Le *Vaillant*, c'est que tous Les Bâtimens marchands qui se sont Ralliés a nous, ne s'en sont séparés que lorsqu'ils

L'ont voulu, Et qu'un petit Bâtiment de Marseille a trois mats, et de 150 Ton-
neaux, nommé le *Pilote* nous accompagne, même actuellement que la mer Est
Grosse, le vent fort, et que les vagues majestueuses de L'Océan devraient donner
un avantage marqué sur un aussi petit Bâtiment a un Vaisseau de 74 Canons, et a
un Vaisseau de 64, tels que sont le *Guerrier* et le *Vaillant* : Ces deux Vaisseaux souf-
frent, et font Courir des Risques à leur Mâtire En restant toujours Couverts de
Voiles, tandis que nous Roulons, et que la mer nous mange, parcequ'il faut sans
Cesse tout charger pour les attendre. Cette disproportion d'allure est Sans doute
un malheur fort frequent dans les Escadres ; mais une telle dissemblance dans la
march me paraît trôp exagérée de les Vaisseaux de Toulon pour qu'elle n'ait pas
une Cause : peutetre existe telle dans leur Extreme arquure : si l'on manque alors
le point Velique⁶ dans l'arimage, tout Est perdu ; J'Espere cependant que Rien ne
le sera, et que nous n'en évoluerons pas moins Bien, quoique avec plus de Len-
teur. J'ay l'honneur d'être [&c.]

[Translation]

No. 9

On Board the *Languedoc* 18 May 1778

My Lord

A month Is two little to correct the Errors of the crude memorandum-book
that I have had the honor of Sending to you; there needs be more time for me to
settle even a firm judgment on the different qualities of the Ships of the line and
of the frigates that make up the Squadron, the observations of the memorandum-
book from the departure have had for principal Foundation the estimate given by
the Captains, what I have glimpsed, and what I have been told. As it may, however,
be interesting for the Good of the service of his Majesty, that I render to you an ac-
count less illusory, of the speed and of the apparent qualities of the Ships of the
squadron, I shall by a very succinct sketch distinguish them in three Classes.

The *Languedoc* and the *César* sail in a superior manner; the first most often has
the advantage over the second: I believe, however, that the *César* sails at least as well
close-hauled, and with the Wind large or behind, the *Languedoc* has a marked supe-
riority.

The *Tonnant*, despite the extreme curve of its bow, Is the third Sailer in the
Squadron.

The *Zèle* does Not sustain the hopes that it gave, And the *hector* appears to sail
and steer better than it.

The *Protecteur*, The *Fantasque*, and The *sagittaire* are what one calls three Good
Ships of the Line as consorts.

The *Marseillois* sails indifferently, And despite all the cares of M. de Vertrieux,¹
This vessel makes too much leeway, and cannot keep for a moment in the track of
the vessel next ahead.

The *Provence* sails no better, but it appears to steer a little less badly.

With regard to the *Guerrier*, and to the *Vaillant*, they are both the worst Sailers
of the Squadron. M. de Bougainville² is in despair. His Ship of the Line does not
steer at all; it does not sense the impression of the increase of the sails, with the
Wind from abaft, and its Captain says that he was born under a very unfortunate
Star, to find himself again in such a Vessel; after having left The *Bien aimé*, which
he did not like any better.

M. Le Roy de la Grange,³ who had fitted out the *Guerrier*, as for himself, he

has, however, the Reputation of being a Good officer; and it is reported in the estimates that this ship sailed with the greatest superiority in the squadron of M. de la Galissoniere,⁴ and when the late M. de la Combe⁵ commanded it. It would perhaps be desired, My Lord, that when a Captain has obtained all that one can expect from a Ship of the Line by the Balancing of loads; that their situations, and the different plans of the trim of the hold be recorded well enough that those who Command it after him do not digress too much from it.

All the frigates of the Squadron are obliged to carry their topgallant sails, when the *Languedoc* and the *César* have only their topsails, the reefs taken in.

The *Engageante* and the *Chimere* are those that sail the least badly, but our two best frigates are inferior to the least Good ones from Brest.

The *Alcmène* has acquired some Speed since our departure.

In Regard to The *Aimable*, it is all that it can do to follow.

That which may, My Lord, give you an idea of the Slowness to which we are Condemned by the *Guerrier* and by The *Vaillant*, is that all The merchant Ships that have gathered to us, have separated from us only when they have wanted to, And that one small Ship from Marseille of three masts, and of 150 Tons, named the *Pilote*, accompanies us, even now that the sea Is Large, the wind strong, and that the majestic waves of The Ocean ought to give a marked advantage over one rather small Vessel to a Ship of the Line of 74 Guns, and to a Ship of the Line of 64, such as are the *Guerrier* and the *Vaillant*: These two Ships of the Line suffer, and Run Risks to their Masts In remaining always Covered with Sails, while we wallow, and the sea eats us, because it is necessary without Ceasing to clew up in order to wait for them. This disproportion of pace is Without doubt a misfortune very frequent in the Squadrons; but such dissimilarity in sailing appears to me too exaggerated in the Ships of the Line from Toulon for it not to have a Cause: perhaps it exists in their Extreme curvature: if one lacks then the velical point⁶ in the stowage, all Is lost; I Hope, however, that nothing will come of it, and that we shall not perform evolutions less Well, although with more Slowness. I have the honor to be [&c.]

L, FrPNA, Marine B¹ 141, fols. 213–14. Notations: « aperçu succinct des qualités des Vaisseaux, et frégates de l'escadre divises en 3 Classes » ; « d'Estaing » ; translation: “succinct observation on the qualities of the ships of the line and the frigates of the squadron, divided into three Classes.”

1. Capitaine de vaisseau Louis-Armand, chevalier de La Poype-Vertrieux.
2. Capitaine de vaisseau Louis-Antoine, chevalier de Bougainville, commanding *Guerrier*.
3. Capitaine de vaisseau Jean-Louis, chevalier Leroy de La Grange.
4. Lieutenant général des armées navales Roland-Michel Barin, marquis de La Galissonnière.
5. De La Combe has not been further identified.

6. *Point vélique*, or *velical point*: (from Latin *velum*, “sail”) the center of effort of all the sails set in such a way as to counteract the tendency that the resistance generated by a ship's moving forward has of lifting the bow. For a fuller discussion, see John Harland, *Seamanship in the Age of Sail: An Account of the Shiphandling of the Sailing Man-of-War 1600-1860, Based on Contemporary Sources* (Annapolis, Md.: Naval Institute Press, 1984), 60.

May 19

THE LONDON CHRONICLE, SATURDAY, MAY 16, TO TUESDAY, MAY 19, 1778

LONDON.

A letter from Guernsey to a Gentleman in Bristol, says, “Capt. Scott has brought in here two prizes, laden with 260 hogsheads of tobacco; a French snow

bound from Bourdeaux to Boston, laden with salt, bale goods, &c. a prize to the *Macaroni* letter of marque, Capt. Cabot.¹ We have an account from Jersey, that Capt. Kirby in his privateer, has taken three French vessels, which are arrived there; they were bound for America; one of the ships mounted 16 six-pounders. Capt. Kirby on his coming along-side asked from whence they came, they answered him with a whole broadside, and fought two hours. Capt. Kirby had one man killed and 15 wounded; he took the three ships at the same time, as they were all in company.² A little privateer belonging to Jersey has brought in a brig laden with rice, from America for France, and has taken another prize not yet arrived. There are 12 privateers out from Jersey; and as many from hence. The last prize Capt. Agnew took is a French snow, English built, laden with 600 hogsheads of rice, 38 ditto of tobacco, and four tons of indigo, 250 barrels of turpentine, besides logwood, fustic, and mahogany.”

The *Taunton*, Stapton, from Bristol to Jamaica, is taken and carried into Martinico.³

The *Polly*, M'David, from Bristol to New York, is taken and carried into Martinico.⁴

1. British letter of marque cutter *Macaroni*, Capt. Peter Cabot, commander, 60 tons burthen, built in Britain in 1774, owned by F. Janvein, carrying eight 3-pounders. *Lloyd's Register of Ships, 1777–1778*.

2. For more on the engagement involving Capt. J. Kirby and the privateer snow *Lively*, see *The London Chronicle*, 26–28 May, below.

3. Ship *Taunton*, P. Stanton, master, 220 tons burthen, built in Piscataway in 1774, repaired in 1777, owned by “Colard &c.,” carrying ten 4-pounders. *Lloyd's Register of Ships, 1777–1778*.

4. Brig *Polly*, B. McDavit, master, 200 tons burthen, built in New York in 1772, owned by Pennington. *Ibid*.

May 20

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, 1778*]

20th of May Thursday this Day David Welch Cap^t H^y Johnson's 2^d Lieu^t made his Escape.—¹

D, MeHi, Jonathan Haskins Journal.

1. Henry Johnson was captain of Continental Navy brigantine *Lexington*. Charles Herbert writes that the escapee was assisted by one of the sentries and that his fellow prisoners, in order to cover his escape, arranged that a “small boy” should go into the prison building first and then “slip out of a window and be counted in twice” so David Welsh's absence was not discovered. Herbert, *Relic of the Revolution*, p. 123.

[*Nantes, France, after May 20, 1778*]N^o. 8*Deane* Frigate

Account of the Purchase & Outfitt of the Continental Frigate *Deane*, Sam^l. Nicholson Esq^r. Commander. Arm'd at Nantes by
Jonathan Williams by Order of the Honorable the Commissioners of the United States

Ship

To the following as by Peltier du Doyers Acco ^d . dated Nantes the		
Bourmaud	Hull ²	55500
Ditto. Timber & agreements		615
Couraud	days work	655 13 ..
Mesnard	a Boat	600
Couraud	2 ditto	1030
Espic	Joiners Bill	972
Le Fefevre	ditto	272
Scrapers		48
Carpenter	Overlooking ³	136
Soret	Blockmaker	1983
Croiset	ditto	959
Corne	ditto	190 17 ..
Moutier	Blacksmith	2340 10 ..
Vallaine	Gun Carriages	2294 16 ..
Delaunay	Nails	406 10 6
Radé nails	d ^o .	29 17 ..
Gouverneur	Nails	85 10 ..
Daquin	locksmith	231 5 ..
Pihan	ditto	418
Berneval	Pitch Tar &c ^a .	4508 9 ..
Verges	ditto	1663 9 ..
		5157 3 6
		649 5 ..
		6171 18 ..

Vallie	Painters Bill	509 4 ..	642 11 ..
Berneval	ditto	<u>133 7 ..</u>	
Bazille	2054 ^{lb} Cork	225 18 9	
Babut & C ^o	5 Barr ^s Turpentine	2394 4	
V ^c Chon	Tinman ⁴	469 4 6	
Recottillon	2 lead pumps	919 15 3	
ditto	Carpenters Tools	<u>491 ..</u>	1438 ...
Rasin	2 Bells	632 10 ..	
Rivereau	12 Buckets	72	
Gilbert	Glazier	26 12 ..	
an Azimuth Compass		<u>72</u>	<u>803 2 ..</u>
		78288 18 4	
Beaumarchais	Masts ⁵	6500	
Teissier	spare ditto	712	
Hardy	ditto	<u>348</u>	<u>7560</u>
bro ⁶			
Duncras	Sail Cloth	3063 15 ..	
Chancourtois	ditto	2764 7 ..	
V ^c de croix	ditto	2221 4 9	
Le Thé baudier ⁷	ditto	1118	
Mamon ⁸	ditto	236 12 ..	
Marcon ⁹	ditto	3018 16 ..	
Guyott	old ditto & buting ¹⁰	731	
Guillelmé	Sailmakers Bill	<u>1207 4 ..</u>	
		14450 18 9	
	Cordage		

Chala		21663 5 ..
Barbiniere	Cordage	960.16 ..
Avertis	Old Junk	884
Riggers	⚔ agreement	<u>2200</u>
		25708 1 ..
	Anchors	
Boarmaud	1 w ^c 900 27	243
Ducamp	1 511 32	164 16 ..
Francis	2	548 11 ..
Freight and duty of large anchors from L'Orient		<u>94 19</u> ..
	Note//the large Anchors for the ship were borrowed at L'Orient' to be replaced in kind' when the Cost of these that are to replace them is obtained from the Forge the Amount will be charg'd to the Ship ¹¹	1051 6 ..
	Water Casks	
Montaudoin	214	3198
Coopers Tools	Cooperage	64 17 ..
Foucaud		<u>1189 6</u> ..
	Ballast	
Charet and Ozenne	an anchor 3500 [#]	1298 18 2
Chain shot	479 for 12 [#]	1800
Tobin	100293 Pigs lead	<u>22766 6 2</u>
	Surgeons Stores	
Louvier	Apothecary	1266 11 ..
Taboureaux	Surgeons instrum ^{is}	237 4 ..
Recottillon	ditto	21 6 ..
Medecine		80
Instrument d ^o		45
		4452 3 ..
		25865 4 4

Couraud	40 Blanketts 10 [#]	400
Schweighauser	50 ditto	420 15 ..
Peliet	18 ditto	206
Guillelme	500 Canvass trows ^{ss}	1445
ditto	100 Hammocks	418 14 ..
Bridon	42 doz ⁿ Hose	1155
ditto	42 doz ⁿ Caps	588
ditto	packing 2 B ^{le} Hose & Caps	7 10 ..
Gaugan	50 Matrasses	800
Gautier	10 ditto	120
Gigeon	12 ditto	180
Chupin	10 ditto	120
Averin	20 ditto	240
Baliot	20 ditto	138 8 ..
Laroche	Grocery	659 8 ..
Massé	250 Hatts	875
Ditto	Hankerchiefs	187 10 ..
Aguine	ditto black	425
Desaney	Tobacco	1026
Massonneau	Knives &c ^a	<u>236 16 ..</u>
		32066 6 ..
	Artillery & Ammunition	
	24 Nine pounders	9960
La Ton &c ^o	1200 round Shot 9600	1440
	600 ditto 4800	960
	1233 d head 19839	5951 14 ..
Gaudon	1200 grape for 9	3600
Maynent	450 round 4	254 14 ..
	1200 grape 4	2400
Gaudin	Charges on ditto	19 18 ..

Meinert	Gun powder	6305
	Carried over	30891 6 ..
	Artillery & Ammunition	30891 6 ..
Pelloutier	Gun powder	4268
	100 ^b fine	97
Dusnesnil	Gun powder	1571
Proving the Guns		435 4 ..
24 Carriages for Cannon		864
10 Cannon 4lb		3000
Berneval	8 Swivels & shot	570
Sundry hand Grenades		529 10 ..
100 pair hand cuffs		150
100 Muskets	from Magazine	800
6 d° white Bayonets	from d°	60
100 Pair Pistoles	from d°	1000
200 Cutlasses	from d°	800
100 Cartouch Boxes		414
50 boarding spears	from Magazine	150
6 Blunder busses	from ditto	108
400 Flints	from ditto	20
Muskett Balls	from d°	30
50 Boarding Axes		100
9 Fire graplings		219 7 ..
54 Iron Crotches from nettings		478 16 ..
64 Gunners & 54 Boats ^{ns} hand spikes		589 4 ..
Sundry Gun Carriages		388 10 ..
Recottillon bill for Gunners stores		2125 9 9
Charges and Commission on the Cannon at Bourd ^x		399 8 ..

Provisions

Herve	19400 Bread	3966 6 ..
Ramel and Chauset	d°	267 11 ..
Foucaud	362 Velts Brandy	2317 12 ..
Tessier	508 ditto	3240 13 9
Poidras	546 ditto	3388 19 ..
Coiron	94 ditto	601 18 ..
Foucaud	36 Casks w wine	1725
Gareaud	14 red d°.	1680
Foucaud	2 d° Vinegar	48 15 ..
Gareaud	3 Beer	90
Williams	50 Barrels Beef	2850
Poirou	50 ditto Pork	2309
Beconnais	50 ditto Flour	1650
LaRoche	Grocery	3296 19 ..
Firet & C°	Fresh Beef	2279 1 ..
La Rouge	Poultry	1256
	Carried over	30967 14 9
Lagrange	Provisions bro' over	30967 14 9
Poiron	Poultry	40
	Hams &c ^s	159
Agasse	Rice 8 Casks	801 7 ..
Clairier	Vegetables	351 2 ..
	Peas, Beans	461
	Sundry greens	350 6 ..

Tibby	104 8 ..
Bourmaud	63 4 ..
Columma	691
12 Cases Lemons	<u>328 8 ..</u>
	34318 7 9

2 casks sweatmeats
 2 ditto Mall^a wine
 Officers board
 6^b Chocolate

Sundry expenses

Francois	102 10 ..
Bernal	271 5 ..
Barge hire	374
Phillip	195
Dermes	150
Durand	150
Lavente	78
Chermer	24
Sundry Lighterage to Menden & Painboeuf	181
Barge hire and Porters loading and attending	455
8 Baskets for Beer	23 2 ..
Gaudin expenses to Belisle	96
Archer, Sailors board	92
6 places engaged for the King as Customary	360
Permit to Sail	10 1 2
Duty at Nantes called Octrois	24 7 ..
D ^o at Admiralty	147 11 ..
Comm ⁿ from Admiralty	78
Duty at the Bureau	48
Ditto at the Marine	18
Pilotage to Quiberon	165
Debures Bill for Officers expenses	412
Sundry small expenses	260 12 ..

sundries
 Ship Chandler
 Attending Ship
 Lighterage
 ditto
 ditto
 ditto
 ditto

Cash—paid Capn Tanner	900
Cash—paid Diggs	500
Cash—paid Raffin	500
Bernalval loading the Ship	3835
Corvaisier adv ^{ce} Wages &c	11315.9 ..
Rafin	156
Hospital Money	93 12 ..
Vigir	29 .5 ..
Archer	24
Corvaisiers Expences	72
	<u>21141. 7.2</u>

⌘ receipt
ditto
d^o

⌘ receipt
6 m^o
Sundries
board

Recapitulation

Ship	78288 18.4
Masts	7560
Sails	14450 18.9
Cordage	25708.1 ..
Anchors	1051.6 ..
Water casks	4452.3 ..
Ballast	25865. 4.4
Surgeons Stores	1950.1 ..
Cooks Stores	2411
Cabbin Stores	903.8.6
Slops	32066.6 ..
Artillery	50494.8.6
Provisions	34318.7.9
Expences	21141.7.2
	<u>300661 10.4</u>

Allowed Peltier du Doyer 1 ⌘ C' for the

Business transacted under his name the Ship being
 Apparently French Property. 3006 12 .3

303668 .2 .7

6073 .7 .3

£309741 .9 10

Jonathan Williams Commission 2 P C^t

Supplement to the Outfitt of the *Deane* Frigate being the
 Disbursements of Jonathan Williams Jun^r exclusive of
 Preceding acco^t, delivered by Peltier Du Doyer.

1777								
August	Aug st .	11	Paid John Tamier P receipt	240				
		20	d ^o .	d ^o .	300			
		25	d ^o .	d ^o .	300			
	Oct ^r .	14	d ^o .	d ^o .	<u>300</u>			1140
Oct ^r .		30	Gerardeau, Taylor for 6 Men imprison'd	461 11 ..				
Nov ^r .		4	Marechause, conducting on board	36				
		19	Crouard, Boatswain & Mates wistles	71				
		30	Barge hire to carry Slops on board	7				
		10	Leane Butcher for the Men on the <i>Dolphin</i>					
			kept as Tender for the <i>Deane</i> from the 19 th					
			Sept ^r to 9 th Dec ^r -	1188 18 ..				
Nov ^r .		22	Paid John Tanner	540				
Dec ^r .		4	Paid ditto	240				
		29	Paid ditto	<u>120</u>				900
			Paid Pugardeau P urther from 21 st Sept ^r to					
		24	22 ^d Dec ^r 1777	1381				
		25	to J Leach 12 P Beef	292 .5 ..				

to the passage of 8 Americans from Dunkirk to Nantes ₣ . order of Fra ^s Coffin—dated 26 th Nov ^r		4832 15 .. 5972 15 ..
Brought forward Supplement to Frigate <i>Deane</i>		<u>495</u> Carried forward 5972 15 ..
July 2	Paid Board & lodging for Sundries viz ^a .	
	To Laine . . . for M. Cannon	290 7 ..
Dec ^r	To Hamelin. . . Mullegans d ^o	24 17 ..
	To ditto. . . Tuck d ^o	28 17 ..
	To ditto. . . Ellingwood d ^o	28 17 ..
Jan ^y	To ditto. . . Cap ⁿ Tanner d ^o	520 10 ..
Feb ^y	To Lachangion . Morgan d ^o	74 10 ..
	To ditto . . . Sanders d ^o	11
	To ditto . . . Crosby d ^o	11
	To ditto. . . Prukard d ^o	9 15 ..
Feb ^y 7	Paid Charles Scotts Bill &c while sick as ₣	
	Certificate of the Surgeon	209 .7 ..
Jan 30	M ^{rs} Brown Painbœuf M ^r . Diggs	45
	Ditto. . . . Cap: Tanner	36
Feb ^y 27	Frapan. Nantes Board to Sundry Sailors commencing 25 th July 1777 to 27 Feb ^y 1778 J ^r receipt	1004 11 ..
Feb ^y 8	Martin, Painbœuf, board &c for Ch ^s Scott and His nurse. 145 .2 .. Surgeon 12	57 .2 .. 54 16 ..
Jan ^y 11	Ditto. . Board of 9 Men ₣ order Cap ⁿ Nicholson	277 10 ..
Mar 13	Guerins. . . Bill for Sickmen Guegan at Quiberon Sickmen ₣ order of Shore	90 10 ..

Surgeon			
19	Van Slucie, Painbeuf Board &c John Mackay		70
	Cap. Tanner		95 .5 ..
	J. Kelly		44
	J. Sacks		11 16 ..
	J. Crosly		33
	J. Roche		181
	C Tanner		<u>11 10 ..</u>
			3321
Feb ^y 7	To Carmichael. Beef		32 .2 ..
	Feb ^y 14 To a Bullock at Quiberon bought of a Peasant		94 10 ..
	Dec ^r 26 Picadd. . . 2 Cords of Wood for the <i>Deans</i> People while on board the <i>Dolphin</i>		24
	W ^m . Grey, Baker at Pellerin 324 ^{3b} bread deliver'd from 19 Sept ^r to 22 ^d Dec ^r		314 16 .3
1777			
Dec ^r	Barge hire, Porters, in this Month	35	
Jan ^y	Ditto	65 .8 ..	
Feb ^y	ditto	<u>98</u>	
Jan ^y	My expenses to at &c from Painbœuf in Jan ^y		198 .8 ..
			60
Feb ^y	ditto to at &c from Quiberon to Nantes		117 12 ..
	6 th Fran ^s . Brouard 6 Tea Spoons		40 .5 ..
	Paper, 2 Reams from Countinghouse		24
	7 Chavan 29 2/3 Velts Rum		163 .3 ..
	A cask wine for Cabin		306
	251 bottles Lisbon		<u>313 15 ..</u>
	from Will ^m Tellar		1688 11 .3
			9293 15 ..

brought forward.

1688 11 .3

9293 15 ..

Feb'y27	Gourlade a L'Orient	6 Ells Flannel	39
Feb'y		400 ^{lb} Cordage	152
		1000 ^{lb} Butter	225
		5 Cords Wood	75
May 2	Guerin, at Aurai	152 ^{lb} Tallow	79
		Surgeons	222 14 ..
		Expences	}
		For Crosley	
			301 14 ..

Commissⁿ. 2~~9~~ C^t
 1/3 of 60[#] paid
 Beutre for his
 attending of
 3 ships Independ^t } 20..
Ranger & Dean _____

6.. 8..

327 14 .8

35 ...

5th. Baliai. 7 Mattrasses

M Barthelemy Chaise here for Capⁿ.

Nicholson from Paris, this Chaise had
 been taken by M^r. W. Lee from Nantes to
 Paris & left there some time when Capⁿ.
 Nicholson brought it back.

141 ...

102 ...

20. Moriceau 17^b Tea a 6[#]
 Stores for Officers, late Prisoners. 60[#]

At L'Orient Capⁿ Elliot, was chosen to
 Purchase the Stores at L'Orient & 501[#] was
 Paid him at midnight by J.W. then in Bed
 Capⁿ Elliot not returning before J.W. went
 on shore the particulars can not be given

501 ...

Expences on the Road of the French Officers		111 .. 8.	
In their return from Quiberon to Nantes			
A Jacket waistcoat & breeches for Cha ^s			
Scott & which is carried to the Credit of			
Soldiers Cloaths		48	
Cash paid to the said Scott		<u>12</u>	3457 13 11
Feb ^y : 14 To Cap ⁿ : Corvoisier, for 27 baskets wine			
which he had taken as Stores, & which were			
taken from him at first cost on his leaving			
the ship		421 .. .	
To Cap ⁿ Sam ^l Nicholson's order to Bearer			
Dated 7 Feb ^y 1778. . . .		<u>27</u>	448 .. .
To the following Acco ^t of Disburse ^{ts} or Cash			
Received by Cap ⁿ : Nicholson as Th his Acco ^t dated			
Quiberon Bay Feb ^y : 13 th . 1778 and which he is to			
Account for to the Commissioners			
Aug st : 1 Cash received of Jonathan Williams		144 .. .	
Oct ^r : 1 draft .. on Grand.. to Young a sight		1200 .. .	
25 ditto. . on ditto. . to Nicholson		480 .. .	
10 Cash. . . .		240 .. .	
20 ditto. . . .		264 .. .	
29 ditto.		1200 .. .	
Nov ^r : 7 ditto.		1200 .. .	
12 ditto.		<u>167</u>	
Brought over		4895 .. .	13199 .8 11
Nov ^r : 12 Cash . . . My Bill at Hotel		4895 .. .	13199 .8 11
13 ditto. . . . Th Diggs		462 10 ..	
18 ditto. . . . Th Clark		6 .. .	
20 ditto. . . . for shirts		240 .. .	
		5 .. .	
	Carried Over		

21	ditto . . . Cha ^s of Farmer	44 .3 ..
	ditto . . . p ^d . Cap ⁿ . Elliot	72
30	ditto . . . p ^d . M ^r . Diggs	48
	ditto . . . p ^d . M ^r . Clark	24
	ditto . . . his draft to Desagrais	240
	ditto	18
Dec ^r	ditto . . . paid M ^r . Prichard	40
12	ditto . . . paid D ^r . Shore	240
23	ditto . . . paid Prichard	504
	ditto . . . paid M ^r . Conner	12
	ditto . . . received	1200
	ditto . . . Bill on Grand	1200
	ditto . . . of Billard Cloth	118 18 ..
1778	ditto . . . paid Delamy	120
Jan ^y	1 ditto . . . received	600
	9 ditto . . . ditto	900
12	ditto . . . ditto	1000
24	ditto . . . ditto	900
Feb ^y	2 ditto . . . Order to Covesier	216
	4 ditto . . . ditto	900
	ditto . . . d ^o Carmichael	636
	ditto . . . rec ^d P ^r Serv ^t	134 .5.6
	ditto . . . P ^r Prichard	480
	ditto . . . d ^o Oct ^r . 8 th . 1777	36
	ditto . . . D ^r . Dorsey	240
	ditto . . . Tanners Taylor	22 14 ..
	ditto . . . Crosleys d ^o .	39
	ditto . . . D ^r . Shore	120
	ditto . . . Jones, Pilot	150 12 ..
	ditto . . . paid his Serv ^t .	47 12 ..

ditto . . . a Quadrant	60 . . .	
ditto . . . a Pair Pistoles	50 . . .	
Cash ₤ receipt	1380 . . .	
d ^o ditto	500 . . .	
D ^r : Dorsey	<u>840 . . .</u>	
Deduct received for Baron Diers passage	18831 14.6	<u>18111 14.6</u>
		31311 .3.5
Deduct of Cap ⁿ . Heraud over paid Wages of Discharged Sailors at Quiberon	<u>61 . . .</u>	
To an error in the 1 st . Acco ^t . of the <i>Deans</i> } outfitt, under the head Masts } Hardys Bill of £378..16 is only char ^d : 348—difference		31250 .3.5
		<u>30 16.-</u>
Jonathan Williams Commission 2 ₤ C ^t .	<u>625 12 .5</u>	31280 19 .5
		<u>£31906 11 10¹²</u>

D,CtY, Jonathan Williams Account Books, No. 8 in "Accounts and Vouchers Refer'd to in the Account Current between Jonathan Williams Junr. and the Honble. The Commissioners of the United States of America."

- The latest entry in the account is 20 May 1778. The context and comparison with an earlier version of this account dated Apr. 20, 1778 (ViU, Lee Family Papers) make it clear that an entry dated July 2 refers to 1777, even though it appears directly after the notation "1778."
- For this entry, the Apr. 20 version of the account reads: "To Bourmaud for the Ship Bought of him for the Sum 55500. . . ."
- For this entry, the Apr. 20 version of the account reads: "To Carpenters who over looked the Ship upon building 136. . . ."
- For this entry, the Apr. 20 version of the account reads: "To La veuve Chon for Tinman's Bill 469 4 6."
- For this entry, the Apr. 20 version of the account reads: "To Beaumarchese for the whole set of Masts 6500"
- This is the head of a new page, where the clerk probably began to write, "brought forward."
- For this name, the Apr. 20 version of the account has "La Thibodiere."
- For this name, the Apr. 20 version of the account has "Hamon."
- For this name, the Apr. 20 version of the account has "Marion."
- That is, *waiting*. The Apr. 20 version of the account reads: "Buntine for Colours" and "To 200 Ells Old Canvas."
- This note is written on the original as a column.
- Notation: "Compared and approved Nantes 17th. August 1779. (Sign'd) Jj—JN—J-C—J-G—." The initials are those of Joshua Johnson, Jonathan Nesbitt, James Cuming, and Joseph Gridley. They were merchants who, in the summer of 1779, at the request of Benjamin Franklin, audited Williams's accounts with the American Commissioners in France.

May 21

DAVID CULLAM, MASTER OF THE *RANGER*, TO CAPTAIN JOHN PAUL JONES,
CONTINENTAL NAVY

Sir Ship *Ranger* May 21st 1778

I take this opportunity of acquainting you that this Morning at one oClock that the mate of Captⁿ Strahan¹ and the mate of Captⁿ Stranger² and the Gunners mate of the *Drake*³ took the Boat from along Side In M^r Ferants⁴ Watch the Sailmaker hearing the nors of the Oars Got up and found the Boat Gorn from along Told them to Come Back Which they Did and took thir Close out of the Boat the Sailmaker Whent Down to put his Close on, Befour he Come on Deck Again the Boat was Gorn from along Side With one Man In her and Only one Oar the Sails being taking out Befour Mr Ferant Did not aquaint Me of the Boat going from along Side the first time Because I think that he help^d them thinking they Would Git Clear M^r Ferant tills me that he Did not know them that was In the Boat M^r Ingerson tills me that M^r Ferant and he Said the things taken out of the Boat M^r Ferant told M^r Ingerson not to Say any thing about it to me Sir I have Sent the Small Boat and M^r Webster with four hands after the Other Boats that they took from along Side⁵ Sir I am Your [&c.]

David Cull^m.

R, DLC, Peter Force Collection, John Paul Jones Papers, no. 6751. The letter is addressed: "To Captⁿ/ John Paul Jones Esq^r." The letter is docketed: "from M^r Cullam/ Brest Road May 21st 1778/ rec^d Brest- the same day."

1. William Straughan, master of the *Lord Chatham*; the mate has not been identified.
2. Christian Stenger, master of the *Dolphin*; the mate has not been identified.
3. Charles Arthur was gunner's mate of the *Drake*.
4. William Farrant, master's mate on *Ranger*.
5. In a letter written to Jones sometime later on 21 May, Cullam reported that the escapee and the boat had been recaptured "By a french Boat belonging to the Lowermost Ship about an hour" after his escape and that the fugitive had been returned to *Ranger*. DLC, Peter Force Collection, John Paul Jones Papers, no. 6750.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

Thursday May 21st [Bacalan, France]

This Day fine fine pleasent Weather, unmored Ship & fell down two Miles below Larmoon¹ & their Anchored & 7 in the Morning weighd Anchor & fell down 12 Miles farther & Anchored.—

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

1. That is, Larmont.

CAPTAIN GUSTAVUS CONYNGHAM, CONTINENTAL NAVY, TO MICHEL LAGOANERE

S^r Cronna [*Corunna*] may 21st 78.

Please to render An Account of the following prizes that Lay with you at your Disposall to william hodge As directed by m^r Deane¹ to say to the Am^t of four thousand Dollars On A ac^t of the Brig *Black prince* the rest to Lay in your hands to be payd According to the list each man producing A certificate Sign^d by me Accidents excepted Such as death in this Case the Agent for the Vessell Certificate will Answer. The Brig *two Brothers* and *Syren* the N^t proseeds to William hodge.

Dispatch and ship *Brothers* the sum on the List being R^l100500 to W. hodge the Other part for the Crew to be paid According to the list by producing A certificate in same Manner As before—²

The Brig *Maria* the half of N^l proseed for the Owners the Other half for the Crew to be paid and settled with them by producing A certificate in same manner as the rest. You will please to Give notice when you have made Out this Vessell Ac^t in Case the seamen being over paid so as it can be stopd Out of Any Other prizes the[y] may be concernd in the Owners half must Lay in your hands to the property of the *Revenge*³ is known Acquaint the Commissioners⁴ and William hodge for your safety, I am [&c.]

G.C.—

LB, UKLPR, H.C.A. 32/441/7, pt. 1. Addressed at top: "M^r Lagoanere."

1. Silas Deane

2. In his memoirs, Conyngham wrote: "About the 6th May 1778 put into the Groine to refit and clean his Vessel—here the Governor gave strict Orders that the Vessel should not remain longer in Port than the time absolutely necessary to refit. The Crew took advantage of this Order and made extravagant demands for Prize Money &c. threatening to leave the Vessel if they were not complied with—the necessity was such as obliged him to comply with their demand by making advances and doing every other thing they were pleased to ask." "Narrative of the Proceedings of Captain Gustavus Conyngham, Commander of the *Revenge* Cutter, ScHi, Henry Laurens Papers. By "Groine," the author meant Groyne, the bay on the west side of the peninsula on which Corunna is situated. The Governor was Don Felix O'Neille.

3. Continental Navy cutter *Revenge*.

4. The American Commissioners in France.

May 22

THE LONDON CHRONICLE, THURSDAY, MAY 21, TO SATURDAY, MAY 23, 1778

FRIDAY, May 22.

LONDON.

The *Lovely Mary*, Carter, from Ireland to Barbadoes, is taken by an American privateer near the Grenades.

The *Granville*, Renn, from London to Senegal, was taken by an American privateer just going over the Bar of Senegal.¹

1. The American privateer was the Continental Navy frigate *Raleigh*, Capt. Thomas Thompson, commander, with her consort, Continental Navy ship *Alfred*, Capt. Elisha Hinman, commander, which were cruising off Senegal. See Muster Book of Continental Navy Frigate *Raleigh*, 2 Feb., and Journal of Rhode Island Privateer Ship *Marlborough*, Captain George W. Babcock, 9 Feb., both in Appendices below.

MATTHEW RIDLEY TO ARTHUR LEE

Sir

May the 22^d 1778¹

I shall make no Apology for troubling you with this Letter, as I am sensible any appearance of good disposition towards America will, with you be a sufficient excuse even if attended with trouble. Some little stir here and intimations give by Ministry of their suspicions of particular Persons makes every one cautious either in speaking or writing The intention of this Letter is to put you upon your guard—Believe me you cannot be too cautious to whom you write or communicate

any thing here Traitors there are on both sides the Water—A few days will probably give an opportunity of knowing some here. when known you shall hear of them. In the mean time it is necessary to detect some on your Side the Water; and I know not a more proper Person than yourself for the purpose.—By some means or other Ministry get acquainted with your proceedings—the nature of the Informations leaves no room to doubt they must come from pretended Friends.—² You will be surprized when I tell you Ministry have got a Copy of Jones's instructions with the Names of the Persons by whom they were signed—³ They have also Copies of other Instructions for a like purpose—I am informed it is in consequence of having procured these that the present vigorous preparations are making for defending the Sea Coasts—I am also credibly informed that Ministry pretend to know even the private dispositions and conversations from with you. Excuse me then for again urging to be guarded and watchfull over all who are about you, or come near you—

I wrote some time ago about some Surgeon's Instruements belonging to the State of Virginia, which were in the *Musquitto* Privateer: & desired to know in what manner I should dispose of them. They were pledged at Portsmouth and when there I redeemed them as they are worth much more than the money I paid about 50/- —As they belong to your Province I shall be glad of your Instructions about them.⁴

We have nothing new here. Burgoyne has not yet opened—⁵ The K-g certainly refuses to see him It is said an American Vessell came to Portsmouth with him & that she ran into the midst of the fleet with the 13 Stripes flying.—⁶ It is also said eleven Ships of the Line are sailed from Spithead; tho' they do not or affect not to believe the Toulon fleet are out of the Gut.⁷

I beg leave to add it is not myself only but several of your Friends who have desired me to put you on your guard & beg'd me to write I mention no names for fear of accidents I am [&c.]

The inclosed is from a Friend. This will be delivered you by Capt. Solomon Townsend a Native of America who is very desirous of serving his Country—I believe he is very trusty & may be made an useful hand.—The fleet sailed from Spithead it is said are gone to Plymouth to join some others.—It is said with certainty that the *Randolph* is sunk by the *Yarmouth*.—⁸ The *Randolph* in the Night Mistook the *Yarmouth* & fired into her—the *Yarmouth* returned the fire: killed 5 & wound 12 of the *Randolphs* Men. The *Yarmouth* then fired 7 of her lower deck Guns when part of the *Randolph* sunk part blew up & every Person but 4 out of upward of 300 Perishd—By the Men saved they learn the *Randolph* with some others were going to plunder the Island of Tobago, tho that of Tortola had been given out—I now inclose you the Ledger which has a particular acc^t. of the *Randolph*—⁹ You have also the Gen^l Advertiser from E.I.¹⁰ The Later inclosed will I suppose inform you who send the intercepted Letter—You must excuse the uncorrectness of mine as I write just as things occur.

L, MH-H, Arthur Lee Papers, vol. IV, no. 130. Neither the writer of the letter nor the intended recipient is identified in the letter. Internal evidence indicates that it was sent to Arthur Lee. An early cataloger listed the author as "Ridlay," which was undoubtedly Matthew Ridley, an English merchant who had spent five years in Baltimore before returning home in 1775. Living in London, Ridley was an active member of a committee to aid American prisoners of war.

1. Ridley lived in London, which is where this letter undoubtedly originated.

2. The spy was Edward Bancroft, secretary to the American Commissioners in France.
3. See American Commissioners in France to Capt. John Paul Jones, 16 Jan. 1778, *NDAR* 11: 917.
4. Virginia Navy brig *Musquetto*, Capt. John Harris, commander, had been captured by H.M. frigate *Ariadne*, Capt. Thomas Pringle, commander, on 4 June 1777. *Musquetto*'s surgeon John McNickal had been confined in Forton Prison in Portsmouth. *NDAR* 11: 893.
5. Upon his return to England from captivity in America, Maj. Gen. John Burgoyne was met with a storm of outrage that culminated in the introduction in the House of Commons of a motion "to condemn the state and condition of the army which surrendered at Saratoga." Burgoyne defended himself in an able speech in Parliament on 26 May and thereafter became a vocal critic of Lord North's administration and its handling of the war. Richard J. Hargrove, Jr., *General John Burgoyne* (Newark, University of Delaware Press, 1983), pp. 221–27.
6. Since Burgoyne returned to England in H.M. storeship *Grampus*, Comdr. Ambrose Reddall, commander, this story is obviously false.
7. This was the fleet commanded by Vice Adm. John Byron; as seen later in Ridley's letter, it had gone to Plymouth. While there was uncertainty among British military and political leaders whether the fleet of Comte d'Estaing, based in Toulon, had gone to Cadiz, Spain, North America, or the West Indies, any of those destinations would have required the French fleet to pass through the Straits of Gibraltar, or "Gut."
8. On the destruction of Continental frigate *Randolph* in an engagement with H.M.S. *Yarmouth*, see *NDAR* 11: 683–84, 837–38, 1175–77.
9. That is, *The Public Ledger*, a London newspaper.
10. That is, *The General Advertiser*, a newspaper published in Liverpool, England. The meaning of "E.I." is unclear.

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, May 1778*]

22^d. Saturday Last Night the Second time the Guard was In here they miss'd M^r Welch in his Hammock,¹ which caused a great Stir to Little purpose; & this morning all Muster'd to Attend Roll Call to see if any more was gone; this After Noon John Adair got over the Wall by the Vault² but the Centry was Ready to Receive him took him & Com^{tt}d. him to the Black hole—we was order'd in Directly, but one who was Obstinate was Com^{tt}d. to B. h—³

D, MeHi, Jonathan Haskins Journal.

1. As seen at Journal of Dr. Jonathan Haskins, 20 May, above, Lt. David Welsh had escaped on 20 May.
2. A vault was the pit of a privy.
3. That is, the black hole, which is described in a note at Journal of Dr. Jonathan Haskins, 9 Apr., above.

J. C. CHAMPAGNE, AINÉ, TO CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Sir

Blaye 22d. May 1778

Finding you are Now On your departure from Bordeaux Beg leave to Impart you that my Intimacy with the Submajor of our Castles has procured me In Conversation to Understand there is Orders here to Return you the Salut when your Vessell gets Down in Consequence Either you or the officier In Command after you Owe a Vissitt to the Governor Youle do well as you may not Be on Board to Give Orders to Come Ashore to me & Shall introduce who Ever it is, this must be done before the Vessel Comes to or fires. Youle please to Observe that I hint you this of my own Accord. Youle therefore Keep your Mind to yourself its only to Acquaint you the Etiquette of this place I Remain [&c.]

J. C. Champagne
ainé

P:S: I have no Account of Captain Widgers¹ Being Gone to Sea et

L, MH-H, Samuel Tucker Papers (fMS Am 812). Addressed: "Samuel Tucker Esqr:—/Commander of the *Boston* frigate/Bordeaux." Docketed: "J. C. Champagne/Blaye/May 22d 1778./ Copy'd." Champagne was a merchant at Blaye interested in doing business with Americans. Champagne to John Adams, 14 Apr. 1778, *Adams Papers* 6:31–32.

1. Capt. John Widger was master of the schooner *Ann*, from Edenton, N.C. John Bondfield to the American Commissioners in France, 10 Apr. 1778, *ibid.*, 23–24.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKER

[*Bacalan, France*]

Fryday May 22^d 1778.

This Day comes in with Rain, weigh'd Anchor in the Morning & fell down within three Miles of Blay, the Pilot went on Shore and another came on Board, at 3 PM weighd Anchor, & fell down as far as the Castle, and Anchored saluted the Castle with seven Cannon, which returned the Compliment. a Number of Gentⁿ. & Ladies came on Board

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

LETTERS OF CREDIT GIVEN TO CAPTAIN GUSTAVUS CONYNGHAM, CONTINENTAL NAVY,

BY LAGOANERE & CO.

Messieur

La Corognele 22. may 1778

Notre ami M. Gustavus Conyngham commandant Le Cotter de guerre nommé La *Revanche* appartenant aux treize Colonies unies de l'amérique septentrionale nous ayant demandé une lettre de credit pour se procurer l'argent dont il pourroit avoir besoin pour son Compte particulier nous lui avons donné la présente quil a signé avec nous et quil vous remettra sil en fait usage.¹ Dans ce cas nous vous prions de lui rendre où faire rendre tous les services qui dependront de vous et de lui Compte ou faire compter tout l'argent qu'il vous demandera N/C sur ses traites sur nous directement ou payable dans Madrid de quarante a soixante jours de date que nous accieullirons avec Exactitude de quoi nous vous prions d'être persuadé. Nous vous prions de l'être également de nôtre Reconnoissance pour tout ce que vous voudrés bien faire en faveur de nôtre Recommandation & que vous nous trouverés toujours disposés avons en donner des preuves en semblable ou toute autre occasion. Nous avons l'honneur detre [&c.]

Lagoanere & Comp
G. Conyngham

Mess^{rs} Francois Aguirre & Comp^e a Nantes

M. Dom^e Cabarrus jeune a Bordeaux

MM Robert freres a La Rochelle

M. D^e. Cabarrus Laine a Bayonne

M^r. ant^e. Betbeder a S^t. Sebastien

M Martin Dibiry a Bilbao

M Ant^e. Delmaro at S^t. Ander

M. P^{re}. Lapeire a Vigo

MM. Lassore freres & Comp^e a Cadiz

MM. Welther & Porte a Alicante

MM J. Bap^c. Famin Devoire & Comp^c: a Barcellonne
 MM Roux freres a Marseille
 MM Cassalon & Comp^c: a Canaries S^{te}. Croix de Teneriffe

[Translation]

Gentlemen:

La Corunna May 22, 1778.

Our Friend Mr. Gustavus Conyngham commanding the cutter of war *The Revenge*, belonging to the thirteen United Colonies of North America, having asked us for a letter of credit, in order to obtain the money he would want for his individual account, we have given him the present letter, which he has signed with ourselves, and which he will return to you if he makes use of it.¹ In this case we ask you to render to him or to have rendered all the attentions which will depend on you, and to charge him or have charged all the money he will ask of you, upon drafts on us directly or payable in Madrid forty to sixty days from date. That we will pay with promptitude, we ask you to be convinced. We pray you to receive likewise our gratitude for all that you will do in favor of our recommendation and that you will always find us disposed to give you similar proofs on all other occasions. We have the honor to be [&c.]

Lagoanere & Comp
 G. Conyngham

Mess^{rs}. Francois Aguirre & Comp. at Nantes
 M Dom^c. Cabarrus Jr. at Bordeaux
 MM Robert Brothers at La Rochelle
 M. D^c. Cabarrus Sr. at Bayonne
 M^r ant^c. Betbeder at S^t. Sebastien
 M. Martin Dibiry at Bilbao
 M Ant^c. Delmaro at S^t. Ander
 M. P^{re}. Lapeire at Vigo
 MM. Lassore Brothers & Comp. at Cadiz
 MM. Welther & Porte at Alicante
 MM. J. Bap^c. Famin Devoire & Comp. at Barcelona
 MM. Roux Brothers at Marseille
 MM. Cassalon & Comp. at Canaries S^{te}. Croix de Teneriffe

DS, Nhi, Naval History Society Collection, Gustavus Conyngham Papers. Translation, with corrections, from *Letters and Papers of Gustavus Conyngham*, pp. 131–32.

1. The British reported that Conyngham and the Continental Navy cutter *Revenge* left on a cruise the day after this letter was written. Lord Grantham to Lord Weymouth, 27 May 1778, UKLPR, S.P. (Foreign) 94/205, fol. 248.

May 23

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Sir

Passy, May 23—1778

A Pilote being wanted to conduct an Advice Boat to America, if you have in your Ship a suitable Person that can be spared the Commissioners request, that you would permit him to go on that Service.¹ We have the Honour [&c.]

B Franklin
Arthur Lee
John Adams

L, DLC, Peter Force Collection, Papers of John Paul Jones, no. 6754. The letter is in the handwriting of Benjamin Franklin. Addressed below close: "Hon^{ble} Capt Jones." Docketed: "from the American Plenipotentiaries/Passy/Passy May 23^d 1778—/Rec^d Brest May 28th 1778."

1. As seen in Capt. John Paul Jones to George Cross, 10 June, below, Cross volunteered to serve as pilot for the dispatch boat.

JOHN G. FRAZER TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Dear Sir,

Bordeaux, May 23^d 1778—

I wrote you immediately upon hereing of your safe arival at Brest, after your successful cruise which give me infinite satisfaction to here.—I have been here ever since I come from Nantes and two months of the time very sick with a Fever, which has prevented me from proceeding upon my travels—I am now perfectly recovered and shall set out for Paris the beginning of the next month—Your affair at Whitehaven & Scotland has been variously represented by Letters as well as in the English papers, if you have time and will take the trouble I shou'd be glad to have a consise acc^t of y^r Cruise, &c^t direct for me at Bordeaux to the care of M^r Bonfeild Agent here¹ This is an exceeding agreeable place I wish you cou'd come here before you leave Europe Cap^t Tucker of the *Boston* Frigate fell down the River to Day and will sail immediately. There are two American young Gentlemen² here who wishes to enter into the service under you, I am sure they will please you in every respect, one in the Navy, and the other in the Marine service is what they want to be There are a number of Vessells from America coming in here every Week, Trade will soon flourish again to our distress'd Country I hope; the last Accounts I have had from Home were Dated the 10th of March; they then expected an Army of Twenty Thousand Men out from England this spring, and Congress prepared accordingly to receive them, by augmenting our Army to more in number then we have ever had in the Field at once yet, they will be very agreeably disappointed, for from the best intilligence there are not two Thousand gone out—Poor Biddle in the *Randolph* they say was blown up at Sea by a 64 Gun Ship I hope it is not true every acc^t from the West I[n]dies mentions it—³ Cap^t M^cNeill I suppose you have heard was suspended in Boston—⁴ If you are agoing upon another such scheme as your last I will go with your upon certain conditions. I wish I had been with you in the last cruise, please to make my Love to M^r Simpson and all the rest of your officers, and am [&c.]

Jn^o G. Frazer

L, DLC, Peter Force Collection, John Paul Jones Papers, no. 6758. Addressed: "John Paul Jones Esq^t/Commander of the/*Ranger* American Ship of/War now at Brest—/port—Via Paris." Docketed: "Col. J. G. Frazer/Bordeaux [2]3 May 1778."

1. John Bondfield, the Continental agent at Bordeaux.

2. For more on the "two American young Gentlemen," see Frazer to Jones, 18 May, above.

3. For more on the destruction of the American frigate *Randolph* and the death of its captain, Nicholas Biddle, see Extract of a Letter from On Board the State Brig *Notre Dame*, 9 March 1778, vol. 11: 576.

4. For the charges against Capt. Hector McNeill, see Continental Marine Committee to the Continental Navy Board of the Eastern Department, 30 May, above.

May 24 (Sunday)

JOURNAL OF TIMOTHY CONNOR

[*Forton Prison, Portsmouth, May 1778*]

Sunday 24th Moderate weather, this evening about ten o'Clock there was a whole found out in the officers apartment which the Drum was ordered to beat to arms when all Portsmouth and Gosport were in an uproar five pounders a plenty to be seen expecting us out¹

D, DLC, Forton Prison, England, American Prisoner's Journal, 1777-79, collection 2272.

1. "Five pounders" were bounty hunters. They received a reward of £5 for recaptured American prisoners. Cohen, *Yankee Sailors*, p. 108.

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, May 1778*]

24th. Sunday for this two Days past the Guard has been so Strict that they've placed a Centry Extra at the Gate; and Order'd that No Prisoner to Nigh the gate Unless he has particular business

24th. of May Sunday this Afternoon One of the people in the Long Pⁿ ¹ went to Look out at the End Window & the Centry fired at him, but did not hit him

D, MeHi, Jonathan Haskins Journal.

1. That is, the Long Prison.

CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY, TO
ROBERT EDMUNDS, PRIZE MASTER, CONTINENTAL NAVY

Orders and Instructions for M^r Robert Edmunds Prize Master of the Brigantine *Lord Grosvenor* whereof William Tyler was late Master—

On board Contin Frigate *Providence*

Abraham Whipple Comm^{dr}:

To M^r Rob^t Edmunds &c^a

You are as much as in your power lies to keep Company with the Ship *Providence* and by no means lose her if it can be avoided, but in Case it should so happen that you cannot keep up with the Ship you are then to make all possible Dispatch in proceeding for the port of Nantes in France, and upon your arrival make application to the Continental Agent there residing, and if you cannot make the Port of Nantes you are then to put into such other port in France as you may judge best, and make enquiry for and application to any Continental Agent there Residing.

These Orders are to be kept, and delivered to any Commanding Officer who may retake you if it should so happen—

Given under my hand

On board Ship *Providence*

This 24th day May 1778

Abr^m. Whipple

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[Frigate *Boston*, *Blaye*, France]

May 24 Sunday a Billet from M^r Bonfield¹ the Agent invited All the Commissioned Officers to dine with him—a large Number of both Sexes were present—The Crew of the Pinnace under M^r Vickery a Midshipman² being sent to Bordeaux rose upon him—as going up after the Captain—³

D, DLC, Journal of Lieutenant William Jennison, p. 9.

1. Continental agent John Bondfield.
2. Midn. John Vickery.
3. Capt. Samuel Tucker.

May 25

“EXTRACT OF A LETTER FROM CORKE, MAY 25”

“The *Martinico* privateer has lately taken a great number of Merchant ships in the West Indies. Among others are the *Thomas Henry*, Capt. Pearle;¹ the *Lively*, Captain Calvert;² and the *Dungannon*, Capt. Kirby,³ who sailed from this Port January 25, under convoy of some ships of war.”

Lloyd's Evening Post, and *British Chronicle* (London), 8–10 June 1778.

1. Snow *Thomas & Henry*, John Pearl, master, 120 tons burthen, built in Cork, Ireland, in 1751 and extensively rebuilt in 1771. *Lloyd's Register of Ships*, 1777–1778.

2. Brig *Lively*, John Calvert, master, 90 tons burthen, built in Lancaster in 1773 and owned by Calvert & Co. Ibid.

3. Brigantine *Lord Dungannon*, Charles Kirby, master, 120 tons burthen, built in 1766 at Philadelphia, and owned by Campbell & Co., of Belfast. *Lloyd's Register of Ships*, 1777–1778. Kirby provided an account of the capture and recapture of *Lord Dungannon* in a statement to the Vice Admiralty Court of Halifax: “on his Passage from Cork to Antigua in the Lat. 17.10. Long. 60.30. on the 5 of March last they fell in with two American privateers called the *Cumberland* and *Fanny*, the *Cumberland* was a 20 Gun ship, & had upwards of a Hundred men, the other 16 Guns, 80 or 90 men, that they Chased him about four Hours when the Privateers came up with & Boarded the said Brig, took out all the men except the Deponant & a Boy, & then put on Board a Prize Master and 8 men, gave the Prize Master orders to make the best of his way for any Port near Boston, New England, that on the 6^h of April Inst. Being in the Latitude 42° 12. Long 67, they fell in with the *Blond Man* of War who retook the said Brig & brought her into this Port of Halifax, that the Privateers people took out Sundry articles of the Cargo while the said Brig was in their possession.” George F. Dow, ed., *American Vessels Captured by the British during the Revolution and War of 1812: The Records of the Vice-Admiralty Court at Halifax, Nova Scotia* (Salem, Mass., The Essex Institute, 1911), p. 50. On the recapture of *Lord Dungannon*, see Journal of H.M. frigate *Blonde*, 6 Apr., above. The brig was libeled on 11 Apr. and declared a recapture on 1 May. CaNSHP, Vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), pp. 121–22.

LORDS COMMISSIONERS OF THE ADMIRALTY
TO VICE ADMIRAL JOHN BYRON

By &c.

Whereas the Honorable Augustus Keppel Admiral of the Blue and Commander in Chief of a Squadron of the King's Ships employed and to be employed in the Channel Soundings or wherever else His Majesty's Service may require, is directed in pursuance of His Majesty's pleasure signified to us by Lord Visc^t Weymouth one of His Majesty's principal Secretaries of State in his Letter of this date¹

to put to Sea immediately with as many of the Ships of that Squadron as are in readiness and to call off Plymouth Sound to take you and your Squadron under his Command and to remain on the Station which has been assigned him until he gets good Intelligence of Mons^r D'Estaings Fleet and if he is satisfied that it is bound to America or the West Indies to order you to pursue it agreeable to the Instructions you have receiv'd But if from well grounded Intelligence he shall have room to believe that it is still in the Mediterranean, in that case to order you to proceed immediately to Gibraltar and to use your best endeavours to meet with, and give battle to the said Fleet, and if on your passage to, or on your arrival at Gibraltar you should receive well grounded intelligence of the abovemention'd Fleet having passed the Straits of Gibraltar bound out of Europe, to direct you to follow it to America or the West Indies agreeable to the Instructions you have received;² You are hereby required and directed when the said Admiral arrives off Plymouth Sound to put yourself and your Squadron under his Command accordingly, and to follow his Orders until he shall give you directions to separate from him in pursuit of Mons^r D'Estaings Fleet as abovementioned. Given &c 25: May 1778

By &c.
P.S.³

Sandwich
Lisburne
H. Penton

LB, UKLPR, Adm. 2/1335 (Secret), fols. 24–26. Addressed on bottom of page: "Honorable John Byron/Vice Adm^l of the Blue &c/at Plymouth." Notation at bottom of page: "By Express the 26^h/at ½ past 1 o'Clock A.M." Docketed: "ORD. 25 May 1778/V. Adm^l Byron."

1. Lords Commissioners of the Admiralty to Adm. Augustus Keppel, 25 May 1778, *ibid.*, fols. 27–28.

2. See Lords Commissioners of the Admiralty to Vice Adm. John Byron, 3, 13, and 18 May, all above.

3. Philip Stephens, secretary to the Lords Commissioners of the Admiralty.

AMERICAN COMMISSIONERS IN FRANCE TO
CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Passi May 25. 1778

Your Favours of May 9 and 16, from Brest, We duely received.

We congratulate you on your Success and Safe Arrival at Brest, as well as on the Honour you have acquired by your Conduct and Bravery in taking one of the Kings Ships.

As We have Some Expectation of obtaining an Exchange of Prisoners from England, We would Advise you to keep those you have made, Securely confined, tho in the manner most consistent with Humanity, till We have an Answer from thence. For if We can get an equal Number of our own Seamen, to man the *Drake*, she will be an Additional Strength to you in a future Expedition; whereas Sending her, with the Prisoners to America, will not only weaken you, by the Hands you must Spare to navigate her and to keep the Prisoners in Subjection, but will also hazard their being retaken.

We Should have been happy to have been early informed of the Particulars of your Cruise, and of the Prizes you have made, of which We have no authentic Advice to this Hour.¹

Your Bill of Exchange in Favour of Mr Bersolle², for Twenty four Thousand Livres,

which you inform Us, you mean to distribute among the brave officers and Men, to whom you owe your late Success, has been presented to Us, by M^r Chaumont.³ We are Sorry to inform you that We have been under the dissagreeable Necessity of refusing Payment; and that for several Reasons.—first because your Application should have been made to M^r Schweighauser, who is the Person regularly authorized to act as Continental Agent at Brest, and We are determined that all American Concerns, within our Department, shall go through his Hands, as long as he shall continue in the Character of American Agent or at least untill We shall find it necessary to order other wise. secondly Because the Bill is drawn for an Expence which We have no Right or Authority to defray. We have no Authority to make Presents of the public Money, to officers or Men, however gallant and deserving for the Purpose of providing their Families with Cloathing nor for any other Purpose, nor to Advance them Money upon the Credit of their share of Prizes; nor have We Authority to advance them any Part of their Pay, or Bounties. all these Things belong to Congress alone, and must be done by the proper Boards in America

our Authority extends no farther, than to order the necessary Repairs to be made to your Ship, to order her to be furnished with necessary Victuals, which We are ready to order M^r Schweighauser to do, as soon as We shall be informed by you, what Repairs and Victuals are wanted, with an Estimate of the amount of the Expence.

There is one Thing further, which We Should venture to do, for the Benefit of your Men. Upon a Representation from you of the Quantity of Slops, necessary for them, We should order M^r Schweighauser, to furnish your ship with them, not more however than one Suit of Cloaths for each Man, that you may take them on Board of your ship, and deliver them out to the Men as they shall be wanted, charging each Man upon the Ships Books with what he shall receive, that it may be deducted out of his Pay.

Lt Simpson has stated to Us, your having put him under Arrest for disobeying orders. As a Court Martial must by order of Congress consist of three Captains, three Lieutenants, and three Captains of Marines, and those cannot be had here it is our Desire that he may have a Passage, procured for him by the first opportunity, to America, allowing him, what ever may be necessary for his Defense.⁴—As the Consequence of an Arrest in foreign Countries are thus extremely troublesome they should be well considered before they are made.

If you are in Possession of any Resolution of Congress, giving the whole of Ships of War, when made Prizes, to the Captors, We Should be obliged to you for a Copy of it. We should also be obliged to you for a particular account in whose Hands, the Prizes made by you are; in what forwardness the Sale of them.—We have the Honour to be [&c.]

Arthur Lee
John Adams
B Franklin

L, DLC, Peter Force Collection, Papers of John Paul Jones, no. 6757. Addressed: "John Paul Jones Esqr/Commander of the *Ranger*/N^o 3/an american Frigate/Brest." Docketed: "N^o 7/from the A Plenipotentiaries/Passy May 25th. 1778/Rec^d. Brest June 2^d. 1778/Ex^d."

1. Arthur Lee drafted an earlier letter to Jones, dated 17 May, for the commissioners. That letter was never sent. The reason seems to have been its harsh tone, particularly for matters covered in the

preceding paragraph. In his draft, Lee wrote: "We have heard of y^r arrival at Brest with a prize, & are surpris'd that you have not given us an Account of that & of your other proceedings. We desire you will not take any measures relative to the prize & prisoners you may have made except securing them nor incur any considerable expence without our orders. Upon the receipt of this you will immediately send us an Account of what you have done upon your cruize, of what your prizes consist, what repairs you want, & what farther measure you propose to pursue. Upon all these subjects you will wait our directions." American Commissioners to Jones, 17 May 1778, DLC, Benjamin Franklin Papers, series 2, vol. 18, no. 443. The remainder of Lee's draft concerns the court-martial of Lt. Thomas Simpson; it was incorporated almost verbatim into this current letter, which was written by John Adams. In his memoirs, Adams wrote that he was "doubtfull" that Franklin would sign this letter, "but when he saw that Mr. Lee would sign," he did also. (Adams, *Diary*, 4: 116) Franklin, however, wrote Jones himself on 27 May, below. That letter, which was more conciliatory and friendly in tone, initiated a correspondence and dealings between Jones and Franklin that excluded the other commissioners.

2. Emmanuel-Yves Bersolle.

3. Jacques-Donatien Le Ray de Chaumont.

4. The Commissioners informed Simpson of their determination in a letter of 16 May. American Commissioners in France to Lt. Thomas Simpson, 16 May 1778, DLC, Benjamin Franklin Papers, series 2, vol. 18, no. 441.

LIEUTENANT THOMAS SIMPSON, CONTINENTAL NAVY, TO
THE AMERICAN COMMISSIONERS IN FRANCE

Pontaniou, Goal, in the Port of Brest.

May it please your Honours

May 25th. 1778.

I addressed you on the 8th. of this Instant on a very disagreeable affair, not receiving any answer, or order from your Honours, I concluded my letter had miscarried, or your attentions were required on greater objects, and therefore was determined to rest a while, until you might be at leisure, to think on the matter, I had wrote you of—¹ But the treatment I have since received from Captⁿ. Jones constrains me to be again troublesome, which, when I relate it, hope will Apologize with your Honours, for my excuse. On Wednesday the 20th Instant between the hours of nine and ten in the forenoon, Captⁿ. Jones came on board the *Drake*, with a French Officer, and without previous notice ordered me to go with that Officer on board the *Admiral*² (I must make a digression to inform you, that this was the first time he gave me an opportunity, to speak to him since my parting with him on board the *Ranger*, the 25th. of April in the evening, which preceded the day, he sent his written instructions to me by his boat on board the *Drake*,³) I told him, I was sensible that I was under Arrest, and that I was entirely innocent of his charge again me, that I shou'd have given him that satisfaction before, if he had given me opportunity, that I had attended to his order of Arrest, and kept to my confinement, Observed to him, that I had nothing to do with the French Admiral, that he cou'd not possibly be any way connected with our dispute— he answered that he wou'd have no Altercation, and desired the Officer to take me away, I accordingly obeyed; but If I was surpris'd at being sent on board the Admiral's Ship,⁴ what can you think Gentlemen, my astonishment and distress must be, to find after I was in the boat, that the Admiral's ship he told me of, was an Old prison ship that lies in the Port of Brest, which is called the *Admiral*, kept by an Officer and a guard of Soldiers, to put disorderly persons of every denomination, as a punishment. I was confined there that day, and the night following, not a person that I knew suffered to speak to me, M^r. Benjamin Hill, a Gentleman, that was with me in the *Drake*, came to bring my bed, but was not admitted to speak— Thursday morning the 21st. Another French Officer came on board the Prison ship about 9 o' the clock, and told

me I must go with him to the Pontaniou— I was then a little cheered, thinking Captain Jones was about to treat me like a Gentleman, but to my great disappointment and Affliction, when arriving at the Pontaniou, I found it to be the common Goal, where I was ordered to be locked up in one of the rooms, and no person of my acquaintance to be suffered to see me— The Goaler has been so kind as to carry a letter for me to Comte D'orvilliers, I addressed myself to him, as Captⁿ. Jones told me it was the Comte's orders that I shou'd be treated in the manner heretofore related, the Comte told the Goaler, that he had given Captⁿ. Jones liberty (on his application) to put me in the prison, that he had nothing to do with our dispute, the Goaler asked the Comte, who was to provide for me his answer was Captⁿ. Jones, which he has not yet done, unless it be ill treatment,⁵ I have wrote another letter to the Intendant,⁶ he is now out of town, but the Commissary has this day told the Goaler, that I may write to your Honours, which I instantly embrace, it being the fifth day of my confinement— May it please your Honours such actions are cruel, and oppressive, very unbecoming an American Officer, very unbecoming those people, who are Struggling in one of the most glorious causes that mankind ever undertook. I offered Captⁿ. Jones if he wou'd consent to my taking any room on shore, I wou'd confine myself as close, as he pleased, or desired him to confine me to my apartment in the *Ranger*, which is the proper place for my confinement, If people will be so rigorous, No, that favor, even if it was one, was denied— No Officer was ever treated in such a manner in the British navy, and I am sensible there is no Officer (God forbid there shou'd,) but Captⁿ. Jones in the American Navy, wou'd treat his Lieutenant in such a manner, for nothing but an imaginary fault— I appeal to all the Officers of the *Ranger* and by their account of my behaviour, am willing to Stand or fall— Gentlemen pray let my situation plead for me with you, for your friendly interposition, let me be order'd to America, I'll go any way that you please, and deliver myself at the first place I arrive, where there are Gentlemen to try me, let Captⁿ. Jones send his charge written I can have none but written evidence and defence. I am innocent, I fear no trial, if that cannot be, may I beg to be removed to Bourdeaux, on board the *Boston*,⁷ here are passages often enough, or M^r. Williams your Agent can send me from Nantes to America. I shou'd not be thus troublesome, but my unhappiness is great, confined in a foreign prison, no shadow of a Trial, or release, I can be of no service to my country, but on the contrary, my treatment when known, which soon must be, will be a discouragement, and deter every one from entering to serve in the Navy. I beg your honours pardon, and hope you'll excuse this long incorrect State of the matter, have inclosed a Copy of the letter I before wrote you, with a Copy of Cⁿ. Jones Instructions, a copy of his order for my Arrest, and declaration of M^r. Hills, with the people, that were onboard the *Drake*, by which your Honours may be acquainted with matters of fact,⁸ I shou'd be glad to have those people sworn, but my situation will not admit of it—

I cannot conclude without, again, in the most earnest manner, Supplicating your assistance, knowing no other persons in this country to whom I can Apply for redress, my case is still more distressing as I cannot speak the French language, and no American admitted to come to see me in the Prison— I humbly beg a line or two in answer by return of the Post—⁹ And am Your honours most Obedient [&c.]

Thom Simpson

I neglected to observe to your Honours, that Captⁿ: Jones never made a Signal to speak with me at the time of our parting, which if he found, there was a misunderstanding of his verbal order he ought to have done.

If your Honours will Oblige me with answer— I beg it as a favour You'll direct the Letter agreeable to the Underwritten.¹⁰

A Monsieur Monsieur Chevalier Consierge De La prison Royal De pontaniou
A Brest

L, PPAmP, Benjamin Franklin Papers, vol. 9, fol. 189. Addressed before opening: "The Honourable the/American Commissioners." Docketed: "Lt Simpsons Letters. May 25^t 1778."

1. Although a letter in answer to Simpson's of 8 May had been drafted on 16 May, it was not sent.

2. As seen later in this letter, the *Admiral* was a prison hulk anchored in the harbor of Brest.

3. For these instructions, see Capt. John Paul Jones to Simpson, 26 Apr., above.

4. The admiral was Louis Guillouet, Comte d'Orvilliers; his flagship was the ship of the line *Bretagne*.

5. Jones gave his version of events in a letter to the American Commissioners in France of 3 June. PPAmP, Benjamin Franklin Papers, vol. 10, no. 7.

6. That is, Arnaud de La Porte.

7. Continental Navy frigate *Boston*, Capt. Samuel Tucker, commander.

8. See Jones to Simpson, 26 Apr. and 7 May, both above; Members of the Prize Crew of the *Drake* to the American Commissioners in France, 16 May, also above.

9. The Commissioners responded in a letter to Simpson of 3 June. DNA, PCC, item 84, vol. 1: 139-40 (M247, roll 111).

10. The concierge, or door-keeper, of the prison here filled in his title and address.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, Blaye, France*]

[May] 25 Cap^t: Palmes & M^r: Bates were ordered to Bordeaux in search of them¹ At 8 pm M^r: Livingston who acted as a Lieut^t and was Cap^t of a Ship from Virginia with Tobacco on Congress Account,² was ordered to go up to Bordeaux to take the Depositions of Serj^t: Cazneau³ & Azema, two of whom had been importuned to enter into a Conspiracy & rise upon the Officers when at Sea & carry her into England—By the Desire of M^r: Livingston I was ordered to accompany him, taking one Martin a Swede into Custody as principal in the Conspiracy with Us—⁴

D, DLC, Journal of Lieutenant William Jennison, p. 9.

1. Capt. Richard Palmes, Continental Marines and Sailing Master Benjamin Bates had been sent after the mutineers discussed in Jennison's journal entry of 24 May, above.

2. Musco Livingston had been appointed second lieutenant in the Continental Navy frigate *Boston* on 25 Apr. Journal of Continental Navy frigate *Boston*, Capt. Samuel Tucker, 25 Apr., above.

3. See Deposition of Sergeant Jerome Cazeneuve, Continental Marines, 27 May, below.

4. For more on this planned mutiny, see Capt. Samuel Tucker to John Adams, 27 May, below.

REAR ADMIRAL SAMUEL BARRINGTON TO PHILIP STEPHENS, SECRETARY TO THE LORDS COMMISSIONERS OF THE ADMIRALTY

N^o. 8

*Prince of Wales*¹ at Sea, 25th: May 1778.

Lat 44^o. 59' N^o.

Sir,

Long^d. 10" 31 W^t. from London

Having this afternoon taken an American Schooner called the *Duc de Choiseul*, John Fulford, Master, bound to Bourdeaux with forty eight Hogsheads of Tobacco

from North Carolina, I have thought proper to send her to Plymouth, and have great satisfaction in acquainting you, that I am thus far on my passage; having sailed from Plymouth a few hours after I sent away my Letter of the 19th. instant.

I have to desire you will solicit my Lords Commissioners of the Admiralty, to give directions that M^r William Williams, one of the Master's Mates of the *Prince of Wales*,¹ who has the charge of the Prize, may have permission to repair to Falmouth with the People under his direction, as soon as he has delivered her to the Agent, in order to their proceeding from thence in the first Packet that shall sail for the West Indies, to rejoin the Ship at the Leeward Islands; the Agent having instructions to procure them a passage. I am [&c.]

Sam^l: Barrington

UKLPR, Adm. 1/310. Addressed at foot of first page: "Philip Stephens Esq^r." Docketed: "2 June/Vice Adml./Lord Shuldham/Send Reply/Own r^e & let [*two words illeg.*]/have it".

1. H.M.S. *Prince of Wales*, Capt. Benjamin Hill, commander.

JOHN BONDFIELD TO CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Sir

Bourdeaux 25th. May 1778.—

A Complaynt has been lodged by the Wife of J. B. Morel, Drummer on board your Ship to the Commissary of admiralty, that he the said Morel requested his Wife by a Message by a man yesterday on board requesting that she would apply to the Comissary for an order to be put on shore, that he was invited on Board by Strategem, that since he has been on Board he has been confined in the hold and refused permission to speak with any one on board.—I have maintained the falcity of the imputation and have requested the Commissary to send down one of his Officers to take information from you, to take off the imputation of so scandalous a Nature. M^r Lemony is so oblidging as to permit one of his Dependants of confidence who will deliver you the presents and who I am fully persuaded will make his report from the information he will receive from the whole Body of your Marine Volenters, how ill founded is the Complaynt— I have had M^r Palmes¹ to the Admiralty to inform M^r Lemony the true situation of this Circumstance. M^r Palmes will be with you in the Morning.—The Town Guards are all upon the look out for your deserters. I am [&c.]

John Bondfield

LB, MH-H, Samuel Tucker Papers (fMS Am 812), Letter Book. Addressed at foot: "To Samll. Tucker Esqr./Att Blythe."

1. Richard Palmes, captain of marines in Continental Navy frigate *Boston*.

JOHN BONDFIELD TO CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Sir

Bourdeaux 25th. May. 1778.—

The Wife of Jean B. Morel has lodged with the Commissary of Marines, a complaint for the detention of her Husband by force on Board the *Boston*, & of keeping him against his inclination on his going on board with Drums his Wife says he repared for you. Youll please if such a Man is on Board to Order h[im] on Shore, this stoping the pursuit the Admiralty was taken on h[is] Acc^t I have the Honour to be [&c.]

John Brondfield

LB, MH-H, Samuel Tucker Papers (fMS Am812), Letter Book. Addressed at foot: "To Samll. Tucker Esqr."

JOHN G. FRAZER TO CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Dear Sir

Bourdeaux May. 25th. 1778.—

One of Cap^t. Jones people see the four men that run away from your boat yesterday, I never heard of it till this Morning when I desired Cap^t. Burch & all the other American Captains here to make a Strict enquiry after them, which they promised me to do and to lay hold of them immediately, I expect they will come across the scoundrels to day or night, as I will have all the Dram shops serched this Evening, if they are taken I will hire a boat & send them down to you. I wish you a successful Cruise & happy sight of your Friends, & please to give my Love to all Friends in America wherever you may see them & am [&c.]

Jn^o. G. Frazer

LB, MH-H, Samuel Tucker Letter Book (fMS Am 812), Letter Book. Addressed below close: "Sam^l Tucker Esq^r"

May 26

"EXTRACT OF A LETTER FROM BIDDEFORD, MAY 26"

"Tuesday last came in upon Abbotshamcliffs, between two rocks, a brig, British built, about 110 tons, laden with linseed. She had on board no person, nor any chest, box, papers, sails, or cables, only two masts standing, her rigging cut off, the hatches and companion gone, and had four anchors. It is supposed was bound from Holland to Ireland, but had been taken by an American privateer, who intended to sink her, there being a hole made through her bottom. She has been in the Bay three or four days before, and on Thursday she was brought into this port."

Lloyd's Evening Post, and British Chronicle (London), 1–3 June. Biddeford, now Bideford, is in Devonshire, England.

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, May 1778*]

26th. Tuesday to Day a poor Wid^o. came to see us who says She is the Daughter of D^r. Murry of Newtown-Chester in Merriland¹ her Husband was Dead & She left with 3 Small Children & in a Strange Land & Nothing to help her self with, & we for Country sake Subscribed About a Guinea for her

D, MeHi, Jonathan Haskins Journal.

1. This was probably Dr. William Murray of Chestertown, Md.

WILLIAM MORRIS TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Sir

There is nothing Could have giving me greater Satisfaction then being informed by M^r. Williams that you entertain a Suffisiant oppinion of my abilities to

think me worthy of being Lieu^t of the Marrines of your Ship¹ my intentions are intirely to Serve my Country and wish to enter into the Servise with no other View. I Shall proceed to Breast as soon as posible I harttely Congratulate you on your late Success and am [&c.]

William Morris

Nantes May 26th 1778

L, DLC, Peter Force Collection, Papers of John Paul Jones, no. 6762. Addressed: "John Paul Jones Esq^r/Commander of the Continen^l/Ship of War *Ranger*/Brest." Docketed: "from M^r William Morris/Nantes May 26th. 1778/rec^d Brest May 30th. 1778."

1. Jonathan Williams, Jr., had recommended the appointment of William Morris as lieutenant of Marines on the *Ranger* in place of Lt. Samuel Wallingford, who had been killed during the engagement between *Ranger* and H.M. ship-rigged sloop-of-war *Drake*. Morris joined *Ranger* in July 1778 and served aboard the vessel until its capture at Charleston, S.C., in 1780. For a biographical sketch of Morris, see Smith, *Marines in the Revolution*, 456.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Frigate Boston, Bordeaux*]

[May] 26 We arrivd at Bordeaux at 9 am. & it was discovered that the major part of the Ship's Seamen were engaged in the Black project of taking the Captain alive if possible & kill every other Officer who should resist—¹

D, DLC, Journal of Lieutenant William Jennison, p. 9.

1. For more on this planned mutiny of the crew of Continental Navy frigate *Boston*, see Jennison's journal entry of 25 May, above, Deposition of Sergeant Jerome Cazeneuve, Continental Marines, 27 May, and Capt. Samuel Tucker to John Adams, 27 May, both below.

REAR ADMIRAL SAMUEL BARRINGTON TO PHILIP STEPHENS, SECRETARY TO THE LORDS COMMISSIONERS OF THE ADMIRALTY

N^o. 9

Prince of Wales at Sea, 26th. May 1778.

Lat^d: 43°. 15' N^o.

Sir,

Long^d: 11°—00 W^t. from London

Be pleased to acquaint my Lords Commissioners of the Admiralty, that I have this instant taken and sent into Plymouth, an American Brig called the *Gardoqui*, Bradstreet Dennison, Master, bound to Bilboa, with Tobacco, Lumber, and Potash, from Newberry Port in New England;¹ And as I have sent instructions to the Agent to procure a Passage, in the first West India Packet that shall sail from Falmouth, for the Officer and People who have charge of this Prize, as well as for those whom I sent in the *Duc de Choiseul* yesterday,² in order that they may rejoin the Ship at the Leeward Islands, if their Lordships should have no objection; I have to request you will sollicit their Lordships permission for that purpose. I am Sir [&c.]

Sam^l: Barrington

L, UklPR, Adm. 1/310. Addressed at foot of page: "Philip Stephens Esq^r." Docketed: "9 June/V. Adm^l Lord Shuldham to/permit it/Own rec^t & let/have it."

1. *Gardoqui* arrived at Plymouth on 5 June. *Lloyd's Evening Post, and British Chronicle*, 5–8 June 1778.

2. See Barrington to Stephens, 25 May, above.

May 27

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, May 1778*]

27th. Wednesday this Morning Early the Guard Surprised those people in the L.P. that were Digg^g But no One Gone to the B. hole—²

D, MeHi, Jonathan Haskins Journal.

1. As seen in the Journal of Dr. Jonathan Haskins, 11 May, above, this escape tunnel from the Long Prison had been under construction for more than sixteen days.

2. That is, the Black Hole, which is discussed in a note at the Journal of Dr. Jonathan Haskins, 9 April, above.

BENJAMIN FRANKLIN TO CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Dear Sir,

Passy, May 27. 1778

I received yours of the 18th. inclosing one for the Countess of Selkirk which I forward this Day via Holland as you desire.¹ It is a gallant Letter, & must give her Ladyship a high & just Opinion of your Generosity & Nobleness of Mind.

The Dirty Insinuation you mention is of a Piece with many others from the same Quarter; the natural Produce of base Minds, who feeling no other Motive in their own Breasts, but sordid self-Interest, imagine no other Motive can exist in others, and therefore it is to that alone they ascribe the most praiseworthy Actions

The Jersey Privateers do us a great deal of Mischief, by intercepting our Supplies. It has been mention'd to me, that your small Vessel, commanded by so brave an Officer, might render great Service by following them where greater Ships dare not venture their Bottoms; or being accompanied and supported by some Frigates from Brest, at a proper Distance, might draw them out, and then take them. I wish you to consider of this, as it comes from high Authority; and that you would immediately let me know what you think of it, and when your Ship will be ready.²

I have written to England about the Exchange of your Prisoners.³

I congratulate you most cordially on your late Success, & wish for a continuance & Increase of the Honour you have acquired. It will always be a Pleasure to me to contribute what may lay in my Power towards your Advancement & that of the brave Officers & Men under your Command. I have [&c.]

B Franklin

L, DNA, PCC, item 82, vol. 1, p. 59 (M247, reel 108). Addressed: "To the honourable/John Paul Jones Esq'/Commander of a Ship of War/(the *Ranger*) belonging to the United/States of America/Brest." Docketed: "from His Excellency D^r Franklin/Passy/Passy May 27th. 1778/Rec^d. Brest May 30th. 177[8]/N^o. 4." Notation at foot of first page of letter: "Honble Capt. Jones."

1. The letter to Lady Helen Hamilton, Countess of Selkirk, 8 May, above.

2. Jones replied on 1 June. PPAmP, Benjamin Franklin Papers, vol. 10, no. 2.

3. American Commissioners in France to David Hartley, 25 May 1778. DLC, Benjamin Franklin Papers.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY,
TO AMERICAN COMMISSIONERS IN FRANCE

Gentlemen.

Brest May 27th 1778.

I have now to fulfil the promise made in my last by giving you an Account of my late Expedition. I sailed from Brest the 10th of April. my Plan was extensive: I

therefore did not at the beginning wish to incumber myself with Prisoners.—On the 14th. I took a Brigantine between Scilly and Cape Clear bound from Ostend with a Cargo of Flaxseed for Ireland; sunk her and proceeded into S^t Georges Channell.¹ On the 16th I took the Ship *Lord Chatham* bound from London for Dublin, with a Cargo consisting of Porter and a variety of Merchandice; and almost within sight of her Port:—this Ship I manned and Ordered for Brest.—²

Towards the Evening of the day following the Weather had a promising appearance and the Wind being favorable I stood over from the Isle of Man with an intention to make a descent at Whitehaven: at Ten I was off the Harbour with a party of Volunteers, and had every thing in readiness to land, but before Eleven the Wind greatly increased, and shifted so as to blow directly upon the shore; the Sea encreased of course and it became impossible to effect a landing: this Obliged me to carry all possible sail so as to clear the Land and to await a more Favorable Opportunity.—

On the 18th in Glenluce Bay on the South Coast of Scotland I met with a Revenue Wherry;³ it being the common practice of these Vessels to board Merchant Ships, the *Ranger* then having no external appearance of War, it was expected that this rover would have come alongside:—I was however mistaken, for tho the Men were at their Quarters yet this Vessel outsailed the *Ranger* and got clear in spite of a severe Cannonade.

The next Morning off the Mull of Galloway I found myself so near a Scotch coasting Schooner loaded with Barley that I could not avoid sinking her.—Understanding that there was Ten or Twelve sail of Merchant Ships, besides a Tender Brigantine with a number of Impressed Men on board, at Anchor in Loughryan in Scotland I thought this an Enterprize worth my attention but the Wind, which at the first would have served equally well to sail in or out of the Lough, shifted in a hard Squall so as to blow almost directly in with an appearance of bad Weather; I was therefore obliged to abandon my Project.—

Seeing a Cutter off the Lee Bow steering for the Clyde I gave chase in hopes of cutting her off; but finding my endeavours ineffectual I pursued no further than the Rock of Elza.—In the Morning I fell in with a Sloop from Dublin which I sunk to prevent Intelligence.—

The next day the 21st being near Carrickfergus a Fishing boat came off which I detained: I saw a Ship at Anchor in the Road which I was informed by the Fishermen was the British Ship of War *Drake* of 20 Guns.—⁴ I determined to Attack her in the Night: my Plan was to overlay her Cable and to fall upon her Bow so as to have all her decks open and exposed to our Musquetry &c.^{ca.} at the same time it was my intention to have secured the Enemy by Graplings so that had they cut their Cables they would not thereby have attained an Advantage.—The Wind was high, and unfortunately the Anchor was not let go so soon as the Order was given; so that the *Ranger* was brought up on the enemies quarter at the distance of half a Cables length. We had made no Warlike appearance, of course had given no Alarm; this determined me to cut immediately, which might appear as if the Cable had parted; and at the same time enable me, after making a Tack out of the Lough, to return with the same prospect of advantage which I had at the first:—I was however prevented from returning; as I with difficulty weathered the Lighthouse on the Lee side of the Lough, and as the Gale increased.—The Weather now became

so very Stormy and severe and the Sea ran so high that I was obliged to take Shelter under the South Shore of Scotland.

The 22^d introduced fair Weather; tho' the Three Kingdoms⁵ as far as the Eye could reach were covered with Snow.—I now resolved once more to attempt Whitehaven: but the Wind became very light so that the Ship could not, in proper time, approach so near as I had intended.— At Midnight I left the Ship with two Boats and 31 Volunteers:— When we reached the outer Peir the day began to dawn; I would not however abandon my Enterprize, but dispatched One boat under the direction of M^r Hill and Lieutenant Wallingsford⁶ with the necessary combustables to set fire to the Shipping on the North side of the Harbour; while I went with the other party to attempt the South side.—I was successful in scaling the Walls and Spiking up all the Cannon on the first Fort; finding the Sentinals shut up in the Guard house they were secured without being hurted; having fixed Sentinals, I now took with me one man only (M^r Green)⁷ and spiked up all the Cannon on the Southern Fort, distant from the other a Quarter of a mile

On my return from this Business I naturally expected to see the Fire of the Ships on the North side as well as to find my own party with every thing in readiness to set Fire to the Shipping on the South; instead of this I found the Boat under the direction of M^r Hill and M^r Wallingsford returned, and the party in some confusion; their Light having burnt out at the instant when it became necessary. By the strangest Fatallity my own party were in the same situation the Candles being all burnt out:—The day too came on apace; yet I would by no means retreat while any hopes of Success remained.—Having again placed Sentinals a light was obtained at a House disjoined from the Town; and Fire was kindled in the Steerage of a large Ship which was Surrounded by at least an Hundred and Fifty others, chiefly from Two to Four hundred Tons burthen, and laying side by side aground, unsurrounded by the Water.—

There was besides from Seventy to an Hundred large Ships in the North Arm of the Harbour aground clear of the Water and divided from the rest only by a stone peir of a Ships height.—I should have kindled Fires in other places if the time had permitted. As it did not, our care was to prevent the one kindled from being easily extinguished: after some search a Barrell of Tar was found and powered into the Flames, which now ascended from all the Hatch ways.—the Inhabitants began to appear in Thousands and Individuals ran hastily towards us. I stood between them and the Ship on Fire with a Pistol in my hand and ordered them to retire which they did with precipitation. The Flames had already caught the Rigging and began to ascend the Main Mast. The Sun was a full Hours march above the Horizon; and as Sleep no longer ruled the World, it was time to retire: we embarked without Opposition, having released a number of Prisoners as our Boats could not carry them. After all my People had embarked I stood upon the Peir for a considerable space yet no person advanced. I saw all the Emeninces round the Town covered with the amazed Inhabitants.

When we had rowed to a considerable distance from the shore the English began to run in vast numbers to their Forts.—their disappointment may easily be imagined when they found I suppose at least Thirty heavy Cannon (the Instruments of their Vengeance) rendered useless.—At length however they began to Fire.—having as I apprehend either brought down Ships Guns or used One or

Two Cannon which lay on the Beach at the foot of the Walls dismounted and which had not been spiked.—they Fired with no direction and the Shot falling short of the Boats, instead of doing us any dammage afforded some diversion; which my People could not help shewing by discharging their Pistols &^{ca.} in return of the Salute.—

Had it been possible to have landed a few hours sooner my Success would have been complete: not a single Ship out of more than Two hundred could possibly have escaped; and all the World would not have been able to save the Town.—What was done however is sufficient to shew, that not all their boasted Navy can protect their own Coasts—and that the Scenes of distress which they have occasioned in America may soon be brought home to their own doors.—One of my people was missing and must, I fear, have fallen into the Enemies hands after our departure.—⁸ I was pleased that in this Business we neither Killed nor Wounded. I brought off Three prisoners as a sample.

We now stood over for the Scotch shore and I Landed at noon on S^c Marys Isle with one Boat only and a very small party. The Motives which induced me to land there are explained in the within Copy of a Letter which I have written to the Countess of Selkirk.—⁹

On the morning of the 24th I was again off Carrickfergus; and would have gone in had I not seen the *Drake* preparing to come out.—it was very moderate and the *Drakes* boat was sent out to reconnoitre the *Ranger*—as the Boat advanced I kept the Ships stern directly towards her—and tho' they had a Spy Glass in the Boat, they came on within Hail, and alongside.—When the Officer came on the Quarter deck he was greatly surprised to find himself a Prisoner!—altho' an Express had arrived from Whitehaven the Night before.—I now understood, what I had before imagined, that the *Drake* came out in consequence of this Information, with Volunteers against the *Ranger*.—the Officer told me also that they had taken up the *Rangers* Anchor. The *Drake* was attended by Five small Vessels full of People; who were led by motives of curiosity to see an Engagement: but when they discovered the *Drakes* boat at the *Ranger's* stern they wisely put back.—Alarm smokes now appeared in great abundance extending along both Sides of the Channel.—the Tide was unfavorable so that the *Drake* worked out but slowly; this obliged me to run down several times and to lay with Courses up and Main TopSail to the Mast.—At length the *Drake* weathered the Point; and having led her out to about mid-channell, I Suffered her to come within hail: the *Drake* hoisted English Colours and at the same instant the American Stars were displayed on board the *Ranger*.—I expected that Preface had been now at an end; but the Enemy Soon after hailed, demanding what ship it was?—I directed the Master to answer the American Continental Ship *Ranger*—that we waited for them and desired they would come on.— The Sun was now little more than an Hour from setting, it was therefore time to begin.—The *Drake* being astern of the *Ranger* I ordered the Helm up and gave her the first broadside, the Action was warm, close, and obstinate; it lasted an Hour and five minutes when the Enemy called for Quarters—her Fore and Main Topsail yards being both cut away & down on the Cap—The Fore top Gallant yard and Mizen Gaff both hanging up and down along the Mast. The 2^d Ensign which they had hoisted shot away and hanging over the Quarter Gallery in the Water—The Jib shot away and hanging into the Water—her Sails and Rig-

ging entirely cut to peices.—her Masts and Yards all wounded and her Hull also very much Galled.

I lost only Lieutenant Wallingsford and one Seaman (John Dougal) killed; and Six Wounded; among whom are the Gunner (M^r. Falls) and M^r. Powers a Midshipman, who lost his Arm.¹⁰ One of the wounded (Nathaniel Wills) is since dead—the rest will recover.—

The loss of the Enemy in killed and Wounded was far greater.—All the Prisoners allow that they came out with a number not less than an Hundred and Sixty Men; and many of them Affirm that they amounted to an Hundred and Ninety the Medium may perhaps be the most exact account—and by that it will appear that they lost in killed and Wounded 42 Men.—

The Captain and Lieutenant were among the Wounded—¹¹ the former, having received a Musquet Ball in the Head the Minute before they called for Quarters, lived & was sensible for some time after my People boarded the Prize—the Lieutenant survived two days.—They were Buryed with the Honors due to their Rank and with the Respect due to their Memory.—

The Night and almost the whole day after the Action being moderate greatly facilitated the refitting of both Ships.—A large Brigantine ran so near the *Drake* on the Afternoon that I was Obliged to bring her too—she belonged to Whitehaven and was bound for Norway.—¹² I had thoughts of returning by the South Channel but the Wind shifting I determined to pass by the North & round the West Coast of Ireland—this brought me once more off Belfast Lough on the Evening of the day after the Engagement.

It was now time to release the honest Fishermen whom I took up here on the 21st.—And as the poor fellows had lost their Boat, she having sunk in the late stormy Weather, I was happy in having it in my Power to give them the necessary Sum to purchase every thing new which they had lost.—I gave them also a good Boat to transport themselves ashore and sent with them Two infirm Men on whom I bestowed the last Guinea in my Possession to defray their travelling Expences to their proper home at Dublin—they took with them One of the *Drakes* Sails which would sufficiently explain what had happened to the Volunteers.—The grateful Fishermen were in Raptures and expressed their Joy in three Huzzas as they passed the *Rangers* Quarter.—

I again met with contrary Winds in the Mouth of the North Channel but nothing remarkable happened till on the Morning of the 5th Current. Ushant then bearing SEBE distance 15 Leagues—when seeing a Sail to leeward steering for the Channel—the Wind being favorable for Brest and the distance trifling I resolved to give chace. Having the *Drake* in Tow—I informed them of my intention and Ordered them to cast off They cut the Hawser.—The *Ranger* in the Chace went lasking between the NNE and NNW—it lasted an Hour and Ten minutes—when the chace was hailed and proved a Swede.—I immediately hauled by the Wind to the Southward.— After cutting the Hawser the *Drake* went from the Wind for some time—then hawled close by the Wind steering from SSE to SSW as the Wind permitted;—so that when the *Ranger* spoke the Chace the *Drake* was scarce perceptible.—In the course of the day many large Ships appeared steering into the Channel—but the extraordinary Evolutions of the *Drake* made it impossible for me to avail myself of these favorable circumstances:—towards Noon it became very

Squally and the Wind backed from the SW to the West.—The *Ranger* Had come up with the *Drake* and was nearly abreast of her, tho' considerably, to leeward when the Wind shifted:—The *Drake* was however kept by the Wind; tho' as I afterward understood, they knew the *Ranger* and saw the Signal which she had hoisted.—After various Evolutions and Signals in the Night I gave chase to a Sail which appeared bearing SSW the next Morning at a great distance.—The chase discovered no intention to speak with the *Ranger*; she was however at length brought too and proved to be the *Drake*.—I immediately put Lieutenant Simpson under Suspension and arrest for disobedience of my Orders dated the 26th Ult^o. Copy whereof is here inclosed.—¹³ On the 8th both Ships Anchored safe in this Road—the *Ranger* having been Absent only 28 days.—Could I suppose that my letters of 9th and 16th Curr^t. (the first advising you of my Arrival and giving reference to the Events of my Expedition—the last advising you of my Draft in favor of Mons^r Bersole¹⁴ for Twenty four thousand Livres and assigning reasons for that demand) had not made due appearance I would hereafter as I do now inclose Copies.—Three posts have already arrived here from Paris since Comte D'Orvilliers shewed me the Answer which he received from the Minister to the letter which inclosed mine to you—yet you remain Silent.—¹⁵ Mons^r Bersole has this moment informed me of the Fate of my Bill the more extraordinary as I have not yet made use of your Letter of 10th Jan^y. last whereby I then seemd entitled to call for half the amount of my late draft—and I did not expect to be thought extravagant when on the 16th I doubled that demand.— could this indignity be kept secret I should disregard it—But tho' it is already public in Brest and in the Fleet as it affects only my private Credit I will not complain.—I cannot however be silent when I find the Public Credit under the same disgrace.—I conceive that this might have been prevented.—To make me completely wretched M^r. Bersole has told me that he now stops his hand not only of the necessary Articles to refit the Ship but also of the daily Provision—I know not where to find tomorrows dinner for the great number of Mouths which depend on me for Food—Are then the Continental Ships of War to depend on the Sale of their Prizes for a daily Dinner for their Men?—“Publish it not in Gath”—¹⁶ My Officers as well as Men want Cloathes to cover their Nakedness—and the Prizes are precluded from being Sold before further Orders arrive from the Minister.—I will ask you Gentlemen if I have deserved all this?— Whoever calls himself an American Agent ought to be present here.¹⁷

I am unwilling to think that you have intentionally involved me in this sad delema at a time when I ought to expect some enjoyment—therefore I have as formerly the honor to be [&c.]

Jn^o P Jones

L, PPAmP, Benjamin Franklin Papers, vol. 9, part 2, fol. 193. Addressed below close: “Their Excellencies/The American Plenipotentiaries/at the Court of/France.” Docketed: “C. Jones May 27. 1778.”

1. Brigantine *Dolphin*, Christian Stenger, master.
2. Ship *Lord Chatham*, William Straughan, master.
3. British Revenue Service wherry *Cumbras*, Joseph Crawford, commanding.
4. H.M. ship-rigged sloop-of-war *Drake*, Comdr. George Burdon, commander.
5. That is, England, Ireland, and Scotland.
6. Benjamin Hill, volunteer midshipmen, and Lt. Samuel Wallingford (or Wallingsford), Continental Marines.
7. Joseph Green, a prize master on *Ranger*.
8. The crewman, David Freeman, a disgruntled Irish soldier who only joined *Ranger* to gain passage home, deserted and betrayed the raid by spreading the alarm throughout Whitehaven. Other members

of *Ranger's* crew, according to later reports, spent much of the raid carousing in local pubs.

9. See Capt. John Paul Jones to Lady Helen Hamilton, Countess of Selkirk, 8 May, above.

10. The gunner, James Falls, was wounded in the shoulder; Midn. Pierce Powers lost his right hand and his left was badly wounded. *Diary of Ezra Green*, p. 25.

11. The captain of H.M. ship-rigged sloop-of-war *Drake* was Comdr. George Burdon; the lieutenant was Lt. William Dobbs, R.N., volunteer.

12. Brigantine *Patience*, William Moore, master.

13. See Capt. John Paul Jones to Lt. Thomas Simpson, 26 Apr., above.

14. Emmanuel-Yves Bersolle, a Brest merchant.

15. Louis Guillouet, Comte d'Orvilliers commanded the French naval squadron at Brest; "the Minister" was Antoine-Raymond-Gualbert-Gabriel de Sartine, the French Minister de La Marine. The commissioners had written Jones on 17 and 23 May. The letter of 23 May is above; the letter of 17 May is in *Benjamin Franklin Papers* 26: 490.

16. 2 Sam., 1: 20, and Micah, 1: 10.

17. The American agent in Brest was Jean-Daniel Schweighauser.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO WILLIAM CARMICHAEL

Ranger Brest 27th May 1778.—

Accept my worthy Friend the perusal of the inclosed account of my late expedition to Abraham Livingston Esqr:— should you think any part of it worthy of so much attention, you may freely Copy before you forward it—¹

Our Friend Williams with Mr: Johnson have paid me a Visit from Morlaix since my Arrival²—I received from Williams a 172 [*copy*] of 869 716 175 [*your secret correspondence*] so that 868 [*you*] have 545 [*now*] another member of 869 [*your*] Society in Europe.—³

The Plan which we Communicated to Mons^r: La Motte Picquet did not succeed—when I parted from the Fleet in Quiberon I came here along shore—I communicated my plan to Mons^r: Le Comte D'Orvilliers who Commands the Fleet. He approved it so much that he proposed to send a Frigate to accompany me as far as Cape La Hague.— Gales of Wind however, and other Circumstances kept me here from the 9th of March until the 10th of April, it was therefore too late to pursue that plan as the Ships which were my principle Object must have departed about the 20th of March.—

364 [*I*] am Unhappily 149ed [*companioned?*] 862 [*with*] a 725 [*set*] of 557 [*officers*] whose sole 23 [*aim*] is 514 [*much*] present 314 [*gain*].— of Course 728 [*ships?*] and 290 [*?*] are not 791 [*their*] object—796 [*They*] wish to deal with nothing but Yrepnag Fvuef [*merchant ships*].— 790 [*The*] inclosed on that Subject 860 [*will*] Sufficiently explain 576 [*my*] Situation which you will I am sure think 214ing [*demanding*] 242 [*?*]. I leave to 869 [*your*] discretion 804 [*to*] shew it 569 [*or?*] not as you may think proper—I shall write to you as Opportunity may offer being with Sentiments [*&c.*]

N.B. I have written to Doctor Bancroft—who is now in very easy Circumstances having gained Several thousands by Insurance

LB, MdAN, John Paul Jones Letter Book, Mss. No. 236, pp. 30–31. Addressed below close: "William Carmichael Esq:—" The code used in this letter was one that Jones, Carmichael, Jonathan Williams, Jr., and Dr. Edward Bancroft used in corresponding to each other. According to James Bradford, editor of the *Microfilm Edition of the Papers of the Papers of John Paul Jones*, it is a simple nomenclature code the key to which was a dictionary with numbers written beside the words for which they stood, supplemented by a letter substitution code for words not included in the dictionary. That dictionary has not been located, but Bradford was able to decipher most of the words using context, other correspondence, and the alphabetical placement of the words. That there were thirty-three encoded letters allowed him to confirm the meanings of frequently used code words. Following those code words whose meanings he

was unsure of, Bradford placed a question mark. Unless otherwise indicated, the editors have used Bradford's decoding.

1. The account of his expedition that Jones sent to his friend Abraham Livingston, a merchant and the Continental agent in South Carolina, has not been found, but it must have been similar to the one he sent to the American Commissioners in France, immediately above.

2. As seen in his letter to Jonathan Williams, Jr., of 29 May, below, Williams knew the code used in this letter. This code was undoubtedly the "secret correspondence." Mr. Johnson was probably Walter Johnson, a merchant from Bordeaux.

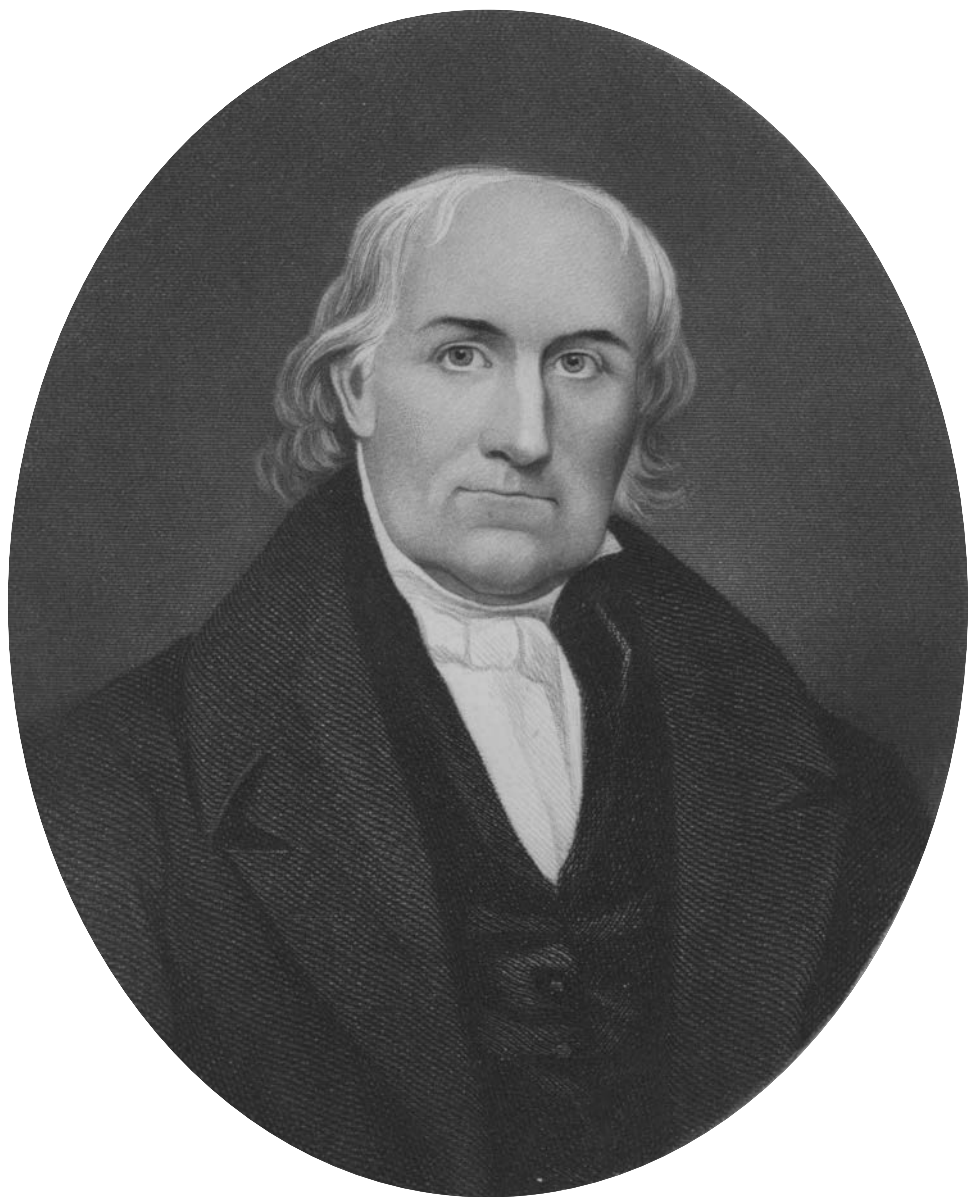
3. Enclosure has not been found. Perhaps, like Jones, Carmichael was a Mason.

DEPOSITION OF SERGEANT JEROME CAZENEUVE, CONTINENTAL MARINES

Deposition of Jerome Casnove Serg^t Marines on board the *Boston* Frigate

The said Jerome Casnove of Toulouse was an Inhabitant of Bordeaux since 27 Oct^r last and lived During that time three Months with M^r Wyer bookbinder at the Chartran—finding an opportunity to get employ in the Service of the United States of w^{ch}. He had a great desire he apply to M^r Frazer¹ an American Gentleman living in the Chartran requesting his Interest to get him employd on board the *Boston*. that M^r Frazer gave him a Note to Captain Tucker Commanding the Frigate on the receipt of which the Captain imediately assented and gave him the Station of Sergeant of Marines. I the said Casnove depose some time after this M^r Wyer finding I was enterd in this Station. he approv'd the Step but disapprov'd the Cause—Not long after Martin Retur [?]² introduced himself on board the Frigate as a Hugster or a man who woud Undertake the little shore purchases Necessary to be made for the Frigates People. he soon became familiar with the Seamen and particularly with Monroe who had been taken in the Prize made by the *Boston* on her Passage to France³ he representd his situation to said Martin told him he had a Wife & Family in London and would be glad to see them if his Situation of Circumstances could permit not chusing to incorporate himself with the Enemy's of His Country Martin told him there was a Man a Country of his named Wyer that might serve him & would mention Him to said Wyer which he accordingly did they both promised him M & W that he would contrive to raise a small sum of Money from the Gentlemen of the Factory to take him to England

Being one Day with Wyer he represented to this deponent it would be easy to take that Ship from the Americans and those that would oppose it and carry her to England I represented the Act as Scandelous & Vilanous—few days after this said Monroe met me and engaged me to take part of a Bottle of Wine with him we drank our Wine and took after a Walk, at which time he told me Wyre had mentiond something to him which if he thought he could trust himself to me he would lay before me a Scheem that would make all our Fortunes—I neither assented nor dissented the next day I spoke to Captain Tucker and told him a plot was laid by some of the Ships Company against him and that I had been applied too to join in the Conspiracy but if he would give me leave to appear to join with them I might come at the bottom of the Intent to which he consented and requested I would be watchful—few days after I met the s^d Monroe with Captain Watts, and went with them to a Tavern. a dispute happend betwixt Cap^t Watts and a Midshipman who came in and prevented the Conversation that should have ensued but going out Cap Watts went before with the Midshipman and left Munroe to speak with me who opened the former subject of take the ship and told me his plan which was



Captain Samuel Tucker, Continental Navy

that he knew most of the Men on board that would be of the party provided he could secure the Marines & that after a storm at Sea to secure the Hatchway by the Marines while he with the Seamen who should have each a pair of Pistols provided should make sure of the officers and keep the men down—that he would not Kill Cap^t Tucker having been well treated by him but would secure him as being the principal and equal to any three on board the Ship. shortly after I met Cap Watts who said he wishd to speak with me on the subject that Munro had mentiond to me which was the above fact—finding me inclined to favor his proposals he said if he could depend on the Marines he would leave his Ship and enter on board the Ship as a private Seaman. since that I saw him several times but without mentioning the Subject.

Seeing Martin frequently with the People and on board the Frigate. I entrusted him with the supposed Secret on purpose to find out if he was concernd but found he had no knowledge of the affair on the contrary he appeard to diswaid me as being too dangerous & Inhuman.

after the Frigate dropt down to Lortmont I went to join her and went in her to Blay being on shore at Blay on Sunday last the 24th. May Ins^t I met the said Martin on the Warf who said he had something particular to say I agreed to meet him after Dinner I met him as ~~an~~ apointment he took me aside and told me M^r Wyer was very sorry at my not have taken leave of him before I parted, that he was charged to ask me if I persisted in the sett schem M^r Wyer M^r Watts, Monroe & some of the men that deserted the Ship would come and bring some opium with them which they would occationly employ to set the People a sleep to favor their intent. I askd him how he proposd the Men could embark who had deserted, he the said Martin would engratiate himself with the Captain and discover where the deserters lay with aparent submission & should make their Peace with the Captain. that Wyer & Watts were resolved to enter on board as private Men and so join with the rest of the Company to favor their sheem—I answerd him he was deceivd in his man that my seeming acquiescence was only to obtain a certain knowledge of the Fact which was vilenous & Inhuman and such as I was not accustemd to Act in— The same evening I went on board told Lieu^t Reed^d of what had passd and the Captain the Next Morning

Bordeaux 27 May 1778
Jerome Cazeneuve

D, PU, Benjamin Franklin Papers.

1. John G. Frazer.
2. In his journal entry of 26 May, above, Lt. William Jennison identified Martin as “a Swede.”
3. Among the prisoners captured in the prize ship *Martha* was “Andrew Munroe.” Journal of Continental Navy Frigate *Boston*, Captain Samuel Tucker, 11 Mar. 1778, *NDAR* 11: 1078.
4. Benjamin Reed, first lieutenant of *Boston*.

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO JOHN ADAMS

Sir

Blaye May the 27 1778

I am ready for Sea and waiting for a wind after a teadious fatiguing Jobb. I heartily Congratulate you with the News of Cap^t Jones takeing the *drake*^t & make no doubt but any of us Could Compleat Such an Undertaking Was our People Unanimous but Sir their has bein a Consparicy Carred on board the *Boston* this

three weeks Past between the English att Bourdeaux and my men to take the Ship to England but I Luckily Discoverd the Plot² I have Sent M^r Livingston to town with the Evedence against them to Secure the Villians one by the Name of wire³ another by the name of watts and M^r Munrow⁴ Who Deserted the Ship This I done by advice of the majestrates and military offercers of this Place on Catching the Raskel with his Last Message to my People to know their minds those Deserters who had Run before had agreed by Perswations of the English Villians att Town to Come on board and ask my Pardon for transgresing with Pison Conceald about them and opeum the Rascles where to Broach a Cask of water for forty Who were to be Concernd Pison the offercers by their Victles & to assassanate me by the way of a Sentenal Who was to be well Rewarded for his Vallour but thanks to god I am Seldom or Ever off my gaurd in war time Even in a family where well acquainted

Prehaps Sir when the matter is finishd M^r Bondefield will give you a Just acc^t as my time will not Permit me to Stay⁵ my tarry has bein Long in Bourdeaux and I was almost ashamd to Write but I Cannot Boast of being well mand but my Ship is Extraordinary well fited att great Expencc but hope nevertheless to pay my Country for all the Expencc I Shall be att Sir I have Rec^d your trunk of M^r Bondfield and hope to Deliver it with Pleasure and your Leter to M^r Smith in Boston⁶ Where I hope to See your Honnour & Mas^t Jack in the Course of two years but Soonner Sir you Cannot be Expected

My Compliments Sir to Mas^t Jack & Mas^t Jesse that I am Very well⁷ Hoping these may be Presented your Honnour and them in Like Situation My Number of men on board is 182 men and Boys amongst which is 40 Seamen. Some of the before mentioned that I Shall take Very good Care off. Sir Your most Obed^t [&c.]

Sam^l Tucker

Sir I have Just heard the Confirmation of Cap^t Bidle being Sunk by the *Seaford* of 64 guns by Runing alongside her in the Night fired a broad Side into the *Seaford* taking her to be an Endiaman in the transport Service The *Seaford* Returned below and aloft blew up the *Raindolph* and all perrishd but two men one of which was Seen in Martinaco by a Gentleman in this Port Who Declares he had the acc^t from that Seaman formaly of the *Raindolph*.⁸

I am Sir heartily Sorry for So fine a man—and Valliant Crew & my Contrys Loss

L, MHI, Adams Papers. Docketed: "Captⁿ Tucker./May 27. 1778"; "Capt Tucker/Blay/May 27. 78."

1. H.M. ship-rigged sloop-of-war *Drake*, Comdr. George Burdon, commander, was captured by Continental Navy ship *Ranger*, Capt. John Paul Jones, commander, on 24 Apr.

2. For more on this conspiracy, see Deposition of Sergeant Jerome Cazeneuve, Continental Marines, this date, above.

3. According to *ibid.*, he was a British bookbinder living in Bordeaux named Wyer.

4. As seen in Cazeneuve's deposition, he was Andrew Monroe/Munroe.

5. John Bondfield's letter of 30 May discussing the conspiracy, which the American Commissioners acknowledged in a reply of 4 June, has not been found. DNA, PCC, item 84, vol. 1: 141.

6. Presumably, merchant Isaac Smith.

7. John Quincy Adams and Jesse Deane.

8. On the destruction of Continental Navy frigate *Randolph*, Capt. Nicholas Biddle, commander, in an engagement with H.M.S. *Yarmouth*, Capt. Nicholas Vincent, commander, see NDAR 11: 683–84, 837–38, 1175–77. As seen there, four crewmen of the *Randolph* survived the explosion that destroyed the ship.

May 28

THE LONDON CHRONICLE, TUESDAY, MAY 26, TO THURSDAY, MAY 28, 1778

LONDON.

The *Vulture* privateer is arrived at Plymouth from Guernsey,¹ and has brought as prisoners the crew of a French privateer sent into Jersey, which was taken by the *Lively*, Capt. Kirby,² off Brest, after an engagement of two hours and a half, in which the Frenchman had six men killed and 18 wounded, and Capt. Kirby had one man killed and four wounded. The *Lively* had 14 guns and 40 men, the French vessel 12 guns and 70 men. The French Captain has a commission to take, burn, &c. all pirates and enemies of the French state.³ He came from Bourdeaux, and was bound to South Carolina, laden with small arms, stores, and bale goods.⁴

1. Jersey privateer ship *Vulture*, Peter Cabot/Chabot, commander, 100 tons burthen, carrying eight 3-pounders, four swivel guns, and a crew of 50 men; owned by Elisha and Daniel Tripper of Guernsey and Francis Janurm of Jersey. UKLPR, H.C.A. 26/62, p. 58.

2. Jersey privateer snow *Lively*, Capt. J. Kirby, commander, 120 tons burthen, built in 1756 and repaired last in 1777. It carried sixteen 6-pounders and was owned by Patriarch & Co. *Lloyd's Register of Ships, 1777-1778*.

3. In an account of this battle taken from an "Extract of a Letter from Plymouth, May 15," it was reported that the French privateer "was furnished with a commission of resistance from the French King, which was sent up yesterday morning with the Lieutenant of the Jersey privateer express to Court." *The London Chronicle*, 16-19 May 1778. If the French had actually begun issuing letters of marque, it would have been the equivalent of a declaration of war. In fact, France did not authorize privateering and began issuing letters of marque on 10 July 1778.

4. The "Extract of a Letter from Plymouth, May 15," *ibid.*, said that the French privateer also had "eight Engineers on board."

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO JOHN BLACK & COMPANY

Gentlemen,

Brest 28th May 1778.—

Yours of the 19th: addressed to my Care for Lieutenant Dobbs was presented to me yesterday.—¹ It gives me real Pain to inform you that he is no more:—he survived the Engagement only 36 hours—in the Course of that time I paid him two Visits on board the *Drake* and found him in such spirits that I had no apprehension of what so soon followed—I freely consented to land him among his Friends the day after the Engagement when we passed Belfast; but the Surgeons as well as himself thought the Risque too great, after a loss of Blood—his Boy was therefore at his desire sent ashore—He was buried in the Ocean with the Honors due to the Brave and the respect due to his private Character.—I would write to his Brother, but wish to avoid the too tender Subject! I am Convinced that he was shewed all possible care and tenderness.—Consequently his Hurt exceeded the Art of the Surgeon and the Skill of the Physician.—You are at liberty to Communicate this Account to his Relations. and I am Gentlemen . . . &c^a.

LB, MdAN, John Paul Jones Letter Book, Mss. No. 236, pp. 34-35. Addressed after close: "Mess^s: John Black & C^o/Bordeaux."

1. In their letter to Lt. William Dobbs, John Black & Company informed him that they had been instructed to provide Dobbs with up to £100. They added that they knew he had been wounded and were willing to use "all" their "Interest" to get him moved to an "inland town" if it would speed his recovery. DLC, Peter Force Collection, Papers of John Paul Jones, no. 6748

ESTIMATE OF THE VALUE OF GOODS SHIPPED BY JONATHAN WILLIAMS, JR.,
IN THE *DUC DE CHOISEUL*, *DUCHESS DE GRAMMONT*,
AND THE CONTINENTAL NAVY FRIGATE *DEANE*

Estimate of the Value of the Goods which have been consigned to Jon^a Williams at Nantes and by him shipped for America in the Ships *Duc de Choiseul*, *Duchesse de Grammont*, & *Deane* Viz^t

[28 May 1778]¹

<i>Duc de Choiseul</i>		
3000 Suits of Cloaths at 36 ⁻		£180,000.. ..
12 Brass six pound Cannon 800 ⁻		9,600
1000 Stand of Arms @ 20 ⁻		<u>20,000</u>
		<u>209,600</u>
<i>Duchesse de Grammont</i>		
13435 Suits of Cloaths	35 ⁻	£483,588.. ..
13000 p ^r Hose	2 ⁻	26000
60 Casks w ^g ab ^t 80,000 w ^t Copper		216,000
at 270 ⁻ q Cwt		
32 Casks of Flints		1000
2 Small Brass Field Pieces		<u>1000</u>
		<u>726588</u>
<i>Deane</i>		
2000 P ^r of Shoes 4 ⁻		£8000..
3276 Suits of Cloaths 36 ⁻ ..		117,936..
10000 w ^t Pewter 85 ⁻ q Cwt		8,500..
60,000 w ^t Copper 270 ⁻ q Cwt		<u>162000</u>
		<u>296436</u>
Recapitulation		
<i>Duc de Choiseul</i>		£211,200
<i>Duchesse de Grammont</i>		726,588
<i>Deane</i>		<u>296,436</u>
		<u>1234,224</u>

Commission on £1234,224 @ 1 q C^t is £12342..5..

The Prices in the above Estimate are formed partly from a knowledge of the Real Cost & partly from the Information of the person who supplied many of them

When Goods are consigned to a Merchant which are ordered to be shipped again the Custom is to charge half the Commission he would have done had they been sold by him. M^r Williams therefore charges the Commissioners one q Cent on this Business which amounts as q Estimate to 12342 Livres 5 Sols.²

D, ViU, Lee Family Papers.

1. The account is undated, but it is grouped with other accounts dated 28 and 29 May, which Williams submitted to the American Commissioners in France in early June. *Ibid.*, 28: 42n.

2. At the bottom of the estimate is a nota bene, which reads: "There are three considerable Errors in this Acc^t The 1st is in the recapitulation on the *Duc de Choislul* there is found 211,200 instead of 209,600. 2. the Copper is estimated, at 270 q quintal which according to the Acc^t: ren^d q Montieu cost only 27 sols Cwt or 150⁻ 14 the quintal

makes in the *Deane* 90,000 instead of 162,000

In the *duchess de Grammont* 120,000 instead of 216,000
210,000 378,000

It appears therefore that there is overcharged in the above Estimate on the Commission at that sum at 2 $\frac{7}{8}$ C^t which amounts to 1700^r more than what was M: Williams just demand.

H Ford sec^r

211,200
209,600
1600
168000
169600^r

Arthur Lee's secretary Hezekiah Ford seems to have prepared this nota bene sometime in December 1778 or January 1779, when Lee and Ford launched an investigation into Williams's accounts. See Arthur Lee: Report on Montieu's Accounts, 30 December 1778. *Benjamin Franklin Papers*, 28: 305-6 and n. Ford's nota bene overlooks an error in the account that is to Williams' detriment: As someone has noted on the account, the value of the *Duchesse de Grammont's* cargo should have totaled £727,588, rather than £726,588. Jean-Joseph Carié de Montieu was a merchant from Nantes and an important supplier of military supplies for the Americans.

JONATHAN WILLIAMS, JR.'S, INVOICE OF MERCHANDIZE SHIPPED IN CONTINENTAL NAVY
FRIGATE *DEANE*

[Extract]

Invoice of Sundry Merchandize shipped by Jon^a Williams by order of the Hon^{ble}. the Comm^{rs}. Of the United States on board the Continental Frigate *Deane*, Sam^l Nicholson Esq^r. Commander bound for North America on Account and Risque of Congress and Consigned to their order. vizt.

C N ^o . 1a 132	132 Bales Containing 6602 Uniform Soldiers Coats	
C N ^o . 1a 17.	17 Hhds Containing 5000 P Breeches	
C 17a 35.	18 Hhds Containing 6602 Waistcoats	
C 36a 40.	5 Hhds Containing 1602 $\frac{7}{8}$ Breeches	
C 1a 19.	19 Hhds Containing 8468 $\frac{7}{8}$ Shoes	
Frigate <i>Dean's</i> Invoice Cont ^d .		
	6602 Suits of Soldiers Cloaths @ 36 ^r	237672.. ..
	132 Bales for Ditto @ 10 ^r	1320.. ..
	40 Hhds for Ditto @ 13 ^r	520.. ..
	8468 Pair of Shoes @ 3 ^r 18 ^s	33025.. 4 ..
	19 Hhds for Ditto 13 ^r	
		247.. ..
	Shipping Charges & ^c	<u>215....</u>
		35327.. 4 ..
	Commissions @ 2 $\frac{7}{8}$ Ct	706.. 6 .. <u>36033..10..</u>
		<u>273705..10..</u>

Nantes May 28th. 1778.

Errors Excepted.

Jon^a Williams

DS, ViU, Lee Family Papers. Portions not included are breakdowns of the number of items of clothing and pairs of shoes in each bale or hogshead.

JONATHAN WILLIAMS, JR.'S, ACCOUNT OF DISBURSEMENTS FOR THE CONTINENTAL NAVY CUTTER *DOLPHIN*

Cutter <i>Dolphin</i> To Jonathan Williams—		D ^r :
1777	July	20.. 2..
	October	77.. 4..
	November	418..—..
		19.. 4..
		240..—..
		33..—..
		<u>50..16..</u>
1778	Janua ^v	
	February	
	858.. 6..	

Commissions @ 2 ⌘ Ct

17.. 4..

Nantes May 28 1778.

875..10..

Errors Excepted

Jon^a. WilliamsD, ViU, Lee Family Papers. Docketed: "N^o 17/Cutter *Dolphins* Acc^t/with Jon^r Williams."1. Brown was captain of *Dolphin*.

2. Nantes merchant Jean Peltier Du Doyer.

3. Letter not found; presumably Thomas Thompson, captain of the Continental Navy frigate *Raleigh*, had been summoned for a matter relating to the possible sale of *Dolphin*. On the sale of *Dolphin*, see Silas Deane to Jonathan Williams, Jr., 15 Nov. 1777, *NDAR* 10: 994 and n.4. This was probably the carpenter identified as "Honoré" in the Supplementary Account of Continental Navy Cutter *Dolphin*, 6 Jan. 1778, *NDAR* 11: 878. In Williams' account book, there is an entry for February 1778 that reads "3^d p^d. Honorat's Bill." Cf., Jonathan Williams's Account Books, p. 19.

Invoice of Nine 12 Pound Cannon Shipped by Jon^a Williams on board the Continental Armed Brig *Independence* John Young Esq^r Commander bound for North America on Account & Risque of Congress and Consigned to their order Viz^t
 9—12 Pound Cannon w^t 28370 lb @ 15# ⌘ %
 42555.. 8..

Charges Shipping at S ^t . Malo's	30..10..
Freight of Ditto from d ^o to Nantes	220..—..
To running the Chasse Mariée	
ashore to Land the Cannon—	40..—..
To Porters & proving 9 Cannon	54..—..
To proving the 10 th . Which burst	4..—..
To Tow & Match	2.. 2..
To Shipping charges on board	
Cap ^t . Young at Nantes . . .	<u>80..—..</u>
	430..12..
	4686..—..
Peltier Du Doyers com ^s @ 1 ⌘ Ct	46..17..
Jon ^a . Williams com ^s @ 2 ⌘ Ct	<u>93..14..</u>
	140.. 11..
	4826.. 11..

Nantes May 28. 1778

Errors Excepted

Jon^a Williams

CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY, TO
OFFICERS OF THE CONTINENTAL NAVY FRIGATE *PROVIDENCE*

On board Continentd Frig *Providence* May 28 1778

Gentlemen Officers of the Naval, Marine & Warrant Departments—

The readiness of one part of mankind to propagate Calumny and of the other as industriously to believe it, induces me to take this method of acquainting you, that the transactions of Yesterday give me great uneasiness in the misfortune of being deceived by the Appearance of the Ship *Nancy* Letter Marque,¹ and to Obliviate all future disadvantageous Reports which may be very detrimental to my Character hereafter I take the Liberty of asking your candid Opinions relative to my Conduct during the day.— Supported by a conscious Rectitude of behaviour which attempted to do as Appeared for the Best I ask I want no favour, only your Sentiments ingenuously given in writing without any partiality or prejudice and a Compliance with this Request will greatly Oblige Gentleman Your very hbble Serv^t²

A Whipple

LB, MiU-C, Abraham Whipple Papers, Letter Book. Continental Frigate *Providence*. 1778. Addressed at bottom: "To/L' Pitcher, Devol. Fletcher & Hopkins of the Navy—/Geo Goodwine Master/Benjamin Ingraham Gunner/William Jones Capt Marines; Mess^s Woodworth Farnham/Waterman L^{ts} of D^o/Samuel [Chace]/William Duncan Boatsw[ain]/Nat[haniel Jaquays] Cook/A true Copy/Geo Richards Sec^y." Notation in left margin: "A W/to/Officers/May 28—."

1. British letter of marque ship *Nancy*, Capt. Philip Winter, Jr., commander. On the encounter between *Providence* and *Nancy*, see Whipple to American Commissioners in France, 31 May, below.

2. The officers replied on 29 May, below.

CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY, TO
THE AMERICAN COMMISSIONERS IN FRANCE

[Extract]

Gen^l^m

Pouillac May 28th 1778

These may Serve to Inform your Honours that I am Now Lying Wind bound ready for Sea and Shall Imbrace the first Opportunity after a Long Detention for the want of Seaman. The Last three weeks I was in Bourdeaux my Crew was very Sickly I had the misfortune to Loose Several from the Hospital Who died with a Pluricy fever Then troubled with a Pack of Villians Who was Carring on a Consparicy on board my Ship but Luckily Discoverd their Scheme by a Villian from town to Blaye with his Last message to know the minds of my People¹ I have had to advance four thousand five hundred Livers to Offercers and new Recrutes Which I hope will not be taken amiss my Situation being Very Disagreable but hope to render Satisfaction to my Contry for the Expences I have or may be att. . . . Since I Came in the River I have had 22 men deserted me but am now tolerable well mand and my Ship Extraordinary well fitted but am not yet Determind on my Cruze which I Shall Determine after Leaving this Port Gentle^m with Due respect I remain [&c.]

Sam^l Tucker

L, Mhi, Adams Papers. Docketed: "Captⁿ. Tucker May 28/1778"; and "Capt. Tucker/Pouillac May 28/78."

1. On the conspiracy and its discovery, see Deposition of Sergeant Jerome Cazeneuve, Continental Marines, 27 May, above.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKERThursday May 28th-[*Blaye, France*]

This Day fresh Gales; weighd Anchor in the Morning & came down to Poliack, anchored their to fill the Empty Cask with Water, the people imployd this Day in filling Water

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

JOHN BRONDFIELD TO CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Dear Sir

Bourdeaux 28th. May 1778.—

I have had Marlin examined, we have been before the Intendant the first Magistrate in Bourdeaux, proper steps will be taken with the Men who was concerned.¹ M^r Livingston² will with the assistance we shall endeavour to procure him I hope procure some Seaman. I find you by his report much weaker than ever I imagined, and am not at all surprized at Munro's project,³ which his knowledge of your strength in Sailors embolden'd him to attempt. I am Dear Sir [&c.]

John Brondfield

LB, MH-H, Samuel Tucker Papers (fMS Am 812), Letter Book. Addressed at foot: "To Sam^l. Tucker Esq^r—"

1. On the conspiracy involving Martin and its discovery, see Deposition of Sergeant Jerome Cazeneuve, Continental Marines, 27 May, above.

2. Musco Livingston, second lieutenant in Continental Navy frigate *Boston*.

3. Continental Seaman Andrew Monroe/Munroe of the *Boston* was a ringleader in the conspiracy referred to in note 1.

JOURNAL OF LIEUTENANT WILLIAM JENNISON, CONTINENTAL MARINES

[*Bordeaux, France*]

[May] 28 At 10 am. Embarked in a passage boat with 5 Recruits—At 11 pm arrived at the Ship¹ which had fallen down to Polyac² 5 miles from Blaye—

D, DLC, Journal of Lieutenant William Jennison, p. 9.

1. Continental Navy frigate *Boston*.

2. That is, Pauillac.

May 29

LLOYD'S EVENING POST, AND BRITISH CHRONICLE (LONDON), WEDNESDAY, MAY 27, TO FRIDAY, MAY 29, 1778

LONDON.

The *Mary Ann*, Kiough,¹ from Dublin to the West Indies, is taken by an American privateer, and carried into Martinico.

Advice is received that several privateers were lately cruising off the Madeira Islands, and had taken several vessels, two of them from New York, which touched there in order to take in cargoes of wine for London.

1. Brig *Mary & Ann*, Daniel Kehoe (Kiough), master, 120 tons burthen, built in New England in 1767, owned by Conor & Co. *Lloyd's Register of Ships, 1777-1778*. According to Gov. Edward Hay, it ar-

rived at Barbados on 25 Mar. with a fleet of 40 ships from London under convoy of H.M. frigate *Active*. NDAR 11: 811. If this report is correct, it must have been captured after leaving Barbados enroute to another British island.

MEMORIAL OF THE MERCHANTS AND PROPRIETORS OF THE ISLAND OF TOBAGO
TO THE RIGHT HONOURABLE THE LORDS COMMISSIONERS FOR EXECUTING THE OFFICE
OF HIGH ADMIRAL OF GREAT BRITAIN &C.

[*London, between 23 and 29 May 1778*]¹

The Memorial of the Merchants and Proprietors of the Island of Tobago
Sheweth

That the Island of Tobago from its situation several degrees both to the southward and eastward of the usual Stations of His Majesty's Ships of War in the West Indies, has not since the commencement of the present Hostilities, enjoyed that protection which is essentially necessary for the security of the Inhabitants and the carrying on of its Commerce.

That upon an application from your Memorialists in October last² stating their want of naval protection and that several loaded Vessels had been cut out of their Bays, Inroads made on the Island, Plantations plundered and Negroes carried off by Rebel Privateers, and praying for a naval force to protect them, the *Aurora* Frigate, Captain Cumming, was ordered to be stationed at Tobago for the protection and security of that Island.³

That the *Aurora* accordingly sailed from England for her station at Tobago in November last, but by the advices from the Island 30th March last, she had not come to her Station or appeared off Tobago. That your Memorialists have been informed that in the beginning of January last to the windward of Barbadoes, she had engaged and taken a Rebel Privateer and having suffered some damage in her rigging, had gone to Antigua to refit,⁴ where she continued, and that the Admiral had not sent any vessel in her place upon Tobago Station, tho' Lord M^cCartney had made repeated requests to him for that purpose.⁵

That your Memorialists have lately applied for a Sloop to defend the south side of the Island which they have offered to provide upon certain terms given in to the Board of Treasury, and which they hope your Lordships will think reasonable.⁶

That during this period the Island has remained open to Inroads and In-sults. Several descents have been made upon it; three Plantations pillaged and plundered, the Houses burnt and the Negroes carried off, and upon the 30th December last a formidable party having landed in Bloody Bay spiked up the Cannon left there for the defence of that quarter, carried off all the gunpowder and ammunition, and did other considerable damage to the Plantations in the neighbourhood.

That these immediate real losses are not only severely felt by the Inhabitants but their apprehensions have been greatly heightened by the certain and undoubted intelligence they have received of two several plans having been formed by the enemy for the conquest and total reduction of the Island, the equipments for which were of such force that had it not been for two repeated and most fortunate accidents the Island of Tobago must have been subjected to the States of

America, to the great injury of the individuals and the disgrace of this Country, the *Beaver Sloop* by having taken the *Oliver Cromwell* defeated the first attempt, and the *Yarmouth* by having lately sunk the *Randolph* rendered the second of these projects abortive.⁷

That these continued alarms have obliged the Militia of the Island (which are but a small number, the whole white Inhabitants not exceeding 410 persons, and these dispersed over the whole Island) to be constantly on duty to guard the coasts to the great loss of their health and neglect of their private affairs, and while thus necessarily employed in guarding their coasts, they have been exposed to the attacks of the runaway Negroes, who having come from their lurking places have burnt and totally destroyed several Plantations.

That amidst these distresses and dangers few Merchant Ships can be prevailed upon to go to the Island to carry provisions and bring off the produce, and unless some immediate protection is afforded the Inhabitants must either fall an easy prey to our Enemies, or relinquish their Settlements which are now worth at least two millions and an half Sterling to Great Britain.

That your Memorialists must also represent to your Lordships that unless some proper place is fitted up for the careening and repairing vessels in the Island of Tobago, they can never be effectually protected, for if the vessels ordered upon that Station shall be obliged upon receiving the smallest damage to go to Antigua to refit, the Island may in the meantime be lost.

That the Islands of Tobago, Grenada, the Grenadines, St Vincent's and Barbadoes absolutely require a Station of Ships of War for their protection, and which ought to be placed at some one of these Islands most fit for the purpose of protecting the whole.

That your Memorialists are also informed that application has been made by the Governor for small Arms for the use of the Island of Tobago, but your Petitioners beg leave to suggest that unless an additional number of Troops are also sent thither, these Arms can be of very little use, for out of the whole number of the two nominal Companies for the defence of the Island, there are not now thirty effective Men.

Your Petitioners therefore humbly pray that an enquiry may be made why Captain Cummings of the *Aurora* has been so long in coming to his Station at Tobago, and that Instructions may be given that the *Aurora* may be immediately stationed and continued at the Island of Tobago and directed to cruise on the windward part thereof, and that she may not be permitted to quit the Island till relieved by a vessel of equal force. That proper Instructions may be issued to the Governor or Lieutenant-Governor to purchase, provide and fit out a Sloop of ten guns to be stationed on the south or leeward side or the Island of Tobago for the protection thereof agreeable to the Estimate hereunto annexed, of which a Copy has been delivered to the Board of Treasury. That a Station of Ships of War may be ordered for the protection of the aforesaid Islands of Grenada, Tobago, St Vincent's and Barbadoes, at any of these Islands which shall appear most fit for the purpose of protecting the whole, and that proper accommodations be provided for repairing and refitting the same, and that an additional number of Troops or Recruits may be ordered out immediately for the defence of the said Island of Tobago.⁸

Ad. Ferguson.
 William Pulteney.
 John Spottiswoode.
 Richard Horne.
 David Mill.
 Alex' M^cSween.
 Geo. Ferguson.

Estimate of the Expençe of a Sloop of Ten Guns 4-pounders	
Prime Cost of a Bermudian Vessel fit to carry ten 4-pounders. . . .	£1500
N.B. The Bermudian Vessels are preferable to all others for these Seas.	
Arms, Ammunition &c. . .	500
Monthly Expençe for 13 months in the year, Sterling. . . .	<u>£2000</u>
Forty hands one with another at £4	£160
Maintenance do.30/-	60
Tear & Wear, Carrening &c. . .	<u>30</u>
	250

If £200 per month for 13 months be allowed the Memorialists
 are convinced the Island will defray any surplus expençe.

D, CtY, Samuel Barrington Letter Books; James Marshall and Marie-Louise Osborn Collection.

1. The memorial is undated; the editors have deduced this range of dates based on the fact that on 23 May Gilbert Francklyn submitted to William Knox, undersecretary of state for the American department, an extract of a letter from Edmund Lincoln, a merchant in Tobago, to Richard Horne, dated 5 Apr., which was the basis for the latest information given in this petition. As can be seen above, Horne was a signer of this document. The terminal date, 29 May, was when Lord George Germain forwarded this petition to the Lords Commissioners of the Admiralty. UkLPR, C.O. 5/155, 266; C.O. 5/254, 229. The place was deduced from statements made in the memorial.

2. On the memorial, see Lords Commissioners of the Admiralty to Vice Adm. James Young, 30 Oct. 1777. NDAR 10: 964.

3. The order concerning H.M. frigate *Aurora*, Capt. James Cumming, commander, is in *ibid*.

4. On 13 Jan., H.M. frigate *Aurora* captured the American privateer ship *St. Peter*, Capt. Samuel Chace, Jr. In the course of the engagement *Aurora* lost its mizzen mast. NDAR, 11: 115, 132. By the time it arrived at Antigua on 20 January, *Aurora* had "Sprung Her Main Mast, and Bowsprit" and was "Eight Months foul." Because of this, Vice Adm. James Young had *Aurora* heaved down and repaired before sending the frigate on to Tobago on 9 Mar. Vice Adm. James Young to Philip Stephens, 13 Mar. 1778, *ibid.*, 634.

5. Lord Macartney was governor of Grenada, the Grenadines, and Tobago.

6. See Estimate of the Expençe of a Sloop of Ten Guns 4-pounders, which is appended below the signatures.

7. On the capture of Pennsylvania privateer ship *Oliver Cromwell*, Capt. Harmon Courter, by H.M. ship-rigged sloop-of-war *Beaver*, Capt. James Jones, commander, see Vice Adm. James Young to Philip Stephens, 12 June 1777. NDAR 9: 102. On the destruction of Continental Navy frigate *Randolph*, Capt. Nicholas Biddle, commander, by H.M.S. *Yarmouth*, Capt. Nicholas Vincent, commander, see Eyewitness Account of Engagement between Continental Navy frigate *Randolph* and H.M.S. *Yarmouth*, 21 April 1801, NDAR 11: 1175.

8. On 4 June, Secretary of the Admiralty Philip Stephens sent Rear Adm. Samuel Barrington, the commander of the Leeward Island station, orders that he was to "take care that for the future not only the *Aurora* or some other Frigate of equal force, but also a Sloop, be constantly stationed at and about" Tobago. CtY, Samuel Barrington Letter Books; James Marshall and Marie-Louise Osborn Collection.

CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY, TO JONATHAN WILLIAMS, JR.

Brest 29th: May 1778.—

Accept my Friend of my thanks for your esteemed favor of the 26th which is the more wellcome as it finds me in need of such Cordial drops.—

To explain my situation I must refer you to my letter of the 27th: to M^r: Ross—When you reach Paris you will also see in the hands of Doctor Bancroft a letter on the same subject.—I had thoughts of locking 517 [*myself*] up to hide 516 [*my*] F,y,n,z,r—[*shame*] tho' this might seem as if 364 [*I*] had deserv'd it—I have not till now known how to take aim at you—but I expect to see the Prince¹ to Day on Board the *S' Esprit*² and if 364 [*I*] Can freely 550—[*obtain*] 288 [*from*] him any 458's— [letters] 364 [*I*] will endeavour to 550—[*obtain*] others 288 [*from*] Comte D'Orvilliers &^c and advise you thereof to Paris.— If this finds you at Nantes I wish for your Opinion of my going to 582 [*Paris?*], without waiting for further advice? If you think that measure expedient I wish you could furnish me with a small 178—[*credit*] here for I cannot in my Situation Ask it from any person here.—

I have reason to think from a late Conversation with the Intendent³ that the Minister⁴ will not suffer the Prizes to be sold here.—M^r: z,b,e,e,w,f—[*Morris*⁵] will be wellcome 804 [*to*] me: if 353 [*his*] professions are Sincere 348 [*he*] will be, I 75 [*believe*] I may say 790—[*the*] 565—[*only*] 564. [*one*] of 790—[*the*] 557—[*officers*] 824 [*under*] my 138 [*command*] who is not led 99 [*by*] Motives 554—[*of*] F,r,y,s,— [self] W,a,y,e,r,f,g.—[*Interest*] and who hath 542 [*not*] a 466—[*little*] 500.—[*mind*] I am without a Compliment Yours &c.

LB, MdAN, John Paul Jones Letter Book, Mss. No. 236, p. 35. Addressed below close: "Jonathan Williams Esq^r/Nantes." For more on the code used in this letter and its decoding, see note at Jones to William Carmichael, 27 May, above.

1. Charles-Henri-Nicolas-Othon, Prince of Nassau-Siegen.
2. French Navy ship of the line *Saint-Esprit*, Capitaine de Pavillon Montperoux Roquefeuil, commander.
3. Arnaud de La Porte was the French Navy Intendant at Brest.
4. Gabriel de Sartine, the French Minister de La Marine.
5. See William Morris to Jones, 26 May, above.

OFFICERS OF THE CONTINENTAL NAVY FRIGATE *PROVIDENCE*
TO CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY

On board Continental Frig *Providence*
May 29^h 1778

Sir

We have the pleasure to acknowledge your favour of this day¹ & think ourselves honoured in being called upon to give our sentiments relative to the transactions of the 27^h— The fallacy of appearances on the water is so frequent that you have nothing to Reflect upon that account, and the position of the ship *Nancy*,² rendering it impossible to ascertain her strength and largeness, we think the whole of your conduct to have been the result of Prudence & Spirit, not willing to haszard the lives of brave men to no purpose and throw away the Ship against seemingly great odds—the calm resolution with which you determined to attack upon her not being so large as was before judged, must justly silence every ungenerous imputation and forever remove every malignant report. Not doubting but some favourable Opportunity will present where your wishes with ours may be

equally gratified, in convincing the world that the American Navy is Respectable we at present with the greatest freedom justify your Conduct in every particular, and happy in attending the Commands of an Officer equally prudent & Spirited we beg leave with Sentiments of the greatest Respect to subscribe sir Your most
Obd^t Hbble Serv^{ts}

Jonathan Pitcher 1st L^t

Silas Devol— 2^d L^t

Patrick Fletcher— 3^d L^t

G[eo] Goodwine— Master

Benjamin Ingraham Gunner

[William Jones] Capt Marines

[Jonathan] Woodworth L^t D^o

Zebadiah Farnham D^o

William Waterman D^o

Sam. Chace Purser

W^m Duncan Boatsⁿ.

Nath Jaquays Cook

Geo Richards Sec^y.

LB, MiU-C, Abraham Whipple Papers, Letter Book. Notation in left margin: "Officers/to A W/May 29. 78."

1. Whipple's letter, dated 28 May, is above.

2. British letter of marque ship *Nancy*, Capt. Philip Winter, Jr., commanding. On the encounter between *Providence* and *Nancy*, see Whipple to Benjamin Franklin, 31 May, below.

Account of Disbursements for the Continental Ship *Ranger*: John Paul Jones Esq^r: Commander by Jonathan Williams at Nantes.

To 100 Great Coats	31. 9	3145..
To 200 Jackets	7.15	3550..
To 100 Waistcoats	7. 5.	725..
To 100 P Drawers	4. 1	405..
To 100 P Woolen Trousers	5. 9	545..
To 298 Check Shirts	5.	1490..
To 10 Doz Caps		220..
To 24 Doz Hankd ^s .	15.	300..
To 10 Doz Buckles	7	70..
To 10 Doz Knives	5. 8	54..
To 1000 lb Cork	16# %	162..
To 2 Bbls Fine Powder ¹	P	314..14
To 6 Blunderbusses		144..
To 20 P Pistols	10#	200..
To 30 Cutlasses	3#	90..
To 5 Account Books		50..
To 6 Bundles Iron Hoops w ^t 1208 lb N ^r 26# %		314.. 1.. 6
To 3 Bbls Flour	32#	96..—
To 1 Bbl Rice		103..11. 7
To 11 Bbl Pork		808.. 9..
To 52 Bushels Pease		93..12..
To 100 lb Butter & 2 Potts		74..—
To 10 Hogs & 7½ Doz Fowles		322..10..
To 15 lb Tea & Cannisters		66..
To 100 lb Loaf Sugar	18. 6	92.. 10
To 2 Ream paper & 100 quills		34..

To 125 lb Tobacco & Cask	377.. 1.. 3
To 2 Moulds for Howitzers	52..
To 92162 lb Neat Bar Lead	20752..17.. 6
To Barge Hire Express to L'orient & Freight to Quiber ⁿ .	601.. 6..—
To Potatoes	105.. 6..—
To 4 Boatswains Call	27..—..
To Gabar ² Hire	852.. [tear]
To Barge ditto	4 [tear]
Carried Forward	<u>362</u> <u>184</u> <u>18..4</u>
Amount Brought Forward	36284 18..4
To Duck.	1253.. 7..3
To Shott.	1700.. . . .
To Brandy	5882.. 12..3
To Rum	163.. 3
To Gin	294..
To Medicines	217.. 2..
To Surgeons Instrum ^{ts} .	112.. 4..
To Table Linnen	243.. 10..
To Wine & Raisons	515..
To Cheese Sugar & ^c .	794.. 7.. 6
To Candles	466.. 14.. 3
To Sailmakers	2048.. 6..
To Ropemaker	760.. 14.. 4
To Butchers	4397.. 8..
To Baker	1424.. 16.. 4
To Blacksmith	283.. 19..
To Ship Chandler	470..—
To Brokers	252.. 16.. 6
To Bernavels ³	1810.. 15..
To Odea	2600.. 10..

To Shoemakers d^o.
 To Guerins d^o.
 To Vandersluys⁴ d^o.
 To Sundry Expences
 To Pilot
 To Board &^c for Will Hart⁵
 To Cash 121.4. and Cloaths 30^s for Ditto
 To Cash to John Paul Jones Esq^r Com^r Receipt

1310.. 0..
 662.. 12..
 135.. 16.. 6
 345.. 15..
 119
 39.. 10..
 151.. 4..
 10020.. 5..
 74760.. 6.. 9
 3738.. 13.. 3
 78499.. —.. —

Commissions @ 5 ~~fr~~ Ct

Nantes May 29th. 1778

Errors Excepted.

Copy, ViU, Jonathan Williams—Accounts of 1777; Lee Family Papers, 1750–1809, Accession No. 38-112; Special Collections Dept. Docketed: “N^o. 12/Continental Ship *Rangers*/Acc^t. wth. Jon^a. Williams at/Nantes May 10th. 1778.”

1. In the account book of Jonathan Williams, Jr., this item is listed as “fine Gunpowder.” Cf. Jonathan Williams Account Books, Number 9 in “Accounts and Vouchers Refer’d to in the Account Current between Jonathan Williams Jun^r. and the Hon^{ble}. The Commissioners of the United States of America.”
2. That is, *gabare*, a French lighter or flat-bottomed barge used as a store ship or transport vessel.
3. In the account book of Jonathan Williams, Jr., there is an entry for expences of this amount for “Berneval, Ship Chandler, from 13 Dec^r to 7^h. Feb^r,” Cf. Jonathan Williams Account Books, Number 9.
4. In the account book of Jonathan Williams, Jr., the entry for this amount reads: “Mar 19 Wanderstays Painbœuf..Stores,” Ibid.
5. For more on the expences charged to William Hart, a seaman in *Ranger*, see Jonathan Williams Jr., to Captain John Paul Jones, 24 Mar. 1778. *NZAR* 11: 1116.

JOURNAL OF CONTINENTAL NAVY FRIGATE *BOSTON*, CAPTAIN SAMUEL TUCKERFryday May 29th[*Blaye, France*]

This Day fresh Gales of Wind-the Ship is now ready for Sea & I wait for nothing but M^r Livingston my 2^d Lieu^t to come from Bourdeaux.¹

D, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

1. On the mission of Lt. Musco Livingston to Bordeaux, see Journal of Marine Lieutenant William Jennison, 25 May, above.

LIEUTENANT MUSCO LIVINGSTON, CONTINENTAL NAVY, TO
CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Sir

Bordeaux 29^h May 1778—

on my Arrival here wednesday Morning last, M^r Bonfield¹ & my Self, went to the Intendant, concerning the affaire of Martin, Wyre, &c &c,² but as it would have taken Much time, to do any thing of consequence, in that business; & having No Right to Keep Martin Longer confined; until We git the Intendants Ans^r (which will be this day:) I thought it best to Make a Merit to Martin, of the Necessity I was under; to Lett him go; he promising to com to Me, whenever I wanted him which he has hither too don; I shall be able to git Som of those Villains confined, & perhaps the Rest of them, Sent out of the Kingdom. yesterday a Scheem Struck Me which I have here Sent you; for your sentiments I think, if it can be brought about, it will be a Matter of the Utmost consequence; M^r Burdo has Interest enough to git 20 or 30 Sailors; & provided he could Share as a Leftⁿ he will go with us; for My Part, I am hartily willing, to give My consent to Such a proposal; he is waiting Till to Morow Morning for an ans^r from Paris, to Som Letters he has wrote; So that by your dispatching a Letter to Me, Immediately, on Rec^t of this, aquainting me, what to Ingage Cap^t Burdo I shall Receive it in time Settle the Plan with him in the Morning; as it will take 4 or 5 days to git the Number of Sailors; in case you & the Officers agree to the proposals; I have Sent you three Sailors down, with the Mareen, who came with me up under the care of M^r Jenninson;³ I have Ingaged Several others, & with the Assistance of Martin & the Sargant of Mareens⁴ I am very hopefull, that Shall git a Dozⁿ good Sea Men, by to Morow tide; I should have found Litle difficulty, in giting as Many Sailors, as I pleasd, but the Reports prevailing here, of our Officers & people^s Reflections on the French Men, has disgusted them Much against our Ship; I have promised them that they are Not to be Abused, & that Such Reports are Vague I Expect to git Sum of the people that Run from the Ship, to day. I was Very Near them Last Night or this Morning Rather, at 3 OClk—Since, got Sent of them, & will Stick close to it. you will be pleas^d to Dispatch me, your Orders on this as well as the Other business by the Return of the tide I am [&c.]

M Livingston

L, MH-H, Samuel Tucker Papers (fMS Am 812). Addressed on separate sheet: "Samuel Tucker Esq^r/commander of the Frigate/*Boston*." Docketed: "M^r Levingston/Bourdeaux May 29th/1778—/Coppied."

1. That is, John Bondfield, the Continental agent in Bordeaux.

2. On the conspiracy involving these men, see Deposition of Sergeant Jerome Cazeneuve, Continental Marines, 27 May, above. Nicholas Dupré de Saint-Maur was the intendant at Bordeaux.

3. Lt. William Jennison, Continental Marines.

4. Sgt. Jerome Cazeneuve.

May 30

JOURNAL OF TIMOTHY CONNOR

[Forton Prison, Portsmouth, May 1778]

Saturday 30th This day all the Officers are put upon half allowance till they tell who made the whole¹ Likewise the militia came to do duty over us in the room of the old fogues²

D, DLC, Forton Prison, England, American Prisoner's Journal, 1777-79, collection 2272.

1. On the "hole," see Journal of Timothy Connor, 24 May, above.

2. The editor of a printed version of Connor's diary surmises that Connor was writing a variation of the word "fogies," and that he referred to men from the Corps of Invalids who were used in time of war to augment British garrisons and to guard prisons. William R. Cutter, ed., "A Yankee Privateersman in Prison in England, 1777-1779," *The New-England Historical and Genealogical Register*, vol. 31 (1877), p. 19, note 5.

PETITION OF OFFICERS OF CONTINENTAL SHIP *RANGER* ON BEHALF OF
LIEUTENANT THOMAS SIMPSON, CONTINENTAL NAVY

To the Honourable the Commissioners for the american united States.—

Gentlemen

The Petition and Remonstrance of Us the Subscribers Officers of the american continental Ship of War *Ranger* humbly sheweth—

That our Friend & Brother Officer L^t Tho^s Simpson was on the 24th of April last sent on board Our Prize the Sloop of War *Drake*, to take the Command; with this Order among others, to keep within a Cable's length (or thereabout) on Our Starboard Quarter. on the 4th Of May Inst^t took the *Drake* in Tow, on the Morning of the 5th. our Commander¹ gave Orders to ware Ship and give chace to a Vessel which we saw to Leward. the Master² haling the *Drake* inform'd them, that we should ware Ship, and gave Orders to cast off the Harser & make sail, but unfortunately for M^r Simpson he, with his Officers, & Men, misunderstood the Orders; and as there was no Signal given for waring Ship (which till then had been the constant Practice) concluded they were to keep their Course; which they did accordingly.

This Gentⁿ is the suppos'd Offence for which M^r Simpson was arrested and confined, first on Board the *Drake*; then in a guard Ship, in the port of Brest, and for a Week past in a common dirty Goal; without any provision made for his comfort or Support, except what the humane Goaler has been pleas'd to afford Him, and till this Day debarr'd the Liberty of seeing any One, to whom He might make known his wants; he has even been deny'd Pen & Ink—

Such Treatment Gentⁿ we are bound to say (in justice to the Injured, to Ourselves, & country) is what we think not only new, and unheard of but very unjustifiable Arbitrary and Inhumane, it gives general uneasiness on board, both among Officers & Men; and must if allow'd of persisted in greatly injure the Cause of Liberty; and perhaps totally defeat Us in the important pursuit in which we are engaged—

M^r Simpson ever maintain'd an unspotted Character behaving in such a manner as to command the Respect and Esteem of all who had the happiness of his Acquaintance and since He has been in the Service, has conducted himself in every respect as became an Officer & a Gentleman—

We join with M^r Simpson in earnestly requesting that He may be brought to a speedy Trial;³ if it can't be done here pray He may be sent to a^merica as soon as may be; & in the mean Time beg your Hon^{rs}: would take His case into Consideration, and give such advice respecting Him as Your prudence shall direct.—We are [&c.]

Elijah Hall Lieu^t
David Cullam Master
Ezra Green Surgeon

Ranger 30th May 1778.—

L, PPAmP, Benjamin Franklin Papers, vol. 61, fol. 95. Docketed: "Officers Petⁿ/for Lt Simpson. 30 May/1778."

1. Capt. John Paul Jones.
2. David Cullam.
3. See Simpson to the American Commissioners in France, 8 and 25 May, both above.

JOHN BONDFIELD TO CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Dear Sir

Bordeaux 30 May 1778

Your affair¹ takes a very Serious turn if the Witness's can maintain what they have advanc^t it will go very heavy against some of the Intended Actors. They are already in Custody the alarm is given to the Chartron² some thereon have room to apprehend from their Conduct of being taken up.

The sergent³ who now goes down must be up early on Monday Morning to attend the examination you will therefore let him come back by the return Tide to Morrow to be here ready M^r Livingston will procure you in the mean time all the Sailors he can colect and will join you with them as soon as the present affair will permit.⁴ I have sent up to Paris Sergent Casanouve declaration⁵ I am Dr Sr [&c.]

John Bondifeld

L, MH-H, Samuel Tucker Papers (fMS Am 812). Addressed on separate sheet: "Samuel Tucker Esq^r/Commander of the *Boston*/Frigate/at/Poliac." Docketed: "John Bondfield Esq^r/ May 30. 1778./Bourdeaux/Coppy^d."

1. By "Your affair," Bondfield was referring to the conspiracy exposed in the Deposition of Sergeant Jerome Cazeneuve, Continental Marines, 27 May, above.
2. Bondfield was referring to Fauxbourg du Chartron, a neighborhood in the city of Bordeaux.
3. That is, Jerome Cazeneuve.
4. On the recruiting efforts of Lt. Musco Livingston, see his letters to Capt. Samuel Tucker of 29 May, above, and this date, below.
5. Bondfield sent the Deposition of Sergeant Jerome Cazeneuve, Continental Marines, 27 May, above, to the American Commissioners in France, who acknowledged having received it in a reply to Bondfield of 4 June.

LIEUTENANT MUSCO LIVINGSTON, CONTINENTAL NAVY, TO
CAPTAIN SAMUEL TUCKER, CONTINENTAL NAVY

Sir

Bordeaux 30 May 1778

your Letter of yesterday, I have, this Morning Rec^d. & Shall Act as you have there Directed;¹ the Sargent² Brings you down, this tide [___]³ Sailors which I hope, will be Acceptable to you the affaire of Martin, Wyer, & Wats, has becom, a very Serious Mater; they are all taken Up, & in Goal; it is therefore Required, by the Intendant that the Sargent of Mariens, com to town to Morrow Night; that he May be



Captain Abraham Whipple, Continental Navy

Examined on Monday Morning. you will therefore be pleas'd to Send him Immediately back, by Same tide⁴ I have great hopes of giting Great part of the Sailors that Run from the Ship together, with 8 or 10 Ten More, Good French Sailors, & com down On Monday Night.⁵

My being, unable to Walk Much about prevents My doing so Much, as I wish in that business but Shall Exert all the power I have, to git as Many as possible—I am [&c.]

M Livingston

L, MF, Samuel Tucker Papers (fMS Am 812). Addressed: "Samuel Tucker Esq^r/Commander of the Ship/of War,/Boston/ at-Poliack." Docketed: "M. Livingston/May 30th 1778/Bourdeaux—/Copy^d."

1. Tucker's letter has not been found.
2. Sgt. Jerome Cazeneuve, Continental Marines.
3. Blank in manuscript.

4. On the conspiracy involving these men, see Deposition of Sergeant Jerome Cazeneuve, Continental Marines, 27 May, above. Cazeneuve was the sergeant who was to be examined. "Monday Morning" was the morning of 1 June. The case against the men was not proved.

5. Livingston did not rejoin *Boston* until 3 June; it is not known how many deserters and recruits he brought with him. Journal of Continental Navy frigate *Boston*, 3 June, MH-H, Samuel Tucker Papers (fMS Am 812), vol. 6 (Log Book of *Boston*).

May 31 (Sunday)

JOURNAL OF DR. JONATHAN HASKINS

[*Mill Prison, Plymouth, May 1778*]

31st. Sunday this morning after we were turned Out into y^c. yard a few Stayed in the L.P.¹ to mine while they were at work the Guard Come in to take a Person who were Looking a Window in the Loft & going Directly up Stairs gave the (Bro^t Over) Miners an Opportunity to make their Escape into the Yard the Guard Discover'd the Breach made before they went Out. for wh^h. Cowdrey² Demands 4 to go to the B. hole; Or Else to put the Whole Prison upon half Allowance, & Gave them untill 4 o'Clock to Consider of the Matter. 4 was Deliver'd & Accepted & Comnd. to y^c. Bh. By Cap^t. Fulford³ who was taken in a Merch^t from Carolina Bound to France we Learn that Gen^l. Lee is Exchang'd for Prescott⁴

D, MeHi, Jonathan Haskins Journal.

1. That is, the Long Prison, one of the dormitories for prisoners at Mill Prison.
2. William Cowdry, keeper or agent of Mill Prison.
3. Charles Herbert identifies him as "Captain Pulford." Herbert, *Relic of the Revolution*, p. 127.
4. The exchange of Maj. Gen. Charles Lee of the Continental Army for Maj. Gen. Richard Prescott of the British Army took place in late April 1778.

CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY, TO BENJAMIN FRANKLIN

On Board Frigate *Providence*

Painbeuf Harbour May 31. 1778

Honoured Sir

I have the pleasure to Acquaint you of my Arrival in this Port last evening about 7 Past. Inclosed I transmit a Copy of my Orders from Honorable Contin. Congress also my Orders from Navy Board Eastern Department.¹

I saild from the River of Providence in the State of Rho. Isl. the first instant;

Passing the British Ships who Blockaded the Passage we recieved a very severe Cannonade, which did considerable damage to the Sails, Rigging &c. The Head of my Top Mast Shot away, and two Shot in the Hull; but did not go through.

I flatter myself that the *Lark* Frigate,² must have been very much damaged, as our Guns were previously pointed to strike the Water and being within not more than fifty Yards of her, it was almost impossible but to have hurt her Considerable—The Second Broadside from our Frigate, she immediately sheerd away and gave up all thoughts of Chacing; The Lower Ship only dischargd one Broadside, some vollies of small arms and a number of Scattering Guns but the Compliment was so warmly repaid as baffled their Design of putting out to Sea after us;³

The fourth day after I Left Port, was Chaced by a two Decker from Light in the morning till three PM. but in so long a Run gaining no Advantage, she then gave over—⁴

The 8th instant spoke with a Ship from Nantz bound for America Captains Name Horace, Ships *Duchesse de Gramont*, mounting Twenty Four Pounders and laden with Cloaths Ammunition &c. on Account of the United States.⁵

In lat 45.00 N. Long. 10^o.00 took a Brigantine Laden with One hundred and forty three Pipes of Wine, bound from Porto Port⁶ to West Chester, Captains name William Tyler.⁷

The third day she was retaken by the Ship *Nancy* Letter Marque from Jersey mounting twenty two Guns, Commander Phil. Winter. In three quarters of an hour, retook her Again.⁸ In the Brigantine took⁹ two Midshipmen and one Seaman: Giving Chace the Ship *Nancy* Carried away our Foretop mast which together with nights Coming on, hindered our Coming up with her: Our Prize not yet Arrived, Left to Chace a Privateer Brig and having the misfortune to Carry away our Main Top Mast, the Fore Top Mast being sprung before, deprivd us the pleasure of taking her. Although was within Long Shot of her about ten Hours— My Masts and Spars are by no means Sufficient for the Ship and if I had proper Masts, so as to Carry & Croud Sail, she is the fastest Sailing Ship I ever was aboard of— At present have Twelve Prisoners with me and should be glad of Orders relative to them— When I Left Port Our Armys were all still, and had not taken the field: We Received the Agreeable News about ten Days before I saild, that France and Spain had Declared America Independent States: in Consequence of which there were Universal rejoicings. Inclosed I transmit the Draft of the Bill for reconciliatory Measures between the Crown of Great Britain and America, Published by Gen. Pigot Commander at Rho. Island;¹⁰ it was recieved with all the marks of indignity which so mean an Artifice justly deserved and was burnt by the Common Hangman with every possible Contempt Having lain in a Blockaded Port upwards of Sixteen Months, it was almost impossible to Man our Ship However have at present One hundred and Sixty including Men & Boys— Our Frigate mounts Thirty Guns: Six Eighteens, Eighteen Twelves and Six Sixes, and is able to Carry them if they were all Eighteen Pounders;

The Ship being foul and wanting new Masts, shall attend to refitting her as soon as Possible and only wait your Honours Orders— The difficulty of the passage through which we were obliged to go hindered any Public Dispatches of Consequence being sent in the Frigate, as it was the general Expectation that we must be taken, and that inevitably.

The Bearer Mr. William Jones Capt. Marines will deliver these Dispatches, and a bundle of Gazettes Directed to your Honour from the Navy Board— I have the Honour to be [&c.]

Abraham Whipple

L, PPAmP, Benjamin Franklin Papers, vol. 9, fol. 207. Addressed at bottom of last page: “Honorable Benj Franklin Esqr.” Docketed: “Capt. Whipple 31st. May 1778. and June 6, 1778.”

1. Continental Navy Board of the Eastern Department to Capt. Abraham Whipple, March 1778. NDAR 11: 471–72.

2. H.M. frigate *Lark*, Capt. Richard Smith, commander. For the damage 32-gun *Lark* sustained, see Diary of Captain Frederick Mackenzie, 1 May, above.

3. The “Lower Ship” was H.M. frigate *Juno*, Capt. Hugh Dalrymple, commander. Frederick Mackenzie discusses *Juno*’s failure to pursue *Providence* at *ibid*.

4. Probably H.M.S. *Experiment*. In its log, Capt. James Wallace noted that he chased a vessel on 3 and 4 May before losing sight of it. UkLPR, Adm. 51/331.

5. Ship *Duchesse de Grammont*, Poidras, master. The Abraham Whipple Letter Book copy of this letter, MiU-C, gives the master’s name as “Poidras.”

6. Oporto, Portugal.

7. Brigantine *Lord Grosvenor*.

8. Whipple’s response to the capture of *Lord Grosvenor* by *Nancy* was delayed. Capt. Abraham Whipple to the Officers of the Continental Navy Frigate *Providence*, 28 May, and the reply of the officers on 29 May, above.

9. In the Whipple Letter Book copy of this letter, MiU-C, this word is rendered as “lost.” The captured *Providence* officers and seaman escaped. Capt. Philip Winters to Capt. Abraham Whipple, 3 June, MiU-C, Abraham Whipple Papers.

10. Maj. Gen. Robert Pigot commanded the British troops on Rhode Island.

CAPTAIN ABRAHAM WHIPPLE, CONTINENTAL NAVY, TO
CAPTAIN JOHN PAUL JONES, CONTINENTAL NAVY

Sir

Painbuef May 31. 1778

I have the happiness to Aquaint, you, that after a Blockade of Sixteen Months, I past the British Squadron in the River which Blocked up the Passage and receiving and exchanging BroadSides got Clear without any Material Damage excepting some Shot in the Sails, Rigging &c. with two in the Hull¹: Have taken a Brigantine Laden with wine not yet Arrived.—² I have to Congratulate you on your great Success, in taking and Destroying such a Number of Ships belonging to our Common Enemy: if you propose to sail soon for America, should be glad to know it or if there is any other Ships bound for those Parts please to Aquaint me with it, that I may forward Letters, Dispatches &c. as soon as maybe.—Shall Clean and refit &^c then purpose for Sea, as quick as Orders Arrive I Conclude [&c.]

Abraham Whipple

L, DLC, Peter Force Collection, John Paul Jones Papers, no. 6778. Addressed: “Capt John P. Jones Esq^r/Comm^d Con Ship *Ranger*/Brest.” Docketed: “from Abraham Whipple Esq^r/Nantes May 31st 1778./recd Brest June 4th. 1778.”

1. On the escape of Whipple and the Continental Navy frigate *Providence* via the Providence River past the British Navy squadron that was stationed off Newport, R.I., see Diary of Captain Frederick Mackenzie, 1 May, above.

2. Brigantine *Lord Grosvenor*, William Tyler, master. For more on the capture, see Whipple to Benjamin Franklin, immediately above.

DECLARATION BY OFFICERS AND CREW OF THE CONTINENTAL NAVY CUTTER *REVENGE*Onbord Sloop *Revenge*the 31st May 1778

Whereas on this day we fell in with the Swedish Brigg *Henerica Sophia*¹ Laden with British Goods from London to Tenereef & whereas Captⁿ. Cunningham² says that he has directions not to Insult any Neutral Flag yet, the Cargoe appearing so plain to be British property we have urg'd him to take her, & try her chance to America

Matthew Lawler ³	William Latimore
Benjamin Peel ⁴	James Naile
Patrick Hease	John Mason
Josiah Smith ⁵	James M ^c Cartey
Thomas Hease ⁶	John Lewis
Richard M ^c Carthy	James Harvey
James Duggan	John Downey
W: Scallon	Thomas Grayling
Matt ^w . Horton	Franceso Persano
D ^r . Lee	James Fogarty
George Brown	his
	John X Driver
Phillip + Singolton	Mark
Hugh Cannon	John Thayer

D, NHi, Naval History Society Collection, Gustavus Conyngham Papers.

1. Swedish brig *Henrica Sophia*, Peter Heldt, master, on a voyage from London to Tenerife with a cargo of cloth and bale goods. Conyngham sent the brig to Newburyport, Mass., but it was retaken off Cape Cod on 8 July 1778 by H.M. frigate *Rainbow*. Journal of H.M. Frigate *Rainbow*, 8 July, below; Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, fols. 483–84.

2. Capt. Gustavus Conyngham, Continental Navy.

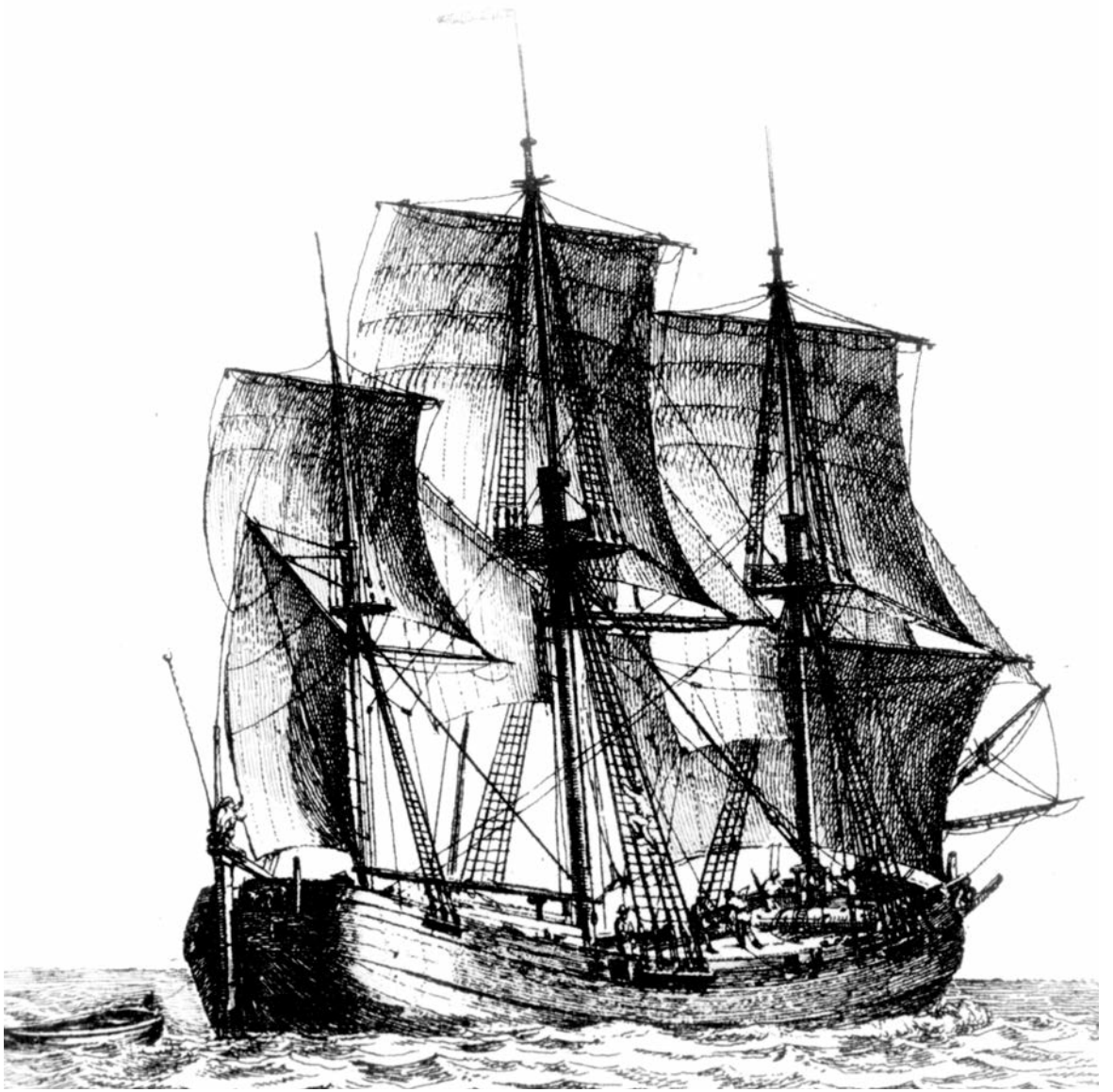
3. First lieutenant of *Revenge*.

4. Prize master.

5. Surgeon.

6. Conyngham called Hease "the chief officer of my staff." Statement of Money Expended on the *Revenge*, 16 Sept. 1777, *Letters and Papers of Gustavus Conyngham*, p. 104.

APPENDICES



APPENDIX A

MUSTER BOOK OF CONTINENTAL NAVY FRIGATE *RALEIGH*, CAPTAIN THOMAS THOMPSON, COMMANDER

SHIP *RALEIGH*'s BOOK.

[June 1776-February 1778]¹

- Peter Shores, 1st Lieut.; time of entry, Sep. 1st [1776]; wages per mo., \$20.
John Wheelwright,² 2^d Lieut.; time of entry, July 15; wages per mo., \$20; complexion, dark; American.
Josiah Shackford, 3^d Lieut.; time of entry, Aug^t 5; wages per mo., \$20.
Hopley Yeaton, 3^d Lieut.; time of entry, Sep^r 28; wages per mo., \$20.
Geo. J. Y. Osborne,³ Cap^t Marines; time of entry, Aug. 12; wages per mo., \$26³/₄^d; complexion, brown; Englishman.
Stephen Meeds, 1st Lieut. Marines; time of entry, August 19th; wages per mo., \$18.
Nath^l Thwing, 2^d Lieut. Marines; time of entry, Aug. 21; wages per mo., \$18.
Jn^o Jackson, Surgeon; time of entry, Sep^{tr} 2^d; wages per mo., \$21¹/₂.
Rob^d Follett, Master; time of entry, June 24th; discharged.
Samuel Smallcorn, Gunner; time of entry, August 12th; wages per mo., \$15.
Thomas Manning, Master; time of entry, January 13, 1777; wages per mo., \$30.
Sam^l Hodge, Mate; time of entry, July 17 [1776]⁴; wages per mo., \$15; stature, 5 ft. 10 in.; complexion, dark; American.
Henry Meserve, Midship.; time of entry, July 16th; wages per mo., \$12; stature, 5 ft. 8 in.; complexion, dark; American.
Sam^l Elliott, Cook; time of entry, July 24; wages per mo., \$12; stature, 5 ft. 6 in.; complexion, dark; American.
James Bradbury, Sail Maker; time of entry, Aug^t 23^d; wages per mo., \$12; stature, 5 ft. 6 in.; American.
Simeon Fernald, Carpenter; time of entry, July 24; wages per mo., \$15; stature 5 ft. 5 in.; complexion, dark; American.
Daniel Durgin, Mate; time of entry, Aug^t 22^d; wages per mo., \$15; stature, 5 ft. 8¹/₂ in.; complexion, dark; American.
Richard Langdon, Cap^{ts} Clk; time of entry, Sep^t 5; wages per mo., \$15.
James Gooch, Steward; time of entry, Oct^r 18; wages per mo., \$13¹/₂^d.
John Frost, Midship.; time of entry, Dec^r 24; wages per mo., \$12; stature 5 ft. 11 in.; complexion, light; American.
Henry Nutter, Midship.; time of entry, Feb 1, 1777, 24th appeared; wages per mo., \$12.
Richard Littlefield, Midship.; time of entry, Feb^y 3^d; wages per mo., \$12.
Sam^l MacClintock Jun^r, Midship.; time of entry, Feb^y 10; wages per mo., \$12.
John D. Yeaton, Mate; time of entry, May 22; wages per mo., \$15; stature, 5 ft. 9¹/₂ in.; complexion, dark; American.

- Robert Curtis, Mate; time of entry, June 21; wages per mo., \$15.
- Samuel Smith, Surg^s Mate; time of entry, Dec^r 1.
- Joseph Muchemore, Volunteer; time of entry, Dec 9th.
- William Bray, Boatswain; time of entry, July 15th; wages per mo., \$15; stature, 5 ft. 8 in.; Englishman.
- Henry Moore, Seaman; time of entry, July 15th; wages per mo., \$8; stature, 5 ft. 8 in.; complexion, light; American.
- Joshua Karswell, Boatswains Mate; time of entry, July 15; wages per mo., \$9½; stature, 5 ft. 7 in.; complexion, dark; American.
- George King Jun^r, Seaman; time of entry, July 15; wages per mo., \$8; stature, 5 ft. 6 in.; complexion, dark; American.
- Robert Chandler, Seaman; time of entry, July 15; wages per month, \$8; stature, 6 ft.; complexion, dark; American.
- Pelatah Weeks, Seaman; stature, 5 ft. 10 ins.; complexion, dark; American.
- William Seaward, Seaman; time of entry, July 15th; wages per mo. \$8; stature 5 ft. 5 in.; complexion, dark; American.
- Benj^a Lewis, † Marine; stature, 5 ft. 6 in.; complexion, dark; American.
- Benj^a Gerrish, Marine; time of entry, Aug^t 13; wages per mo., \$6¾; stature, 5 ft. 8½ in.; complexion, dark; American.
- Edward Clinton,* Marine; stature, 5 ft. 1 in.; complexion, dark; American.
- Samuel Black,* Seaman; time of entry, Aug^t 17; wages per mo., \$8; stature, 5 ft. 7 in.; complexion, dark; American.
- William Ward, Coxswain; time of entry, July 22^d; wages per mo., \$9; complexion, dark; American.
- Benjamin Stubs, Seaman; time of entry, July 22^d; wages per mo., \$8; stature, 5 ft. 10 in.; complexion, dark; American.
- Edward Fernald, Seaman; time of entry, July 15; wages per mo., \$8; stature, 5 ft. 8 in.; complexion, dark; American.
- Samuel Fletcher, Seaman; time of entry, July 15; wages per mo., \$8; stature, 5 ft. 7 in.; complexion, dark; American.
- Tobias Sellars, Marine; time of entry, July 22^d; wages per mo., \$6¾; stature, 5 ft. 5½ in.; complexion, light; American.
- W^m Cambridge, Gunners Mate; time of entry, July 22^d; wages per mo., \$10½; stature, 5 ft. 7 in.; complexion, brown; Englishman.
- Edward Thorp, Seaman; time of entry, July 19; wages per mo., \$8; stature, 5 ft. 6 in.; complexion, brown; Englishman.
- Thomas Shaw,* Ordinary; time of entry, July 19; wages per mo., \$6¾; stature, 5 ft. 8 in.; complexion, light; Englishman.
- Charles Williams,* Ordinary; time of entry, July 19; wages per mo., \$6¾; stature, 5 ft. 5 in.; complexion, brown; Englishman.
- Joseph Howard, Ordinary; time of entry, July 19; wages per mo., \$6¾; stature, 5 ft. 4 in.; complexion, brown; American.
- Will Woodstock, Ordinary; time of entry, July 19; wages per mo., \$6¾; stature, 5 ft. 1 in.; complexion, brown; Englishman.
- John Abbott,* Ordinary; time of entry, July 19; wages per mo., \$6¾; stature, 5 ft. 2 in.; complexion, brown; Englishman.

- Timothy Harris, Seaman; time of entry, July 16th; wages per month, \$8; stature, 5 ft. 6 in.; complexion, brown; American.
- Samuel Bridge; stature, 5 ft. 5¾ in.; complexion, dark; American.
- Sam^l Clark, Seaman; time of entry, July 15; wages per mo., \$8; stature, 5 ft. 7 in.; complexion, dark; American.
- Tho^s Brown, Seaman; run; stature, 5 ft. 3½ in.; Irishman.
- Joseph Seringer, Drummer; wages per mo., \$7½; stature, 5 ft. 2 in.; American.
- William Anderson, Fifer; time of entry, July 22^d; wages per mo., \$7½; stature 5 ft. 5 in.; complexion, brown; Irishman.
- Nicholas Beal, Ordinary; time of entry, July 22^d; wages per mo., \$6¾; stature, 5 ft. 4 in.; complexion, brown; American.
- Samuel Nocks, Seaman; time of entry, July 24th; wages per mo., \$8; stature, 5 ft. 5 in.; complexion, light; American.
- Tho^s Lock, Seaman; time of entry, July 24; wages per mo., \$8; stature, 5 ft. 5 in.; complexion, dark; Englishman.
- William M^cDaniel,* Seaman; time of entry, July 24; wages per mo., \$8; stature, 5 ft. 11 in.; complexion, dark; Englishman.
- Francis Bennt, Seaman; time of entry, July 24; wages per mo., \$8; stature, 5 ft. 4 in.; complexion, dark; Portuguese.
- William Hunt, Seaman; stature, 5 ft. 10 in.; Englishman.
- Thomas Passmore, Seaman; time of entry, July 25th; wages per mo., \$8; stature, 5 ft. 8 in.; complexion, dark; Englishman.
- Joseph Gerrish, Ordinary; time of entry, July 16; wages per mo., \$6¾; stature, 5 ft. 8 in.; complexion, dark; American.
- Ebenezer Pray, Carp^{rs} Mate; time of entry, July 29; wages per mo., \$10¾; stature, 5 ft. 7 in.; complexion, dark; American.
- Joseph Tobey, Seaman; time of entry, July 29; wages per mo., \$8; stature, 5 ft. 8 in.; complexion, dark; American.
- Peter Tobey, Seaman; time of entry, July 29; wages per mo., \$8; stature, 5 ft. 5½ in.; complexion, dark, American.
- W^m Jackson, Seaman; time of entry, July 24; wages per mo., \$8; stature, 5 ft. 9 in.; complexion, dark; American.
- John Fitzgerrald, Ordinary; time of entry, Aug^t 1; wages per mo., \$6¾; stature, 5 ft. 7 in.; American.
- Sam^l Parchar, Seaman; time of entry, Aug^t 12th; wages per mo., \$8; stature, 5 ft. 9 in.; complexion, dark; American.
- Robert Spencer, Seaman; time of entry, Aug^t 14th; wages per mo., \$8; stature, 5 ft.; complexion, dark; American.
- John Williams, 1st Serg^t; time of entry, Aug^t 13th; wages per mo., \$8; complexion, dark; American.
- John Whitelock, 1st Corporal; time of entry, Aug^t 13th; wages per mo., \$7½; stature, 5 ft. 9 in.
- William Lewis, Corporal; time of entry, Aug^t 13th; wages per mo., \$7½; stature, 5 ft. 8½ in.
- Thomas Mehary, Corporal; time of entry, Aug^t 13; wages per mo., \$7½; stature, 5 ft. 8½; complexion, sandy.
- William Stevens,* Carp^r; time of entry, Aug^t 1; wages per mo., \$8; stature, 5 ft. 7 in.;

- [time entered for] 12 mo.; complexion, dark; American.
- Richard Seward, Seaman; time of entry, Aug^t 14th; wages per mo., \$8; stature, 5 ft. 6 in.; complexion, dark; American.
- William Douns, Seaman; time of entry, Aug^t 19th; wages per mo., \$8; stature, 5 ft. 11½; complexion, dark.
- James Whiteaker, Sergeant; time of entry, Aug^t 17th; wages per mo., \$8; American.
- Michael Brown, Seaman; time of entry, Aug^t 19; wages per mo., \$8; stature, 5 ft. 11 in.; American.
- John Allen, Marine; time of entry, Aug^t 20; wages per mo., \$6¾; stature, 5 ft. 9¾ in.; complexion, dark; American.
- William Follett,* Seaman; time of entry, Aug^t 22^d; wages per mo., \$8; stature, 5 ft. 11 in.; complexion, black; Creole.
- Joseph Cotton, Jun^r, Corporal; time of entry, Aug^t 28th; wages per mo., \$7½; stature, 5 ft. 3 in.; complexion, black; American.
- Robert Moore, time of entry, not appeared; stature, 5 ft. 3 in.; American.
- Richard Baxter, Boy; time of entry, Sep^r 6; wages per mo., \$5; stature, 5 ft.; complexion, dark; American.
- John Ham,* Marine; time of entry, not appeared; stature, 5 ft. 10½; American.
- Benjamin Hoit, Marine; time of entry, Sep^t 12; wages per mo., \$6¾; stature, 5 ft. 9½ in.; American.
- John Bryant,* Marine; time of entry, Sep^t 12; wages per mo., \$6¾; stature, 5 ft. 8½ in.; American.
- Nehemiah Spiwood,* Ordinary; time of entry, Sep^r 23^d; wages per mo., run; stature, 5 ft. 8 in.; complexion, dark.
- James Parker,* Corporal; time of entry, Oct^o 14; wages per mo., run; stature, 5 ft. 11¾ in.; complexion, dark; American.
- Robert Whipple, Armourer; time of entry, Oct^o 15; wages per mo., \$15; stature, 5 ft. 8¾ in.; complexion, dark; American.
- Stephen Sweetzer, Ordinary; time of entry, Oct^o 17; wages per mo., \$6¾; stature, 5 ft. 8 in.; complexion, dark; American.
- James Whitrow, Cooper; stature, 5 ft. 4½; complexion, light; Englishman.
- Reuben Noble for Yeaton,⁵ Boy; time of entry, Nov^r 2^d; stature, 4 ft. 9 in.; complexion, dark; American.
- Nicholas Waymouth, Marine; time of entry, Nov 12; wages per mo., \$6¾; stature, 5 ft. 4½ in.; complexion, dark; American.
- Nat Abbott, Marine; time of entry, Nov^r 16; stature, 5 ft. 7½ in.; complexion, red; American.
- Samuel Cole, Marine; time of entry, Nov 4; wages per mo., \$6¾; stature, 5 ft. 9¼ in.; complexion, dark; American.
- Mark Nowell, Marine; time of entry, Nov 27; stature, 5 ft. 3½ in.; complexion, light; American.
- Daniel Grandy, Ordinary; time of entry, Dec^r 21; wages per mo., \$6¾; stature, 5 ft. 1½ in.; complexion, dark; Englishmⁿ.
- Alexander Jones, Corporal; time of entry, Jan^y 21st 1777;⁶ wages per mo., \$7½; stature, 5 ft. 7½; complexion, light; American.
- Richard Ward, Ordinary; time of entry, Jan^y 24, 1777; wages per mo., \$6¾; place of residence, Portsm^o; stature, 5 ft. 1¾ in.; complexion, light; American.

- John Turkan,* Seaman; time of entry, Jan^y 24; wages per mo., \$8; place of residence, Schooⁿ *George*; stature, 5 ft. 4¾ in.; complexion, dark; North Britain.
- Robert Ellis,* Seaman; time of entry, Jan^y 24; wages per mo., \$8; place of residence, Schooⁿ *George*; stature, 5 ft. 2¼ in.; complexion, light; Englishman.
- Ebenezer Crommett, Marine; time of entry, Jan^y 25; wages per mo., X; place of residence, Durham; stature, 5 ft. 6¾ in.; complexion, light; American.
- Nicholas Bouffard, Yeoman; time of entry, Jan^y 25th, Mar: 1; † wages per mo., \$8; stature, 5 ft. 6½ in.; complexion, dark; American.
- Theodore Fernald, Fifer; time of entry, Jan^y 25, Feb^y 27; † wages per mo., \$7½; stature, 5 ft. 5½ in.; complexion, dark; American.
- Pelatih Barter, † Seaman; time of entry, Jan^y 25; wages per mo., D; stature, 5 ft. 10½ in.; complexion, dark; American.
- John Griffin, † Seaman; time of entry, Jan^y 25; wages per mo., D; stature, 5 ft. 8¼ in.; complexion, dark; Englishman.
- George Lud, † Carp^r Crew; time of entry, Jan^y 25; wages per mo., D; place of residence, Portsm^o; stature, 5 ft. 9¾ in.; complexion, light; American.
- Robert Brier, † time of entry, Jan^y 25; wages per mo., D; stature, 5 ft. 5½ in.; complexion, light; American.
- John Akerman, † Ordinary; time of entry, Jan^y 25; wages per mo., D; place of residence, Portsm^o; stature, 5 ft. 5½ in.; complexion, red; American.
- James Bretten, † Marine; time of entry, Jan^y 27; wages per mo., D; place of residence, Portsm^o; stature, 5 ft. 6 in.; complexion, dark; American.
- John Barter, † time of entry, Jan^y 27; wages per mo., D; stature, 6 ft. 0½ in.; complexion, dark; American.
- Sam^l Odiorne, † time of entry, Jan^y 27; wages per mo., D; stature, 5 ft. 6 in.; complexion, light; American.
- James Richardson,* Seaman; time of entry, Jan^y 27, Jan^y 29; † wages per mo., \$8; place of residence, Schoo^r *George*; stature, 5 ft. 5 in.; complexion, light; Englishman.
- Michael Everett, Seaman; time of entry, Jan^y 28, 29; † wages per mo., \$8; place of residence, Schoo^r *George*; stature, 5 ft. 1½ in.; complexion, dark; Englishman.
- John Spenley, Seaman; time of entry, Jan^y 28, 29; † wages per mo., \$8; place of residence, Schoo^r *George*; stature, 5 ft. 5 in.; complexion, light; Englishman.
- Richard Weaver,* Seaman; time of entry, Jan^y 28, 29; † wages per mo., \$4; place of residence, Schoo^r *George*; stature, 5 ft. 4½ in.; complexion, dark; Englishman.
- Thomas Watkins,* Seaman; time of entry, Jan^y 28, 29; † wages per mo., \$8; place of residence, Schoo^r *George*; stature, 5 ft. 3¾ in.; complexion, light; Englishman.
- John Morgan,* Seaman; time of entry, Jan^y 28, 29; † wages per mo., \$8; place of residence, Schoo^r *George*; stature, 5 ft. 5¼ in.; complexion, brown; Englishman.
- Mark Pitman, Quar^r Mast^r; time of entry, Jan^y 28, Feb^y 4; † wages per mo., \$9; place of residence, Portsm^o; stature, 5 ft. 5½ in.; complexion, dark; American.
- William Stevens, Ju^r,* † time of entry, Jan^y 30; wages per mo., D; stature, 5 ft. 6 in.; complexion, light; American.
- Pomp Sweat,* for y^e John Sweat Esq^r of York,⁷ Ordinary; time of entry, Jan^y 30; wages per mo., \$6½; stature, 5 ft. 5½ in.; complexion, black.
- Richard Hogsdon, † Marine; time of entry, Jan^y 30; wages per mo., X; stature, 5 ft. 3¼ in.; complexion, brown; American.

- John Parker, for Nutter,⁸ Seaman; time of entry, Jan^y 30; wages per mo., \$8; place of residence, Portsm^o; stature, 5 ft. 0½ in.; complexion, light; American.
- William Sanderson Anderson, Seaman; time of entry, Feb^y 1; wages per mo., \$8; stature, 5 ft. 7 in.; complexion, dark; American.
- Henry Frost Cate, Master at Arms; time of entry, Feb^y 3^d; wages per mo., \$10; place of residence, Portsm^o; stature, 5 ft. 8½ in.; complexion, dark; American.
- Mark Bratton, Serg^t Marines; time of entry, Feb^y 3^d, 4th; † wages per mo., \$8; stature, 5 ft. 4 in.; complexion, dark; American.
- John Sloper, Corp^l Marines; time of entry, Feb^y 3rd, 4th; † wages per mo., \$7½; stature, 5 ft. 9 in.; complexion, dark; American.
- William Hart Jun^r, Serg^t; time of entry, Feb^y 4; wages per mo., \$8; place of residence, Portsm^o; stature, 5 ft. 8½; complexion, dark; American.
- John Mills 1st, Corporal; time of entry, Feb^y 4; wages per mo., \$7½; place of residence, Portsm^o; stature, 5 ft. 4½ in.; complexion, brown; American.
- Sam^l Farnham,* Marine; time of entry, Feb^y 4, 12th; † wages per mo., \$6¾; place of residence, Lebanon;⁹ stature, 6 ft. 0¼ in.; complexion, dark; American.
- Moses Stevens,* † Marine; time of entry, Feb^y 4; wages per mo., X; place of residence, Kittery;¹⁰ stature, 5 ft. 9½ in.; complexion, brown; American.
- James Sullivan,* Ordinary; time of entry, Feb^y 4, 5th; † wages per mo., \$6¾; stature, 4 ft. 9¾ in.; complexion, dark; Irishman.
- Tho^s Foggitt, Seaman; time of entry, Feb^y 4, 6th; wages per mo., \$8; place of residence, Portsm^o; stature 5 ft. 5 in.; complexion, dark; Englishman.
- John Mills 2^d, Marine; time of entry, Feb^y 4; wages per mo., \$6¾; place of residence, Portsm^o; stature, 5 ft. 5½ in.; complexion, light; American.
- James M^cIntyer, Drummer; time of entry, Feb^y 4; wages per mo., \$4¼; place of residence, Portsm^o; stature, 5 ft. 3¾ in.; complexion, dark; American.
- John Castle,* Seaman; time of entry, Feb^y 6; wages per mo., \$8; complexion, dark; Englishman.
- Benjamin Seawards, Marine; time of entry, Feb^y 6; wages per mo., \$6¾; place of residence, Portsm^o; stature, 5 ft. 7 in.; complexion, dark; American.
- Mark Snider,* Marine; time of entry, Feb^y 6; wages per mo., \$6¾; place of residence, Portsm^o; stature 5 ft. 4½ in.; complexion, light; American.
- Patrick Lynch,* Ordinary; time of entry, Feb^y 8th; time of appearance, Feb^y 8th; wages per mo., \$6¾; stature, 5 ft. 7 in.; complexion, dark; Irishman.
- Ebenezer Pray, Carp^{ts} Mate; time of entry, Jan^y 30; time of appearance, Jan^y 30; wages per mo., \$9½; place of residence, Kittery; stature, 5 ft. 7 in.; complexion, light; American.
- Joseph Gerrish, Seaman; time of entry, Feb^y 5; time of appearance, Feb^y 5; wages per mo., \$8; place of residence, Portsm^o; stature, 5 ft. 8 in.; complexion, dark; American.
- William Stevens,* Cook; time of entry, Feb^y 1; time of appearance, Feb^y 1; wages per mo., \$9; place of residence, Kittery; stature, 5 ft. 7 in.; complexion, dark; American.
- Thomas Passmore, Quar^r M^t; time of entry, Jan^y 25; time of appearance, Jan^y 25; wages per mo., \$9; place of residence, Portsm^o; stature, 5 ft. 8 in.; complexion, dark; Englishman.
- Sam^l Parchar, Seaman; time of entry, Feb^y 6; time of appearance, Feb^y 6; wages per

- mo., \$8; place of residence, Portsm^o; stature, 5 ft. 9 in.; complexion, dark; American.
- Sam^l Hodge Jun^r, Mate; time of entry, Jan^y 15th; time of appearance, Jan^y 15th; wages per mo., \$15; place of residence, Kittery; stature, 5 ft. 10 in.; complexion, dark; American.
- Peter Jones, Ordinary; time of entry, Feb^y 10; time of appearance, Feb^y 10; wages per mo., \$6 $\frac{2}{3}$; stature, 5 ft. 2 $\frac{1}{2}$ in.; complexion, dark; Englishman.
- Peter Adams, * Ordinary; time of entry, Feb^y 10; time of appearance, Feb^y 10; wages per mo., \$6 $\frac{2}{3}$; place of residence, Durham; stature, 5 ft. 7 $\frac{1}{2}$ in.; complexion, black; Affrican.
- George Parchar, * Marine; time of entry, Feb^y 10; time of appearance, Feb^y 11; wages per mo., \$6 $\frac{2}{3}$; place of residence, Portsm^o; stature, 5 ft. 1 in.; complexion, dark; American.
- John Carpenter, Marine; time of entry, Feb^y 10; time of appearance, Feb^y 10; wages per mo., \$6 $\frac{2}{3}$; place of residence, Long Island;¹¹ stature, 5 ft. 8 $\frac{3}{4}$ in.; complexion, dark; American.
- Jonathan Huntress, † Seaman; time of entry, Feb^y 11; wages per mo., D; place of residence, Newington;¹² stature, 5 ft. 5 in.; complexion, red; American.
- Peter Kenniston, Carpent^r Crew; time of entry, Feb^y 8; time of appearance, Feb^y 9; wages per mo., \$8; place of residence, Portsm^o; stature, 5 ft. 5 $\frac{3}{4}$ in.; complexion, dark; American.
- Moses Noble, * Marine; time of entry, Feb^y 10; time of appearance, Feb^y 11; wages per mo., \$6 $\frac{2}{3}$; place of residence, Portsm^o; stature, 5 ft. 5 in.; complexion, dark; American.
- George Rollins, * Corp^o; time of entry, Feb^y 21; time of appearance, Feb^y 21; wages per mo., \$7 $\frac{1}{2}$; place of residence, Newington; stature, 5 ft. 8 $\frac{1}{4}$ in.; complexion, dark; American.
- William Murray, * Corp^o; time of entry, Feb^y 22; time of appearance, Feb^y 22; wages per mo., \$6 $\frac{2}{3}$; place of residence, Newbury;¹³ stature, 5 ft. 3 $\frac{1}{2}$; complexion, light; American.
- Daniel Muncor, * Boy; time of entry, Feb^y 6; time of appearance, Feb^y 7; wages per mo., \$5; stature, 4 ft. 9 $\frac{3}{4}$ in.; complexion, dark; Englishman.
- Philip McCann, Boatsw^s Mate; time of entry, Feb^y 6; time of appearance, Feb^y 6; wages per mo., \$9 $\frac{1}{2}$; place of residence, Portsm^o; stature, 5 ft. 6 $\frac{1}{2}$ in.; complexion, dark; Irishman.
- John Wall, * Marine; time of entry, Feb^y 6; time of appearance, Feb^y 6; wages per mo., \$6 $\frac{2}{3}$; place of residence, Portsm^o; stature, 5 ft. 5 $\frac{3}{4}$; complexion, dark; Irishman.
- Joseph Clark, Ordinary; time of entry, Feb^y 7; time of appearance, Feb^y 8; wages per mo., \$6 $\frac{2}{3}$; place of residence, Portsm^o; stature, 6 ft. 1 in.; complexion, dark; American.
- William Ward, Cockswain; time of entry, Jan^y 22; time of appearance, Jan^y 22; wages per mo., \$9; place of residence, Portsm^o; complexion, dark; American.
- Enoch Davis, Corporal; time of entry, Feb^y 26; time of appearance, Feb^y 26; wages per mo., \$7 $\frac{1}{2}$; place of residence, Wells;¹⁴ stature, 5 ft. 9 $\frac{1}{2}$; complexion, light; American.
- Thomas Parsons, Ordinary; time of entry, Feb^y 26; wages per mo., R; place of residence, Old York; stature 5 ft. 1 in.; complexion, dark; American.

- John Adams, Ordinary; time of entry, Feb^y 26; time of appearance, Feb^y 27; wages per mo., \$6²/₃; place of residence, Old York; stature, 5 ft. 2½ in.; complexion, light; American.
- Joseph Bridden,* Marine; time of entry, Feb^y 28; time of appearance, Feb^y 28; wages per mo., \$6²/₃; place of residence, Old York; stature, 5 ft. 2¾ in.; complexion, fresh; American; [*time entered for*] 3 yrs.
- Benj^a Redman,* Marine; time of entry, Mar 4th; time of appearance, Mar 4; wages per mo., \$6²/₃; place of residence, Portsm^o; stature, 5 ft. 6½ in.; complexion, fresh; American; [*time entered for*] 12 mo.
- Edward Page, Marine; time of entry, Mar. 5; time of appearance, Mar 10th; wages per mo., \$6²/₃; place of residence, Kittery; stature, 5 ft. 6 in.; complexion, fresh; American; [*time entered for*] 12 mo.
- Josiah Dahnor, Marine; time of entry, 1777 Mar. 13th; time of appearance, 1777, released; time entered for, 1 year; wages per mo., D; place of residence, Hampton;¹⁵ stature, 5 ft. 8 in.; complexion, dark; hair, light; American.
- Cato Stephenson,* Ordinary; time of entry, Mar. 19; time of appearance, released;† time entered for, 1 year; wages per mo., D; place of residence, Casco; stature, 5 ft. 4 in.; complexion, black; Affrican.
- John Merritt,* Marine; time of entry, Mar. 19; time entered for, 1 year; wages per mo., \$6²/₃; place of residence, Pleas^t River;¹⁶ stature, 5 ft. 3 in.; complexion, dark; hair, dark; American.
- John Tanner, Quart^r Mast^t; time of entry, Mar. 27; time entered for, 1 year; wages per mo., \$9; stature, 5 ft. 8½ in.; complexion, ruddy; hair, dark; Englishman.
- Richard Mills,† Marine; time of entry, April 5; time of appearance, Disch^d; time entered for, 1 year; wages per mo., D; place of residence, Portsm^o; stature, 5 ft. 4 in.; complexion, fair; hair, light; American.
- James Birdeen, Marine; time of entry, April 18; time entered for, 3 years; place of residence, Berwick;¹⁷ stature, 5 ft. 3¾ in.; complexion, fair; hair, light; American.
- Aron Abbot, Marine; time of entry, April 22; time entered for, 1 year; wages per mo., \$6²/₃; place of residence, York; stature, 5 ft. 9¾ in.; complexion, dark; hair, dark; American.
- John Shores,* Marine; time of entry, April 22; time entered for, 1 year; place of residence, Berwick; stature, 5 ft. 8 in.; complexion, dark; hair, dark; American.
- Robert Heslop, Seaman; time of entry, May 27; time of appearance, May 27; time entered for, 1 year; wages per mo., \$8; place of residence, Priv^a Satisfaction; stature, 5 ft. 8 in.; complexion, dark; hair, dark; Englishman.
- Nathaniel Hothorne, Seaman; time of entry, May 27; time of appearance, May 27; time entered for, 1 year; wages per mo., R; place of residence, Salem;¹⁸ stature, 5 ft. 6 in.; complexion, dark; hair, black; American.
- Joseph Clements; time of entry, June 3^d; time of appearance, June 3^d; time entered for, 1 year; wages per mo., \$8; place of residence, York; stature, 5 ft. 6 in.; complexion, dark; hair, black; American.
- Ebenezer Whitehouse,* Marine; time of entry, June 3^d; time of appearance, June 28; time entered for, 1 year; wages per mo., \$6²/₃; place of residence, Somersworth;¹⁹ stature, 5 ft. 5 in.; complexion, light; hair, light; American.

- Thomas Smith,* Seaman; time of entry, June 14; time of appearance, June 14; time entered for, 1 year; wages per mo., \$8; place of residence, Marblehead; stature, 5 ft. 8 in.; complexion, dark; hair, black; Irishman.
- William Mendum,* Marine; time of entry, June 9; time of appearance, June 9; time entered for, 1 year; wages per mo., \$6%; place of residence, Kittery; stature, 5 ft. 6½ in.; complexion, dark; hair, black; American.
- Robert Furness,²⁰ Marine; time of entry, June 10; time of appearance, June 12; time entered for, 1 year; wages per mo., \$6%; place of residence, Berwick; stature, 5 ft. 10 in.; complexion, light; hair, brown; American.
- Philip Worster, Marine; time of entry, June 11; time of appearance, June 12; time entered for, 1 year; wages per mo., \$6%; place of residence, Berwick; stature, 5 ft. 4 in.; complexion, dark; hair, dark; American.
- Benj^a Wooster,* Marine; time of entry, June 11; time of appearance, June 12; time entered for, 1 year; wages per mo., \$6%; place of residence, Berwick; stature, 5 ft. 1 in.; complexion, light; hair, light; American.
- Gabriel Stone,* Marine; time of entry, June 11; time of appearance, June 12; time entered for, 1 year; wages per mo., \$6%; place of residence, Berwick; stature, 5 ft. 10 in.; complexion, dark; hair, dark; American.
- John Scates, Marine; time of entry, June 11; time of appearance, June 12; time entered for, 1 year; wages per mo., \$6%; place of residence, Berwick; stature, 5 ft. 11 in.; complexion, dark; hair, dark; American.
- Dodge Collins,* Ordinary; time of entry, June 13; time of appearance, June 13; time entered for, 1 year; wages per mo., \$6%; place of residence, Worcester; stature, 5 ft. 8½ in.; complexion, black; Affrican.
- Joshua Fernald, Seaman; time of entry, June 13; time of appearance, June 16; time entered for, 3 m^o; wages per mo., \$8; place of residence, Kittery; stature, 5 ft. 7 in.; complexion, light; hair, light; American.
- Theophilus Abbot,* Marine; time of entry, June 14; time of appearance, June 15; time entered for, 1 year; place of residence, Berwick; stature, 5 ft. 4½ in.; complexion, light; hair, light; American.
- Sam^l Weeks,* Seaman; time of entry, June 14; time of appearance, June 19; time entered for, 1 year; wages per mo., \$8; place of residence, Kittery; stature, 5 ft. 10½ in.; complexion, light; hair, light; American.
- Francis Little,* Gunners Mate; time of entry, June 16; time of appearance, June 16; time entered for, 1 year; wages per mo., \$9½; place of residence, Portsm^o; stature, 5 ft. 5 in.; complexion, ruddy; Englishman.
- Casar Lear* for Tobias Lear, Seaman; time of entry, June 16; time of appearance, June 16; time entered for, 1 year; place of residence, Portsm^o; stature, 5 ft. 5 in.; complexion, black; Affrican.
- George Rollins ²⁴,* Marine; time of entry, June 16; time entered for, 1 year; place of residence, Lee;²¹ stature, 5 ft. 10½ in.; complexion, dark; hair, dark; American.
- John Carr Roberts, Carpen^{rs} Crew; time of entry, June 17; time of appearance, June 17; time entered for, 1 year; wages per mo., \$8; place of residence, Somersworth; stature, 5 ft. 6½ in.; complexion, dark; hair, dark; American.
- Joshua Scates,* Marine; time of entry, June 19; time of appearance, June 20; time entered for, 1 year; wages per mo., \$6%; place of residence, Berwick; stature, 5 ft. 7 in.; complexion, light; hair, brown; American.

- Peter Messuare, * Quart^r Mast^r; time of entry, June 20; time of appearance, June 23; time entered for, 1 year; wages per mo., \$9; place of residence, Portsm^o; stature, 5 ft. 6½ in.; complexion, dark; hair, dark; American.
- George Spinney, Carpent^r; time of entry, June 20; time of appearance, June 24; time entered for, 1 year; wages per mo., \$8; place of residence, Kittery; stature, 5 ft. 4½ in.; complexion, dark; American.
- James Furlong, Boats^{ws} Mate; time of entry, June 23; time of appearance, June 24; time entered for, 1 year; wages per mo., \$9½; place of residence, *Nelly Frigate*, Englishman.
- Simeon Gray, Marine; time of entry, June 21; time of appearance, June 24; time entered for, 1 year; wages per mo., \$6¾; place of residence, Pownalbor^o; 22 stature, 5 ft. 4 in.; complexion, light; hair, light; American.
- John Powel, Ordinary; time of entry, June 23; time of appearance, July 3^d; time entered for, 1 year; wages per mo., \$6¾; place of residence, Exeter; stature, 5 ft. 7 in.; complexion, dark; hair, dark; American.
- David Davidson, * Seaman; time of entry, June 23; time of appearance, June 24; time entered for, 1 year; wages per mo., \$8; place of residence, *Nelly Frigate*, stature, 5 ft. 6½ in.; complexion, black; Creole.
- Peire Murphy, Ordinary; time of entry, June 25; time of appearance, June 25; time entered for, 1 year; wages per mo., \$6¾; § place of residence, Arendal; 23 stature, 5 ft. 8 in.; complexion, dark; hair, black; American.
- Paul Tibbets, Seaman; time of entry, June 25; time of appearance, June 28; time entered for, 1 year; wages per mo., \$8; place of residence, Portsm^o; stature, 5 ft. 3 in.; complexion, dark; hair, brown; American.
- Jese Wedgood, Marine; time of entry, June 26; time of appearance, June 26; time entered for, 1 year; wages per mo., \$6¾; place of residence, Newmarket; 24 stature, 5 ft. 5½ in.; complexion, light; hair, brown; American.
- John Gunnison, Marine; time of entry, June 26; time of appearance, June 27; time entered for, 1 year; wages per month, \$6¾; place of residence, Portsm^o; stature, 5 ft. 3½ in.; complexion, light; hair, light; American.
- George Lowd, Marine; time of entry, June 26; time of appearance, June 27; time entered for, 1 year; wages per mo., \$6¾; place of residence, Portsm^o; stature, 5 ft. 5 in.; complexion, dark; hair, dark; American.
- John Quin, Surg^s Mate; time of entry, June 27; time of appearance, June 28; time entered for, 1 year; wages per mo., \$15; Ireland.
- Paul Welch, Seaman; time of entry, June 27; time entered for, cruize; place of residence, Berwick; stature, 5 ft. 10 in.; complexion, light; hair, light; American.
- Daniel Durgin, Midship; time of entry, July 2^d; time of appearance, July 4; time entered for, cruize; wages per mo., \$12; place of residence, Portsm^o; complexion, dark.
- Stephen Frost, * Marine; time of entry, June 28; time of appearance, June 28; time entered for, 1 year; wages per mo., \$6¾; place of residence, Berwick; stature, 5 ft. 9½ in.; complexion, light; hair, light; American.
- Nelson Grant, *† Marine; time of entry, June 28; time entered for, 1 year; place of residence, Berwick; stature, 5 ft. 8 in.; complexion, dark; hair, dark; American.

- James Clarge, Carpt^s Crew; time of entry, June 30; time of appearance, July 4; time entered for, 1 year; wages per mo., \$8; place of residence, Portsm^o; stature, 5 ft. 9 in.; complexion, dark; hair, dark; American.
- William Philbrook, Marine; time of entry, June 30; time of appearance, June 30; time entered for, 1 year; wages per mo., \$6 $\frac{2}{3}$; place of residence, Fox Island;²⁵ stature, 5 ft. 10 $\frac{1}{4}$ in.; complexion, light; hair, dark; American.
- Satchwell Rundlet, Marine; time of entry, June 30; time of appearance, July 10; time entered for, 1 year; wages per mo., \$6 $\frac{2}{3}$;§ place of residence, Portsm^o; stature, 5 ft. 5 in.; complexion, light; hair, dark; American.
- Charles Stacpole, Marine; time of entry, June 30; time of appearance, July 1; time entered for, 1 year; wages per mo., \$6 $\frac{2}{3}$; place of residence, Berwick; stature 5 ft. 10 in.; complexion, light; hair, dark; American.
- Daniel Smith, Marine; time of entry, June 30; time of appearance, July 1; time entered for, 1 year; wages per mo., \$6 $\frac{2}{3}$; place of residence, Berwick; stature, 5 ft. 9 $\frac{1}{2}$ in.; complexion, light; hair, brown; American.
- Ichabod Tibbits,* Marine; time of entry, June 30; time of appearance, July 1; time entered for, 1 year; wages per mo., \$6 $\frac{2}{3}$; place of residence, Wolfborough;²⁶ stature, 5 ft. 8 in.; complexion, light; hair, dark; American.
- John Davis, Marine; time of entry, June 30; time of appearance, July 1; time entered for, 1 year; wages per mo., \$6 $\frac{2}{3}$; place of residence, Berwick; stature, 5 ft. 3 $\frac{1}{2}$ in.; complexion, light; hair, dark; American.
- Francois Lievre, Seaman; time of entry, July 8; time of appearance, July 15; time entered for, 1 year; wages per mo., \$8; stature, 5 ft. 5 $\frac{1}{2}$ in.; hair, dark; Frenchman.
- Jack Moreau,* Seaman; time of entry, July 8; time of appearance, July 15; time entered for, 1 year; wages per mo., \$8; stature, 5 ft. 3 in.; hair, dark; Frenchman.
- Jeremiah Dutch,* Marine; time of entry, July 2^d; time of appearance, July 2^d; time entered for, 1 year; place of residence, Durham; stature, 5 ft. 6 $\frac{1}{2}$ in.; complexion, light; hair, light; American.
- George Hohn, Marine; time of entry, July 3^d; time of appearance, July 3; time entered for, 1 year; wages per mo., \$6 $\frac{2}{3}$; place of residence, Portsm^o; stature, 5 ft. 5 in.; complexion, dark; hair, dark; American.
- John Williams,† Ordinary; time of entry, July 3; time entered for, 1 year; place of residence, Groten;²⁷ stature, 5 ft. 10 in.; complexion, ruddy; hair, sandy; American.
- John Libbey, Marine; time of entry, July 4; time of appearance, July 4; time entered for, 1 year; wages per mo., \$6 $\frac{2}{3}$;§ place of residence, Portsm^o; stature, 5 ft. 8 $\frac{1}{2}$ in.; hair, light; American.
- John Simpson, Seaman; time of entry, July 5; time of appearance, July 9; time entered for, 1 year; wages per mo., \$8; place of residence, New Castle;²⁸ stature, 5 ft. 10 $\frac{1}{2}$; hair, dark; American.
- Hendrik Weilhelm, Henry Williams, Bo^s Mate; time of entry, July 5; time of appearance, July 6; time entered for, 1 year; wages per mo., \$9 $\frac{1}{2}$; stature, 5 ft. 8 $\frac{1}{2}$ in.; hair, dark; Dane.
- Peter Galteau,* Seaman; time of entry, July 8; time of appearance, July 8; time entered for, 1 year; wages per mo., \$8; place of residence, Bourdeaux; stature, 5 ft. 4 $\frac{1}{2}$ in.; hair, dark; Frenchman.

- Charles Redeaux,* Ordinary; time of entry, July 8; time of appearance, July 15; time entered for, 1 year; wages per mo., \$6 $\frac{2}{3}$; stature, 5 ft. 6 in.; hair, dark; Frenchman.
- John Carr, Ordinary; time of entry, July 9; time of appearance, July 9; time entered for, cruize; wages per mo., \$6 $\frac{2}{3}$;§ place of residence, Cape Porpoise;²⁹ stature, 5 ft. 6 $\frac{1}{2}$ in.; hair, dark; American.
- James Allen,* Marine; time of entry, July 9th; time of appearance, July 9; time entered for, 1 year; wages per mo., \$6 $\frac{2}{3}$; place of residence, Wells; stature, 5 ft. 7 in.; complexion, light; hair, light; American.
- Jotham Staple, Ordinary; time of entry, July 14; time entered for, cruize; place of residence, Penobscot; stature, 5 ft. 5 in.; hair, brown; American.
- Alexander Goold, Marine; time of entry, July 10; time of appearance, July 10; time entered for, 1 year; wages per mo., \$6 $\frac{2}{3}$; place of residence, Kittery; stature, 5 ft. 8 $\frac{1}{4}$ in.; complexion, light; hair, light; American.
- Ebenezer Stacpole, Quart^r Mast^t; time of entry, July 10; time of appearance, July 10; time entered for, 1 year; wages per mo., \$9; place of residence, Portsm^o; stature, 5 ft. 11 in.; complexion, light; hair, light; American.
- Robert Carter Jr.,* Marine; time of entry, July 10; time of appearance, July 15; time entered for, 1 year; wages per mo., \$6 $\frac{2}{3}$; place of residence, Kittery; stature, 5 ft. 8 $\frac{1}{2}$ in.; complexion, dark; hair, dark; American.
- Robert M^cDaniel, Ordinary; time of entry, July 11; time of appearance, July 22; time entered for, cruize; wages per mo., \$6 $\frac{2}{3}$; place of residence, Barrington;³⁰ stature, 5 ft. 11 in.; complexion, dark; hair, dark; American.
- Timothy Gleeson, Marine; time of entry, July 11; time of appearance, Aug 2^d; time entered for, cruize; wages per mo., \$6 $\frac{2}{3}$;§ place of residence, Barrington; stature 5 ft. 7 $\frac{1}{2}$ in.; complexion, dark; hair, dark; American.
- Samuel M^cConnel, Ordinary; time of entry, July 11; time of appearance, July 22; time entered for, cruize; wages per mo., \$6 $\frac{2}{3}$; place of residence, Nottingham;³¹ stature, 5 ft. 11 $\frac{1}{2}$ in.; complexion, dark; hair, dark; American.
- Benjamin Dam, Sailm^f Mate; time of entry, July 14; time of appearance, July 15; time entered for, cruize; wages per mo., \$8 $\frac{1}{3}$; place of residence, Portsm^o; complexion, dark; hair, dark; American.
- Peter Edney, for Mr. Shackford,³² Boy; time of entry, July 14; time of appearance, July 15; time entered for, 1 year.
- Robert Nason,* Ordinary; time of entry, July 14; time entered for, cruize; wages per mo., \$6 $\frac{2}{3}$; place of residence, Deer Island;³³ hair, dark; American.
- Thomas Murphy, Marine; time of entry, July 15; time of appearance, July 15; time entered for, 1 year; wages per mo., \$6 $\frac{2}{3}$; place of residence, Somersworth; stature, 5 ft. 10 $\frac{1}{2}$; hair, light; American.
- Mark Nelson, Marine; time of entry, July 16; time of appearance, July 16; time entered for, 1 year; wages per mo., \$6 $\frac{2}{3}$; place of residence, Portsm^o; stature, 5 ft. 4 in.; hair, dark; American.
- Daniel Melony,* Seaman; time of entry, July 13; time of appearance, July 15; time entered for, 1 year; wages per mo., \$8.
- John Gammon,* Ordinary; time of entry, July 19; time of appearance, July 22; time entered for, 1 year; wages per mo., \$6 $\frac{2}{3}$;§ hair, dark; American.

- John Hughes, Seaman; time of entry, July 18; time entered for, 1 year; wages per mo., \$8.
- James Randel, Marine; time of entry, July 26; time of appearance, D; time entered for, 1 year; wages per mo., \$6%; place of residence, Nottingham; stature, 6 ft. 0 in.; complexion, light; hair, light; American.
- John Randel, Marine; time of entry, July 22^d; time of appearance, D; time entered for, 1 year; wages per mo., \$6%; place of residence, Nottingham; stature, 6 ft. ½ in.; complexion, sandy; hair, light; American.
- William Knight,* Marine; time of entry, July 26; time entered for, 1 year; wages per mo., \$6%; place of residence, Nottingham; stature, 5 ft. 6 in.; complexion, light; hair, dark; American.
- John Hill, Marine; time of entry, July 22; time entered for, 1 year; wages per mo., \$6%; place of residence, Nottingham; stature, 5 ft. 10 in.; complexion, light; hair, light; American.
- John M^cCoy,* Marine; time of entry, July 22; time entered for, 1 year; wages per mo., \$6%; place of residence, Nottingham; stature, 5 ft. 4½; complexion, light; hair, dark; American.
- Joseph Jackson, Marine; time entered for, 1 year; wages per mo., \$6%; place of residence, Nottingham; stature, 5 ft. 10½ in.; complexion, light; hair, light; American.
- Joseph Cotton Jun^r, Ordinary; time of entry, July 28; time entered for, 1 year; wages per mo., \$6%; place of residence, Portsm^o; stature, 5 ft. 4 in.; complexion, dark; hair, dark; American.
- Matthias Bell, Seaman, time of entry, July 28; time entered for, 1 year; wages per mo., \$8; place of residence, Portsm^o.
- Wiggin Evans, Marine; time of entry, July 26; time entered for, 1 year; wages per mo., \$6%; place of residence, Cheshire;³⁴ stature, 5 ft. 6 in.; complexion, dark; hair, brown; American.
- Robert Spencer, Seaman; time of entry, July 13; time of appearance, July 15; time entered for, cruize; wages per mo., \$8.
- Edward Burnum, Marine; time of entry, July 30; time entered for, 3 years; wages per mo., \$6%; place of residence, Durham P^t;³⁵ stature, 5 ft. 9 in.; hair, dark; American.
- Bartholme Yeats,* Seaman; time of entry, July 30; time entered for, 1 year; wages per mo., \$8; place of residence, Portsmouth; stature, 5 ft. 8 in.; hair, dark; Denmark.
- George Rundlet, Marine; time of entry, July 30; time entered for, 1 year; wages per mo., \$6%;§ place of residence, Portsmouth; stature, 5 ft. 3 in.; hair, dark; Portsmouth.
- Jonathan Chase,* Seaman; time of entry, July 29; time entered for, 1 year; wages per mo., \$8; place of residence, New Castle; stature, 5 ft. 10½ in.; hair, dark; American.
- George Shaw, Marine; time of entry, July 31; time entered for, cruize; place of residence, Lee; stature, 5 ft. 8½; hair, fair; American.
- Samuel Demeret, Marine; time of entry, July 31; time entered for, cruize; place of residence, Madbury;³⁶ stature, 5 ft. 8¾ in.; hair, fair; American.
- Sam^l W. Burnum, Seaman; time of entry, July 31; time entered for, 1 year; wages per mo., \$8; place of residence, Salem; stature, 5 ft. 7 in.; hair, dark; American.

- Simeon Tebbets, Serg^t M^a; time of entry, Aug. 1; time entered for, cruize; wages per mo., \$8; place of residence, Casco Bay; stature, 5 ft. 10½ in.; hair, dark; American.
- Andrew Rankin, Marine; time of entry, Aug. 1, room of Davis; time entered for, cruize; wages per mo., \$6½; place of residence, Old York; stature, 5 ft. 6½ in.; hair, dark; American.
- William Harrison, Marine; time of entry, Aug. 1; time entered for, cruize; wages per mo., \$6½; place of residence, Old York; stature, 5 ft. 8 in.; hair, light; American.
- Richard Mills, Marine; time of entry, Aug. 1; time entered for, cruize; wages per mo., \$6½; place of residence, Portsm^o; stature, 5 ft. 3½ in.; hair, light; American.
- Samuel Clay, Marine; time of entry, Aug. 1; time entered for, cruize; wages per mo., \$6½; place of residence, Candy;³⁷ stature, 5 ft. 3½ in.; hair, dark; American.
- James Hayley,* Marine; time of entry, Aug. 1; time entered for, cruize; wages per mo., \$6½; place of residence, Kittery; stature, 6 ft. 0½ in.; hair, dark; American.
- Jotham Booker,* Marine; time of entry, Aug. 1; time entered for, cruize; wages per mo., \$6½; place of residence, Old York; stature, 5 ft. 6 in.; hair, sandy; American.
- Isaac Worthen,* Marine; time of entry, Aug. 1; time entered for, cruize; wages per mo., \$6½; place of residence, Candy; stature, 5 ft. 5½ in.; hair, light; American.
- David Tina,* Marine; time of entry, Aug. 1; time entered for, cruize; wages per mo., \$6½; place of residence, Old York; stature, 5 ft. 6 in.; hair, dark; American.
- John Rollings,* Marine; time of entry, Aug^t 3; time entered for, 1 year; place of residence, Portsm^o; stature, 5 ft. 3¾ in.; hair, brown; American.
- William Cruet,† Marine; time of entry, Aug^t 3; time entered for, cruize; place of residence, Durham P^t; stature, 5 ft. 1½ in.; hair, sandy; American.
- Robert Williams, Ordinary; time of entry, Aug. 3; time entered for, cruize; wages per mo., \$6½; place of residence, Barenton, [Barrington]; stature, 5 ft. 7½ in.; hair, dark; American.
- William Tubb,* Seaman; time of entry, Aug. 4.
- Robert Cochran, Cooper; time of entry, Aug. 5; time entered for, cruize; wages per mo., \$9; stature, 5 ft. 8 in.; hair, dark; American.
- Primus M^cIntyer,*† Ordinary; time of entry, Aug. 5; time of appearance, Dischd; time entered for, 1 year; place of residence, Old York; stature, 5 ft. 7 in.; hair, black; American.
- David Brown, Seaman; time of entry, Aug. 8; time entered for, 1 year; wages per mo., \$8; stature, 5 ft. 7¼ in.; hair, dark.
- William Thresher,* Seaman; time of entry, Aug. 2; time entered for, 1 year; wages per mo., \$8; place of residence, Portsm^o; stature, 5 ft. 2½ in.; hair, dark; American.
- Timothy Watson, Carp^s Crew; time of entry, Aug. 2; time entered for, 1 year; wages per mo., \$8; place of residence, Portsm^o.
- Moses Twombly, Marine; time of entry, Aug. 2; time entered for, 1 year.
- Daniel Lang, Midship; time of entry, July 15; time entered for, 1 year; wages per mo., \$12; place of residence, Portsm^o; hair, dark; American.
- James Eairs,* S Taylor;³⁸ time of entry, Aug^t 10; time entered for, cruize; place of residence, Portsmouth; stature, 5 ft. 4½ in.; hair, dark; American.

- William Laery, Marine; time of entry, Aug. 1; time entered for, cruize; wages per mo., \$6%; place of residence, Durham; stature, 5 ft. 1 in.; hair, sandy; American.
- Josiah Winchester; time of entry, Augst 24; time entered for, cruize; place of residence, Anapolis, Schooner *Delight*; American.
- Bejⁿ Prince, Ordinary; time of entry, Augst 24; time entered for, cruize; place of residence, Boston, Schooner *Delight*; American.
- Charles Dowsitt; time of entry, Augst 24; time entered for, cruize; place of residence, Anapolis, Schooner *Delight*; American.
- James Wright, Seaman; time of entry, Augst 24; time entered for, cruize; place of residence, New York, Schooner *Delight*; hair, dark; Irishman.
- John M^cLindon, Seaman; time of entry, Sep^r 3; place of residence, Schooner *Delight*; hair, dark; North Brittain.
- Rob^t Robinson; time of entry, Sep^r 3; place of residence, Schooner *Delight*; North Brittain.
- John Henshaw,* Seaman; time of entry, Sep^r 3; place of residence, Schooner *Delight*; Englishman.
- William Waters, Seaman; time of entry, Oct^o 5; time entered for, 1 year; place of residence, Ship *Jamaica*; hair, dark; Englishman.
- John Sedey,* Boy; time of entry, Oct^o 5; time entered for, 1 year; place of residence, Ship *Jamaica*; hair, dark; Scotsman.
- Maturant Pereness;† time of entry, Nov. 1; time entered for, 3 years; Frenchman.
- Francois Reo;† time of entry, Nov. 4; time entered for, 3 years; Frenchman.
- Patrick Kadru; time of entry, Nov. 4; time entered for, 3 years; place of residence, L'Orient; hair, dark; Frenchman.
- Peter Bourdon;† time of entry, Nov. 7; time entered for, 3 years; Frenchman.
- Peter LaCoste,† Seaman; time of entry, Nov^r 20; place of residence, L'Orient; hair, dark; Frenchman.
- John Grignard,† Seaman; time of entry, Nov^r 20; place of residence, S^t Maloes; hair, sandy; Frenchman.
- Thomas Clouston, Volenteer; time of entry, Dec^r 3rd; time entered for, cruize; wages per mo., \$8; place of residence, Newbury; hair, light; North Brittain.
- Julian Trigal; time of entry, Nov. 4; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Francois Duval, Marine; time of entry, Nov. 21st; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Julien Guilloret; time of entry, Nov. 27; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Jean Marie, Ordinary; time of entry, Dec^r 2nd; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Joseph M. Depouzole, Marine; time of entry, Dec. 2^d; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Nicholas Naquant, Marine; time of entry, Dec. 4; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Victor Bazin; time of entry, Dec. 8; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Julien Jean, Qua^r Gun^r; time of entry, Dec. 8; time entered for, 3 years; place of residence, L'Orient; Frenchman.

- Jean Mitchel, Seaman; time of entry, Dec^r 8; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Mathurin Huit, Ordinary; time of entry, Dec. 8; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Andrew D'Jean, Ordinary; time of entry, Dec. 10; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Guillaume Morin, Marine; time of entry, Dec. 11; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Augustin DeLorme, Marine; time of entry, Dec. 13th; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Nicholas Lemee,* Boy; time of entry, Dec. 13th; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Oliver Huit, Marine; time of entry, Dec. 13th; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Jean Quornon, Marine; time of entry, Dec. 14th; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- John Johnson, Seaman; time of entry, Dec. 17th; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Leonard Ponte; time of entry, Dec. 17th; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Pierre D'Zage; time of entry, Dec. 17th; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Augustin Philipon; time of entry, 1777, Decem. 17; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Pierre Jarige; time of entry, Dec. 17; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Louis Bussonn, Marine; time of entry, Dec. 17; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Louis Canvel, Marine; time of entry, Dec. 18; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Marc Lestuan; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Pierre Eyquem; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Jousint Jany; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Mathurin Duchesne; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Guillaume Plurien; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Francois Corzenac; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Pierre D'Flau; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Jean Francois, Marine; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Claude Larbonette, Marine; time of entry, Dec. 19; time entered for, 3 years; place

- of residence, L'Orient; Frenchman.
- Mathurin Gautier, Marine; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Henry Quelee, Marine; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Charles Bouron, Boy; time of entry, Dec. 19; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Pierre Menguy, Marine; time of entry, Dec. 21; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Louis Guyllot; time of entry, Dec. 22; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Jean Fady, Marine; time of entry, Dec. 24; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Jacque Samour, Marine; time of entry, Dec. 26; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Bastien Guyomart, Boy; time of entry, Dec. 26; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Louis Alain, Marine; time of entry, Dec. 29; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Joseph Marion; time of entry, Dec. 29; time entered for, 3 years; place of residence, L'Orient; Frenchman.
- Peter Maxwell; time of entry, Feb^y 2nd [1778]; place of residence, Sloop *Granville*, North Brittain.
- Thomas Newman; time of entry, Feb^y 2^d; place of residence, Sloop *Granville*.
- George Towns;* time of entry, Feb^y 2^d; place of residence, Sloop *Granville*.
- John Dalling; time of entry, Feb^y 2^d; place of residence, Sloop *Granville*.
- Peter Sanno; time of entry, Feb^y 2nd; time entered for, 3 years; place of residence, Sloop *Granville*; complexion, black; Affrican.
- Cornelius Delany,* Boy; time of entry, Feb^y 2nd; time entered for, 3 years; place of residence, Sloop *Granville*; Irish.
- Joseph Hamilton;* time of entry, Feb^y 2nd; place of residence, Sloop *Granville*; North Brittain.

MEMO OF MEN ABSENT ON FURLOUGH FROM THE SHIP *RALEIGH*.

- Sam^l Farnham; time went on furlough, April 8, (1777); number of days obtained leave for, 12; when returned, Run.
- Will^m Murray; time went on furlough, May; when returned, Run.
- James M^eIntyer; time went on furlough, May 31; number of days obtained leave for, 6; when returned, June 9th; number of days absent, 9.
- Rich^d Baxter; time went on furlough, July 9; number of days obtained leave for, 7; when returned, July 16; number of days absent, 7.
- Piere Murphy; time went on furlough, July 9; number of days obtained leave for, 7; when returned, July 16; number of days absent, 7.

ACCOUNT OF MEN RUN FROM THE SHIP *RALEIGH*.

Alexander Jones, Corporal; time run, Feb^y 27, 1777; when bro^t on board, taken at Boston & put on b^d the *Boston* Frigate.
 Joseph Bridden, Marine; time run, Mar. 20, 1777.
 Thomas Watkins,† time run, Mar. 26 [1777].
 Sam^l Farnham, Marine; time run, Ap^l 20, 1777; whether, went Home on Furlough.
 Edward Page, Marine; time run, Apr. 10, 1777.
 Will^m Murray, Marine; time run, May 17, 1777; whether, went Home on Furlough.
 W^m S. Anderson, Seaman; time run, June 9, 1777; whether, Priv^t *Satisfaction*.³⁹
 Nath^l Hothorne, Ordinary; time run, June 10, 1777; whether, Priv^t *Satisfaction*.
 Jeremiah Dutch, Marine.

Charles W. Tibbetts, ed., "American Revolutionary Naval Service, The Continental Frigate *Raleigh*, Ship *Raleigh's* Book," *The New Hampshire Genealogical Record* 2 (Apr. 1905): 180–87; 3 (July 1905): 19–30; 3 (Oct. 1905): 65–70. Tibbetts describes the muster book as follows: "The book is seven by eleven inches and contains twenty-eight pages, twenty-five of which are written. The cover is of thick, drab colored paper and on the first page is written: '*Ship Raleigh's Book*.' The pages of the book are divided into columns, there being seven columns each on the first six pages, eight each on the next three pages, nine each on the next two pages, eleven each on the next six pages, ten each on the eighteenth and nineteenth pages, and nine each on the next four pages. Pages twenty-four to twenty-six are blank; the next two pages have six columns each. The columns do not always follow in the same order on each page. We have attempted below to give this book in paragraphs; repeating the column headings with each name, except the first, second and last columns which are plain enough. Ditto words are given in full, and the sign for dollars instead of the word." "D" stands for discharged and "R" for run. Tibbetts supplies the following as explanations of the symbols employed for footnotes:

* — Name signed by a mark or "X".

† — Name crossed through.

‡ — Probably intended for time of appearance.

§ — In original, the fraction is four-sixths in figures; not having that type, its equivalent has been used.

1. The date is determined by internal evidence. The master, Robert Follett, was the first to sign on board on 24 June 1776 and the crew members from prize sloop *Granville* were the last to enter on 2 Feb. 1778.

2. John Wheelwright of Portsmouth was appointed commander of the Massachusetts privateer brigantine *Reprisal*, owned by Samuel White, Job Prince, and others, of Marblehead and Boston, on 4 Oct. 1776. For more on Wheelwright, see *NDAR* 6: 1052–53, 1159.

3. Capt. George Jerry Osborne, Continental Marines.

4. The following dates are for 1776, unless otherwise noted, until the entry for Alexander Jones, Corporal, 21 Jan. 1777.

5. That is, Lt. Hopley Yeaton, 3d lieutenant of frigate *Raleigh*.

6. At this point the year 1777 commences.

7. York (or Old York), Me.

8. That is, Midn. Henry Nutter of frigate *Raleigh*.

9. Lebanon, N.H.

10. Kittery, Me.

11. Long Island, N.H.

12. Newington, N.H.

13. Newbury, N.H.
14. Wells, Me.
15. Hampton, N.H.
16. Probably Pleasant River, Me.
17. Berwick, Me.
18. Salem, N.H.
19. Somersworth, N.H.
20. Tibbetts provides the following note: "This name can be read Turness equally well; people named Furness lived in Berwick, the other name unknown."
21. Lee, N.H.
22. Pownalborough, Me.
23. Arundel (or North Kennebunkport), Me.
24. Newmarket, N.H.
25. Possibly Fox I., Nova Scotia.
26. Wolfeboro, N.H.
27. Groton, N.H.
28. New Castle, N.H.
29. Cape Porpoise, Me.
30. Barrington, N.H.
31. Nottingham, N.H.
32. That is, Lt. Josiah Shackford, 2d lieutenant of *Raleigh*.
33. Deer Island, Me.
34. Cheshire Co., N.H.
35. Durham Point, N.H.
36. Madbury, N.H.
37. Candia, N.H.
38. That is, ship's tailor.
39. Massachusetts privateer sloop *Satisfaction*, mounting fourteen carriage guns and manned by a crew of fifty seamen, was owned by John Cushing and Samuel White, of Boston, and was commissioned on 10 May 1777. Her commander was John Wheelwright, of Portsmouth, N.H., and former 2d lieutenant of *Raleigh*.

APPENDIX B

LIST OF THE OFFICERS AND CREW OF CONTINENTAL NAVY FRIGATE *RALEIGH*

A List of all Officers, Volunteers, Seamen, Marines &^{tc}
on Board the *Raleigh* Frigate, Thomas Thompson Esq^r
Commander in the Service of the United States of N^o
America January 22^d, 1778.

[*Raleigh* at sea]

No.	Names.	Quality.
2	Peter Shores	1 st Lieu ^t
3	Josiah Shackford	2 nd D ^o
4	Hopley Yeaton	3 rd D ^o
5	Thomas Manning	Master
6	George J. Osborne ¹	Capt ⁿ Marines
7	Stephen Meeds	1 st L ^t D ^o
8	Nath ^l Twing ²	2 nd L ^t D ^o
9	John Jackson	Surgeon
10	John Adams	Volunteer
11	Joseph Muchamore	D ^o
12	William Bray	Boatswain
13	William Cambridge	Gunner
14	Simeon Fernald	Carpenter
15	John Yeaton	Mate
16	Robert Curtis	D ^o
17	Thomas Clouston	Volunteer
18	John Frost	Midship
19	Samuel M ^c Clintock	D ^o
20	Richard Littlefield	D ^o
21	Daniel Durgin	D ^o
22	Daniel Lang	D ^o
23	Richard Langdon	Cap ^{ts} Clerk
24	John Quin	Ser ^{gs} Mate
25	Samuel Smith	D ^o
26	Samuel Parcher	Steward
27	William Ward	Coxswain
28	Robert Whipple	Armourer
29	Robert Cockran	Cooper
30	James Furlong	P Boatsw ^s Mate
31	Henry Williams	D ^o
32	Phillip M ^c Cann	P D ^o
33	William Stevens	P Cook
34	Henry T. Cate	Mast ^r a ^t Arms

35	Francis Little		Gunn ^s Mate
36	Nicholas Bouffard		D ^o Yeoman
37	Ebenezer Pray		Carp ^s Yeoman
38	Mathias Bell		D ^o Yeoman
39	Benjamin Dam		Sailmak. M ^a
40	Joseph Clements		Cap ^s Steward
41	Thomas Passmore		Quart Mast ^r
42	John Tanner		D ^o
43	David Brown		D ^o
44	Peter Messuere		D ^o
45	Mark Pitman		D ^o
46	Ebenezer Stackpole		D ^o
47	Joshua Furnald		Carpen ^{ts} Crew
48	James Clarige		D ^o
49	Peter Kennistone		D ^o
50	John Carr Roberts		D ^o
51	George Spinney		D ^o
52	Timothy Watson		D ^o
53	Daniel Melony		Seaman
54	Michael Everett	P	D ^o
55	John Morgan		D ^o
56	Richard Weaver		D ^o
57	Thomas Watkins		D ^o
58	Robert Ellis	P	D ^o
59	John Spenly	P	D ^o
60	John Turkan	P	D ^o
61	Thomas Foggitt	P	D ^o
62	Joseph Gerrish		D ^o
63	William Thresher		Quart Gunner
64	Thomas Smith	P	Seaman
65	John Simpson	P	D ^o
66	Jonathan Chase		D ^o
67	Robert Spencer		D ^o
68	Sam ^l W. Burnham		D ^o
69	Paul Tibbits	P	D ^o
70	James Richardson	P	D ^o
71	John Parker		D ^o
72	John Castle		D ^o
73	Robert Heslop		Qua ^r Gun ^r
74	Aaron Abbot		Seaman
75	Peter Galteau	P	D ^o
76	William Follett		D ^o
77	David Davidson		D ^o
78	Casar Lear		D ^o
79	Daniel Steward		D ^o
80	Edward Parsons		D ^o
81	Samuel Weyman		D ^o

82	Joseph Whittemore		D°
83	Nathaniel Allen		D°
84	John Adams 2 nd		D°
85	George Crump		D°
86	Charles Dowsit	P	D°
87	James Wright		D°
88	John Henshaw	P	D°
89	Robert Robertson	P	D°
90	William Waters		D°
91	Daniel Grandy	P	Ordinary
92	Patrick Lynch		D°
93	Peter Jones	P	D°
94	John Adams 1 st		D°
95	Joseph Clark		D°
96	James Sullivan	P	D°
97	Peter Adams		D°
98	Pompey Sweat		D°
99	Dodge Collins		D°
100	Samuel M ^c Connel		D°
101	Robert M ^c Daniel		D°
102	Robert Williams		D°
103	John Powel		D°
104	John Grant		D°
105	Joseph Cotton	P	D°
106	John Gammon		D°
107	Peiree Murphy		D°
108	John Carr		D°
109	Robert Nason		D°
110	James Ayers	P	D°
111	John Merritt		D°
112	Benj ^a Redman		D°
113	Moses Noble		D°
114	Robert Furnace		D°
115	Phillip Worster		D°
116	Joshua Scates		D°
117	Stephen Frost		D°
118	William Philbrook		D°
119	John Gunnison		D°
120	George Shaw		D°
121	Sam ^l Demerritt		D°
122	William Harrison		D°
123	Benj ^a Seawards		D°
124	Timothy Gleeson		Stewards Mate
125	John Walls		Ordinary
126	Robert Carter		D°
127	John Sloper		D°
128	Mark Snider		Ordinary

129	George Rundlet	P	D°
130	Moses Twombly		D°
131	William Larey	P	D°
132	Thomas Larraby		D°
133	Charles Maus		D°
134	Asa Kimbal		D°
135	Richard Sweeney	P	D°
136	Benjamin Prince		D°
137	Richard Baxter		Boy
138	Daniel Munchor		D°
139	Edward Wilson		D°
140	John Shores		D°
141	Peter Edney		D°
142	Reuben Noble		D°
143	William Bragden		D°
144	John Sidey		D°
145	William Hart		Serg ^t Marines
146	John Mills 1 st		Corp ^o D°
147	Geo: Rollins		D° D°
148	Joseph Jackson		D° D°
149	John Scates		D° D°
150	James M ^c Intyer	P	Drummer
151	Theodore Fernald		Fifer
152	Simeon Tibbits		Marine
153	John Mills 2 nd		D°
154	Daniel Smith		D°
155	Ichabod Tibbits		D°
156	John Hill		D°
157	George Hohn		D°
158	Satchewel Rundlet		D°
159	Alex ^a Goold		D°
160	James Allen		D°
161	W ^m Knight		D°
162	G. Andrew Rankin		D°
163	Jotham Booker		D°
164	Isaac Worthen		D°
165	John Davis		D°
166	George Parcher	P	D°
167	George Loud		D°
168	John Libbey		D°
169	Simeon Gray		D°
170	John Wedgwood		Marine
171	Ebenezer Whitehouse		D°
172	Wiggin Evans		D°
173	William Mendum		D°
174	Mark Nelson		D°
175	David Tina		D°

176	Sam ^l Clay	D ^o
177	Benjamin Worster	D ^o
178	John M ^c Coy	D ^o
179	Thomas Murphy	Ordinary
180	John Harman	D ^o
	List of Frenchmen Entered at L'Orient for three years.	
181	Julien Trigal	Seaman
182	Julien Guilloret	D ^o
183	Victor Bazin	D ^o
184	Julien Jean	Qua Gun ^r
185	John Johnson	Seaman
186	Leonard Ponte	D ^o
187	Pierre Dezage	D ^o
	Augustin Phillipon	D ^o
	Pierre Jarige	D ^o
190	Marc Lestuan	D ^o
	Pierre Eyquem	D ^o
	Toussin Jany	D ^o
	Mathurin Duchesne	D ^o
	Guillaume Plurien	D ^o
195	Francois Corzenac	D ^o
	Pierre DeFlau	D ^o
	Louis Guyllot	D ^o
	Joseph Marion	D ^o
	Jean Marie	Ordinary
200	Mathurin Huet	D ^o
	Andrew Dejean	D ^o
	Louis Busson	D ^o
	Patris Quadreau	D ^o
	Nicholas Lemee	Boy
205	Charles Bouron	D ^o
	Nicholas Naquant	Marine
	Francois Duval	D ^o
	Guillaume Morin	D ^o
	Oliver Huit	D ^o
210	Augustin DeLorme	Marine
	Jean Quornon	D ^o
	Louis Canel	D ^o
	Jean Francois	D ^o
	Claude Salonette ³	D ^o
215	Mathurin Gautier	D ^o
	Henry Quelee	D ^o
	Pierre Menguy	D ^o
	Jean Fady	D ^o
	Jacque Lamour ⁴	D ^o
220	Louis Alain	D ^o
	Bastien Guyomart	Boy

Peter Maxwel	Able [<i>Seaman</i>]
Geo: Towns	D ^o
Jn ^o Dalling	D ^o
Tho ^s Newman	
Jo: Hamilton	
Cornelius Delany	Boy
Peter Sanno	Ordinary

Charles W. Tibbetts, ed., "American Revolutionary Naval Service, The Continental Frigate *Raleigh*, A List of the Officers and Crew, of the Continental Frigate *Raleigh*," *The New Hampshire Genealogical Record* 3 (Oct. 1905): 70–76. Tibbetts describes this list as "found among the papers of Capt. Thomas Thompson. The names were written on two sheets of paper attached together with sealing-wax as one; the larger sheet is fourteen by eighteen inches, and the smaller, containing a list of Frenchmen entered at L'Orient, is five by fourteen inches. The names were written in three columns; on the back of the larger are seven names that could not be entered on front side for want of space, these are given as the last seven in the list."

1. George Jerry Osborne, captain of marines.
2. Nathaniel Thwing, 2d lieutenant of marines.
3. Tibbetts supplies the following note: "Name can be read Lalouette." The name appears as Larbonette in Muster Book of Continental Frigate *Raleigh*, above.
4. Tibbetts provides the following note: "Name can be read Samour." The name appears as Samour in Muster Book of Continental Frigate *Raleigh*, above.

APPENDIX C

LOG OF RHODE ISLAND PRIVATEER SHIP *MARLBOROUGH*,
CAPTAIN GEORGE WAIT BABCOCK, COMMANDER

Remarks for Tuesday January 27th: 1778¹

at 2 P.M Saw the Island of Palma Bearing S^o: Distant 7 Leagues at 5 PM the E^t: end of Palma Bore S^o: Distant 6 Leagues Stood Our Course S^o: Between the Island of Palma & Gomera² at 8 PM handed the Main Sail at 11 PM Saw the Island of gomera Bore S^o: Distant 6 Leagues at 5 AM Saw the Island of ferro³ Bore WBN Distant 7 Leagues Saw also the Island of Tenariffe Bore ESE at 8 AM the West End of Gomera Bore NNE Dis^t: 3 Leagues from Which I take my 4th: Departure it being in Lat^t: of 28° .6' N & Long^d: 17° .5' W The Innoculated persons Breaking Out Others Complaining of the Symtoms—

Course	Distance	x Lat ^t :		Departure		Lat ^t : by DR	Lat ^t : by Obs:	M Dist:	x Long ^d :		Long ^d : in
		N	S	E	W				E	W	
S14° .4' W	42'	N	S 41'	E	W 10'	00.00	27° .25' N	10'	E	W 11'	17° .16' W

Remarks for Saturday January 31st: 1778⁴

at 3 P.M Crossd the Tropick Of Cancer when we had Considerable Sport two of the men dressd in Tarpaulins Come to Demand the Bottle and pourd when All those that never Crossd it had to pay Or the Captain to give a receipt for them to be p^d: at first port at 9 took in all Small Sail at 4 AM Saw Breakers a head Wore Ship & Struck On A Shoal hawld our [*blank*] and found Ourselves Embayd Which in the Draft⁵ is Calld Cyprian Bay⁶ Sounded and found from 7 fathom to 8. 9. 10. & 12 then no Bottom at 40 fath. Lay Up NNW & weatherd a point Called Carnassarro⁷ this happy Deliverance of God Hapened On the Coast of Barberry where Lives the Cruel Moors

Course	Distance	x Lat ^t :		Departure		Lat ^t : by DR	Lat ^t : by Obs:	M Dist:	x Long ^d :		Long ^d : in
		N	S	E	W				E	W	
		N	S	E	W		21° .48' N		E	W	

Remarks for Sunday February 8th: 1778⁸

fresh Breezes with fine weather Sailing along the Coast at 4 P.M Set the F Sail took in top gallant Sails royals Studing Sails Driver

&c at ½ past 5 P.M 3 remarkable hills or hummocks bore from Us S.E by E ½ S Distant 4 Leagues at 6 P.M handed all Sail but Mⁿ. & fore top Sail at 10 P.M. hove too with her head to the East^d at 4 AM Sound^d. & had 75 fath^m. at ½ past 5 AM made Sail when Cape de Verde⁹ Bore from us S.W. at 8 AM I took the following Remarks of Cape de Verde Bearing S.S.E. dist^c 3 Leagues in 75 fathom water Which Appears thus [*a profile of Cape Verde is sketched at this point in the log*] at 9 AM it Bore NEBN distant 3 Leagues then came of [] 2 Canoes with 3 Negros in each along side but would not come on Board at 11 AM Gorea fort appeared in Sight which is a Island¹⁰

Course	Distance	x Lat ^d	Departure	Lat ^d by DR	Lat ^d by Obs:	M Dist:	x Long ^d	Long ^d : in
		N S	E W		14°.32' N		E W	

Remarks for Monday February 9th: 1778¹¹

Doubled the Cape & hawld our wind into Gorea Bay¹² at 1 P.M. fired a Signal gun & hoisted Continental Colours Continue beating Up to Gorea fort which Lies in the Center of the Bay at ½ past 2 P.M hoisted out the Barge to go on Shore When we Saw a Boat coming from the Shore She came on Board with the Lieu^t. Governor of the fort¹³ & the Merchant of a Snow which lay in the Bay from whom we got the following Intelligence he came from the river gambia a fort night past there was no English there the Lieu^t. Gover^r. Says there was 2 American frigates there on the 6th. Instant one named the *Alfred* the Other Supposed to be the *Raleigh* by the Descriptions¹⁴ we Imagine they are gone to Leeward the french men went on Shore to honor them the Captain Orderd 3 guns fired, after desiring us to give the Same Signal if ever we came again this way— Gorea Fort.— appears thus bearing E.N.E Distant 1 League [*a sketch of Gorea Fort with the French snow at anchor in the bay is depicted here in the log*]

Course	Distance	x Lat ^d	Departure	Lat ^d by DR	Lat ^d by Obs:	M Dist:	x Long ^d	Long ^d : in
		N S	E W		13°.20' N		E W	

Remarks for Tuesday February 17th: 1778¹⁵

Clear with Light Breezes at 1 PM Saw the Land at Mast head Bearing ENE Distant about 10 Leagues Saw a Sail Under the Land gave Chace at 6 P.M Came to Anchor in 7 fath^m. of Water on Account of the tide Setting Against us at Dark Lost Sight of the Chace Saw large firs Ashore which is common along the Coast at 6 AM hoisted out the Barge Saw a Sail¹⁶ standing to the Northward the Captain Sent Lieu^t. Eldred¹⁷ with 10 men well armed after the Sail made Sail & Stood in for the Land at 10 AM the Tide

Draw us towards a Bay or river when we came to anchor it Bore from us NEBE½E Distance from Entrance about 1 League & ½ there Lies on the South Entrance a Barr Dry with Bushes on it at ½ past 11 am the Sail Appeard Standing toward Us—

Course	Distance	x Latt ^d	Departure	Latt ^d by DR	Latt ^d by Obs:	M Dist:	xLong ^d	Long ^d : in
		N S	E W		10° ..26' N		E W	

Remarks for Wednesday February 18th: 1778¹⁸

Clear & pleasant att 1 P:M the Sail & Barge Appear Standing for us at 2 PM the Schooner & Barge run down under our Lee in possession of Lieut Eldred the Barge came on Board for the Captain went on board She was the *Sally* Commanded by one W^m. Moore mounting 6 . 1 pounders from Whom we got the following intelligene he Says there Lays at the Adlesses to Leeward a Snow belonging to London Under french Colours & Some Other Vessels & a rich factory & that there was a Schooner in a river bear^g. N^o.19 the Captain Made him some fair Offers to pilot us & if he provd true But if the reverse he Shoud fare Bad Whereupon He promised to Assist us to the Best of his knowledge the Captain Sent the Boat for me to take Acc^t of the article [s] on Board there was 11 negroes 3 of whom was Slaves a number of p^s. of guinea Cloths Check Calicoes hankerch^{ts} Small Arms &c&c Carried them on Board the Ship the Captain and Officers agreed to go With the Schooner & Barge up the river after the Other Schooner mounting 8 . 1 pounders at 3 PM Sent the Carpenter on Board the *Sally* to mount 6 Swivel from Ship at 4 P:M the Schooner & Barge got under way with an addition of 11 more men Commanded by Lieu^t Eldred with Cap^t Moore to pilot All night we remaind in Suspence but at 5 AM we Saw flashes of guns & heard the report of several we hoisted a Lanthorn and fired a Signal gun at 6 AM the *Sally* appeard in Sight with the prize She was the Schooner *fort rose* with 12 negroes 3 of whom was Slaves Comman^d by Richard Roberts having much the same articles as the Other²⁰ took All on Board Sent Ichabod holloway²¹ & 5 men 1 Boy on Board the *fort Rose* & John Bissel²² with the Same number on Board the *Sally* with orders to proceed Directly after Us at 10 AM Weighd anchor & made Sail with Both tenders which will be of great Service to us in the rivers them 2 Cap^t. on Board Us

Course	Distance	x Latt ^d	Departure	Latt ^d by DR	Latt ^d by Obs:	M Dist:	xLong ^d	Long ^d : in
		N S	E W				E W	

Remarks for Thursday February 19th: 1778—²³

The first Part Clear & pleasant Making our Course About SE for the Isle de Loss²⁴ Both Schooners in Company att 6 P:M Cape

Vergos.²⁵ Bore E.B.N. 7 Leagues Distance att ½ past 6 P.M hawld Up our Courses handed all Small Sail and run under our top Sails att 5 AM Sett Main and fore Sail top gallant Sail and Royals. att 8 AM Sett Studding Sails. att ½ past 8 AM Saw the Land Bearing ENE. 5 Leagues Distance itt Being the Isle de Loss at 10 am heard the report of Several guns. which we Imagined was in the Harbour. the Tenders Still in Company—²⁶ took all the Men out of the Tenders. Except 2 in Each runing in for the Land & So ends—
Latt by Observation 9° ..39′ N

Remarks for Friday February. 20th. 1778—²⁷

The first Part Clear & Pleasant att 1 P.M. Saw a Sail. Bearing SBE we hawld our wind and Stood for her— She Standing for us we presently Came Up with her Close in with the Land. She is a Small Sloop about 5 Tons with free Blacks— the Captain Sent M^r. Cleve-land²⁸ and one man to take possession of her taking the Blacks on Board Us. She had on Board Cloth guns tobacco &c— att 3 P.M. Run into the Bay or Harbour Called Isles D Loss.²⁹ Saw in the Harbour a french Ship and Sloop with french Colours Up, a Schooner & Several Small Craft without any Colours a Barge made towards us With English Colours Up, As soon as they Distinguished our Colours they made for the Land we fired Several guns att her but to no Effect Beat up within a Quarter Mile of the Village, & Came to Anchor: & got a Spring Upon our Cable— the Schooner *fort rose* running under the Land was fired Upon from the Shore from a Cannon and Small arms. M^r. S Kelly³⁰ run along Side a Shallop put 2 Men in her who Cut her Cable and Brought her Under our Lee the Sametime About 5 P.M we began Cannonading the town or Village belonging to the factors on Shore which is English Property att 6 P.M we Ceased firing the Cap^t. ordered M^r. I. Holloway in the Barge with 6 Men to Cut a Schooner out from under their fire. I went with him we went on Board armd But was not opposed att 7 P.M we run Under the Ships Lee and Came to Anchor. She is Calld the *Betsy* with a Quantity of Dry goods of Different Kinds—and a rich Prize att 8 P.M we Mand 2 Schooners and the Barge with About 50 men Well Armd to go on Shore Under the Command of Cap^t. Christopher Brown.³¹ they Landed Safe March Up to the Houses, Placing Centinels att Every Advantageous Post—the Blacks Sculking & firing. Caused us to keep up a Constant fire from the 2 Schoners & Small arms on Shore— att 4 AM we warpd the Ship within Pistol Shot of the Shore att 7 AM All hands making Ready to Receive the Effects on Board. those on Board Stowing things away & those on Shore Sending Cases of Ginn pipes of ginn Powder arms and Dry goods of Various kinds— att 11 AM a Black Calld King Tom Came on Board to Settle the Pallavre³² as they Call it. Offering to Assist us with his men Which the Captain Accepted with. Brought Severall Prissoners from Shore. all hand[s] Employd Different ways— there was Killd on Shore 1 Black & 1 french Boy, By the Centinels and Som wounded which was done in the Dark Whilst they were sculking. About and not Answering the Centinels haild them and so was fired Upon as Foes &c—

Remarks for Saturday February 21st. 1778—³³

The first Part Clear & warm. those on Shore putting goods of all kinds in the Boats & Shallops Others on Board Stowing away the

goods as they Came on Board. the Captain went on Shore. Settled the Pallavre with king tom Engaged him with his men to fill water for us the Captain wrote to the factors on Shore that was gone Back to the Negroes town, Informing them if they woud Surrender all English property in their hands he woud treat them with honour. & Leave their Craft, and Buildings Unmolested, but if not—he Shoud Burn. Sink. & Destroy Wherever he was resisted according to his Orders. Agreeable to Which one T. Hereford & Stephen Harmond of Rhode-Island Came on Board both traders. begging to Save their House & Effects (the Captain assurd them he woud.) they went Ashore a Smal Shallop Appeard in Sight. the Captain Sent M^r. Kelley in the *Sally* towards her. She was a Small Shallop the[y] had quitted her: he Brought her Sails Some Small Arms & 6 Elephant teeth &c keep up guards on Shore the Captain was Informd. that the factors had gone over to the Main and would not Acquiece with the Captains Offers—King Tom Came on Board with his Men & took Several Casks to fill with water & Engagd to keep Back the Blacks that attempted to plunder as they was in Danger of Being Shot from our Centinels—

Remarks for Sunday february 22^d: 1778—³⁴

Still hot weather Some hands Employ'd on Shore as Usual— M^r. Peters³⁵ and Other Officers— Employ'd Stowing the Hold with Ginn in Pipes Cases rum. Camwood. Ivory, arms in Chests, &c Dry Goods of Several Kinds Stow'd in the Store Room & King Toms Men Brought on Board Some Water— M^r. I Holloway with some hands Bending the Schooners *Betsy* Sails and fitting of her in order for Sailing With us—

Remarks for Monday february. 23^d: 1778—³⁶

The first very Hot with Light Breezes Blowing from the Nortward in the Morning & Southward in Afternoon— took on Board, goods of Several kinds. kept up the Centinels on Shore as Usual att 8 AM Saw a small Craft going to the Main the Barge went in Pursuit of her but to no purpose they fird upon her & returnd att 9 AM the Captain went on Board a Small Craft on Shore found Several Cases of Ginn in her. had them taken on Board the Ship Directly Some hands on Shore Sending of[] Every thing of Value on Board the Ship Others on Board Stowing the Hold &c— the Captain gave Captain W^m. Moore the Schooner *Sally* Again finding that he was true to What he Said and a Man of his Word— Also his Grometas—³⁷

Remarks for Tuesday february 24th: 1778—³⁸

The First part hott with Light Breezes att 8 AM the Ship Being as full as Possible. we Ceas'd Bringing any more on Board the Ship the Captain of the french *Seine* Cap^t. Saloman Prevoit Came from the Shore with our Captain who tryd to Buy a Sloop of him. Butt found it impossible, as there was Several thing of Value on Shore. we therefore took What we Could of[] in a Shallop & the Schooner *Betsy*— att sunSett we Cleard up Decks, Loaded & Prim'd all our Guns, and Unmoord Ship Kept up guards on Shore as usual. att 4

P.^M39 Saw a Sail to Leeward. Judged She was a Brigg. the Captain was on Shore in order to Dispatch things. When Lieu^t Eldred Call^d to him he Came on Board. Orderd all hands to make Sail. Also Order^d M^r. Holloway⁴⁰ in the *Betsy*. and M^r. BisSell⁴¹ in the *fort rose* to Stay and Keep the Blacks from Plundering and to Protect the Craft. which we Leave Behind. We hove Short a Peak. the Anchor was fast in a Rock att Bottom and we Cut the Cable—and Made Sail att 6 AM for the Chace, wight [i.e., *with*] a Light Breeze att 11 AM a Small Sloop hove in Sight Under the Main Land. the Latter Part Continue in Chace So Ends this 24 hours all well—

Remarks for Wednesday February 25th: 1778—⁴²

The first Part hot Weather with Light winds att 1 PM about Ship with her head to the westward the wind att South—the Chace Standing to the Northward att 2 P.M we found we Could Weather the Chace—about Ship and Stood for her. Captain Orderd all hands to Quarters and att 4 P.M Came Up with the Chace. the Captain hall^d her and Orderd her to Strike, which they Immediately did Without a Gun being fir'd on either Side. the Barge went with the first⁴³ & second Lieu^t.⁴⁴ the Barge Returnd with Some of their men, and the Captain whose name is Peter Branker Belonging to Liverpool. She Provd to be the Brigg *Pearl* a Letter of Marque mounting 8 Carriage & 4 Coohorns Loaded with Camwood 102^{Tons} Ivory 6 or 700^{lb} Rice 30^{Tons} & Gum 800^{lb}.—⁴⁵ we Bore away for the Isle de Loss—the Shallop that we Saw run into the Bay which M^r. Holloway Secur^d. we overhauld a Small Cable and att 7 P.M Came to anchor Opposite the Town in 5 fathom of Water. the Captain went on Board the Brigg with Captain Branker to gett his Papers att 8 P.M they returned. Secur^d the Prisoners. Sett Centinels fore and aft. att 7 AM Sent 10 men ashore to Cut wood. att 9 AM the Master M^r. J. Peters Brought off [f] 2 new anchors from Shore. Sent Captain Kelley⁴⁶ in the *Betsy* 2 Casks of Bread. 2 Casks of Beef & 6 gugs of ginn & Some water in order to be ready to Sail with us. the Latter part. took all the Dry goods out of the Schooner *Betsy*. on Board the Ship &c—

Remarks for Thursday February 26th: 1778⁴⁷

The first Part Clear & Hott with Small Breezes att 1 P.M a boat Load of wood Came on Board which we took in att 3 P.M the french Captain Salomon Prevot Sent his Boat with a present of 6 Butts & 3 Gangs Casks⁴⁸ of water which we Started into ours att 8 PM Sett the Watch att 8 AM the Captain gave the prisoners 1 Cask of Bread & 1 of Beef with 2 Shallops & Dismiss^d them also to Cap^t Roberts⁴⁹ a Shallop. he was taken Up the River by the *Sally* our Second prize⁵⁰ who gave us Intelligence Concerning the factory att the Isle de Loss— att 9 AM the Captain Sent Cap^t Brown on Shore with 15 Men Well Arm^d in Order to Bring another Load of wood & to Burn the Town Stores &c agreeable to the Captains Orders & Instructions—as it was English Property. and As they wou^d not Capitulate with Us Upon Honourable Terms— att 10 AM the Buildings were all in flames we hove Short a Peak then Sent M^r. Bissel in Chace with the *fort [Rose]*. of a Shallop Which was to Leeward. they Returnd without Success— The Boats Returnd from Shore with all our men & 2 new hawsers So ends this 24 hours—

Remarks for Friday February 27th: 1778—⁵¹

The first Part Clear and Hott the Capt Sent Captain Kelley 2 Cask of Bread & 2 Casks of Beef & 1 Logreel & Line att 3 P.M Saw a Canoe Passing from the Island to the Main. Lieu^t Eldred went with our Barge to Cut her off. they gott within gun Shot & fired on her. Butt the Canoe going the fastest they gave Up Chace—on their Return of the Men Snapping a Gun. it Caught a Cartridge which Communicated to Several Cartridge Boxes & Burnt Lieu^t Eldred. Legg & Schorch^d 1 Man. att 4 P.M took on Board. 7 Butts & 1 bble of water from the Frenchman att 7 P.M the Captain Sold the frenchman⁵² 4 Slaves & 14 Hhds of Tobacco, & in Return took Dry Goods of Several Kinds to the amount of 1800 Barrs Each Barr Equall to 3/6 Sterling—att 4 AM fired a Signall Gun for the fleet to Gett Under Sail Which is in Number as follows first the Good Ship *Marborough* 2^d the prize Brigg *Pearl*,⁵³ 3^d the Prize Schooner *Betsy*,⁵⁴ & 4th: the Schooner *fort Rose*,⁵⁵ with a Sloop. & Schooner that the Captain gave the Prisoners & Others 2 Schooners the Captain gave unto M^{rs}. Moore⁵⁶ & Roberts,⁵⁷ 1 Sunk on Shore 1 Shallop gave to the Traders 2 Shallops Sold the Frenchman—att 6 AM Gott under way. Made Sail Leaving the Isle De Loss, and the factors to Lament their Misconduct. in not Saving the Town by Surrendering the town and all English Property in their hands when the Captain wrote them a very Entreating Letter—att 9 AM sent 2 Casks of water & on Board the *Betsy* took a boat ahead of the Ship and another a head of the Brigg to tow them out of the Tides way as it Sett us in very fast among the Islands—att 10 AM Sent ½ bble Bread & ½ a bble of pork on Board the *fort rose*. The Latter part the wind Breeze Up. So Ends all well—

Remarks for Saturday February 28th: 1778—⁵⁸

Light Breezes & pleasant weather att 3 P.M. Saw a Sail to windward Made Sail hove about Stood for the Brigg *Pearl* the Captain orderd Boats on Board hoisted in the Barge, that we took att the Isle De Loss Stood to S^od: after the Chace att 6 PM the Isle de Loss Bore NWN 6 Legues Dist^t: att 8 PM handed top gallant Sails & Stay Sails, hauld Up Courses and ran under top Sails att 5 AM Sett M. Sail—the *fort rose* Cap^t Bisse^l⁵⁹ in Company att 11 AM the Brigg *Pearl* Cap^t I holloway & the Schooner *Betsy* Cap^t S kelley was so farr to windward that we lost Sight of them—we have att present 10 Slaves on Board Besides 4 dld to the frenchman—6 of which was taken out of the first Shallops & 1 at the Isle de Loss—

Course	Distance	x Lat ^t	Departure	Lat ^t by DR	Lat ^t by Obs:	M Dist:	x Long ^t	Long ^t : in
		N S	E W		8°..5' N		E W	

Remarks for Thursday March 5th: 1778—⁶⁰

att 1 P.M. 2 remarkable Trees Bore from Us NNE 4 Leagues Distance. att the Same time Cape Mont⁶¹ Bore SSE Distance 14 Leagues. att 6 P.M. handed our Courses. Stay Sails. top gallant Sails. Royals. and Mizen top Sails. att 10 P.M. Clewd Up the top Sails. and Came

to Anchor in 16 fathom. with the Kedgē att 5 AM. hove Up the Anchor and Came to Sail. att 6 AM. Cape Mont Bore SEBE 8 Leagues Distance & the Galenors⁶² NEBN 2 Leagues Distance, att 9 AM. saw two Small Craft Coming towards us from the Shore. the foremost Came along Side. She was a Barge. with 1 English man 6 grometas & 4 Slaves.— the Other was a Small Schooner. we Sent our Barge to her She had 2 English men 8 Grometas & 9 Slaves. we took them on Board. and put the Major part in Irons for our own Security & so proceeded for Cape Mont—

Variation $\frac{3}{4}$ point

Course	Distance	x Latt th .	Departure	Latt th . by DR	Latt th by Obs:	M Dist:	x Long th	Long th : in
	1	N S	E W		6°.54' N		E W	

Remarks for Friday March 6th: 1778—⁶³

Clear & Pleasant with a Small Breeze from the Northward & Eastward All Sail Sett. att 2 P.M. Saw a Sail Under the Land to Anchor. Stood Directly for her. att 4 P.M. Came up with her. having Every thing Ready for Engaging. the Captain Ordered them to Strike their English Colours. Which they Did Immediately. we running att the Same time Under their Stern Clewd Up our top Sails and Came to Anchor with the Kedgē in 15 fathom of water the Captain Sent the 1st: & 2^d: Lieut.⁶⁴ on Board in the Barge with 6 men they took Possession of her & sent the Capt. & 25 men on Board Us. She is the Ship *Kitty*⁶⁵ with a Cargoe of Dry Goods Suitable for the Trade. from Liverpool 9 Weeks out Capt John Fisher. a Letter of Marque mounting 14 Carriage Guns— att 5 P.M the Cap^t went on Board. with the Captain of the *Kitty* for his Papers. But the Captain had Destroyd his Commission. the Prisoners was all put into a Shallop. after unbending her Sails. Anchord her a Little Distance from the Ship— gave the [*m*] Provision & water att PM put all the Men Slaves in Irons. and Sett Centinels att Every Hatchway. att 4 AM Calld All hands. made Sail with the *Kitty* Ship. Schooner *fort Rose*.⁶⁶ & a Shallop with the Prisoners in. from Cape Mont. towards Cape Mont Serado.⁶⁷ Sent the Prisoners Bread, Beef & water. Some Grand Capershiers⁶⁸ Came on Board. & Stayd all night. gave them their Boat. & Left them. the Captain went on Board the *Kitty*. and Crafts to give Orders how to act in the Passage Down to Leward— att 8 AM the Cap^t Returnd with the Captain there Came a Canoe from Shore with a Black king Call'd Robin Gray. Steering for Mont Serado when we here of a Slave Ship all Slavd. Ready to Sail for the west Indies. Sent. R Grays Canoe on Shore and kept him to go with us to Mont Serado—

Lattth: by observation 6°.40' N

Remarks for Saturday March 7th: 1778—⁶⁹

Cloudy with the wind att NW. All Sail Sett Running SEBE with our fleet after us. att 2 P.M. we made the Sail, to anchor under the

Land, all hands Getting Ready to Engage if Needed, att 5 P.M. we Came Up with the Ship att Anchor, the Captain Order'd them to Strike their Colours which they Immediately Did, att the Same time Running under their Stern, Clew'd Up our top Sails & Came to Anchor a Small Distance from the Ship—the Cap^t Sent Lieu^t Eldred, with 6 men to take Possession of her, he Sent 26 Persons on Board us, and 2 free Blacks, att 6 P.M the Captain went on Board, att 8 P.M he Returned with W^m: Allenson Captain of the Ship Call'd the *Fancy*,⁷⁰ a Letter of Marque Mounting 16 Guns, and Above 300 Slaves also Ivory Rice &c we Sent Some Provisions to the Prisoners on Board the *Shallop*, all hand Employ^d: According to their Several Stations—for my Part I write Day & Night to Dispatch Business—att 6 AM the Captain went on Board the *fancy*, there Came a Canoe from Shore With free Blacks, Also the *fancys* Long Boat, Loaded with water which we took on Board our Ship, att 8 AM the Captain Returned with Several Articles from her The Captain Put Lieu^t Bradfield in Command of the *Fancy* with 12 men and 2 Boys—and John Bissell in Command of the *Kitty* 7 men 2 Boys & 2 men & 2 women Slaves, also the mate of the Ship a Prisoner, and Also Gave them Orders to gett Ready for Sailing, and Also gave the Major Part of the Prisoners Boats to go Whither they Pleas'd, we having on Board as many Prisoners as we thought Ourselves with—Having mand the 4th: Prize out of 91 Men & Boys—

Remarks for Sunday March 8th: 1778—⁷¹

The first Part Pleasant, our People Different ways, the Captain Sent the Boatswan⁷² with Some men on Board the *Fancy* in order to Bring 4 Carriage Guns Caring 6 Pound Shot, which we hoisted in and mounted them also 4 Coohorns, we took out of the *Kitty* which makes us Strong to the Number of 24 Guns 4 Coohorns & Swivels, att 4 PM Cleard Up Decks— Sett Centinels as Usual, Several Black kings on Board, att the Boatswan Call'd all hands, the Cap^t gave Cap^t: Allenson & Other Prisoners a bbl of Beef and Bread and Discharged them, att 7 AM weighd our Anchor, Sent 2 Cases, a Speaking trumpet, and 1 Compass on Board the *Fancy*, att 8 AM the fleet was Under Way in Number as follows, the *Marlborough* 2^d: the *Kitty* 3^d: the *fancy*, & 4th: the *fort Rose* Tender, we fir'd a Round of Cannon which was followed by the whole fleet, att 9 AM there Came 5 Canoes with fruit, Which we Bought of them att 11 AM Mont Serado Bore SE 2 Leagues Distance—

Latt by Observation 6°. 19' N

Remarks for Monday March 9th: 1778—⁷³

The first Part Pleasant & Clear, att 3 P.M We Came to anchor in 12 fathom of Water, also the Rest of the fleet, 1 Ship on Each Quarter, and the *fort Rose* under our Stern, we Putt some Empty Water Casks into the Barge, with the Black Kings to be fill'd with fresh water, Under the Command of one M^r: Paul Cross who Came with us as a Pilot from the Isle de Loss he went in the Jolly Boat with Some Others & Pawn Slaves, att 5 PM the Carpenter put a New Rudder Coat⁷⁴ on the *Kitty*, att 6 P.M Cap^t: Bradfield⁷⁵ Came on Board with the Doctor of the *fancy*, they Sup'd with the Capt and att 9 PM Return'd on Bard the *fancy*, the Carpenter put a new Rudder Coat on our Ship att 8 AM the Blacks Brought plenty of fruit in Exchange we gave tobacco—

Remarks for Tuesday March 10th: 1778—⁷⁶

The first Part Clear & Pleasant. att 1 P.M. Capt Bradfield & the Doctor of the *Fancy* Came on Board our Ship Cap^t Bradfield Dind with the Captain But the Doctor Returned. on Ac^t of Messing the Slaves—the Captain went on Board the *Kitty*. & Sent a Load of Stock on Board the *fancy*—took Several Small Black[s] on Board the *Fancy*—att 2 P.M 1 of our Boats Returned from the Shore with M^r. Cross⁷⁷ & the Black Kings. who Told us that the Barge with the water Casks in was Lost on Barr, & two Blacks Drown'd— att 5 P.M the Blacks Kings went on Shore in a Canoe— att 6 PM the Boatswain Behaved So Bad. on Board the *fancy*. Abusing the Doctor & Officers on Board our Ship & for which Reason the Captain Orderd him on the *Kitty* Capt Bissel—att 7 P.M Capt Bissell Came on Board and took John Finn the Boatswain on Board his Ship. att 8 PM Sett Centinels &c att 4 AM Calld all hands. hove short a Peak. fired a Signal Gun for the fleet to Weigh att 6 AM we got under Way att 7 AM 3 Canoes Came from the Shore they Brought Some goats. fowl. fruit &c Which we Exchange with them for Tobacco att 8 AM the Whole fleet goot under Sail— Cap^t Bradfield lost his anchor Just as he got it to the Bows. By the Cable Breaking: att 10 AM Sent a Portuguese Namd Anthony Ipare on Board Capt Bradfield a foremast hand we fired 3 guns as a Salute for the Black kings— Which was followed by the whole fleet att 12 Cape Mont Serado Bore N.E.B.N. 3 Leagues Distance att the same time Capt John Bissell—Shap[ed] his Course for America having on Board 4 Slaves 2 Men & 2 Boys—⁷⁸ we Continue our Course too Leeward &c—

Lat^t: by Observation 6° .21' N

Remarks for Wednesday March 11th: 1778—⁷⁹

The first Part Clear and Pleasant att 1 P.M we Saw a Sunken Boat to windward with a Man in her Sent a Boat. and the *fort Rose* towards her. She provd to be our Barge that was Sent on Shore to fetch water. there was a Black on Board. Call the Duke of Marlborough, which they Suppos'd was Drown'd When She was Over Sett on the Barr. But If Sum Providenc[e] Directed Us to Deliver as well as to find our Boat. Which we wanted very much. the Schooner Brought the Barge Along Side. threw the water out of her and att 5 P.M the Capt Sent Lieut Brown⁸⁰ With her on Board Capt Bradfield⁸¹ as he had no boat, and to gett an Exact Account of the Number of Slaves att 12 att Midnight the *fancy* fired a gun. we hove too and hoisted a Lanthorn on the Ensign Staff:— at 4 AM we Bore Away from the Land att 6 AM Lieut Brown Reeturnd on Board. & the Capt Sent Lieut^t Bradfield written Order to proceed for one of the Southern States, or french West Indies the Capt Sent for the *fort Rose* along Side and sent it 1 Cask of Bread 1 Cask of Beef Some Ginn 2 thirds of a Hhds of Tobacco Some Brass Kettles & Took out 5 three pounders and then he gave her to M^r Paul Cross with a Copy of A Commission for his Services Since we left the Isle de Loss Serving us as a Pilot. Ever since we Came from that Place and Doing all in his Power in time of Chace— This Day Cap^t Brown⁸² is Taken Ill of a Fever—the Number of Slaves on Bord Capt Bradfield is 310 Nota Bene

Latt^d: by Observation 5°..54' N—

Remarks for Thursday March 12th: 1778⁸³

The first Part Clear & Pleasant at 2 P.M. the *fort rose* went from along Side. taking their Leave of Us—a Canoe Appear'd in Sight Coming from the Shore—we Bore Away from the Land.—the Schooner went on her Course to Windward. the Canoe went along Side of her. She fir'd a Gun we Lay By for her. She Came Up With Us. When M^r. Cross Said the Negroes told him there was a Sloop & Boats gone into Bassaw River⁸⁴ this Morning—Expecting She was the Liverpool Sloop that we was in quest of—we hawl'd our wind for the River at 4 PM we Saw the Sloop & Boats in the River took in Sail. at 5 PM we Clewd Up top Sails. and Came to Anchor Within Gun Shott of the Sloop & Boats in 7 fathom of Water. hand'd all Sails. Putt a Spring on our Cable. fir'd 2 guns att the Sloop. and then the Captain Sent Lieut Eldred. with A flagg to Demand the Surrender of the Sloop at ½ past 5 P.M. the Boat Returned with one M^r. Richards with a few Lines from the Master of the Sloop. Begging to know the Captain of Capitulation. He then wrote by My N. Daggett an Answer Having Understood that She was a Small Sloop, not worth being troubled with. that if he woud Surrender Up his Sloop and Boats. Immediately after our going further to Leward. he Shoud have his sloop. girls, &. Grometas, if not he must abide by the Consequence. we kept M^r. Richards on Board. Dispatch'd M^r. Daggett with the Lines to Demand a Categorical Answer—we Soon Saw the Boat Retu[?]ning. She Came on Board with the Captain Ireland Grace & his girls. who Concluded to Surrender on the Terms that was wrote. the Lieu^t Brought. out two of the Boats with White Men and grometas. Putt Some water and provisions into them & Anchor'd them a Little Distance from the Ship. we firing a gun as a Signall was answer'd by the Sloop Under the Command of M^r. Daggett So we past the night at 5 AM we Weigh'd Anchor, and made Sail with a Light Breeze also the Sloop and Boats. and Schooner *fort Rose* &c at 9 AM the Cap^t went on Board the Sloop & Brought out Every thing of Value—as the Cap^t thought it wou'd be Best to gett rid of them. He therefore Dis Charged the Sloop Grometas & Small Craft. att 11 AM Bassaw⁸⁵ Bore NEBN. 4 Leagues Distance—

Latt by Observation 5°..36' N—

Remarks for Friday March 13th: 1778—⁸⁶

The first Part Clear with Moderate Breezes at 4 PM the *fort rose* Which the Captain made a Present of to M^r. Paul Cross for his Services Since we Left the Isle de Loss. in serving us as a Pilot and Other ways as a Freeborn American—He Stood to the Northward and we to the Southward. a Long Boat with 4 Prisoners in Company with us. they were the *fancys* men—⁸⁷ att 6 P.M. we hand'd our Courses, Stay Sails, top gallant Sails, Royals, & Mizen top Sails. Running Along Shore. Under our Top Sails. the Letu^t.⁸⁸ Hail'd the Long Boat and ask'd the Prisoners to Come on Board & Sup. She Came Along Side & 2 Came on Board and Supped With us. att 4 AM Made Sail and Stood in for the Land—att 7 AM a Canoe from the Shore Came with 3 Blacks in one of them Came on Board. Who Informed

us that the Sloop that we was in quest of was Sailed 3 Days Past to Leeward— our People threw Several Pipes Over Board when the Black[s] would Leapt out of the Canoe and Catch them Under water as they wer Sinking— att 10 AM 3 Canoes Came Along Side But we being no trade for them, they Returnd to the Shore—

Latt^d: by Observation 5°.10' N—

Remarks for Saturday March 14th: 1778⁸⁹

Clear with a Light Breeze att 2 P.M. after a Consultation of the Principal Officers. it was Concluded Upon. that our water and Provisions was Expending very fast. and no hopes of getting more also a time of the year Very Dangerous on this Coast. Therefore it was unanously Agreed on to Proceed Directly for N. America— att ½ past 2 P.M. the Rock Calld the Sestos⁹⁰ Bore from us NEBN. 4 Leagues Distance it being int Latt^d: of 5°. 10' N. & Long^d: of 7°. 15' W. Shaping Our Course by Gods Permission for America Hoping for a Safe and Short Passage. att 11 P.M Squally handed. top gallant Sails. Stay Sails & Jibb. att 1 AM Moderate. Sett Jibb. Stay Sails. and top gallant Sails att 2 AM Sett Studding Sails. att 4 AM. the Main top Sail's Tye gave way— we have now on Board. 75 Men. & Boys. & 18 Men & Boys & 9 Girls Slaves. in all 103 Souls—

Variation 1 point

Course	Distance	x Latt ^d :		Departure	Latt ^d by DR	Latt ^d by Obs:	M Dist:	x Long ^d :		Long ^d : in
		N	S					E	W	
N81°.34' W	53'	8'	N	E	...	4°.50' N.	52' W	E	W	8°.8' W

D, NjMoHP, Lloyd W. Smith Collection, "Journal of A Voyage in the Good Ship *Marlborough* George Wth Babcock Commander Bound On A Five Months Cruize Against the Enemies Of The United States of America from Rhode Island Kept by John Linscom Boss. Cap^{ains} Clerk.—" Rhode Island privateer ship *Marlborough*, Capt. George Wait Babcock, was owned by John Brown of Providence. Commissioned on 11 Dec. 1777, it was 250 tons burthen, mounted 20 carriage guns, and was navigated by a crew of 125 men. NjMoHP, Lloyd W. Smith Collection, Letters of Marque and Reprisal. *Marlborough* sailed from New Bedford about 4 Jan. 1778 on a five month's cruise. See *NDAR* 10: 805 and *n*.

1. This entry runs from noon of 27 Jan. to noon of 28 Jan., following sea time.
2. These islands are part of the Canary Is.
3. Possibly, the island of Fuerteventura, Canary Is.
4. This entry runs from noon of 30 Jan. to noon of 31 Jan., following sea time.
5. That is, a map or chart.
6. Bahia de San Cipriano, now Western Sahara.
7. Possibly, present-day Cabo Barbas, now Western Sahara.
8. This entry runs from noon of 7 Feb. to noon of 8 Feb., following sea time.
9. That is, Cape Verde, Senegal.

10. Île de Gorée, Senegal.
11. This entry runs from noon of 8 Feb. to noon of 9 Feb., following sea time.
12. That is, Cape Verde and Gorée Bay, Senegal.
13. Lt. Gov. Charles-Joseph-Bonaventure Boucher.
14. Continental Navy ship *Alfred*, Capt. Elisha Hinman, commander, and frigate *Raleigh*, Capt. Thomas Thompson, commander, on a cruise from L'Orient bound to Boston.
15. This entry runs from noon of 16 Feb. to noon of 17 Feb., following sea time.
16. Schooner *Sally*, William Moore, master.
17. Lt. James Eldred, 1st lieutenant of *Marlborough*.
18. This entry runs from noon of 17 Feb. to noon of 18 Feb., following sea time.
19. Possibly, Cogon R., Guinea.
20. By "the Other," Boss is referring to the schooner *Sally*, whose cargo, which Boss calls "Articles," was much the same as that of schooner *Fort Rose*, Richard Roberts, master.
21. Mr. Ichabod Holloway, prize master of schooner *Sally*.
22. Mr. John Bissell (or Bissel), prize master of schooner *Fort Rose*.
23. This entry runs from noon of 18 Feb. to noon of 19 Feb., following sea time.
24. Îles de Los, Guinea.
25. Cap Verga, Guinea.
26. Prize schooners *Sally* and *Fort Rose*.
27. This entry runs from noon of 19 Feb. to noon of 20 Feb., following sea time.
28. Mr. Cleveland was either a prize master or mate in *Marlborough*.
29. Îles de Los, Guinea.
30. Mr. S. Kelley, a prize master.
31. Capt. Christopher Brown, probably captain of marines in *Marlborough*.
32. "Pallave" is a type of business agreement or contract.
33. The ship is at anchor and is using land time, from midnight to midnight of 21 Feb.
34. The ship is at anchor and is using land time.
35. Mr. J. Peters, master of *Marlborough*.
36. The ship is at anchor and is using land time.
37. *Gromettes* (or *gromettes*) was free African servants that were paid wages. Slave traders employed them to take care of slaves awaiting sale and to perform other chores. Elizabeth Donnan, *Documents Illustrative of the History of the Slave Trade to America* (New York: Octagon Books, 1965), 1: 455; 2: 53, 79, 264, 265.
38. The ship is at anchor and is using land time.
39. At this point the ship is underway and the journal converts from land time to sea time, which runs from noon of 24 Feb. until noon of 25 Feb.
40. Mr. Ichabod Holloway, now prize master of schooner *Betsy*.
41. Prize Master John Bissell.
42. This entry runs from noon of 24 Feb. until noon of 25 Feb., according to sea time.
43. Lt. James Eldred.
44. Lt. Bradfield.
45. For more on the capture of brigantine *Pearl*, see *From the Jamaica Gazette*, 9 May, above.
46. Mr. S. Kelley, now prize master of schooner *Betsy*.

47. This entry runs from noon of 25 Feb. to noon of 26 Feb., following sea time.
48. A stout cask of 30 gallons capacity used to bring off fresh water in ship's boats.
49. Richard Roberts, formerly master of schooner *Fort Rose*.
50. Schooner *Sally*, William Moore, master, was their first prize.
51. This entry runs from noon of 26 Feb. to noon of 27 Feb., following sea time.
52. Capt. Salomon Prevot.
53. Brigantine *Pearl*, Ichabod Holloway, prize master.
54. Schooner *Balsey*, S. Kelley, prize master.
55. Schooner *Fort Rose*, John Bissell, prize master.
56. William Moore, former master of schooner *Sally*.
57. Richard Roberts, former master of schooner *Fort Rose*.
58. This entry runs from noon of 27 Feb. to noon of 28 Feb., following sea time.
59. Prize master John Bissell.
60. This entry runs from noon of 4 Mar. to noon of 5 Mar., following sea time.
61. Cape Mont, Guinea, now in Liberia.
62. That is, Gallinas River, present-day Sierra Leone.
63. This entry runs from noon of 5 Mar. to noon of 6 Mar., following sea time.
64. That is, Lt. James Eldred and Lt. Bradfield.
65. British letter of marque ship *Kitty*, 160 tons burthen, "mounting ten 4-pounders," built in Liverpool in 1769, owned by F. Ingram. *Lloyd's Register of Ships, 1777-1778*.
66. Prize schooner *Fort Rose*, John Bissell, master.
67. Cape Mesurado, Guinea, now in Liberia.
68. *Caboceers* (or *capashairs*) were chiefs, or nobleman, of West African villages or tribes. *OED*.
69. This entry runs from noon of 6 Mar. to noon of 7 Mar., following sea time.
70. British letter of marque ship *Fancy*, William ("or J.") Allenson, commander, 200 tons burthen, mounting "eight 6-pounders and six 4-pounders," built in Liverpool in 1773, owned by T. Case & Co. *Lloyd's Register of Ships, 1777-1778*.
71. This entry runs from noon of 7 Mar. to noon of 8 Mar., following sea time.
72. John Finn.
73. This entry runs from noon of 8 Mar. to noon of 9 Mar., following sea time.
74. In wooden ships, tarred canvas tacked to lip of rudder-port or to rudder-stock close to the deck for keeping water from splashing inboard through rudder-casing.
75. Lt. Bradfield, 2d lieutenant of *Marlborough* and prize master of ship *Fancy*.
76. This entry runs from noon of 9 Mar. to noon of 10 Mar., following sea time.
77. Paul Cross, pilot.
78. Ship *Kitty*, John Bissell, prize master.
79. This entry runs from noon of 10 Mar. to noon of 11 Mar., following sea time.
80. Lt. N. Brown, 3d lieutenant of *Marlborough*.
81. Gunceaman *Fancy*, Lt. Bradfield, prize master.
82. Capt. Christopher Brown.
83. This entry runs from noon of 11 Mar. to noon of 12 Mar., following sea time.

84. Bassaw River, Guinea, now St. John River, Liberia.
85. Bassaw, at the mouth of Bassaw R., Guinea, now Buchanan or Grand Bassa, Liberia.
86. This entry runs from noon of 12 Mar. to noon of 13 Mar., following sea time.
87. Guineaman *Fancy*, William Allenson, former master.
88. Probably Lt. James Eldred.
89. This entry runs from noon of 13 Mar. to noon of 14 Mar., following sea time.
90. Now called Cestos Rock off Cestos Point, Liberia.

APPENDIX D

DEPOSITION OF ALEXANDER BOYD IN THE CASE OF THE SHIP *THAMAS KOULI KAN*

[Extract]

[*Portsmouth, England, 13 Feb. 1778*]

Depositions of Witnesses¹ had and taken at the House of William Harward bearing the Sign of the Three Tuns at Portsmouth in the County of Southampton the thirteenth Day of February in the Year of our Lord one Thousand seven hundred and seventy eight and in the eighteenth year of the Reign of our Sovereign Lord George the Third by the Grace of God of Great Britain France and Ireland King Defender of the Faith and so forth upon the several Interrogatories hereunto annexed – By Virtue of His Majesty’s Commission issuing out and under the Seal of His High Court of Admiralty of England bearing Date the first Day of June one Thousand seven Hundred and Seventysix To the Mayor of Portsmouth for the Time being John Greenway Philip Varlo Samuel Ballard and William Deacon Esquires jointly and severally directed Before me Samuel Ballard one of the said Commissioners upon the oaths of the Witnesses In the presence of George Binsteed Notary Publick By the Interpretation of Charles Allan Gentleman being first sworn for that Purpose.

Alexander Boyd of George Town in the Province of South Carolina in North America aged about twenty five years being sworn and examined deposeth as followeth:

1. To the first Interrogatory this Deponent saith That he was born at New London in the Province of Connecticut in North America where he always lived when at home till within about four years last past during which Time he has lived when at home at George Town aforesaid That he is a Subject of the King of Great Britain and has never been a Subject of any other Prince or State and that he has never been admitted a Burgher or Freeman of any City or Town.

2. To the second Interrogatory this Deponent saith That he was present on board of the Ship² concerning which he is now examined when she and her Lading were taken and seized and that she had not any Commission as he knows of.

3. To the third Interrogatory this Deponent said That the said Ship and her Lading concerning which he is now examined were taken and seized in the Latitude of about 46 Degrees North and Longitude of about nine Degrees West from London about the tenth Day of January last past That they were so seized on pretence of her being bound to North America That the said Ship and her Lading were brought to the Port of Portsmouth aforesaid That the said Ship sailed under French Colours That no Resistance was made at the Time when the said Ship was taken and that she was taken by His Majesty’s Ship of War the *Hector* commanded by Sir John Hamilton Baronet.³

4. To the fourth Interrogatory this Deponent saith That Monsr. Noel LePeru was Master or Commander of the said Ship when she was taken—That as he this Deponent did not come on board of the said Ship till within a few Days of her sailing he has known the said Master only from that Time That he this Deponent does not know who appointed the said Master to the Command of the said Ship nor who delivered the possession of her to him That he this Deponent has heard That the

said Master's fixed Place of Abode is at St. Malo's in France That he is married and his Wife and Family reside there and that he this Deponent does believe that the said Master is a Subject of the French King.

5. To the fifth Interrogatory this Deponent saith That the Said Ship concerning which he is now examined is of the Burthen of about three hundred Tons—That the Number of Mariners on board (officers included) was as he this Deponent was informed about fifty besides the Deponent (who was a Passenger) one M^r Baylor (who was also a Passenger) and his Servant and one M^r Grand⁴ who was Proprietor (as he this Deponent has heard) of the said Ship and her Cargo—That all the said officers and Mariners are Frenchmen But as he this Deponent did not come on board of the said Ship till a few Days before she sailed he cannot set forth whether the said Mariners came on board at the same Port or at different Ports nor who shipped or hired them nor when nor where.

6. To the sixth Interrogatory this Deponent saith That he this Deponent or any of the officers or Mariners belonging to the said Ship concerning which he is now examined had not any Part Share or Interest in the said Ship or in any of her Lading as he knows of—That he this Deponent was a Passenger on board of the said Ship at the Time she was seized and taken—That he has known her for about six Months past That he first saw her at Havre de Grace in France about that Time and that he does not know where she was built.

7. To the seventh Interrogatory this Deponent saith That the Name of the said Ship is the *Thamas Kouli Kan*—That she hath been so called for a few Months past That she was before called the *Pacifique*⁵ That he doth not know of any other Name or Names by which she hath been called That he this Deponent doth not know whether she had any passport or Sea Brief on board or not That she did not sail to or stop at any Port or Place during her last Voyage before she was taken That her last Voyage began at Rochebernard in the River Vilaine in France and she was bound as this Deponent was informed by the said Monsr. Grand the Proprietor of her and her Cargo to Charles Town in South Carolina in North America aforesaid That the said Mons^r Grand about the Month of December last past at Nantes in France agreed to defray this Deponent's Expenses in France till the said Ship should be ready to sail and to permit this Deponent to proceed in her at the said Mons^r Grand's Expense to Charles Town aforesaid if this Deponent who is acquainted with the Coast of Carolina would assist the Commander of the said Ships with his advice and Endeavor to navigate her safely to Charles Town aforesaid or some other Port on that Coast That the said Mons^r Grand intimated to this Deponent that it was intended after the said Ship had delivered her present Cargo that she should proceed to Virginia and there take aboard a Cargo of Tobacco with which she should return to and end her Voyage in France⁶ That after this Deponent came aboard of the said Ship a few Bales of dry Goods were brought from Nantes and put on board her The Contents of which this Deponent does not know and that as the Rest of the Cargo was on board of the said Ship before this Deponent came a board her he cannot set forth the Quality thereof.

....

9. To the ninth Interrogatory this Deponent saith That he believes the before named Monsr. Grand was owner of the said Ship concerning which he is now examined at the Time when she was seized That he believes the said Mons^r Grand was the owner of her because he told this Deponent so—That the said Mons^r Grand is a Frenchmen

by birth as this Deponent has heard and believes a Subject of the French King and is not married.

.....

12. To the twelfth Interrogatory this Deponent saith That he does not know who was the Lader of the said Goods on board of the said Ship but that he believes the before named Mons^r. Grand was the owner and Consignee thereof That the said Mons^r. Grand was on board of the said Ship at the Time when she was taken That he resides when at home and carries on his Business or Trade at Paris in France That he this Deponent believes the said Goods were to be delivered at Charles Town aforesaid and for the real account Risk or Benefit of the said Mons^r. Grand and that he this Deponent can take upon himself to swear That he believes that at the Time of the Lading the Cargo and at this present Time and also if the Goods shall be restored and unladen at the destined Port the Goods did do and will belong to the said Mons^r. Grand and to none others.

.....

16. To the sixteenth Interrogatory this Deponent saith That he doth not know what Papers Bill of Lading Letters or other Writings were on board of the said Ship at the Time she took her Departure from the last clearing Port before her being taken as Prize but that none which were then on board her were afterwards burnt torn thrown overboard⁷ destroyed or cancelled concealed or attempted to be concealed as he knows of.

.....

The same Witness examined to the additional Interrogatories transmitted to the said Commissioners.

.....

1. To the first Interrogatory of the second additional Set this Deponent saith That there were four passengers on board of the said Ship concerning which he is now examined at the Time of the Capture None of whom were secreted at that Time That the said Passengers were the before named M^r. Baylor and M^r. Grand this Deponent and M^r. Baylor's Servant That the said M^r. Baylor is as this Deponent believes a Virginian the said M^r. Grand a Frenchman and M^r. Bayers Servant a German That he this Deponent does not know of what Rank Profession or occupation the said M^r. Baylor is That he this Deponent believes the said Mr. Grand is a Merchant or Banker at Paris in France That he this Deponent is a Mariner by occupation and was the Master or Commander of an American Schooner called the *Freeman* taken as Prize some Months since by His Majesty's Ship the *Bedford* Captain Varlo and condemned and after this Deponent was released⁸ he went over to France in Hopes of getting a Passage home to America with which View he embarked aboard the Ship concerning which he is now examined That he this Deponent had not any Commission and that he believes that the said M^r. Baylor or M^r. Grand had not any That this Deponent and the said other passengers were taken on board of the said Ship as she laid in the River Vilaine about the Beginning of January last past That he this Deponent was finally destined to George Town aforesaid but whither the other Passengers or either of them were or was finally destined this Deponent does not know—That this Deponent's Business was to return to this Friends and to endeavour to seek a Livelyhood That the said M^r. Grand was as this Deponent believes sole Proprietor of the said Ship and Cargo and that there were not any officers Soldiers or Mariners secreted on board her.

....

4. To the fourth Interrogatory of the second additional Set this Deponent saith That the said Ship at the Time of her being first persued and also of her being taken was standing to the North west with her Larboard Tacks aboard the Wind being from the south west That the Captain of the said Ship was endeavoring to get to the Southward in order to get into the Trade Winds That her Course was not altered upon the appearance of the said Ship *Hector* That her Course at all Times when the Weather would permit was directed to the southward in order to get into the Trade Winds That as the said Ship had sailed but a few Days from France before she was taken he cannot further to this Interrogatory depose.

....

6. To the sixth Interrogatory of the second additional Set this Deponent saith That were only two Guns mounted on board of the said Ship That he does not know what arms and ammunition were belonging to her—That this Deponent does not know why she was so armed That as the said Ship was loaded before this Deponent came aboard her except a few Bales of dry Goods as aforesaid he this Deponent cannot further to this Interrogatory depose.

7. To the seventh Interrogatory of the second additional Set this Deponent saith That he hath in his answers to the foregoing Interrogatories set forth the whole which he knows or believes according to the Best of his Knowledge and Belief regarding the real and true Property and Destination of the Ship and Cargo concerning which he is now examined.

Sworn before me

Sam Ballard

Alex Boyd⁹

In Presence of
George Binsteed
Notary Publick

DS, UKLPR, H.C.A. 32/462. A nine-pence stamp at the top left of each of pages 1 and 5 of the eight-page deposition. The portions omitted here relate principally to Boyd's lack of material knowledge of the ship *Thamas Kouli Kan's* lading and papers.

1. *Thamas Kouli-Kan's* boatswain, Guillaume Mathew Le Tems, and boatswain's mate, Augustin Blanchet, gave depositions. Passenger John Baylor, of an estate called New Market, in Caroline County, Virginia, deposed on 28 Mar.

2. *Thamas Kouli Kan*, Noël Le Peru, master. *Thamas Kouli-Kan* (1688-1747) was a king of Persia, also know as Nadir Shah.

3. For *Hector's* capture of *Thamas Kouli Kan*, see NDAR 11: 905-6, 907.

4. Henri-Maximilien Grand. For his attempts to prevent the condemnation of *Thamas Kouli Kan* as a good prize, see his letters to his father, Rodolphe-Ferdinand Grand, 29 and 30 Jan., and 20 Feb. 1778, in NDAR 11: 937-43, 1027-29.

5. Having intelligence that *Pacifique*, originally intended by the American Commissioners in France for the command of British spy Joseph Hynson, had been fitting at Le Havre, and later moved to Nantes, with a cargo bound for America, Lord North asked the Earl of Sandwich to give Royal Navy express orders to capture the ship. NDAR 8: 854-55, 856, 9: 508; 10: 930, 1055, 1063-64.

6. To this interrogatory, Baylor deposed, "Mr. Grand repeatedly said that he has Papers to shew that the Ship was cleared out for *St. Domingo*," but the true intent was that "the Voyage . . . was to have ended at Charles Town in South Carolina." Both Le Tems and Blanchet deposed that the ship was sailing to *St. Domingue*.

7. Baylor deposed that, just before being boarded by officers of *Hector*, Le Peru "threw overboard a Parcel of Letters or Papers directed for Persons in Charles Town, South Carolina."

8. Boyd is evidently the "Capt. Boyd" to whom Silas Deane wrote on 10 Sept. 1777, congratulating him on his "escape from the Enemy," and requesting that he repay to Congress the money advanced to him by the American Commissioners in France. *Deane Papers* 20: 133.

9. Boyd also signed at the foot of the fourth page.

APPENDIX E

LOG OF THE CONTINENTAL NAVY SHIP *RANGER*, CAPTAIN JOHN PAUL JONES

1778. TRANSACTIONS ON BOARD THE SHIP OF WAR *RANGER*- BREST

WEDNESDAY 1st April This Morning Cloudy and thick Weathr. at 10 Cleared up and Loosed the Staysls. Loos'd Courses to Drye at Noon handed them the Carpenters¹ Employ'd making a Steward Room Befour the Ward Room the Sail Maker to work Making top gallant steering Sails and altering the Mizen topmast Staysail In the afternoon had Company on board All hands Employ'd exsercising the Grate Guns at 5 the Company Whent ashore pleasant all Night. A barber Came on board from Brest.

THURSDAY 2nd
Brocht. a Cask of
Water
No. 109-116 g.

This Morning a Light Breze and pleasant at 4 Unmoared the Ship Got up the top Gallant yards at 8 the Capt. Came on board hove short took one Ref In Each topsail hove up and Came to Sail for Camaritt Bay The wind at SSW a fresh Brize Run under the Admaralls² Stern Seluted him with 13 Guns he returned 10 Guns one of our people fell of[*f*] the Gib Boom the Ship Run over him a man in the Cuter astarn of the Ship took him up he received no hurt at 3 in the Afternoon Set Top Gallant Sails and Midle Staysails at half past 5 Came to Anchor at Camaritt Close In With the harbour mouth Ready to Hawl'd the Ship ashore to Clean In the Morning Mr Simpson³ Whent ashore after a Large Boat to take Out the Guns. The Carpenters Employ'd about altering the Ward Room.

1778 TRANSACTIONS ON BOARD THE SHIP OF WAR *RANGER* IN BREST

FRIEDAY 3rd April
Brocht. a Cask of
Water
No. 93-110 Galns.

This Morning fair and pleasant at 4 In the Morning four french Boats Came alongside Put Eighteen 6 pounders on board them Sent them ashore Struck Yards and Topmast Run the Stream Anchor Out with 2 Harsors Bent to it hove up the Small Bower at half past 9 hove the Ship ashore Cleaned one side of the Botom and payed it with Slush the Sailmaker to work making Sails. In the Afternoon Weigh'd the Stream Anchor and Cared it out Astarn hove taught on it.

SATURDAY 4th This Morning fair and pleasant Sent the Boat ashore

after 5 Cask of Water at 10 O'clock the Boat Came alongside with the Water Histed it in, the Captn. Whent to Brest paid the other side at high Water, hove the Ship off[/] In the Rode Captn. Jons Came on Board Got up the Yards and Topmast Got in the Guns Joseph Rackley⁴ Came on Board.

SUNDAY 5th

This Morning fair Employ'd Clearing up the Deck Got Down the Water Got up top Gallant Yard at 10 came to Sail in Compny with a french freagate⁵ the Wind at SbW. At 2 in the Afternoon the fregat Boar away for Brest Blowing hard, at four Came to Anchor in Brest, Moard Ship, Blowing hard and full of Small Rain all Night.

Unbent the Mn Sail
Bent the New One.

MONDAY 6th

This Morning Blowing hard the Wind at SSW and full of Rain Cleaned the Ship, the Later part of this Day Stormey Weather. At 5 In the Afternoon the Wind Came at Noth, still Raining, Very Little Wind all Night.

TUESDAY 7th

This Morning fair and pleasant a light Breze from the Northward, Lousd Sails to Dry Got of[/] from the Shore four Quarters of Beef at 10 had a fresh Brese at NE In the afternoon handed the Sails Exsercising the Marines with the Small Arms and Sailors with the Garte Guns, a light Breze and pleasant all Night.

1778. TRANSACTIONS ON BOARD THE SHIP OF WAR *RANGER* [BREST]

WEDNESDAY 8th April

This Morning fair and pleasant the Wind at NE Got up the Small Bower Came to Sail By the Stream Anchor at 9 O'clock at 11 Calm Came to Anchor Below the Ships In 16 fatoms Water Histed out the Small Boat the Capn. Whent ashore the Sailmaker Employ'd altering the four Sail took three Cloths out of it.

THURSDAY 9th

This Morning Calm at 8 a Breze Sprung up at WSW and ful of Fog at 11 Unbent the Old four Sail and Bent the New one hove up the Anchor and Run further up the harbour Came two with the Small Bower Run out a small Anchor and harsor to Steady the Ship Calm and full of Fog at night.

FRIEDAY 10th

This Morning Calm and full of Fog Sent the Cuter Down to Camaritt after Sand.

TRANSACTIONS ON BOARD THE SHIP OF WAR *RANGER*

H	K	F	Courses	Winds	Vari	LWay	SATURDAY April 11th, 1778
1							This 24 Hours Begins with a fine
2							Breze at NE at 3 p.m. the Capt.
3							When ashore Unmoared Ship at 5
4							the Capt. Came on board hove up and
5							Came to Sail with a frigate ⁶ In Compny

H	K	F	Courses	Winds	Vari	LWay	
6							at 7 histed a french Jack and an English Pendant at the four top gallant mast head
7							hove too for the Cuter of[f] of Camaritt Bay
8							the Cuter Came along side Got in the Sand and histed in the Cuter Made Saill
9							Set all the Staysails and Mn Sail at 8 p.m.
10	3	2	WNW	NBE			the Light of point St. Mathieu1 Boar NE Dist 2 Leagues
11	6	4					at 10 fir'd two Guns at 2 a.m. set four and Mn topmast Steering Sails
12	5						at Daylight saw a Duch Doger ⁷ and a Large Ship Bearing NNE Dist. 5 Leagues
1	5	4					Set the Lower Steiring Sail and top gallant do. at 10 Lowerd Down the Mn. Top gallant Sail histed a Duch pendant and an English Jack at the Mn Top Gallant Mast head.
2	4	5					at 11 Hawld Down the Signal and histed up another a English pendant and french fired a Gun hawld Down the Staysails Backd the Mizen topsail. Ends a fine Breze and pleasant
3	3	5	NNE				a Snow Run a Crost our four foot Within two mils.
4	4	6					Had a Good Ob. LATTD. 48° 25" Noth.
5	5		NWBW				SUNDAY April 12th, 1778
6	7		NW				This 24 hours Begins with a fresh Breze as p. Log filld the up Mizen top Sail histed up the Staysails
7	6	1					at one O'clock hd. Top Gallant Sails and top Gallant Staysail and Midle Stay Sail Spoek with our Consort ⁸ at 2 took a single Ref in the Topsail saw 3 Sail to Windward of us
8	6	2	NNW				at 3 Set top Gallant Sails
9	6	5					at 6 Set the top mast Steering Sails
10	6	1	NWBN	NBE			at 6 Saw a Ship under our Lee Quarter Standing to the Nothward hawld Down the Steering Sails
11	4	4					at 11 p.m. saw a Brig Standing to the Westward She Run a Crost our four foot within half a mile
12	4	5					at 9 set the Royals at 11 took in the Royals the Carpenters Employ'd taking Down the Quarter Netings the people Employ'd scrubing the hamucks.
							at Noon the frigat was Close to us.
							Had a Good Ob. LATTD by OBS. 49° 40" No.
H	K	F	Courses	Winds	Vari	LWay	
1	6	2	NNW	NE			
2	6	3	Noth	ENE			
3	6	2	NNW				
4	6						
5	6	2	NBW	ENE			
6	6	4	NNW				
7	8						
8	8						
9	4	5					
10	6	2	NBW				
11	6		NNW	NE			
12	6						
1	4	5	NBW				
2	4	5					
3	4						
4	4	6					
5	5		NNW				
6	5	2					
7	4						
8	3						
9	4						

10 4

11 4 4

12 5 2

TRANSACTIONS ON BOARD THE SHIP OF WAR *RANGER*

H	K	F	Courses	Winds	Vari	LWay	MONDAY April 13th, 1778
1	3	2	NNW	NE			Fine & pleasant Weather in Company
2	3	2					With the french frigate the <i>Fortuna</i> ⁹
3	2	2	NBW	NEBE			unbent the New Main Sail and Bent
4	2		NNW	NE			the Old one got the Guns all aft to
5	1	6					trim Ship at 7 sot Driver- thick of
6	1	1	NWbW	NBE			Fogg at 8 hawld. down Driver at 9 sot
7	1	6	WNW				top gal Sails Clear Weather- the <i>For-</i>
8	2	2					<i>tuna</i> under our Lee Bow saw a Sail
9	4		NW	NNE			under the Lee Bow the Frigate Tack'd
10	3						and Stood to the Northward Saw a Sail
11	3		NWbW	NBE			under our Lee Bow- the Frigate
12	2	3	WNW				Tack'd at 12 the Frigate left us made
1	3		NWbW	NBE			Sail.
2	4	4					
3	4	3	WNW				
4	4	2					
5	3	4	WBN	NBW			
6	4		WBS	NWBN			
7	4						LATTD 49° 41" By OBSERVATION
8	4						
9	5	6	NNE	NW			
10	3		ENE				
11	2	4					
12	3						LATTD. 49° 41"

H	K	F	Courses	Winds	Vari	LWay	TUESDAY April 14th, 1778
1	6	1	NE	NNW			This 24 hours Begins with a fresh
2	6	4					Breze and fogg Down Top Gallant
3	7	6	NBE	NBW			Mast up Winter nes Set up Top G.
4	7						Yards at 4 In two Refs in the four and
5	6						Mizen topsails took three Refs In the
6	6						main topsail Down top Gallant Yards
7	6	5					at 7 Hd. mizen TS. Stowd the Staysails
8	5	2					
9	6	5	EBE	Noth			
10	7		EbN	NBE			Moderate
11	6	4					Saw a Sail under our Lee bow a Brigt
12	6	4					Saw another to windward On the
1	5		ENE				Beam Spock the Brig at 7 from Ost
2	3	3	EBN				and bound for Galloway in Ireland
3	3						took the people out of her and
4	3	1					Sundry Artecles Sunk her with her
							Cargo of Flaxseed. ¹⁰

5	4	3	ENE					
6	4							
7	1	1	WNW					
8	2	1	WBN					
9	2							
10	1	1	WBS					In Boats an Made Sail.
11	2							
12	3							LAT 50° 23" No.
H	K	F	Courses	Winds	Vari	LWay		WEDNESDAY April 15, 1778
1	6		NE	NNW				Fresh Gales & Close Weather Saw a
2	7							Sail to Windward in 1st & 2nd Refe
3	7							Topsails at 1P.M. Saw a Sail Bearing
4	7	5						NNW at 2 Spock her a Pilot Boat from
5	6		NEBN	NWBN				Kinsale, The old Head of Kinsale Bore
6	5	4						N½E Distance about 4 Leagues at 8
7	4	2						the high Land of Dungarvan Bore
8	4	3						North distance 7 Leagues at 9 Saw a
9	4	3						Sail under our Ley Bow.
10	4							
11	3							
12	2	3						
1	2		ENB					at 10 Several Sail in Sight at 12 Ard-
2	2	3						mount head ¹¹ Bore N½W by the Com-
3	4							pass distance 7 leagues The Sail
4	6	SE						Maker to work altering the Driver.
5	5	5	East					Took out of the four peek 28 pigs of
6	6	2						Lead and Stowed it in the Run of the
7	6	4						Ship.
8	6	4	EBN	NBE				
9	4	3	SEBE					
10	4	4						
11	2							LATtd. 51 32 No.
12	2	ESE						
H	K	F	Courses	Winds	Vari	LWay		THURSDAY April 16th, 1778
1	1		NE	WNW				This 24 hours Begins with Light airs
2	1							and hazey the Tower of Waterford
3	4	6						Bore NBE½E Dist. 7 Leagues and the
4	4	6						Eastermost Land bore NE½E Dist 7
5	5	6	NE	NNW				Leagues at 6 Saw a Sail under our
6	5							Lee Bow at 8 p.m. Waterford Lights
7	4	2						Bore North by the Compass distance
8	4		EBN	NBE				6 Leagues at 12 in 2nd Refe Mn. T.S.
9	6							at 4 a.m. ye Milford Islands Bore SSE
10	6	6	EBS	NEBN				distance about 5 Leagues at ½ past 4
11	6	4	ESE	NE				Tkt. to ye Westward at Day Light Sev-
12	6	6	EBS					eral Sail in Sight at 9 out Refs Sett
1	4	2	East					Top Galln. Sails. At 11 handed Both

2	4	6						Top Galln. Sails at 12 the Eastermost point of Land Bore North by ye Compass distance 7 Leagues.
3	4							
4	4							
5	5	5	West					
6	7							Had a good Observation.
7								
8	5	3						
9	5							
10	5							
11	5	4	NNE	NW				LATTD.
12	5	6	NBE	NWBW				
H	K	F	Courses	Winds	Vari	LWay		FRIEDAY April 17th, 1778 This 24 Hours Begins Cloudy Weather Several Sail in Sight at 4 Tusker ¹² Boar NWBW Dist. about 3 Leagues Took in the Steering Sails and top gallant Sails Ref the TS. at 7 Wecklow ¹³ Boar NBE $\frac{1}{2}$ E Dist. 6 Leagues at 8 Spock a Ship from London <i>Lord Chatham</i> about 300 Tuns Wm. Starhorn, Master.
1	8	4	NNE	NNW				
2	7	5	ENE					
3	8	4						
4	6		NEbE					
5	6	3						
6	6	6	NE					
7	2		ESE					
8	2							
9	2							
10	2							took the Prisoners aboard and their Cloaths put a prize Master John Seward, Saml. Chandler, Charls Ward Edward Shapley, Jacob Muchmore, Amos Kenarton, Abrah. Knight Wm. Garish John Delain. Sent her to Brest at 1 made Sail out Refs
11	2							
12	2							
1	2							
2	7	2	NEbN					
3	7	2						
4	6	3						
5	7							
6	7							Set Top Gallant Sails & topmast Steering Sails at 7 the Sugar Loaf ¹⁴ Bore NWBW Dist 6 Leagues Olly Head ¹⁵ EBS Dist. 6 Leags Close Ref the topsail Struck top Gallant Mast at 11 moderate out Refs Got up top gallant mast at Noon the Isle of Man Boar NE Dist. 4 Leagus Set the Jib and Staysails.
7	9	2	NE	NW				
8	9	3						
9	8	4						
10	5		Noth					
11	7							
12	6		NNE	NW				
								HAD A GOOD OBS. LATTD 53 ^o 34" NO.
H	K	F	Courses	Winds	Vari	LWay		SATURDAY April 18th, 1778
1	8		NE	NW	Pts. 2			Fresh Gales a Sail under our Lee
2	9							
3	9	2	ENE					At 7 the Northermost Head of Ramsey bay at 7WBN 5 Leagues.
4	9							

5	8	6	NEbE					At 12 Tackd. to the Westward- the
6	8							Light bore EbS 3 or 4 Miles distant
7	9		ENE					
8	9							
9	6							Tackd to the Northward Saw a
10	4		NEbE					Cutter under the Isle man- At 8
11	6	2	NE	NNW				up top gallant. Yard and Set the
12	7	2	NBS	NWEN				Sail.
1	8							
2	7							Passed the Point of Aire in five
3	7							fathoms water about one mile
4	7							from the Shore. A Schooner
5	7	2	SWbS	WEN				under our Lee.
6	4		NNE	NW				
7	5	4						
8	5	2						
9	4	2						
10	5	3						
11	5	3	NEW	WEN				
12	5	2	NNW	W				
H	K	F	Courses	Winds	Vari	LWay		SUNDAY April 19th 1778.
1	8		SBE	SWBW				This 24 hours Begins with a fresh Gail
2	9							and cloudy Spock a Schooner which
3	9		TKt. every 2 or 3 hours					proved to be a King's Cuter ¹⁶ Fird several
4	6							Guns at her Sent one shot
5	8							through her Main Sail at 5 Tkt Ship
6	7	6						to the Nw at 7 the Estermost point
7	7	2						of the Isle of Man Boar SSE Dist 3
8	6	6						Leagues and the Westermost Point
9	5	3						Boar SWbW Dist 3 Leagues. Tkt. every
10	5	1						2 or 3 hours close rift the at 10 P.M.
11	2							Tkt saw the Land Bearing North at
12	2							8 in the morning Spoek a Schooner
1	3	1						from Ostenroy Bound to Errin ¹⁷
2	4							Loadd with Oat & Barley the
3	4	1						Schooner about 50 tons took all the
4	4							people out of her the Captn and 4
5	6							hands and sunk her at 10 Tkd. Got
6	6							up Top Gallant Yards Set Top Sails at
7								11 was a brest of Loshrine saw a Cuter
8								come out Stood to the Nothward to
9								speak her. At noon the Rock of Elser ¹⁸
10								Boar NNE Dist 2 or three Leagues
11								
12								
H	K	F	Courses	Winds	Weather			MONDAY 20th April, [1]778
1					Squally			Fresh Gales and Squally St Double

2							Refd. Topsails at 6 Loch Rian ¹⁹ bore
3							SEbE Distance Leagues.
4							
5							Copeland Isle bore SWbW 11 Leagues
6	6		SWbN	NWbW			Mull of Galoway NWbN 8 Leagues
7	4						Brot too a Sloop from Dublin in
8	4		NbW	Tackd Ship			ballast bound for Oust in Scotland
9			Laying by				took the people out and sunk her
10	5						John Douglas, Hugh Watson, Adam
11	4	5					McAdam, Duncan Sinclour.
12	4	5					Wore ship
1	4	5					
2	5						Tackd Ship
3	4		SWbS	WbN			
4	4						Standing backward and forward from
5			NbE	NWbW			the Irish to the Scotch Shore.
6	5		NNE	NW			
7	5		NE	NW			In the morning ran in off Belfast a
8	7						Boat with 6 men in her came along
9							side whom we detained.
10							
11							Saw a Ship lying under Carickfergus.
12							
H	K	F	Courses	Winds	Vari	LWay	TUESDAY 21st April, 1778
1							The people we took out of the Boat
2							informed us that the Ship we saw lying
3							in Carrickfergus was a King's Ship of
4				WE			20 Guns. Standing of[/] and on be-
5							tween Irish & Scotch Shores.
6							
7							Lost the Boat from under our Stern
8							
9							Resolved on attacking the Ship in Car-
10							rickfergus by surprise Ran In An-
11							chored alongside her Wind Blowg.
12							hard, the Ship driving, obliged to Cut
1							our Cable, Come to sail again and
2							Stand out and Scarce Weatherd.
3							Copeland Island under our Close
4							Reef Main topsail and Courses, at 7
5				No.			saw the fishermen's Boat to Wind-
6							ward. With our best Bower Anchor
7							lost fathoms.
8							
9							A large Sea and fresh Gale Standing
10							from Copeland to the Scotch Shore
11							and back
12							

H	K	F	Courses	Winds	Weather		
1	6		WNW	Noth		WEDNESDAY 22nd April, 1778	
2	6					This 24 Hours Begins with a hard Gail	
3	6					and fair Weather a large Sea agoing	
4	6		ESE	NNW		under our Courses and Close Ref. Mn.	
5	9					Topsail at 3 p.m. wore ship Stood to	
6	9					the Estward.	
7	6						
8	6						
9	6					At 8 the Moll of Golaway Boar WBW	
10	6					about 5 Leagues and the Est end of	
11	4		WNW	No		the Isle of man boar SBE Dist. 4	
12	4		ENE			Leagues.	
1	4					Strong Gails and Clear at 11 Tkd. Ship	
2	4					to the Estward.	
3	4						
4	4					at 5 Tkd. to the Westward.	
5	4						
6	4					at 10 Tkd. to the Estward.	
7	4						
8	4					at 12 Tkd. to the Westward.	
9	4						
10	4					Fresh Gail and Clear. Saw abundance	
11	4					of Snow on the Mountains.	
12	4						
H	K	F	Courses	Winds	Vari	LWay	REMARKS on THURSDAY 23rd April
1	3		NW	NNE			23, 1778
2	3						This 24 hours begins with Fresh Gales
3	3	2					and Squally.
4	3	2	NBE	NEbN			Tkt. Ship to ye Eastward
5	3						Tkt. Ship to ye Westward out all Refs
6	3						Rigg'd Both Top Gallant Yards at 7
7	2		NW				Takt. Ship to ye Estward whitehaven
8	3						Light Bore SE $\frac{1}{2}$ E Dis. 7 Leagues
9	3		SE	ENE			at 12 was abreast of whitehaven hover ²⁰
10	3						Two the Captn and 40 Men went on
11	3						shore and Spiket up all the Guns in
12	2						the Two Forts, Sett fire to The Ship-
1	2						ping at Day Light Returned on
2	3						Board in Boats and made Sail. Com-
3	3						ing off in a hurry left one Man at
4	3						Whithaven, David Smith, ²¹ at 7 O'-
5	6						clock Saw much Smoke of whithaven.
6	6						
7	6						

8	5						at 10 was a Brest of Kilcubra ²² hoisted out
9	5						the Cutter the Capt. and 12 men went on
10	5						Shore to Lord Murray and Brought of [f]
11	5						a small Quantity of Silver Plate. ²³
12	4						Light Airs and hazey Weather.

H	K	F	Courses	Winds	Vari	LWay	REMARKS on FRIDAY 24th April, 1778
1							This 24 hours Begins with Light Airs and Clear Weather.
2							
3							
4							
5							The Mold of Galway ²⁴ Bore NBE dist. 3 Leagues.
6							
7							
8							The Light of Belfast ²⁵ Bore SBW distance 4 Leagues.
9	6		NWbW	NBE			At 4 A.M. the Mold of Galway Boar EBS distance 4 Leagues.
10	4		WNW	NE			At 6 A.M. Standing of [f] and on of Belfast where his Majesty's Ship of War <i>Drake</i> ²⁶ lay to an Anchor.
11	5		NWbW				at 9 a.m. saw ye <i>Drake</i> Getting under way, hove Two for her.
12	7		NW				at 10 A.M. Light Airs ye <i>Drake</i> sent her Boat out to Press our People. took ye Officer and 7 hands on Board, Confin'd them.
1							The <i>Drake</i> about 2 Leagues to Leward of us.
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							

H	K	F	Courses	Winds	Vari	LWay	REMARKS on SATURDAY 25th April, 1778
1							This 24 hours begins with Light Airs and Clear Weather Laying two for ye <i>Drake</i> she sailing very heavey
2							
3							
4							
5							
6							The <i>Drake</i> Coming with us and after One hour and 5 Minutes Engagement Obligated her to strike to the United States, with the Lost of our Lieutenant of Marines Samuel Wallingford, one Man belonging to ye Fore Top and 4 Wounded James Falls, Gunner, Peirce Powers, Mid-shipman, Thomas Taylor, Quarter master and Nathaneil Wells belonging to ye Fore Top.
7							
8							
9							
10							
11							
12							
1							
2							
3							

4								Our Low Rigging much Shatter'd and
5								most of ye Running Rigging Cutt
6								Away.
7								
8								Put on board of her 35 men.
9								
10								
1								
12								
H	K	F	Courses	Winds	Vari	LWay	REMARKS	on SUNDAY 26 April,
1								1778.
2								This 24 Howers Begins with Light
3								Brezes and fair Wr.
4								at 6 the <i>Drake</i> Being much Damaged
5								sent the carpender on Board to Re-
6								paire Her at 4 a Brigg Boor Down to
7								wards us ²⁷ Brough her To Made a
8								Prise of her at 8 past Meridion Sent
9								a Prise master and Crow on Board
10								Her.
11								at Meridion the Land Skottland ²⁸
12								Boor WSW 4 Leagues.
1								
2								Sent on board the <i>Drake</i> four Coils of
3								New Rigan.
4								
5								
6								Ends fine Weather and Smooth Sea.
7								
8								
9								
10								
11								
12								
H	K	F	Courses	Winds	Vari	LWay	REMARKS	on MONDAY, April 27th,
1								1778
2								This 24 hours Begins with a fresh
3								Breze and fair Weather. Leighlin Is-
4								land ²⁹ Boar S½E Dist. 4 Leagues.
5								at 5 LockSharies ³⁰ Boar SWBW Dist. 3
6								Leagues.
7								at 12 fir'd Signal Guns for the Brig
8								and Ship to tack to the Estward at
9								Tkd. to the Nothward the Wind Came
10								to the Estward. Saw the Ship and
11								Bright. at Daylight
12								at 8 sent the Boat on board the Ship
								and Bright with thir Oders took Sum
								prisoners out of Ship.

11						at Daylight Saw a Strang Brightn. to
12						Windward.
1						
2						Unbent the Mizn. to mend it.
3						
4						at 7 the high Land of Achell ³⁵ Boar
5						EbN 12 Leagues.
6						
7						thick hazey Weather Employ'd About
8	7	4	SWBS			Sundry things.
9	7	4				
10	7	4				
11	7	4				
12	7					
H	K	F	Courses	Winds		THURSDAY April 30th, 1778.
1	8		SWbS	EBN		Fresh Breeze Shury Weather.
2	8					
3	7	2				The Prize Ship and Brig astern.
4	6	2				
5	4					at 10 close reifd. the Topsails.
6						
7	4					Squaly close Weather.
8	7					Hove Too for the <i>Drake</i> to come up to
9	6					us.
10	7	4	SSW	ENE		
11	7	4				Handed the Mizen Topsail.
12	7					
1	6					Down Top Gall Yards
2	6					
3	6					LATTD. by OBSER. 51 ^o 1" North.
4	6					
5	5		SBE	ENE		
6	4		SEBS			
7	5		SE			
8	5					
9	5		SEBS	ENE		G. Burdon. ³⁶
10	4	4				
11	3					
12	4					
H	K	F	Courses	Winds		REMARKS on FRIEDAY, May 1st,
1				Calm		1778.
2						The First Part this 24 Howers Calm &
3						a Large Swell from the ENE.
4	2		SWbW	SbE		
5	4					Thick Hazey Weather.
6	4	6				
7	5		SW	SSE		The Ship & Brigg in Company.

8	3						on Bent the Mizon to mend it
9	4	5					
10	3	5					Light ayers and Som Small Showers of
11	5		SWBW	SEBS			Raine.
12	6						
1	5						at Half past 10 Tack Ship to the East-
2	5						ward.
3	5						
4	5						LATITUD OBS. 49°. 48" North
5	4	4					
6	4	2					
7	3						
8	2	2					
9	2	4	WSW	South			
10	2						
	1		West	SSW			
11	1		ESE	South			
12				Calm			
H	K	F	Courses	Winds	Vari		SATURDAY, May 2nd, 1778
1	2		SEbS	SSW	2		Light Brize and Close Weather
2	2	4					Under Low Canvis to keep in Compny
3	4						with Our prizes.
4	5						
5	5		SE	SW			at 5 Fresh Breze and Cloudy Weather.
6	3	4					
7	2	3					at three O'clock Let two Refs out of
8	2	6					the Topsails.
9	2	4					
10	2	4					Saw a sail to windward Tkd. Ship to
11	2		ESE	South			the Southward Close Reft the top-
12	2		EBS				sails hand mizen topsail
1	2		Est				Blowing hard And a Large Sea at 11
2	4	4	EbN	SEbS			moderate Set the Mizen topsail &
3	3		ENE	SE			Jeb and main topmast Staysail Let
4	3	5					two Refs out the F & M
5	5		NEBE	SEbE			
6	5						the Sailmaker Employ'd Mending the
7	6		NEbN	EBS			mizen.
8	4						
9	5		South				Ends Moderate Weather and a large
10	3						Swell from the Estward.
11	1	3					
12	3						had a Good OBSERVATION.
							LATTd. 50°. 06" North.
H	K	F	Courses	Winds	Vari		SUNDAY, May 3rd, 1778.
1	2		SBW	SEBE	2		This 24 hours begins with Light Airs

2	1					& Close hazey weather.
3	1					
4						Saw a Sail upon our weather quarters
5						
6					Calm	
7						prise Ship <i>Drake</i> & Brig in Company
8						
9	1		SW			Saw a Ship under our Lee quarter
10	1					Standing to the Northward.
11	2		South	SSE		
12	2					at 4 handed Mizn. Topsail at 6 in
1	1	3	SSW	SE		2d & 3d Refe Mn Topsail
2	1					
3	2		SWbS	SEbS		Handed F TS Fresh Gales & Squally
4	2					
5	3					at 11 P.M. Handed Main Topsail
6	6	4	SBW	ESE		Bore away to ye Brig.
7	3		SW	SSE		
8	2	2				Strong Gales & Squally. Reft Mn Sail.
9	2	2				
10	3	4	SW	SBE		
11	3					
12	6	2	NW			
H	K	F	Courses	Winds	Vari	MONDAY, May 4th, 1778.
1	2		Up Se of East		2	This 24 hours begins with Hard Gales
2	2	2				& Squally Weather handed Fore Sail
3	2	2				Hove too under Reft Main Sail.
4	2	2	SEBS of	ESE		
5	2					Hove out Signals for ye Ship & Brig to
6	2					Heave Too.
7	2		SBE of	East		
8	2		SBE of	ESE		at 7 Ballence Reft Ye Mizen & Sett
9	2		SSE of	SEBE		them.
10	2					Reft Fore & Mn Top Galln. Masts.
11	2					Fresh Gales & Heavy Sea.
12	2					
1	2		Up SBE of	SE		Haul'd up Ye Ballance mizn.
2	2					
3	2					at 8 A.M. Sett ye Fore Sail.
4	2					
5	2		Up SSE of	SEBE		
6	2					at ½ past 8 Sett MN T.S.
7	2	2				
8	2	2				
9	5		SE½S			LATTDE 49°52" N.
10	4	4	SEBS			
11	3	5				
12	2	4				

H	K	F	Courses	Winds	Vari	
1	7	4	SEBS	SWBW		TUESDAY, May the 5th Fresh Gail and thick Weather.
2	7					
3	7					Out Refs Moderate.
4	6					
5	5					at 7 Sent the End of a Seven Inch Har-
6	5					sor on board the <i>Drake</i> and tow'd her
7	5					after us. Sent on board of her a Coil
8	7					of Rope and a Coil of Ratling and a
9	5					Mizen topsail Sheet for a topsail Tye
10	6					and a threble Block for a topsail hal-
11	6	2				lard Block four Marlg. Spicks up top
12	6					Gallant Yard Set T. G. Sails and four of
1	6	2	SSE			the Guners marlin spicks.
2	6	2				at 4 P.M. Departed this Life Nathl.
3	6	2				Wells who was one of our wounded
4	6					men
5	7	5	Noth	SW	Wore Ship	
6	5		SSE			at Day light Saw Several Sails
7	7	2	SEBS			Let the harsor go from the <i>Drake</i>
8	7	2				Gave Chase to a brig. at 5 Spock her,
9	6		SSE			a Sweed. Wore Ship to the Southward.
10	5	4				Blowing fresh and Squarly hd. the
11	5	5				small Sails and Staysails low Reft the
12	4					topsails. Ends a Strong Gail and Dirty
						Weather. HAD NO OBS.
H	K	F	Courses	Winds	Vari	WEDNESDAY, May the 6th, 1778
1	5		South	NSW		Set the Mizzen topsail & Gibb
2	4	2				fresh Gales & hazy
3	4		SSW	Wast		Saw severall sail to Winder Set both
4	5					top Galing Sails at half past 5 Tkt.
5	4	3				Ship to the NoWard.
6	2	1	NNW	Wast		at 7 Tkd. Ship to the Southwrld. Do.
7	2		SBW	WBS		Wr.
8	2		SSE	SW		at A.M. Wore Ship to the Nowrd. at
9	5					half 12 Wore Ship to Southward at 1
10	5		NWBW	SWBW		Sounded 65 fathm. Course Sand with
11	1	3				Shals.
12	1	3	SSE	SW		Sounded Do. fine Sand with hove (?)
1	1	3				at 8 in the Morning Oshant ³⁷ bore NE
2	2					Distance 4 Leggue.
3	2		ESE			Sent Down both top Galing Yards
4	2					Clost Reeft both topsails
5	5		SSE			at a.m. Tkd. Ship to the Nowrd.
6	5					Hd. both topsails.
7	5		ESE			Oshent bore ENE about 5 Miles.

8	5	6				Sent Mr Hall on board the <i>Drake</i> in the Room of Mr Simpson. ³⁸
9	5		SSE			
10	5					
H	K	F	Courses	Winds	V.	THIRSDAY, May the 7, 1778.
1	4		WNW	SW		This 24 hours Begins With a hard Gail and a Large Sea.
2	4					
3	4					
4	3					at 4 p.m. Struck top Gallant mast.
5	4		NWbW			
6	3					Tackd. Ship to the Southward
7	4					
8	4					at Day light more moderate Set the topsails and Staysails, at half past 3
9	4					Saw Ushant Bearing EBN Dist. 4
10	4					Leagues at Saw we Could not
11	3					Weather it away Boar away and
12	3					Whent to Leeward.
1	3					
2	3		SBE			
3	3					
4	3					
5	3		South			
6	3					
7	3					
8	3					
9	3					
10	3					
11	3					
12	3		Est			
H	K	F	Courses	Winds		FRIDAY, May 8 th , 1778.
1						This 24 hours Begins With a frish Breze and pleasant.
2						
3						
4						at one hove two for the <i>Drake</i> to Come up with us at 2 Tkd. And Run Close In With Ushant the <i>Drake</i> Came up with us hove about Stood on for the passage Defour ³⁹ at 5 p.m. Got through the Passage
5						Hd. the main Sail and F. Do.
6						Let the topsail Run Down on the Cap.
7						
8						
9						
10						
11						
12						at 7 Came to Anchor in Brest Rhods In 12 fathoms.
1						
2						
3						Several french Boats Came on board- With a Number of Gentelmen.
4						
5						Histed Out the Boats.

6
7
8
9
10
11
12

SATURDAY, May 9th, 1778. This Morning fair and hazey Weather. Employ'd Cleaning Ship and Drying Sails. weighed Anchor and went above all the Shipping came to Anchor of [f] Brest Harbour.

SUNDAY, May 10th This Morning begins with Cloudy Weather, sent the Cutter on board ye *Drake* with ye Boatswain⁴¹ & 10 hands to Bring her up & Anchor alongside of us. at 4 P.M. our Prise Brig *Pateince* Anchor'd here Solomon Lowd master, sent ye Boat on Board of her with our Continental Colours, several French Boats on Board. unbent all our Sails, Several Vessells Arrived here.

MONDAY, May 11th This Morning close Cloudy Weather Employ'd Un Riging Ship Got Down Yards and top mast Sent the Presiniors on board the Brig. prize Took Colomon Lowd on board the Ship for Disobaying his Orders put Daniel Wehdal⁴⁰ On board the Brig. In his room Took from on board the *Drake* 19 Large Blls, of powder and two Small ons a bb. of Cartrage filld and 20 four pounders. Took the *Drakes* Cable on board and sent her on board. Sum of Our hands to Cary her In Dock.

(Wendall)

TUESDAY, May 12th This Morning Blowing hard took our Sails out of the Crans to Drye. Made them up and put them In the Cabin. Sent the Capts things ashore to his Lodging. Got all the Sails UnBent on board the Brigtn. Sent them Sum Water from the Ship. put all the Rigan Under the half Deck. the people Employ'd Cleaning Ship.

WEDNESDAY, May 13th This morning Blewing hard at SSW with Smart Showers of Raine. Sent the Cuter and Crew on Shore for Frish Provishons. Received on Board Four Hundred and Sixty Pound of Beef In the Afternoon Received on Board the amount of all So Eands this days work.

BREST—TRANSACTIONS ON BOARD THE SHIP OF WAR, *RANGER*.

THURSDAY, May 14 This 24 Howers have had the Wind at SSW Frish Gales with Smart Showers of Raine. Imploid the Ships Company on Striping the Ship & other meitearele for Intress

- of Congrase. Sent on board the *Drake* Our Lower Rigan it Would not Do for our Ship aGain Received on Board the *Ranger* 707-920 lbs.
- FRIDAY, May 15th Sent all on Shore the main Topmast Rigging Do. F.T. Mast. The Boatswain & 4 Men went on Shore With it. Frish Gales at SSW with Som Showers of Raine. Sent on Shore the For & main top Galant Shrowde and topmast Rigan Mn. and four pair of New Lower Shrougs. The four Stay & four pair of Shrougs condemned and mn. Spring Stay and the Mn top mast Stay Block.
- SATURDAY, May 16th This Morning Begins with a frish Gaile and Dirty Weather the people Employ'd about Sundry things. Sent the Boat ashore after Water for the Brigtn. Where the prisinors where the Later part of this Day Blowing hard and Showers of Rain. Got of [f] from the Shore 570 pound of Beef.
- SUNDAY, May 17th This Morning Begins with Strong Gales and Derty Wr. The Middle and Latter Part Do. Wr. The Prisoners Still on Board the Prise Brigg *Patiance*.
- MONDAY, May 18th his Morning Fair and pleasant Employ'd about Sundry things. Sent the Cuter ashore after fresh meat.

Transcript (typed), DNA, RG45, entry 392. The typescript in the National Archives was transcribed from the original, which was destroyed in a fire at the Earl of Selkirk's mansion on St. Mary's Isle, Scotland, in 1940.

1. Thomas Walden, Carpenter, and Edward Gale, Carpenter's Mate.
2. Louis Guillouet, Comte d'Orvilliers. For more on this salute, see Jones to the American Commissioners in France, 4 Apr., above.
3. Thomas Simpson, first lieutenant of *Ranger*.
4. That is, Joseph Ratcliff, a boy who had been put ashore to recover from smallpox. See Capt. John Paul Jones to Gourolade & Moylan, 5 Mar. 1778, *NDAR* 11: 1060.
5. French Navy frigate *Fortunée*, Lieutenant Commandant Charles-Louis, Chevalier de Bernard de Marigny, commanding.
6. French Navy frigate *Fortunée*.
7. That is, dogger, a broad-nosed, two-masted Dutch fishing-vessel. *Encyclopedia of Nautical Knowledge*.
8. French Navy frigate *Fortunée*.
9. That is, French Navy frigate *Fortunée*.
10. Brigantine *Dolphin* carrying flaxseed from Ostend to Wexford.
11. Probably, Ardmore Head in County Waterford, Ireland.
12. Tuskar Rock in St. George's Channel between England and Ireland.
13. Wicklow, Ireland.
14. Great Sugar Loaf Mountain, Ireland.
15. Holyhead, Wales.
16. H.M. Revenue Wherry *Hussar*, Capt. James Gurley, commanding.
17. Probably, Arran, Scotland.
18. Possibly, Ailsa Craig, Scotland.
19. Loch Ryan, Scotland.
20. That is, harbor.
21. David Smith, whose real name was David Freeman, had not been left behind but had deserted and then gone door-to-door warning the townspeople of Whitehaven that a raid was taking place. See Examination of David Freeman, 24 April, above.
22. That is, Kirkcudbright, Scotland.
23. The silver plate was taken from the estate of Dunbar Douglas Hamilton, fourth Earl of Selkirk. See Capt. John Paul Jones to Lady Helen Hamilton, Countess of Selkirk, 8 May, above.
24. That is the Mull or Bay of Galloway.

25. Black Head Lighthouse overlooks the entrance to Belfast Harbor, Ireland.
26. H.M. sloop *Drake*, Capt. George Burdon, commanding. For more on the battle between *Drake* and *Ranger*, see Jones to the American Commissioners in France, 27 May, above.
27. Brig *Patience*, William Moor, master. For more on *Patience* and its capture, see Jones to the American Commissioners in France, 27 May, above.
28. That is, Scotland.
29. Possibly, Rathlin Island.
30. From the position of *Ranger*, it seems that this was referring to Loch Foyle, Ireland.
31. That is, Inishtrahull.
32. Tory Island, Ireland.
33. Arran Island, Scotland.
34. Possibly referring to the land near Tullaghan Bay, Ireland.
35. Achill I., Ireland.
36. George Burdon was the captain of H.M. sloop *Drake*; he was killed in the battle with *Ranger*.
37. Ushant I., France.
38. On the arrest and suspension of Lt. Thomas Simpson, see Jones to Simpson, 26 Apr., and Certificate of Members of the Prize Crew of H.M. sloop *Drake*, 16 May, both above. Elijah Hall was second lieutenant on *Ranger*.
39. That is Passage Du Four, which lies roughly half way between the Ushant lighthouse and the harbor of Brest. John W. Norie, *Sailing Directions for the Bay of Biscay*. Revised edition. (London: C. Wilson, 1847), p. 2.
40. David Wentworth Wendell was a midshipman on *Ranger*.
41. Richard Wilson.

“LIST OF VESSELS SEIZED OR DESTROYED BY HIS MAJESTY’S SHIPS STATIONED IN CH

List of Vessels seized or destroyed by His Majesty’s Ships Stationed in Chesapeake Bay and
Howe, since the Date of the General Return of Captures made by the American Squadr

in the Delaware
April the 23^d. 1778

Time when seized	By what Ships taken	Names of the			Residence of the Owners	How rigged
		Vessels	Masters	Owners		
1777 June 15	<i>Hinchinbrook</i> } Armed-Brig }	<i>Kester</i> ¹	Afr ^m : Lombard	Isaac Smith	Boston	Schooner
“	Ditto	<i>Elisabeth</i> ²	Jos. Bartlet	D ^o .	D ^o .	D ^o .
July 2	Ditto	<i>Franklin</i> ³	Maddet Engs	Jackson & Tracey	Newbery	Ship
Sept. 8	Ditto	<i>Peggy</i>	John Ninneman	State of Georgia		Sloop
Oct ^r : 31 st .	Ditto	<i>Polly</i>	John Adams	D ^o . (Pilot Boat)		Schooner
Nov. 2 ^d	Ditto	<i>John</i>	Jn ^o . Knowles (Prize Master)	Ross & C ^o .	London	Brig
“	Ditto	<i>Polly</i>	Tho ^s . Dickison	Tho ^s . Dickison	Privateer of Charles Town	
Aug. 21 st	{ Ditto with the <i>Rebecca</i> Province Sloop }	<i>Betsy</i>	Rich ^d . Minors	Rich ^d . Minors		Schooner Sloop
Nov. 2	Ditto D ^o .	<i>Hope</i>	John Hattar	State of Carolina, Privateer		Snow
Nov. 1.	<i>Carysfort</i> & } <i>Lizard</i> }	<i>Polly</i> ⁴	Baxter Downs	Tim ^o . Fitch	Nantucket	Schooner
5	Ditto D ^o .	<i>La Reine Blanche</i> ⁵	Pierre Levant		Rochelle	Brig
8	Ditto D ^o .	<i>Buckskin</i> ⁶	Jn ^o . Crawford	Seym ^r . Wood	Philadelphia	Schooner
11	Ditto D ^o .	<i>Santa Maria</i> ⁷	Ja ^s . Spencer	D ^l . Bourdeaux & C ^o .	Charles Town	Sloop
12	Ditto D ^o .	<i>Enterprize</i> ⁸	Tim ^o . Pearse	Mess ^{rs} . Bowers	{ Swansea in Massachusetts }	Ditto
14	Ditto D ^o .	<i>Mary Anne</i> ⁹	James Hamlin	Ditto	Ditto	Schooner
1778 Jan ^y : 27 th .	Ditto D ^o .	<i>Le Flambeau</i> ¹⁰	Jean Cas Major & La Coste	Jean Cas Major	S ^t . Domingue	Brig
28 th .	Ditto D ^o .	{ <i>Notre Dame</i> ¹¹ <i>des Charmes</i> }	Pierre La Suss	Bourga	New Orleans	Sloop
Feb ^y : 1 st .	Ditto D ^o .	<i>Batavear</i> ¹²	Sam ^l . Dorverck	Peter Lapole	Amsterdam	Brig
1777 Nov. 21 st .	<i>Lizard</i>	<i>Rebecca</i> ¹³	John Forbes	John Forbes	Maryland	Sloop
“	Ditto	<i>Weatheral</i> ¹⁴	Unknown			Ship
26	Ditto	<i>Nancy</i> ¹⁵	Edw ^d . Johnson	Blair & C ^o .	Boston	D ^o .
“	Ditto	<i>Polly</i> ¹⁶	Clem ^t . Conyers	Smith & C ^o .	Charles Town	Brig
Dec ^r : 7	Ditto	<i>Friendship</i> ¹⁷	Mark Towell	Livingston	Ditto	Ship
1778 Jan. 1	Ditto	<i>Ann</i> ¹⁸	Edw ^d . Edwards			Brig
“	Ditto	Unknown			A large French Ship	

ADIX F

“ESEPEAK BAY AND ON THE PARTS OF THE AMERICAN COAST SOUTHWARD THEREOF”

and on the Parts of the American Coast Southward thereof, according to the Accounts transmitted to the Viscount of the 25th. October 1777.

Tons	Men	Guns	From whence	Where bound	Where taken	To what Port sent	Cargoes
40	5		Boston	Baltimore	Off Virginia	Burnt	Ballast
45	5		D ^o .	D ^o .	D ^o .	S ^t Augustine	Sugar
250	15		Charles Town	Bourdeaux	Off Charles Town	S ^t John's River	Rice
35	8	10	Sunbury	Martinique	Off Sunbury	D ^o .	Rice & Indigo
20	4		Savannah		Off Savannah	S ^t Augustine	Ballast
150	8		Mississippi	Charles Town	D ^o .	S ^t Johns	Lumber
			S ^t Thomas's	Ditto	D ^o .	S ^t Augustine	Rum and Sugar
35	5		S ^t Eustatia	Ditto	Off Charles Town	Ditto	Salt & Bale Goods
250	36	16	Nantz	Ditto	Off Port Royal	S ^t Johns	Military Stores, Bale Goods
30	5		Nantucket	Ditto	Off Cape Fear	Destroyed	Lumber, Apples, Onions & 500 Paper Dollars
150	15	4	Cape François	Ditto	Off Charles Town	S ^t Augustine	Salt, Wine, Brandy & dry Goods
20	4		Virginia	Ditto	Off Cape Romaine	Destroyed	Tobacco
50	9	4	Charles Town	Curaçoa		S ^t Augustine	Rice & Tobacco
62	7	4	Ditto	Martinico	Off Charles Town	Ditto	Rice & Indigo
80	7		Ditto	{N ^o . Carolina } { & Virginia }	Ditto	Ditto	Salt on Account of the Congress, Rum &c. with Baggage,
Arms and Cloathing for a Corps to be raised under the Command of Mons ^r Bretigny, who with 14 Officers, 4 Servants, 2 french Sailors [&] 4 American Passengers, were taken in her.							
70	15		S ^t Domingue	Charles Town	Off Charles Town	S ^t Augustine	Rum, Sugar, Molasses Coffee
80	12		Mississippi	Ditto	Ditto	D ^o .	Rum, Sugar, Brandy, Cloa[<i>torn</i>]
80	10		Amsterdam	Ditto	Off Santee	D ^o .	Salt &c.
25	6		N ^o . Landin	Ditto	Off Spencer's Isle	Destroyed	Tobacco
			Boston	Ditto	{Run on Shore & burnt on Charles } { Town Bar }	foundered at Sea	Ballast
200	11	2 G ^s 6 Sw ^s	Charles Town	France	Off Charles Town		Rice and Indigo
100	10	4 Sw ^s	Ditto	S ^t Eustatia	Ditto	S ^t Augustine	D ^o .
250			Boston	Charles Town	Ditto	Ditto	Sauce
			Newberry	Ditto	Off Stono	Ditto	Bricks and Lumber
				Ditto		{Arrived at S ^t Augustine the 10 th Feb ^r said to have 400 Tons of Salt on board }	

1777	Dec ^r : 25	} <i>Carysfort & Perseus</i>	<i>Marq^e de Pezey</i> ¹⁹	Jean Chamolleau	} <i>Sieurs Reculis de Basmarin</i>	S ^c : Domingue	Ship	
	"		<i>Thomas</i> ²⁰	W ^m : Earle		<i>John Horne</i>	Cranston, Rhode Island	D ^o :
	30	Ditto	<i>Hetty</i> ²¹	David Tims	James Nelson	Charles Town	Sloop	
	"	Ditto	Supposed the <i>Woodcock</i> from Providence					Ship
1778	Jan ^y : 1	Ditto	<i>Nesbit</i> ²²	Sam ^l : Smallcorn	Erskin & Mitchell	Boston	Brig	
Time when seized	By what Ships taken		Names of the Vessels Masters Owners			Residence of the Owners	How rigged	
1778	Jan. 21 st	} <i>Carysfort Perseus & Lizard Galatea</i>	<i>Le Bourbon</i> ²³	Pierre Martin	Jean Tessier	Nantz	Ship	
	Jan. 1		<i>Jolly Robin</i> ²⁴	Caleb Hopkins	Smith & C ^o :	Boston	Schooner	
	3	Ditto	<i>S^t. Ann</i> ²⁵	Fred ^l : Dewitt	Fra ^s : Renout	Curaçoa	Ditto	
	6	Ditto	<i>Speedwell</i> ²⁶	Tho ^s : Munro	Pain & C ^o	Providence	Sloop	
	8	Ditto	<i>Favorite</i> ²⁷	Sam ^l : Smith	D George & C ^o :	S ^c : Eustatia	Schooner	
	18	Ditto	<i>Little Charles</i> ²⁸	Jere: Dickenson	Rob ^t : Keel	Ditto	Sloop	
	21	Ditto	<i>Chance</i> ²⁹	John Stevens	—————The Congress—————		Brig	
	28	Ditto	<i>Katy</i> ³⁰	William Bunker	W ^m : Hartshorn	Edenton	D ^o :	
	Feb ^y : 2	Ditto	<i>La Rigiere d'Artois</i> ³¹	D'Archambaut			Ship	
	Jan. 16 th	} <i>Carysfort 29th</i>	<i>Rachael</i> ³²	Mark Burnham	Rogers & Allen	Cape Ann	Schooner	
	Feb ^y : 2 ^d		Ditto	<i>Le Lanoir</i> ³⁴	(A Prize to the <i>Routledge</i> Privateer retaken) ³³ Louis Drouet	{ Basmarine } { Rimbau & C ^o . }	Bourdeaux	Ditto Snow
	Jan ^y : 20 th	<i>Perseus</i>	<i>La Refleche</i> ³⁵	Fra ^s : Coitard		Ditto	Brig	
			(N.B. This Vessel sometime since landed at Newberry, her Cargoe [go]ods from France)					
1777	Oct ^r : 22.	<i>Emerald</i>	<i>Kitty Dullany</i> ³⁶	W ^m : Yardsley	Caldwells & C ^o :	Philadelphia	Brig	
	Nov. 13.	Ditto	<i>Polly</i> ³⁷	Tho ^s : Bell	Tho ^s : Bell	Virginia	Sloop	
	19	Ditto	Ditto	Not named ³⁸	Joseph Lance	Joseph Lance	D ^o :	
	Dec. 28	Ditto	<i>Miquelon Pacq^e</i> ³⁹	Lewis Busson	Delaroche et Hugon	Port au Prince	D ^o :	
1778	Jan. 5	Ditto	<i>Dragon</i> ⁴⁰	(The Crew got on Shore in their Boats)			Ship	
	6	Ditto	<i>L'Elegant</i> ⁴¹	Collenau	D ^o :	D ^o :	Snow	
	Feb. 24	Ditto	<i>Friendship</i> ⁴²				Sloop	
	Mar. 31 st	Ditto	<i>Virginia</i> ⁴³	Ja ^s : Nicholson	—————The Congress—————		Ship	
1777	[No]v. 7	<i>Phœnix</i>	<i>Page</i> ⁴⁴	W ^m : Skillin	Jn ^o : Dixon & C ^o :	Virginia	Sloop	
1778	[Ja]n: 2	Ditto	<i>Betsy</i> ⁴⁵	Tho ^s : Flinn	Wm. Powell	Boston	Schooner	
	4	Ditto	<i>Recovery</i> ⁴⁶	Eph ^m : Paynter	P. Paynter & Son	Bermudas	Sloop	
	7	Ditto	<i>La Genevieve</i> ⁴⁷	Pr ^e : Tourounet	Casamajor & C ^o :	Guadaloupe	Brig	
	10	Ditto	<i>Polly</i> ⁴⁸	Eben ^r : Jenkins	Seth Jenkins & C ^o :	Nantucket	D ^o :	
	17	Ditto	<i>Sally</i> ⁴⁹	Jn ^o : Patterson	Rog ^r : M ^c :Callister & C ^o :	Maryland	Sloop	
	Feb. 19	Ditto	<i>Sally</i> ⁵⁰	Luther Burges	Leon ^d : Jarvis	Dartmouth	D ^o :	
1777								

Tons	Men	Guns	From whence	Where bound	Where taken	To what Port sent	Cargoes
250	30	10	Bourdeaux	Charles Town	Ditto	S ^c Augustine	Powder, Arms, dry Goods
110			Providence R Isl ^d	Ditto	Destroyed off Cape Romaine		
70	12	4	Bermuda	Ditto	Off Charles Town	S ^c Augustine	Passengers, Salt & dry Goods
			Drove on Shore on James's Island and lost				
95	8		Boston	Charles Town	Off port Royal	Destroyed	Ballast
400 [?]	36	{ 8 pierced for 20 }	Guadaloupe	Supposed for Charles Town	Off Charles Town	S ^c Augustine	Rum, Sugar &c.
60	7		Hispaniola	Boston	Lat ^{de} . Long ^{de} . 32.45 73..11	Ditto	Molasses, Tea & Coffee
123	10		Virginia	Curaçoa	33..20 76..18	Ditto	Bread, Flour &c.
30	5		Providence	Charles Town	33..18 76..28	Destroyed	Cyder, Onions & Potatoes
90	11		Santa Cruz	N ^o . Carolina	33..14 76..38	S ^c Augustine	Salt
30	14	{ 9 G ^s . 4 Sw ^s . }	S ^c Eustatia	Charles Town	32..53 81..84	Ditto	Salt, Rum & dry Goods
90	16		{ 8 G ^s . 8 Sw ^s . }	Cape François	D ^o .	32..17 77..29	Ditto	Salt, dry Goods, small Arms
95	8	G ^s .		Edenton	D ^o .	33..00 78..26	Ditto	Tobacco
300	34	{ 4 G ^s . 4 Sw ^s . }	Port au Prince	D ^o .	32..07 76..24	Ditto	Sugar, Wine & dry Goods
45	5			Cape Ann	D ^o .	Off Charles Town	Destroyed	Ballast
25				D ^o .	Ditto		D ^o .
250	44	6	Bourdeaux	D ^o .	Ditto	S ^c Augustine	Salt, Wine, Brandy, Bale Goods &c.
120	19		Newberry	D ^o .	Off S ^o Eddisto	Ditto	
100	11		Chester in } Maryland }	Martinico	Off Cape Henry	New York	Tobacco & Lumber
30	3		Suffolk, Virg ^a .	Alexandria	Mobsack Bay	Emp ^d . as a Tender	Rum and Salt
D ^o .	16	3	Yecomico	Suffolk	Chesepeak Bay	Burnt	Tobacco
60	8		Port au Prince	Virginia	Hampton Road	New York	Rum & Molasses
280			Rappahannock	Dunkirk	Rappahannock River	Ditto	Tobacco
180			Ditto	Ditto	Ditto	Ditto	Ditto
30			Ditto	Ditto	Ditto	Ditto	Ditto
	170	30	Baltimore	On a Cruize	In the Chesepeak		
40	6		S ^c Thomas's	Mobsack Bay			Rum and Salt
50	5		Boston	N ^o . Carolina	At Sea	Destroyed	Ballast
40	5		Bermudas	D ^o .	Ditto	New York	Salt & Rum
150	17	4	Guadaloupe	said to S ^c Peter's	Ditto	Ditto	Rum, Salt &c.
80	7		Nantucket	N ^o . Carolina	Ditto	Destroyed	Ballast
30	7		Maryland	S ^c Eustatia	Ditto	New York	Tobacco
30	4		Dartmouth N.E.	Curaçoa	Ditto	Antigua	Fish and Oil

ov. 6	<i>Richmond</i>	<i>Modesty</i> ⁵¹	} Crews went on Shore			D ^o .			
8	Ditto	_____ ⁵²				Joseph Taylor	Joseph Taylor	St ^t Mary's	D ^o .
"	Ditto	_____ ⁵³							— Hopkins	Sloop
"	Ditto	_____ ⁵⁴				D ^o .			
"	Ditto	_____ ⁵⁵							
78	Ditto	<i>Alexandrine</i> ⁵⁶	J ⁿ . Fr ^s . Feraud		France	Brig			
n 3	Ditto	(Unknown)				Sloop			
b. 7	Ditto	<i>Good Hope</i> ⁵⁷	Jurgin Lassin	Niel Ferguson	Albany	Ship			
ar. 1									
me	By what	Names of the			Residence of	How			
men	Ships taken	Vessels	Masters	Owners			rigged		
ized									
77									
ec ^t . 10.	<i>S^t. Albans</i>	<i>Arc en Cie</i> ⁵⁸	Unknown	Unknown	Nantz	Brig			
28	Ditto	<i>Duke of Grafton</i> ⁵⁹	Nich ^s . Henson		Philadelphia	Sloop			
78	Ditto	Unknown ⁶⁰	Jos ^s . White	W ^m . Roberts	Nansimond	Schooner			
n: 31	Ditto	<i>Petit Camarade</i> ⁶¹	M: Sylvieux	Pierre Pere & fils	Bourdeaux	Brig			
b. 7	Ditto								
15	Ditto	<i>Defiance</i> ⁶²	Jn ^o . Rogers	York River Comp ^s	Williamsburg	Sloop			
"	Ditto	<i>Shore</i> ⁶³	Geo: Rogers	State of Virginia	Ditto	D ^o .			
ar. 12	Ditto	<i>Jean Andre</i> ⁶⁴	Guil: Coronet	Mons ^r . Jauge & C ^o	Bourdeaux	Ship			
18	Ditto	<i>Adventure</i>	John Taylor	Hen: Armstead	Fredericksburg	Sloop			
21	Ditto	<i>Holt</i> ⁶⁵	} Unknown			Williamsburg	D ^o .		
"	Ditto	<i>Hawk</i> ⁶⁶						} Unknown			Baltimore
n ^y 27	<i>Otter</i>	<i>Rebecca</i> ⁶⁷	} Joseph Mass			Brig			
31	<i>S^t. Albans & Otter</i>	<i>Fortune</i> ⁶⁸					} Joseph Mass			Ship
b. 10	{ <i>Richmond & Solebay</i> }	<i>Lydia</i> ⁶⁹	Ign ^s . Fenwick	———State of Maryland———							D^{o}.
24		{ <i>Solebay & S^t. Albans</i> }	<i>Visc^{te}. de Veaux</i> ⁷⁰	Pierre Donet	Visc: de Veaux	Paris	D ^o .		
ar. 12	<i>Senegal</i>	<i>Le Tonnerre</i> ⁷¹	L. Dessau	Deledebat	Bourdeaux	D ^o .			
18	Ditto	<i>Louisa Udrique</i> ⁷²	Peter Arvidson			D ^o .			
ar. 12	{ <i>Senegal & Richmond</i> }	<i>Le Hector</i> ⁷³	P: Parrie	Mons ^r . Rouault	St ^t Maloes	D ^o .			
13	<i>Solebay</i>	<i>Portsmouth</i> ⁷⁴	R ^d . Talbot	Geo: Kerr & C ^o .	Portsm ^o , Virginia	Schooner			
ar. 4	<i>Ariel</i>	<i>John Wilkes</i>	S: Clay	H Bowers	Swansea	Sloop			
"	Ditto	<i>Betsy</i>	Jos ^s . Paine	Dugan	Baltimore	Schooner			
12	Ditto	<i>Le Postillon</i>	W ^m . Blau	Le Brumert & Gument	Rouen	Brig			
14	Ditto	<i>Chelsea</i>	Allen Ingram	Jos. Huntingdon	Norwich	Schooner			

S, UKLPR, Adm. 1/488, fols. 238–41. Docketed: "List of Vessels seized or destroy'd/in Chesapeake Bay and to the/Southward

1. See *NDAR* 9:158.
2. See *NDAR* 9:158.
3. See *NDAR* 9: 237, 715.
4. See *NDAR* 10: 372.
5. See *NDAR* 10: 409.
6. See *NDAR* 10: 437.
7. See *NDAR* 10: 460, 469.
8. See *NDAR* 10: 475.
9. See *NDAR* 10: 493.

18			Portsmouth	Baltimore	Off Point lookout	Scuttled	Salt, Molasses & Rice
60			Baltimore	France	S ^t Mary's River	With the Ships	Tobacco
11	2		Wicomico	S ^t Mary's	Smith's Point	Scuttled	} Bricks to set up a Salt Boiling
20	2		Watt's Island	Pitt's Landing	Ditto	Ditto	
25			Ditto	Baltimore	Ditto	Ditto	Tobacco
							Brandy & Wine
150	12		Rappahannock	Dunkirk	Chesepeak Bay	New-York	Tobacco
			Wighomaco Riv ^r .	Carolina	Off Cape Charles	Burnt with her Cargoe	
700	22	3	Cadiz	S ^t Thomas's	Off Cape Henry	New-York	Salt
Tons	Men	Guns	From whence	Where bound	Where taken	To what Port sent	Cargoes
160 [?]	6		Nantz	James River	Hampton Road	Destroyed	Salt, Sugar & Woollens
50	5		S ^t Eustatia	D ^o .	D ^o .	New York	Rum and Salt
30		2	Suffolk	Williamsburg	James River	Burnt	Salt
200 [?]	17	2	Bourdeaux	Miquelon or Louisiana	Lyn Haven	D ^o .	Salt, Wine, Tea, Woollens &c.
80	9	4	James River	Martinico	Off Hampton Creek	D ^o .	93 Hhds Tobacco Staves &c.
70 [?]	9	4		Cape François	D ^o .	D ^o .	82 Hhds Tobacco
300	40	12	Bourdeaux	Chesepeak Bay	Off Willoughby's P ^t .	New York	Cordage, Canvas Clothing &c.
25	4		Fredericksburg	Mobsack Bay	Rappahanock River	} Cargoes taken out }	Tobacco
25	4		Williamsburg	Elk River	Chesepeak Bay		
15	3		Baltimore	Williamsburg	D ^o .		Iron
210	14		Dartmouth	N ^o . Carolina	Lat ^{de} . 36.56	New-York	Ballast
			Guadaloupe	Nantz	Chesepeak Bay	D ^o .	Rum & Sugar
300	4		Alexandria	Bourdeaux	Off S ^t Mary's	D ^o .	Tobacco
400	89	24	L'Orient	Chesepeak Bay	chaced out of Lyn Haven Bay	D ^o .	Salt, Woollens, Cordage &c.
300	50	20	Cape François	D ^o .	Off Smith's Isl ^d .	Destroyed	Bale Goods &c.
360	17	2	Cadiz	Williamsburg	Lyn Haven Bay	New-York	137 Cannon
250	45	14	S ^t Maloes	Chesepeak	Off Cape Henry Bay	D ^o .	Salt, Bale Goods &c.
60	10		S ^t Eustatia	D ^o .	D ^o .	D ^o .	Rum, Sugar & Bale Goods
45	6		Matchap ^g . ⁷⁵	S ^t Eustatia	D ^o .	Rhode Island	Tobacco & Flour
50	7		"	Boston	D ^o .	D ^o .	D ^o . & Iron
82	10		Martinico	Baltimore	D ^o .	D ^o .	Sundries
40	5		Edenton	Boston	Long Island	D ^o .	Tobacco

Ho

ere of, according/to the Accounts received since/the 25th. October 1777." Notation: "In Lord Howe's Letter/N^o 57."

10. See NDAR 11: 217–18.
11. See NDAR 11: 227–28.
12. See NDAR 10: 262, 745.
13. See NDAR 10: 552–53.
14. See NDAR 10: 553.
15. See NDAR 10: 597.
16. See NDAR 10: 597.
17. See NDAR 10: 683, 693. In referring to the cargo as sauce, they mean vegetables.
18. See NDAR 10: 106.
19. See NDAR 10: 809, 835.
20. See NDAR 10: 809.
21. See NDAR 10: 835.
22. See NDAR 11: 14–15.
23. See NDAR 11: 181, 339.
24. See NDAR 11: 14.
25. See NDAR 11: 24.
26. See NDAR 11: 49.
27. See NDAR 11: 68.
28. See NDAR 11: 156.
29. See NDAR 11: 182, 340.
30. See NDAR 11: 227.
31. That is, *La Rosière d'Artois* [*The Rose Queen of Artois*]. See NDAR 11: 268, 750.
32. See NDAR 11: 145.
33. See NDAR 11: 232–33, 233*n*.
34. See NDAR 11: 268, 339, 835.
35. See NDAR 11: 177, 339.
36. See NDAR 10: 241.
37. See NDAR 10: 480.
38. See NDAR 10: 552.
39. That is, *Courier de Miquelon*. See NDAR 10: 819*n*.
40. See NDAR 11: 30, 43, 58, 112, 207.
41. See NDAR 11: 48, 58, 112, 207.
42. See NDAR 11: 414.
43. See NDAR 11: 848–49.
44. See NDAR 10: 430.
45. See NDAR 11: 24.
46. See NDAR 11: 30, 466.
47. See NDAR 11: 59.
48. See NDAR 11: 90.
49. See NDAR 11: 152.
50. See NDAR 11: 379, 644–45.
51. See NDAR 10: 409.
52. See NDAR 10: 430, 430*n*.
53. See NDAR 10: 430, 430*n*.
54. See NDAR 10: 436.
55. See NDAR 10: 436.
56. See NDAR 11: 23–24, 29, 30, 58.
57. See NDAR 11: 468.
58. See NDAR 10: 705.
59. See NDAR 11: 818.
60. See NDAR 11: 283, 283*n*.
61. See NDAR 11: 304.
62. See NDAR 11: 349.
63. See NDAR 11: 349.
64. See NDAR 11: 621.
65. See NDAR 11: 775.
66. See NDAR 11: 775.
67. See NDAR 11: 266.
68. See NDAR 11: 237, 266, 750.
69. See NDAR 11: 311, 317–18, 326–27.
70. See NDAR 11: 415, 430, 749–50.
71. See NDAR 11: 620–21, 622, 806–7.
72. See NDAR 11: 689, 753, 806.
73. See NDAR 11: 631–32, 750, 835.
74. See NDAR 11: 632, 835.
75. That is, Great Machipongo Inlet, Va.

Index

Personal names of obscure individuals are spelled as they appear in the documents. Brackets enclosing proper nouns indicate other names by which the entity was known, alternative spellings found in the documents, spellings used in previous indexes in this series, educated guesses as to the correct spelling, or, in the case of geographical locations, variant spellings or the modern name. Bracketed numerals after the names of officers in the Royal Navy are numerals employed in the Navy Record Society's *The Commissioned Sea Officers of the Royal Navy 1660-1815*, edited by David Syrett and R. L. DiNardo (Aldershot, England: Scolar Press, 1994) to distinguish among naval officers of the same name. Names beginning with *Mc* and *M'* are alphabetized as if spelled *Mac*, and the abbreviation *St.* as if spelled *Saint*. The name of a vessel's captain or master, when known, appears at the end of the vessel's entry, and the name of the vessel commanded appears at the end of each ship captain's or master's entry.

- Abbert, — (French merchant), 725
Abbot/Abbott, Amos (Seaman, Continental Navy), 590
Abbot, Aron (Seaman, Continental Navy; Continental Marines), 798, 812
Abbot, Theophilus (Continental Marines), 799
Abbotshamcliffs, England, 753
Abbott, John (Seaman, Continental Navy), 792
Abbott, Nat (Continental Marines), 794
Abbott, Samuel (Col., Connecticut Militia), 24
Abigail, brig, 445, 446n
Abigail, schooner, 36 and n (Josiah Thatcher)
Aborn, Ebenezer (seaman), 218
Accomac, Virginia Navy armed galley, 422, 423n (William Underhill)
Accomac County, Va., 422n
Account books, 778
Achill Island, Ireland, 849, 856n
Acoaxet, Mass., 131 and n
Actif, French Navy ship of the line (Comte de Vaudreuil), 549
Active, brigantine (George Clarke), 169
Active, Guernsey privateer schooner, 151 and n (Peter Agnew)
Active, British letter of marque sloop, 683 and n; **captures:** *Jeune Pauline*, 248, 249n (John Powell)
Active, HM frigate, 141, 144 and n, 371, 372, 373n (William Williams)
Adair, John (American prisoner of war), 741
Adamant, British victualler ship, 193n (Josiah Walker)
Adams, Massachusetts State trading ship, 27, 28 and n (Luther Turner)
Adams, Connecticut privateer sloop, 169, 170n; **captures:** *Active*, 169 (Edward Beebe)
Adams, Abigail Smith, 681
Adams, Daniel (Lt., Massachusetts Navy), 486, 487n; **to:** Massachusetts Council, 485–87
Adams, John [1] (Seaman, Continental Navy), 798, 813
Adams, John [2] (Seaman, Continental Navy), 813
Adams, John (Volunteer, Continental Navy), 811
Adams, John (American Commissioner in France): arrival of, in France, 344, 455, 516, 517, 535, 556 and n, 581; arrival of, in Paris, 590, 619; as American Commissioner in France, 191n; as passenger in *Boston*, 189, 191n; *Boston* to transport items for, 681; disembarks from *Boston*, 516 and n; and friends of America in Parliament, 439 and n; and information about frigate *Boston*, 516, 517; and letter from Continental Commerce Committee, 474n; and letter to John Paul Jones, 749n; and officer for *Boston*, 590 and n; journey of, to Paris, 527 and n; meeting in living quarters of, 606; Nathaniel Dowse acquainted with, 665–66; on companionship of Samuel Tucker, 619; on Samuel Tucker's qualities as an officer, 619–20; on voyage on *Boston*, 619; passenger on *Boston*, 710; reception of, 619, 671; return of, to America, 765; trunk of, 765; Samuel Tucker solicits letter from, 590; visits Versailles, 590 **to:** Samuel Tucker, 619–20; **from:** John G. Frazer, 652–53; Richard Henry Lee, 344; Samuel Tucker, 590, 681–82, 764–65; William Vernon, 399–401, 455
Adams, John (Mate/Master/Prize Master), 153 and n (*Favourite*)
Adams, John (Capt.), 59 and n, 68, 69n, 208, 209n (*Lynch*)
Adams, John (Master), 858 (*Polly*)
Adams, John (seaman), 376, 378 and n
Adams, John Quincy, 516 and n, 590, 765 and n
Adams, Peter (Seaman, Continental Navy), 797, 813
Adams, Samuel (Massachusetts Delegate to the Continental Congress): appointed to Continental Marine Committee, 468; and Continental Navy, 448; and money for Continental Navy Board of the Eastern Dept., 448 and n; journey of, to Congress, 296; sends regards, 501 and n; takes seat in Congress, 296n; **to:** James Warren, 448; **from:** James Warren, 296, 319
Adams, Thomas (Virginia Delegate to the Continental Congress), 220
Adams, Thomas (merchant at Boston), 388n
Adams, Winborn (Capt.), 228 (*Warren*)
Adamson, James (Capt.), 268 and n
Adelon, Pierre (Capt.), 182 (*Comtesse Denery*)
Adick, Peter (seaman), 33
Admiral, French prison hulk, 749, 751n
Admiral Keppel, British letter of marque snow: armament of, 121, 155, 401, 410; arrival of, at Boston, 410 and n, 484 and n; as prize, 155, 156n, 159, 166 and n; captain, crewmen, and passengers of, 145 and n; captured by *Oliver Cromwell* and *De-*

- fence*, 120–21 and n, 401–2 and n, 410 and n, 428, 469–70 and n, 484 and n; crew of, as prisoners of war, 470, 484n; crewmen of, serve as prize crew, 470; engagement involving, 121, 155, 157, 159n; exchange of members of crew of, 470; in company with *Cyrus*, 428; repairs to, 428; Henry Shirley and, 156, 428; size of crew of, 121, 155; value of, 155 (Abraham Brown)
- Admiralty, British
- Lords Commissioners of the Admiralty: and American cruisers in the Irish Sea, 587; and arrival of French naval squadron in North American waters, 306; and capture of Miquelon and St. Pierre islands, 651; and disposition of Howe's fleet, 305; Dudington to send reports to, 553; and expedition to St. Lucia, 407; Lord George Germain and, 656; and HMS *Prosperine*, 573; and instructions for *Grampus*, 71–72; instructions of, 306; and intelligence concerning Toulon fleet, 571–72; and issuance of letters of marque and reprisal, 86 and n, 306, 613–14; members of, 646n; on Byron's fleet wintering abroad, 644; on operations of Channel fleet, 601–2; and news of capture of *Drake*, 605; and orders of King George III, 656; order Howe to pursue American ships, 647; order Howe to send warships to Newfoundland, 647; orders of, for *Thetis*, 594; and pay of seamen in Howe's fleet, 306; and *Ranger*, 605, 616–17, 647; and reinforcements for Jamaica station, 141; and reinforcements for North American station, 618–19; and reinforcing Viscount Howe's fleet, 654; and resignation of Viscount Howe, 338; and retention of naval reinforcements, 647–48; and return of Viscount Howe to England, 307; and security of Halifax, 305; and seizure of cartel ship, 306, 307n; and sheathing warships with copper, 143; and transfer of frigates, 407
- to**: Samuel Barrington, 648–50, 655–57; John Byron, 654–55, 691, 705–6, 746–47; Robert P. Cooper, 587; William Dudington, 553; Robert Duff, 571–72; John Elliot, 552–53; John Gell, 522; Viscount Howe, 552; Augustus Keppel, 600–2; John McBride, 588–89; John Montagu, 647–48, 650–51; Evelyn Sutton, 573
- from**: Lord George Germain, 618–19; Merchants and Proprietors of Tobago, 773–75 and n
- See also* Stephens, Philip
- Admiralty, French: and American prize *Lord Chatham*, 708; duties charged by, 729; and status of *Boston*, 535; and treatment of *Boston*, 608–9
- Admiralty Courts, British: and responsibility for damaged, unlabeled captures, 172
- High Court of Admiralty, London: captures condemned in, 692n; and deposition concerning *Thomas Kouli Kan*, 833; and question of legal captor, 692n
- Vice Admiralty Court at: New York: capture libeled in, 219n; and condemnation proceedings for *Wexford*, 470–71n; and shipment of prize goods, 118; opening of, 118; ships condemned in, 446n; vessel libeled in, 435n: Nova Scotia: captures condemned in, 236–37, 280n, 302n, 483n; and capture of *Lord Duncannon*, 745n; and *Elizabeth*, 237n; and *Hammond*, 136–37; and recapture of vessel, 186n; judgement in, postponed, 196n; Quebec, 614; St. Augustine, 38
- Admiralty Courts, Continental:
- Connecticut: Hartford County, 390 and n, 458; New London County, 62–63, 352–53, 404
- Delaware, 250n, 286, 406
- Massachusetts: and case of *Nostra Senhora de Carmo e Santo Antonio*, 330; prize libeled in, 380n; prize's papers lodged with, 439; Eastern District: area covered by, 97n; libels filed in, 97, 199; Middle District, 123–24; libels filed in, 69–70, 124, 350–51, 439–40; prize condemned in, 484n; Southern District, 169, 465, 466n
- North Carolina, 167, 332 and n, 361, 448n, 480
- Admiralty Courts, French: 646, 665, 700
- Adventure*, schooner: captured by *Niger*, 15 and n, 22 and n
- Adventure*, Delaware privateer sloop, 250n (Daniel Murphy)
- Adventure*, sloop: captured by *Hotham* [Preston's tender], 31 and n (Robert Richardson)
- Aeolus*, HM frigate: Journal, 398; chases *Notre Dame*, 478 and n; **captures**: *Dolphin*, 398 and n (Christopher Atkins)
- Africa: Barrington and Royal Navy ships arrive from, 649; men from, aboard *Raleigh*, 807; raid on British trading stations in, 475, 483–84 and n, 817–28, 829–31n; *Raleigh* and *Alfred* cruise off, 69
- African-Americans: as American prisoners of war, 216–19; as crew, 77; moved to separate building in Mill Prison, 615n; service of, in Georgia Navy, 45 and n, 100, 101; serving in Continental Navy, 795, 797, 798, 799, 800; and Willing's Expedition, 37n
- Agaesse/Agaisse, — (French merchant), 565, 728
- Agnew, — (Capt.), 721
- Aguine, — (French merchant), 726
- Ahaya [Cowkeeper], (Creek Indian leader), 363 and n
- Aheir, Edward (Master), 440 and n (*Defiance*)
- Aigrette*, French Navy frigate, 568 (Vicomte de Mortemart)
- Ailsa Craig [Rock of Elser; Rock of Elza], Scotland, 756, 843, 855n
- Aimable*, French Navy frigate, 569, 718, 720 (Chevalier de Saint-Cosme-Sainte-Eulalie)
- Aitchinson, Robert (Midn., RN), 322n (*Philadelphia*)
- Aix, France, 519
- Akerman, John (Seaman, Continental Navy), 795
- Alain, Louis (Continental Marines), 807, 815
- Alarm*, HM armed galley, 72, 253, 254n, 472 (Philip d'Auvergne)
- Alarm*, HM frigate, 571 and n, 667, 668, 698 and n (Robert Man)

- Albany*, HM ship-rigged sloop-of-war, 123 and n, 137, 238n (Henry Mowat)
- Albany, N.Y., 498 and n
- Albert de Rions, François-Hector, Comte d' (Capitaine de vaisseau, French Navy), 568 (*Sagittaire*)
- Albert de Saint-Hippolyte, François-Auguste-Jules, Chevalier d' (Capitaine de vaisseau, French Navy), 569 (*Victoire*)
- Albion*, HMS, 624, 624n, 688n (Sir George Bowyer)
- Albion*, ship, 369–70n (John Smith)
- Alborán Island, Spain, 625, 626
- Alcmène*, French Navy frigate, 569n, 718, 720 (Comte de Bonneval Ruffo)
- Alcock, John (Sgt., Continental Army), 101
- Alcock, Mansel (Continental Army purchasing agent at Salem, Mass.), 5; **to**: Pickering, Timothy, Jr., 5
- Alert*, HM cutter: **captures**: *Lexington*, 544n (John Bazely)
- Alert*, British Army armed schooner, 90, 91n, 119 and n, 125–26 and n (Daniel Moore)
- Alexander, Scottish letter of marque ship: **recaptures** (with *Nancy*): *Pearl*, 318 and n (J. Baine)
- Alexander, John (Mate, RN), 237n, 302n
- Alexander Spurs & Co. (merchant firm in Glasgow, Scotland), 186n
- Alexandre*, French Navy ship of the line, 549 (Barthélémy-Achille-Evard de Tremigon)
- Alexandria, Va., 860, 862
- Alexandrine*, brig: captured by *Emerald* and *Richmond*, 27 and n, 861 (Jean François Forand)
- Alfred*, Continental Navy ship: armament of, 206; called privateer, 206; capture of, 46 and n, 59 and n, 68, 69, 69n, 83, 103, 144, 145n, 146–48, 148, 185n, 189, 206–7, 208, 242, 246, 247n, 261, 267 and n, 298–99, 314, 400, 401n, 481–82; crew of, and manning *Robert*, 208; crew of, deaths among, 283; cruise of, 69; engagement of, with *Ceres* and *Ariadne*, 208, 209n, 400, 401n; health of crew of, 185; maintenance of crew and officers of, 185; officers of, and court-martial of Thomas Thompson, 411; on loss of, 192, 210–11n; on value of, 189; passage for crew of, 185; prizes taken by, 69; *Resistance* and crew of, 350; return of crewmen of, to America, 283; sailing qualities of, 147–48; size of crew of, 207; visits Gorée, 680 and n; visits mouth of Gambia River, 818; **captures** (with *Raleigh*): *Ann Susanna*, 46n; *Eagle*, 46n; *Granville*, 46n; *Jamaica*, 46n; *Nanny*, 46n; *Sally*, 46n (Elisha Hinman)
- Algonquin*, ship, 38, 39n; captured by *Lizard*, 38, 39n
- Alicante, Spain, 587
- All, Isaac (Capt.): as pilot for d'Estaing's fleet, 519, 519 and n, 538 and n, 687 and n; travels under assumed name, 519, 519 and n
- Allan, Charles, 833
- Allan, John (Col., Massachusetts Militia; Continental Agent for the Eastern Indians), 347, 348n
- Allen, — (Capt.), 60, 92 and n
- Allen, Benjamin (Master), 150 (*Pennsylvania Farmer*)
- Allen, Ethan (Lt. Col., Green Mountain Boys), 190, 191n
- Allen, Eurastus (seaman), 235
- Allen, Ezra (seaman), 235
- Allen, James (Continental Marines), 802, 814
- Allen, John (Continental Marines), 794
- Allen, John (Prize Master, *Hawke*), 512–13, 513–14, 529
- Allen, Nathaniel (Seaman, Continental Navy), 813
- Allen, William (Seaman, Continental Navy), 702
- Allen, William (Capt., Pennsylvania Navy), 447n
- Allentown, Pa, 126
- Alliance*, Continental Navy frigate: armament of, 327, 465n, 491n; ballast for, 83 and n; blankets for, 30; building at Salisbury, Mass., 41, 42n; cannon for, 30, 31n, 47, 48n; command of, 50 and n, 315, 316n, 480n; construction of, 465n; formerly *Hancock*, 283n; iron hearth for, 31; launch of, 283 and n; naming of, 465n, 480 and n, 489; naval stores for, 83 and n; on quality of, 283, 464, 465n; pig iron for, 30
- Alliance, Franco-American, 122n, 266 and n, 270n, 282, 349, 499, 522, 527, 585
- Allon, Thomas (Capt.), 6n, 233, 239; and disposition of prizes, 434; and ownership share of *General Putnam*, 404; as commander of *General Putnam*, 434 and n; cash received by, 214, 215n; cruising orders of, 434; draft of, 226, 227; payment to, 160, 161n; **to**: Nathaniel Shaw, Jr., 403–4; **from**: Nathaniel Shaw, Jr. & Co., 434n (*General Putnam*)
- Altamaha River, Ga., 45, 435, 436n; American force at, 81; crossing of, by Southern Continental Army, 77; Ft. Barrington/ Ft. Howe on, 230–31, 232n; Georgia Navy armed galleys and, 128, 230; naval expedition to, 76; provisions at, 76; residence on, 77n; transporting supplies to, 178, 265
- Amblimont, Claude-Marguerite-François Renart de Fuschemberg, Marquis de (Capitaine de vaisseau, French Navy), 549 (*Artésien*)
- Ambuscade*, HM frigate: Journal, 388–89, 494; as escort, 389; damage to, 389; ship towed by, 389; **captures**: *Charming Sally*, 494, 495n (John Macartney)
- Amelia*, tender of Maryland Navy ship *Defence*, 242 and n (Henry Massey)
- America*, Continental Navy ship of the line: armament of, 366 and n, 378 and n, 491, 492n, 499–500; construction of, 25 and n, 39, 145–46 and n, 191, 192–93n, 257–58 and n, 295, 455 and n, 480 and n, 490, 491–92 and n, 491n; design of, 491, 499–500; manning of, 191; supplies for, 492
- America*, Massachusetts privateer sloop, 411 and n (Samuel Avery; William Coit)
- American Revenue*, Connecticut privateer sloop: departure of, from Martinique, 178; refitting of, 178; **captures** (with *Revenge*): *Lovely Lass*, 14, 178, 179n, 226, 227n, 262 and n, 297, 351 and n (Samuel Champlin, Jr.)
- Ames, Stephen (Member, New Hampshire House of Representatives), 416
- Amiable Julie*, French snow: captured by *Lizard*, 248 and n (Bertrand Guisnet)
- Ammunition: armed galley transports, 265; as cargo, 180, 180n, 786; cartridges, 413; *Caswell*

- lacks, 414; for Maryland militia, 132, 133n; for *Ranger*, 692–93; for *Trumbull*, 402; from France for Virginia, 397n; from New Orleans, 291; from Pennsylvania galleys, 174, 175; musket cartridges, 132, 133n; shot, 130; shot: advertising sale of, 440; payment for, 64; Pennsylvania Navy Board and disposition of, 126; sinking of, 174; store selling, 440; types of: 12-pound shot, 414; 18-pound shot, 414; cannister, 421; chain shot, 724; grape shot, 121, 402, 413n, 419, 429, 443, 726; refuse cannon shot, 440 and n; round shot, 121, 421, 443, 726; swivel gun balls, 132, 133n; unloading of, 154–55
- Amory, Jonathan, 257
- Amphitrión*, French polacca: captured by *Loyal Subject*, 329 and n (Jean Joseph Roch Vidal)
- Amsterdam, Netherlands: *Indien* constructed at, 531n; inward-bound vessels, 300 and n, 316n, 445; Lt. Boux and, 531; outward-bound vessels, 858; ships building at, 527 and n
- Anabil, Cornelius (Capt.), 332n, 480
- Anderson, — (Capt.), 467
- Anderson, A. (ship owner), 440n
- Anderson, David (Midn., Virginia Navy), 34, 106, 243, 279 and n
- Anderson, William (Fifer, Continental Navy), 793
- Anderson, William Sanderson (Seaman, Continental Navy), 796, 808
- Andrew, French & Co. (London merchant firm), 318
- Andrews, Joseph (merchant at Boston), 296 and n
- Andromeda*, HM frigate, 131; carries letters, 173, 201, 202n; and Sir William Howe's return to England, 307, 407; operations of, 173; prisoners of war captured by, 163, 164; **captures**: *Angelica*, 247n; *Charlotte*, 163n; *Chaumont*, 163n, 164 and n; *Dolly*, 163n; **burns**: *Angelica*, 247n (Henry Bryne)
- Angelica*, Massachusetts privateer brig, 247 and n; captured by *Andromeda*, 247n (William Dennis)
- Angelina*, schooner: captured by *Niger*, 15 and n, 22 and n
- Ann*, brig: captured by *Lizard*, 858 (Edward Edwards)
- Ann*, schooner, 551, 742n (John Widger)
- Ann*, British letter of marque ship, 695, 696n (J. Bartley)
- Annabella*, British Army transport: captured by *Defence*, 18 and n, 267n (Hugh Walker)
- Annapolis*, ship: captured by *Independence*, 69, 70n, 411 and n (James Hendrick)
- Annapolis, Md.: *Chester* ordered to, 223; frigate *Virginia* sails from, 19, 25–26, 43n, 167n; men serving on *Raleigh* from, 805; naval stores at, 126–27; ordnance sent from, 413; supplies to be transported to, 132; warehouse at, 164
- Annapolis County, Md., 413, 414n
- Anne*, British Army transport, 267n (John Dennison)
- Annessex, Md., 421, 422n
- Annisquam Harbor, Mass., 255, 256n
- Annisquam River, Mass., 247 and n
- Ann Susanna* [*Anna Susannah*], ship: captured by *Raleigh* and *Alfred*, 46n (John Taylor)
- Anonyme*, ship. See *Vicomte de Veaux*, ship
- Anstruther, John (Col., British Army), 190, 191n
- Antelope*, HM frigate, 43n, 267 and n, 586; **captures** (with *Diligence*): *John*, 586 and n, 599 (Charles H. Everitt)
- Anthony, Hezekiah (Capt.), 478 and n (*Polly*)
- Anthony, John (Master), 196, 303
- Antigua*, HM armed brigantine: Journal, 96–97, 326; assigned to Leeward Island station, 650; and capture of American prize in Danish territorial waters, 326 and n; in company with *Beaver*, 96–97 and n; **captures** (with *Beaver*): *Hope*, 96, 97n, 206–7 and n; **captures** (with *Pelican*): unidentified schooner, 326 and n (Billy Douglas)
- Antigua, British West Indies, 59; *Aurora* and, 773; Samuel Barrington and, 657n; British frigate arrives from, 73, 74n; British frigate forced to, 73; British merchantmen captured off, 664; French warships escort American merchantmen close to, 54, 56; inward-bound vessels, 37, 96, 696, 745n; possible French Navy attack on, 518; prize sent into, 207, 695, 696, 860; repair of ships at, 657 and n, 773; Royal Navy facilities at, 649; sloop captured off, 207
- Antigua Planter*, British letter of marque ship: **recaptures** (with *True Briton* and *Elizabeth*): *Exchange*, 391 and n (J. Johnson)
- Apchon, Etienne-Joseph de Saint-Germain, Chevalier d' (Capitaine de vaisseau, French Navy), 568, 716, 717 and n (*Protecteur*)
- Apollo*, HM frigate: Journal, 96, 208, 264–65, 434–35; as convoy escort, 72, 74n; cruise of, 72; and Delaware River, 308; engagement of, with American privateer, 265; exchange of men and officers from, 237, 238n; furnishes prize crew, 335n; in company with *Maidstone*, 320 and n, 334, 335n; officer and crewmen on wounded, 265; prize of, 208; pursuit of American privateer by, 265n; to join Howe's fleet, 308; transport prisoners of war, 335n; **captures**: *Freedom*, 181n, 218, 219n, 487n; *Friendship*, 218–19 and n; *Linkhorn*, 219 and n; *Patrick* and *Mary*, 435; **recaptures**: *Betty/Betsy*, 218, 219n; unidentified brig, 208; **burns**: unidentified schooner, 96 (Philemon Pownoll)
- Appaquimina, Del., 378n
- Apples, 858
- Appleton, Nathaniel (Commissioner, Continental Loan Office, Massachusetts), 31, 343
- Aquidneck Island, R.I., 19n, 443; American expedition against, 445; attack on, 417; British expedition originates from, 441 and n; convoy sails to, 297 and n; defense of, 381; prisoner of war at, dies, 429. See also Rhode Island (island)
- Arboud de Jouques, Bache Elzéar Alexandre d', Comte de (Governor, Guadeloupe), 364, 490
- Arbuthnot*, schooner tender of HMS *Rainbow*, 409; in company with *Cabot*, 196; and *Duc de Choiseul*, 180n; ownership of, 196n; as tender of *Rainbow*, 186n; **captures** (with *Cabot*): *Les Deux Amis*, 195–96 and n; *York*, 186 and n; **captures**: *Hammond*, 136–37; **recaptures** (with *Cabot*): *Sally*, 186 and n; **recaptures** (with *Rainbow*): *Eagle*, 409

- Arbuthnot, Marriot (Rear Adm., RN), 417n
Arc En Ciel, brig: captured and destroyed by *St. Albans*, 27 and n, 861
- Archer, — (innkeeper in France), 730
- Archer, Edward (Commissioner, Virginia Navy Board): attends board meeting, 65, 76, 79, 91, 99, 105, 119, 194, 340, 346, 422, 431, 461, 468, 474, 480, 492
- Archer, John (Master), 431; **from**: Thomas Smith, 432 (*Molly*)
- Ardent*, HMS, 131 and n, 435n, 486, 487n (George Keppel)
- Ardesoif, John Plummer (Lt., RN), 45, 46n, 650 (*Pelican*)
- Ardmore Head, Ireland, 841, 855n
- Ardossan, Scotland, 844
- Ariadne*, HM frigate: Journal, 300; assigned to Leeward Island station, 650; and capture of *Alfred*, 147–48 and n, 261, 262n; *Ceres* accompanies, 300; engagement of, with *Alfred*, 208, 209n, 400, 401n; ordnance of, 482; rate of, 650; **captures**: *Elizabeth*, 300; *Mosquito*, 741n; **captures** (with *Ceres*): *Alfred*, 46n, 59 and n, 61 and n, 68, 69n, 103n, 145n, 147–48 and n, 185n, 206–7 and n, 246, 247n, 267 and n, 400, 401n, 481–82 (Thomas Pringle)
- Ariel*, HM frigate: Journal, 323, 341, 347, 355, 397–98, 450, 501; and capture of *Virginia*, 20n; captures part of cargo of scuttled vessel, 445; forces grounding of unnamed sloop, 501 and n; forces unnamed polacre to scuttle, 445; station of, 305; transports prisoners, 73, 74n; **captures**: *Betsy*, 861; *Chelsea*, 219, 255n, 861; *General Scott*, 450, 451n; *John Wilkes*, 861; *Lark*, 323; *Postillon*, 861; *Three Friends*, 445, 446n; *Two Friends*, 355 and n; **burns**: *Le Gaston*, 341; *St. Jean*, 398 and n; *Trader's Increase*, 347 and n, 355; unidentified schooner, 347 and n (Hon. Charles Phipps)
- Ark*, sloop, 206–7 (Richard Minors)
- Arkansas River, 108, 110n
- Armament: landing of, in Virginia, 79; Pennsylvania Navy Board and storing of, 126; shipment of, from France, 79; temporary removal of *Ranger's*, 837; training with, 838; Virginia purchases in France, 79; Types of: cohorns, 825; eighteen-pounders, 491n; nine-pounders, 491n; six-pounders, 825; swivel guns, 825; twelve-pounders, 491n
- Armistead, William, Jr. (Virginia Commissary of Stores; Director, Virginia Public Store), 99, 211, 212n
- Arms and accoutrements: as cargo, 151, 180, 180n; William Bingham and purchase of, 185; blunderbusses, 159; captured from *Admiral Keppel*, 159 and n; cartouche boxes, 160, 194; for *Deane*, 727; for Maryland militia, 132, 133n; for Tobago, 774; forwarding of, from Martinique, 185; from Holland, 615; from Pennsylvania Navy galleys, 174, 175; hangars, 159; lead, 194; match rope, 162; musket locks, 615; muskets, 615; officers to monitor fire of, in *Languedoc*, 628, 635; in *Hammond*, 137 and n; repair of, 479, 581; repaired muskets, 615; sabers, 615; sale of, 161; salvaged from *Duc de Choiseul*, 180, 180n; shipment to America of, 581; supply of, for *Ranger*, 778; value of, shipped in *Duc de Choiseul*, 767; value of, shipped in *Duchesse de Grammont*, 767
- Armistead, — (resident, Natchez District), 325
- Armistead, Henry (merchant at Fredericksburg, Va.), 861
- Army, British: corps of, sent to West Indies, 656; coal for, 159; commander-in-chief of, in North America and regulation of trade, 118; German officers of, 190; and reinforcements for Halifax, 338, 340n; and reinforcements for Jamaica, 141; and reinforcements for Newport, R.I., 308; and reinforcements for Pensacola, 371, 372, 373n; and reinforcements for Tobago, 774; Royal Navy and conveyance of supplies for in America, 305; Royal Navy and lines of communication of, in America, 305; Royal Navy and security of posts of, in America, 305;
- Lt. Gen. John Burgoyne's command. *See* Army, British: Convention Army
- Lt. Gen. Sir Henry Clinton's command: and attack on St. Lucia, 656, 657n; baggage of, 467; battle involving, 121; bridge boats and, 467; and British expedition to West Indies, 236; coal intended for, 261; collecting wood for, 72; convoy for expeditionary force from, 656, 657n; corps of artillery detached from, 656; d'Estaing's fleet and, 614; danger to, 674; embarkation of, 460, 461n; embarkation of artillery of, 467; expedition to destroy saltworks at Manasquan Inlet, N.J., 48–49 and n, 49; and evacuation of Philadelphia, 236 and n, 460, 461n, 467; forage for, 72; horses of, 236; numbers and location of, 685–86; on effect on British opinion of destruction of, 618; on route of retreat of, 467; on transportation of by water, 421n; possible embarkation of at New Castle, Del., 236; provision train of, 236; reinforcements for, 744; reportedly penned in Philadelphia, 521; reportedly short of provisions, 514; said to be target of d'Estaing's fleet, 594n; threat d'Estaing's fleet poses to, 618; threat of disease to, from American prisoners of war, 202; transfer of frigates and, 407; transportation of units of, 522; troops detached from, 656, 657n
- Convention Army: convoy for transport of, 72; embarkation of, 686; exchange and embarkation of, 529; exchange of, 72, 173; exchanged officers from, 674n; parole of German officers in, 190; provisions for, 72, 73, 498; transportation of, 72; transports for, 173
- Gen. Sir William Howe's command: American enlistees for, 133; the *mischianza* and, 382; and navigation of Delaware River, 331; and raid up Delaware River, 298, 308–10 and n, 321–22, 358; as threat to American supplies at Head of Elk, 383n; change of command in, 382; coal for, 339, 340n; command of, 307; evacuation of Philadelphia by, 394, 395n; light infantry of, 309; newly-raised regiments of, 522; occupies Philadelphia, 344; on Continental Army's responding to movements of, as campaign strat-

- egy, 189n; on expelling of, from North America, 344; on raiding by, 49–50; on strategy in coming campaign of, 344; posts in America and transfer of frigates, 407; provisions for enlistees of, 133; and raid to Bristol, Pa., 241n; reinforcements for, 316; reportedly penned in Philadelphia, 521; reportedly short of provisions, 521; Second Battalion of Light Infantry, 321, 331
- Maj. Gen. Sir Robert Pigot's command: ability of, to attack American positions, 444, 445n; casualties suffered by, 443; and expedition against American boats, 417; and raid on Elizabeth Islands, 220, 267, 304, 320; and raid on Warren and Bristol, R.I., 441, 441 and n, 442–44, 444–45n, 455, 456, 456n, 457–58, 457n; on activity of, 496; raids of, 496, 497–98 and n
- Regiments:
- 22nd, 442, 455n
 - 23rd [Royal Welch Fusiliers], 382, 383n
 - 35th, 49, 74 and n
 - 36th [Saucy Greens], 74 and n
 - 54th, 220, 304, 442, 497
 - 62nd, 191n
 - 70th [Glasgow Lowlanders], 338, 340n
 - 71st [Fraser's Highlanders], 48–49 and n, 74 and n, 191n, 267n
 - 74th [Argyll Highlanders], 338, 340n
 - 77th Foot [Athol Highlanders], 553, 554n
 - 81st Foot [Aberdeen Highlanders], 553, 554n
 - 82nd [Duke of Hamilton's], 338, 340n
- Artillery, 331
- Corps of Invalids, 161, 774, 782 and n
- German Regiments, 220, 455, 456; Hessian, 442, 444n
- Provincial Regiments:
- East Florida Rangers [King's Rangers]: 45, 81, 129, 213
 - Hierlyhy's Corps, 159, 160n
 - Loyal New Englander, 190, 191n
 - South Carolina Royalist, 231, 232n
 - West Florida, 292, 294n
 - West Florida Loyal Refugees, 292, 294n
 - West Florida Rangers, 232n
 - West Jersey Volunteers, 51n;
- Army, Continental: and 1778 campaign, 188–89 and n, 786; and British evacuation of Philadelphia, 236; and cargo of prize ship, 484; and drafting of ships' carpenters, 346; and manning gunboats on Hudson River, 170; and proposed Franco-American attack on Halifax, 548; and successful conclusion of war, 278; as recruits for Continental Navy, 196; Chevalier de Cambray-Digny and, 225n; clothing for, 262, 446, 562; d'Estaing's fleet and, 654; desertion from, 421; draftees for, 476; enlistments for, 261; former lieutenant in, and privateering, 472; galleys, and transportation of stores for, 422; loyalists forced to enlist in, 379n; prizes captured by detachment from, 163; provisions for, 448, 449, 468; raid by detachment from, 163, 168; recruiters of, and desertion of seamen from foreign vessels, 182 and n; recruits for, 449, 461
- Maj. Gen. Robert Howe's command: alarm involving, 362; artillery of, landing of on Frederica Island, Ga., 135; and attack on Georgia Navy armed galleys, 356 and n; and crossing Altamaha River, 77; and defense of Sunbury, Ga., 53 and n; delay in movement of, 435; detachment from, 356 and n; health of, 436; lacks ammunition, 435; lacks medicines, 436; lacks provisions, 435; and landing of Frederica Island, Ga., 135–36 and n; march of, 435; on operational effectiveness of, 436; put on alert, 362; supplies for, 77, 362
- Brig. Gen. William Smallwood's command, 7 and n, 408 and n
- Maj. Gen. John Sullivan's command: and British raid on Bristol and Warren, R.I., 456–57; recruits for, 456–57; reinforcements for, 456–57; size of, 456–57; money for, 170, 296; morale of, 266; naval deserters enlist in, 182; Northern Dept.: commander of, 192, 193n; Officers: half-pay for life for, 192; on ability of, to man gunboats, 170; on expenses of, 490; on location of, 344; on performance of, 208; on recruiting French seamen by, 124; on size of, 278; on state of, 344; on strength of, 236; operations of, 135–36 and n
- Gen. George Washington's command: and John Barry's flotilla, 90, 91n, 119; battle involving, 121; and British evacuation of Philadelphia, 460, 467; and British raid up Delaware River, 336 and n; clothing allowance for, 457; and d'Estaing's fleet, 618; detachment from fired on by British warships, 421n; men for, 261; on British feigning attack on, 467; recruits for, 457; reinforcements for, 529; Rhode Island brigade, 119 and n; service of soldiers of on privateers, 77, 78; soldiers of, man Pennsylvania Navy vessels: 126; soldiers of, serve as marines, 101–2; supplies for, 54, 56, 65, 66n, 87, 105–6 and n, 386; supplying, 336–37
- Capt. James Willing's expedition: and Don Bernardo de Gálvez, 36; and restoration of seized prizes, 36; British demand turning over of officers of, 271; captures: *Neptune*, 36; Gálvez and supplies for, 251–52; intelligence concerning, 144n; on British knowledge of plans of, 502; on restitution of property seized by, 243; on Spanish giving asylum to, 165; operational instructions of, 502; prize money for; prize of, reclaimed, 244; seizes bateaux, 36; slaves seized by, reclaimed, 244
- Commissary Dept., 62 and n, 64, 191, 192n
- Continental Lines
- Delaware, 378 and n, 421
 - New Hampshire, 196
 - New Jersey, 336n
 - Virginia, 78
- Prisoners: Deputy Commissary General of Prisoners. *See* Atlee, William Augustus
- Quartermaster Dept., 191, 192n

- Regiments
 5th Connecticut, 472n
 Patton's Delaware, 467n, 476, 744
 3rd Georgia, 44, 45n, 53 and n, 102n
 4th Georgia, 44, 45n, 53 and n, 102n
 1st Maryland, 449n
 1st Rhode Island, 34n
 Rhode Island brigade, 91n, 119, 174, 345–46
 1st South Carolina, 265
- Army, French: and d'Estaing's fleet, 618; duty stations of officers of, in *Languedoc*, 626–33, 633–40; embarkation of, at Brest, 661, 662; inducements given to soldiers of, for functioning as sailors, 626; occupation of Dominica by, 518; officers of, captured in American ship, 667, 668n; Regiments: Foix, 557, 558; Hainault, 557, 558; Irish brigade, 603–4
- Army, Spanish, 112, 113, 317, 318n
- Arndt, Jacob (Member, Pennsylvania Supreme Executive Council), 105, 131, 174, 181
- Arnold, Continental packet brig, 270n (John Ayres)
- Arnold, Benedict (Brig. Gen., Continental Army), 471n
- Arnold's Point, R.I., 442, 443, 497
- Aroz, Juan de (Spanish Navy Commander in Cuba), 372, 373 and n
- Arran Island, Scotland, 617n, 843, 848, 855n, 856n
- Artésien*, French Navy ship of the line, 549 (Marquis de Amblimont)
- Arthur, Andrew (Master), 351 (*Polly*)
- Arthur, Charles (Gunner's mate, RN), 738 and n
- Artificers, 269, 581
- Arundel [North Kennebunkport], Me., 800, 809n
- Arvidson, Peter (Master), 861 (*Louisa Urlique*)
- Ash, Gilbert (Capt.), 6n (*Mars*)
- Ashley River, S.C., 45 and n
- Ashmead, John (Capt.), 63; **from**: Continental Navy Board of Middle Dept., 63 (*Mercury*)
- Askew, J. (Capt.), 699, 700n (*George*)
- Aspotogan, Nova Scotia, 494, 495n
- Atalante*, French Navy frigate, 569 (Chevalier de Dürfort)
- Atkins, Silas (ship owner in Boston), 433n
- Atlee, William Augustus (Deputy Commissary General of Prisoners): **from**: William Smallwood, 33, 34n
- Aubenton, Marcel-Ambroise d' (Capitaine de vaisseau, French Navy), 549 (*Bien-Aimé*)
- Aubin, Philip (Capt.), 68n (*Stork*)
- Audits: of accounts of Continental Commercial Agents, 509n, 510n, 511n
- Auray, France, 734
- Aurora*, HMS: and protection of Tobago, 773, 774, 775n; assigned to Leeward Island station, 650; condition of, 775n; damage done to, 773, 775n; engagement involving, 773, 775n; rating of, 650; **captures**: *St. Peter*, 773, 775n (James Cumming)
- Aurora*, sloop: captured by *Bristol*, 416n
- Austin, Montgomery Cope, 77 and n
- Aux Arks, [Arkansas Post], La., 11, 108, 109n, 110n, 324, 325n
- Averil, Thomas (seaman), 234
- Averin, — (French merchant), 726
- Avertis, — (French merchant), 724
- Avery, John (Deputy Secretary, Massachusetts Council), 78, 149, 343, 454, 486
- Avery, Samuel (Capt.), 411 and n (*American*)
- Ayers, James (Seaman, Continental Navy), 813
- Aylett, William (Continental Deputy Commissary General of Purchases for the Southern Department), 211, 212n, 432n
- Ayre, Point of, England, 582, 583n, 587
- Azema, — (Continental Marines), 751 and n
- Azores [Western Isles], Portugal, 43, 260n
- Babbit, William (seaman), 234
- Babcock, Adam (merchant at Boston), 30, 31n, 37n, 296, 327, 328n, 430 and n; **to**: John Langdon, 296
- Babcock, George Wait (Capt.), 318 and n; and British African trading fort, 819–20, 821–22, 823; and prisoners of war, 821, 823, 824, 825, 827; and relations with African leaders, 820, 821, 824, 825, 826 (*Marlborough*)
- Babcock, William (seaman), 235
- Babson, James (Capt.), 350, 527, 529n (*General Mercer*)
- Babut & Co., 723
- Bacalan, France, 705 and n
- Baccarrere, — (Capt.), 286
- Bachop, Peter (Capt.), 415, 416n (*Tomyn's Revenge*)
- Backhouse, Daniel (merchant at Liverpool, England), 144n
- Backhouse, John (merchant at Liverpool, England), 465n
- Backhouse, Thomas (merchant at Liverpool, England), 465n
- Bacon, 49, 49n, 98, 317, 337, 359, 378n, 475
- Badet, Pierre (Master), 391n (*Citoyen*)
- Badger*, HM brig-rigged sloop of war, 67 and n; Journal, 22, 67 (Michael J. Everitt)
- Bags, 210
- Bahamas, The, 14 and n
- Bahía de Buena Vista, Cuba, 416 and n
- Bahia de San Cipriano, Western Sahara, 817, 828n
- Baine, J. (Capt.), 318 and n (*Alexander*)
- Baison, John (seaman, *Hawke*), 512, 513
- Baker, 779
- Baker, John (Col., Georgia Militia), 53 and n
- Baldwin, Nathan (quartermaster), 233
- Bale goods: as cargo, 27, 43n, 201, 327n, 346n, 445, 692n, 721, 788n
- Baliot, — (French merchant), 726
- Balize, The (main mouth of Mississippi River), La., 9, 13n, 112, 114
- Ball, John (Virginia State Agent at St. Eustatius), 432 and n
- Ball, Joseph (Deputy Quartermaster General, Batsto, N.J.), 408 and n; **from**: John Cox, 408
- Ballard, Samuel (commissioner investigating case of *Thamas Kouli Kan*), 833, 835
- Ballardie, — (Master, RN), 430
- Baltic Sea, 555, 556–57, 688n
- Baltimore*, Maryland Navy armed galley: and cargo of *Lively*, 385n; and forwarding tobacco, 385; officers appointed for, 385; station of, 413, 414n;

- stores for, 385; temporary commander of, 132, 133n; transports stores, 91 and n, 132, 385, 394, 395n, 396 and n (Thomas Walker)
- Baltimore*, Continental Navy packet, 167, 368 and n, 473; armament for, 7; cargo for, 42, 43n; manning, 42; officers for, 42, 51; sails for France, 50n (Thomas Read)
- Baltimore, Md., 20, 413; American prisoners of war and, 66; British prisoners of war and, 354; Continental agents at, 64, 65n; Continental Navy Board of the Middle Dept. and, 64, 182, 222, 343, 448–49; desertion from French ships at, 182; forwarding military stores from, 413; hospital in, 354; and inquiry into loss of *Virginia*, 134 and n; inward-bound vessels, 182, 858, 862; Maryland Navy seaman at, 354; naval stores at, 354; outward-bound vessels, 150, 182, 248n, 346n, 445, 588, 860, 862; paymaster office and, 64; privateer from, 474; vessel from, 387n; warehouse at, 164
- Baltimore County, Md., 413
- Bancraft, Thomas (seaman), 234
- Bancroft, Edward, Dr., 606, 741n, 761, 761n, 776
- Bangs, Thomas (carpenter), 217
- Barataria Bay, La., 93
- Barbados, British West Indies: *Alfred* sent into, 144, 145n; *Alfred's* crew released in, 185; American privateer captured off, 70n; Barrington to command at, 648; Barrington to sail to, 657n; British warships off, 46n; inward-bound vessels, 186n, 478, 483, 683, 695, 739; naval engagement near, 291; outward-bound vessels, 81, 82, 773n; privateer fitted out at, 447; prize ship moored at, 483; *Randolph* blows up off, 400; recaptured American prize sent into, 683; Royal Navy and protection of, 774
- Barbara*, shallop: captured by *Lively*, 123 (Lister)
- Barbary Coast, 817
- Barbary Packet*, British armed brig: **captures**: *Two Brothers*, 691, 692n (William Dickman)
- Barbazon, Thérèse-Marie-Joseph du Mua, Baron de (Garde de la marine, French Navy), 569 (*Requin*)
- Barbinier, — (French merchant), 724
- Barcelona, Spain, 703n
- Barclay, Sir James Mantle (Lt., RN), 322n (*Hussar*)
- Barges, 733, 779, 780n
- Barkley, Andrew (Capt., RN), 36; **from**: Henry Mowat, 345–46 (*Scarborough*)
- Barley, 843
- Barnardie, — (resident of Louisiana), 93
- Barnett, James (Capt.), 559 and n, 680 and n
- Barney, Joshua (Lt., Continental Navy), 20n, 91n, 229, 230n, 500, 501n
- Barnstable County, Mass., 262, 263n
- Baron, Valentine (seaman), 164
- Barr, John (seaman), 235
- Barras de Saint-Laurent, Jacques-Melchior, Comte de (Capitaine de vaisseau, French Navy), 568 (*Zélé*)
- Barrel hoops, 162
- Barret, John (Capt., Virginia Navy), 243, 279, 468–69 and n, 474, 475n, 480 (*Hero*)
- Barret, Jonathan, 474
- Barrington, Hon. Samuel (Rear Adm., RN): and command of Leeward Islands station, 82, 83n, 648; complains of continuing shortage of provisions, 58n; and condition of ships at his station, 649; and convening of courts martial, 649; and defense of British West Indies, 648, 649; departure of, from England, 657n; and expedition against St. Lucia, 656–57; and instructions given to James Young, 650; and islands ceded to Great Britain from France, 648; and James Young, 648; and journal of proceedings, 649; and protection of British trade, 648, 649; and protection of Tobago, 775n; and provisions, 649; and purchase of ships and supplies for Leeward Islands station, 649; and rendezvous at Carlisle Bay, 656; and replacing dead or court-martialed officers, 649; and rules and customs of Royal Navy, 649; and surveys of coasts and harbors in British West Indies, 648; to consult with governors and councils in British West Indies, 649; to inspect Royal Navy facilities on Antigua, 649; to muster crews in his command, 649; to repair Royal Navy facilities at Antigua, 649; to visit ships in his command, 649; **to**: Philip Stephens, 751–52, 754; **from**: Lords Commissioners of the Admiralty, 648–50, 655–57
- Barrington, N.H., 802, 804, 809n
- Barron, James (Capt., Virginia Navy), 92 (*Liberty*)
- Barron, Richard (Capt., Virginia Navy), 92 (*Patriot*)
- Barron, William (Lt., Continental Navy), 516, 517, 670 and n, 671
- Barry, John (Capt., Continental Navy), 42n; captures British transports, 696n; Continental soldiers serving with, 91n, 119; and command of *Raleigh*, 299n, 412 and n, 490, 491n, 500, 501n; distribution of prize money and, 182 and n; instructions from Continental Marine Committee for, 412 and n; on capabilities of, 490; operations of flotilla of, 90, 125–26 and n; prize agent for, 182; and purchases for George Washington, 90, 91n, 119; **to**: George Washington, 90n; **from**: John Brown, 412; George Washington, 119 (*Raleigh*)
- Barry, Levillin (messenger for the Continental Congress), 202n, 203n
- Barry, Theodorius (Lt., Pennsylvania Navy), 391, 393n
- Barter, 551
- Barter, John (Continental Navy), 795
- Barter, Pelatiah (Seaman, Continental Navy), 795
- Barthelemy, — (French merchant), 734
- Bartholomew, Mrs., 224, 225n
- Bartlett, Joseph (Master), 858 (*Elizabeth*)
- Bartlett, John (Capt.), 696n (*Hampden*)
- Bartlett, Josiah (New Hampshire Delegate to the Continental Congress; Member, Continental Marine Committee), 253n, 468; **from**: William Whipple, 253
- Bartlett, Nicholas, Jr. (Master), 117 and n (*Favorite*)
- Bartlett, Roger (Capt.), 479
- Bartlett, Walter Price (merchant at Salem, Mass.), 70n, 237n
- Bartley, J. (Capt.), 695, 696n (*Ann*)
- Barton, William (Col., Rhode Island State troops), 187 and n, 455, 456, 456n, 457n; **from**: Nicholas Cooke, 187

- Bartrap, John (Pvt., Continental Army), 102
- Basmarin, Sieurs Reculis de (merchants at St. Domingue), 859
- Basquacse*, French brig: captured by *Richmond*, 329 and n (Joachim Reallon)
- Bassa [Buchanan or Grand Bassa], Liberia, 827, 831n
- Bassaw River [St. John River], Liberia, 827, 831n
- Bassacourt, Marqués de (Governor General of San Sebastián, Spain), 512, 513, 529 and n, 641, 642
- Basse Terre, Guadeloupe, 55, 57, 58n, 364
- Bastille, Paris, France, 578, 579
- Batavear*, brig: captured by *Carysfort* and *Lizard*, 859 (Samuel Dorverck)
- Batchelor*, 693
- Batchelor*, British transport ship, 193n
- Bates, Benjamin (Sailing Master, Continental Navy), 599, 685 and n, 751
- Batheon de Vertrieu, Barthélémy-Pierre-Gaspard (Garde de la marine, French Navy), 627, 634, 640n
- Baton Rouge, Spanish La., 10
- Bateaux, 289, 442, 502
- Batteries, Floating, 363
- Battery, American, 443, 444n
- Batty, William (Master), 695, 696n (*True Blue*)
- Baudon, Michel (notary, St. Pierre, Martinique), 215
- Baxter, John (seaman), 235
- Baxter, Paul (woodcutter), 356
- Baxter, Richard (Boy, Continental Navy), 794, 807, 814
- Bay, Elihu Hall (Member, West Florida Council), 244 and n
- Baylor, John, 834, 835, 836n
- Baynes, Daniel (resident of Whitehaven, England), 592
- Bay of Biscay, 601, 607–8, 671, 690
- Bay of Toulon, 519
- Bay of Wigtown, Scotland, 663
- Bayonne, France, 554
- Bazeley Brigg*, Jersey letter of marque ship: **captures:** *Spy*, 479n (Noah Gautier)
- Bazely, — (guard, Mill Prison), 514 and n
- Bazille, — (French merchant), 723
- Bazin, Victor (Seaman, Continental Navy), 805, 815
- Beads, 484
- Beal, Josiah, 257
- Beal, Nicholas (Seaman, Continental Navy), 793
- Bean, Samuel (merchant at London), 327n
- Bearnes, Benjamin (seaman, *Reed*), 33
- Beasley/Beasly, Stephen (Capt., Pennsylvania Navy), 391, 393n
- Beaucaire, Antoine-Claude, Vicomte de (Lt. de vaisseau, French Navy), 626, 633, 640n
- Beaufort*, South Carolina Navy armed galley: arrival of, at Savannah, 265; at Tybee, 362; carries ammunition and stores, 265; command of, 177, 178n; escorts supply ship, 362; on delay of, 435, 436n; ordnance of, 177; refitting of, 177 (James Mayberry; James Doharty)
- Beaufort, N.C., 332n, 341, 435, 480; and construction of fort at Cape Lookout Bay, 224, 225n; *Fer-*
- dinand* and, 87n; Loyalist privateer takes prize off, 153; militia commander at, 224, 225n; purchase of tender at, 462
- Beaufort, S.C., 44, 45n
- Beaumarchais, Pierre-Augustin Caron de, 285 and n, 344 and n
- Beaumarchais/Beaumarchase, — (French merchant), 723
- Beausset, Antoine-Hilarion, Chevalier de (Capitaine de vaisseau, French Navy; Director of Port of Brest, France), 538 and 539n, 549 (*Glorieux*)
- Beaussier de Chateauvert, Louis-André, Marquis de (Capitaine de vaisseau, French Navy), 549 (*Intrépide*)
- Beaver*, Connecticut privateer sloop, 357–58 and n; **captures:** *Morning Star*, 357–58 and n, 404; *Sea-Flower*, 358 and n, 404 (Joseph Dodge)
- Beaver*, HM ship-rigged sloop of war: Journal, 245, 252; and American attempt to conquer Tobago, 774; assigned to Leeward Island station, 650; **captures** (with *Antigua*): *Hope*, 96, 97n, 206–7 and n; **captures:** *Betsy*, 245; *Oliver Cromwell*, 774, 775n; *Ranger*, 252; in company with *Antigua*, 96–97 and n; prize of, 96–97 and n (William Truscott; Robert Boyle Nicholas)
- Beaver Tail Point, R.I., 459n
- Becke, Thomas (Seaman, Continental Navy), 589
- Beconnais, — (French merchant), 728
- Becucaire, Antoine-Claude, Vicomte de (Lt., French Navy), 621, 622 and n
- Bedaulx, Charles-Frédéric, 337, 338n
- Bedert, — (French merchant), 562
- Bedford*, HMS, 688n; **captures:** *Freeman*, 835 (Weston Varlo; Edmund Affleck)
- Bedford in Dartmouth [now New Bedford], Mass., 23n
- Bedspreads, 669
- Beebe, Edward (Capt.), 169, 170n (*Adams*)
- Beef, 261, 418, 437
- Belcher, James (Master-at-Arms), 218
- Belches, James, Jr. (Va. State Contractor), 99, 317
- Belfast, Ireland, 62n, 592, 604, 606, 617, 644, 766, 844, 846
- Belfast Lough, 553, 596, 759
- Bell, Matthias (Seaman; Carpenter's Yeoman, Continental Navy), 122, 803, 812
- Bell, Thomas (Lt., Pennsylvania Navy), 391, 393n
- Bell, Thomas (Master and ship owner), 859 (*Polly*)
- Belle Ile, France, 729
- Belle Poule*, French Navy frigate, 568 (Bernard de Marigny)
- Benine, James (soldier), 218
- Benjamin*, schooner: captured by *Favorite*, 206–7 (James Hawkins)
- Bennet, Elias (seaman), 235
- Benney, Thomas (British Marine), 33
- Bennt, Francis (Seaman, Continental Navy), 793
- Benston, Jacob (Master), 206 (*Hope*)
- Bently, Nathaniel (Capt.), 169, 170n (*Hornett*)
- Bently, William (fisherman), 302; petition of, 301–2
- Bergé, Mathieu (French Army), 629, 635, 641n
- Berlhelin, — (French merchant), 564

- Bermuda: on quality of vessels built at, 775; outward-bound vessels, 153, 248 and n, 248n, 320, 366 and n, 415, 860; sloop built in, 248n; Virginia Navy brig captured near, 119n
- Bernard, — (pilot), 565
- Bernard, Paris (seaman), 234
- Bernardo*, sloop, 286, 290n (Paul Lafitte)
- Bernardo*, sloop/schooner, 12, 13n (Jean Morain)
- Berneval/Bernaival, — (French ship chandler), 563, 722, 723, 727, 729, 730, 779, 780n
- Berry, Thomas (seaman), 234
- Bersolle, Emmanuel-Yves (merchant and port director, Brest, France): bills of exchange on, 747, 749n; draft on, 760; John Paul Jones draws on, 700, 701n; money owed to, 515; and prize of *Ranger*, 708, 709n; and *Ranger's* accounts, 541, 542n; and supplies for *Ranger*, 515, 708, 709n
- Bertheaume, France, 532, 534, 535n
- Bertheche, Etienne (Farmers-General officer at Bordeaux, France), 544, 546
- Berve, — (French shoemaker), 564
- Berwick, Me., 295 and n; men from, serve with *Raleigh*, 798, 799, 800, 801, 809n
- Betbeder, Antoine (merchant at San Sebastian, Spain), 742, 743
- Betsey*: captured by *Defiance* and *Enterprize*, 603 (James Morgan)
- Betsey*, 683 (Ogilvie)
- Betsey*, schooner: captured by *Beaver*, 245; destroyed by *Phoenix*, 859
- Betsey*, schooner: captured by *Cente-Pea/Centipede*, 351 and n (Joseph Saywood)
- Betsey*, sloop: captured by *Snake*, 45, 46n, 206–7 (James Clark)
- Betsey*, sloop: captured by *Greyhound*, 361 and n, 445 (Charles Joyne)
- Betsey*, sloop: captured by *Hinchinbrook* and *Rebecca*, 858 (Richard Minors)
- Betsey*, sloop: captured by *Revenge*, 521 and n, 525, 526n; cargo of, 525, 526n; recaptured by *Enterprize*, 521n, 526n; sent to Boston, 521 and n, 525, 526n (John Murphy)
- Betsey*, sloop: captured by *Seaford*, 194 and n (Thomas Paine)
- Betsey*, sloop: captured by *Mifflin*, 404 (William Robins)
- Betsey & Polly*, British transport ship, 193n (Charles Patton)
- Betsy*, schooner: as prize of *Marlborough*, 821–22, 823, 829n; captured by *Marlborough*, 820, 823
- Betsy*, schooner: captured by *Ariel*, 861 (Joseph Paine)
- Betty/Betsy*, brig: recaptured by *Apollo*, 218, 219n (James Dawson)
- Beurrier, — (Brevet Lt., French Navy), 627, 634, 640n
- Beutre/Beutis, — (French merchant), 734
- Beverly, Mass., 464
- Bewel, Benjamin (seaman), 235
- Bewell, Jephtha (seaman), 233
- Biddle, Clement (Col., Continental Forage Master General), 383 and n
- Biddle, Nicholas (Capt., Continental Navy), 58n, 206; abilities, 198; and engagement with HMS *Yarmouth*, 189, 191n, 192, 193n; and loss of *Randolph*, 482; as commander of *Randolph*, 775n; character, 198, 400; conduct, 358, 359n, 464; death, 208, 209n, 350 and n, 744 and n, 765 and n; escape of squadron commanded by, 210 (*Randolph*)
- Bideford, England, 571n, 625 and n, 753
- Bien-Aimé*, French Navy ship of the line, 549, 718, 719 (Marcel-Ambroise Chevalier d'Aubenton)
- Bienfaisant*, HMS, 588–89 (John McBride)
- Bigot, John (Gunner, Georgia Navy), 100, 101
- Big Scares, Isle of Man, England, 582, 583n
- Bilbao, Spain: American brig captured off, 690 and n; Gardoqui & Sons at, 643n; Gustavus Conyngnam in, 521; importations from, 473; inward-bound vessels, 198, 248n, 466 and n, 482, 512, 513, 535, 588, 667, 668n, 672, 706, 754; letter sent via, 399; outward-bound vessels, 43, 246, 335, 551, 554, 586, 599; reports of British privateers' activity from, 690
- Biles's Island, N.J., 308, 310n, 322, 331
- Bill, Ephraim (Capt., Connecticut Militia), 268 and n; **to**: Joshua Huntington, 268
- Billings, Henry (Capt.), 149, 150n, 214–15 and n (*Trumbull*)
- Billings Island, Pa., 189 and n
- Billingsport, N.J., 51, 189, 285, 331
- Bill of Health, 512, 513
- Bingham, William (Continental Commercial Agent, Martinique), 40; advances made by, 209; and American commissioners in France, 185 and n; credit of, 481; debts of, 185 and n, 481; letter of, to Continental Navy Board of the Eastern Dept., 411; money for, 185 and n, 481, 482n; muskets purchased by, 185; on actions of Thomas Thompson, 208; on capture of *Alfred*, 208; and orders from Continental Commerce Committee, 185; and protest against capture by privateer, 377n; reimbursement for, 209; requests French naval signals, 54, 56, 58n; requests protection for American merchantmen, 54, 56, 58n; and sale of Continental-owned goods, 184–85; and support of crew of *Alfred*, 185; shipments of rice to, 209; **to**: American Commissioners in France, 481–82; Continental Commerce Committee, 184–85; **from**: James Warren, 411
- Binstead, George (notary public), 833, 835
- Bird, John (Seaman, Maryland Navy), 354
- Birdeen, James (Continental Marines), 798
- Birmingham, Richard (Irish merchant, San Sebastián, Spain), 512, 513, 514n
- Bizarre*. See *Bizarre*
- Bishop, J. (ship owner, Plymouth, Mass.), 409n
- Bishop, John, 36n
- Bishop, William (Pvt., Continental Army), 101
- Bissell/Bissel, John (Prize Master), 819, 822, 823, 825, 826, 829n
- Bizarre*, French Navy ship of the line, 549 (Comte de Soulange)
- Black Cuff (seaman), 609
- Black Head Lighthouse, Belfast, Northern Ireland, 846, 856n

- Black Hole, 541 and n
Black Joke, sloop: captured by *Galatea*, 362 and n (Gear Chadwick)
Black Prince, brig, 738; captured by *Revenge*, 521 and n; value of cargo of, 521 and n (Evan Thomas)
Black Prince, Massachusetts privateer ship, 464, 465n (Elias Smith)
Black Snake, Massachusetts privateer sloop, 123, 351, 352n (Henry Phelps)
 Black, — (merchant at Boston), 177
 Black, John (Steward), 216
 Black, Samuel (Seaman, Continental Navy), 792
 Blackburn, John (merchant at London), 170n
 Blacksmith, 595, 779
 Blaine, Ephraim (Deputy Commissary General of Purchases), 359, 386, 387n, 413; **from**: Maryland Council, 359
 Blair, Archibald (merchant at Boston, Mass.), 37n, 176–77
 Blair & Co. (Boston merchant firm), 858
 Blake, Edward (1st Commissioner, South Carolina Navy Board), 154–55, 177, 387
 Blanchard, Augustin (Master), 31n (*Polly*)
 Blanchard, Joshua, Jr. (agent for privateer sloop *Independence*), 410, 411n
Blanche, French Navy frigate, 53, 56 (Chevalier de Trecesson Carne)
 Blanchet, Augustin (boatswain's mate), 836n
 Blankets: British detachment lacks, 442; Continental frigate *Providence* lacks, 71; Continental Navy Board of the Eastern Dept. and, 71; cost of, 84, 104; for American prisoners, 669; for *Deane*, 725, 726; for *Providence*, 84, 104 and n; forwarding of, 104; importation of, 473; sale of, 116; transport of, 461
 Blasingham, —, 474
 Blau, William (Master), 861 (*Postillon*)
 Blaye, France, 742, 764, 765, 771, 772
Blaze Castle, Rhode Island privateer ship: **captures**: *Oliver*, 483, 484n; unnamed brig, 483 (James Munro)
Blessing, British victualler ship, 193n (Robert Ripley)
 Blewer, Joseph (Capt., Member, Pennsylvania Navy Board), 126 and n, 174, 175, 175n, 176n, 381
 Block Island, R.I., 429
 Blodget, Nathan, 130 and n
Blonde, HM frigate: Journal, 37, 67, 179, 483; letter from officer serving in, 180; operations of, 37; **captures**: *Duc de Choiseul*, 179, 180, 180n, 343n; *Polly*, 180; *Washington*, 454n; **captures** (with *Orpheus*): *Friendship*, 68; **recaptures**: *Lord Dungenon*, 37 and n, 745n (John Milligan)
 Bloodworth, Thomas (North Carolina justice of the peace): **to**: Richard Caswell, 152–53
 Bloody Bay, Tobago, British West Indies, 773
Blossom, British transport ship, 593 and n (Thomas Rigmalden)
 Bluefields, Jamaica, 593n
 Bluefields Bay, Jamaica, 143
 Blue Point, Long Island, N.Y., 445, 446n
 Blunt, John (Member, New Hampshire House of Representatives), 416 and n
 Board, cost of student's, 540
 Boardman, Offin (Capt.): escape of, from Mill Prison, 541 and n, 548; in black hole at Mill Prison, 541 and n, 609, 610; in Mill Prison hospital, 609, 610; recapture of, 541 and n, 548 (*Washington*)
 Boardman, Timothy (Carpenter's Mate, Connecticut Navy): Journal, 102, 120–21, 145, 159, 166, 332–33, 493
 Boards. *See* Lumber
 Boarmaud, — (French merchant), 724
 Boats, 405–6, 498, 498n
 Boatswain's mates, 630, 637
 Boatswain's whistles, 779
 Bochen Island [Buck Island], Danish West Indies, 451, 453n
 Boddington, Taomas (Secretary, Prisoner Relief Fund Committee), 670
 Boderue. *See* Botderu
 Bogue, — (Lt., Royal Marines), 51
 Bogue Sound [Cape Lookout Bay], N.C., 87
 Boissenot, Monier (French merchant), 509
 Bolles, John (armourer), 233, 418
 Bolton, Thomas (Capt.), 672 and n (*Cochrane*)
 Bombay Hook, Del., 378–79n
 Bonbous, — (merchant at Bristol, England), 351n
 Bond, Hance (Lt., North Carolina Marines), 415, 462 and n
 Bondfield, John (Continental Commercial Agent, Bordeaux, France): and John Adams, 619, 765; and aid for escaped American prisoners, 680; as American agent in Bordeaux, 744 and n; and cargo for *Boston*, 551; and deposition of Cazeneuve, 783 and n; dinner party hosted by, 745; and disposal of American prizes, 679; and dispute between officers of the Farmers-General at Bordeaux and Samuel Tucker, 551; and fitting out privateer at Bordeaux, 680; and John G. Frazer, 710; and plot to seize *Boston*, 765, 772; and provisions for *Boston*, 560, 588, 616; and purchase of anchors through barter, 551, 560; and recruits for *Boston*, 752, 772; and refitting *Boston*, 535, 581, 603, 604n, 680, 690; and salute to *Boston*, 581; and sea-readiness of *Boston*, 554; sends intelligence to Foreign Affairs Committee of Continental Congress, 535; and stores for *Boston*, 535 and n; **to**: American Commissioners in France, 535, 550–51, 581–82, 588, 603, 616, 679–80, 690; Benjamin Franklin and Arthur Lee, 560; Samuel Tucker, 752, 772, 783; **from**: American Commissioners in France, 560
 Bonna, Michael (Master's Mate, Pennsylvania Navy), 392
 Bonneval Ruffo, Pierre-René-Bénigne-Mériadec, Comte de (Capitaine de vaisseau, French Navy), 569n (*Alcmène*)
 Bonsis, — (French attorney in Bordeaux), 545, 547
 Booker, Jotham (Continental Marines), 804, 814
 Books, Ships': and payment of wages, 544
 Borda, Jean-Charles, Chevalier de (Lieutenant de vaisseau, French Navy), 557, 558 and n, 628, 635, 640n

- Bordeaux, France: American vessels arrive at, 679, 744; *Boston* and, 516, 517; *Boston* at, 540, 578, 581, 670, 710, 765; *Boston* leaves, 671, 680, 705, 741, 742; Continental cutter *Revenge* and, 583; Continental marine inhabitant of, 762; convoys from, 585, 620; Delaps at, 665; English conspirators at, 765; fitting out privateer at, 680; French naval assistance for American merchants at, 607; inward-bound vessels, 54, 56, 85, 346n, 445, 551, 554, 575, 577, 581, 654, 665, 751, 858, 862; John G. Frazer and, 652, 744; John G. Frazer on, 744; magistrate of, and plot to seize *Boston*, 772; men aboard *Raleigh* from, 801; officials of, and *Boston*, 585, 608–9; on arrival of American merchantmen in, 616; on disposing of American prizes in, 679; outward-bound vessels, 237, 280 and n, 335, 398, 529, 535, 721, 766, 860, 862; and patrol area of French Navy frigates, 549, 550; pinnacle of *Boston* sent to, 745; recruiting crewmen for *Boston* in, 556; and salutes, 705; and supplies for *Boston*, 711
- Bordeaux Yacht*, 653 (Richard Garde)
- Borden, Gideon, 254
- Borden, Joseph (justice of the peace, Burlington Co., N.J.), 285, 308, 310n, 331
- Borden, Parker, 254
- Bordentown, N.J., 285, 298n, 308, 321, 331, 336n, 343, 358, 393; commissary store at, 64; Continental Navy Board of the Middle Dept. at, 222; Continental Navy frigates at, 222; *Mercury* to be scuttled at, 63
- Bordley, William (Col., Maryland Militia), 132, 133n
- Boreas*, HM frigate, 650 (Charles Thompson)
- Boss, John Linscom (captain's clerk), 453n, 825, 828n
- Boston*, HM frigate, 553, 594, 595n, 617, 647 and n (William Dudington)
- Boston*, Continental Navy frigate: Journal, 516, 524, 525, 527, 530, 535, 537, 540, 544, 550, 554, 556, 557, 560, 567, 578, 581, 585, 586, 588, 590, 594, 599, 613, 616, 653, 659, 663, 666, 671, 680, 685, 697, 702, 705, 711, 738, 742, 772, 781; able seamen in, 765; John Adams and, 189, 191n, 516, 517, 619, 710; advance to officers and recruits of, 771; armament of, 613; arrival of, in France, 516, 517, 556, 710; at Bordeaux, 516, 517, 670, 710; ballast for, 599, 603; and the bringing of tobacco into France, 544–46, 546–47 and n; cannon aboard bursts, 670; capture of, feared, 439 and n; careening of, 535, 537, 540, 550, 554, 567, 581, 581 and n, 620; complement of officers in, 516–17; condition of, 765, 771; consort for, 588; cost of refitting, 690; crew of, 765; crew's activities, 525, 527, 535, 556; cruise of, 670, 671; cruising orders for, 516, 556–57, 619; damage to, 594, 620; death of sailors in, 666, 771; departure of, from Bordeaux, 620, 671, 680, 705 and n; deposition of marine in, 762–64; desertion from, 599, 603–4, 604 and n, 616, 621 and n, 671, 685, 711, 753, 762–64, 765, 771, 785; doctor in, 227n, 590; engagement involving, 359n; expenses of, 620, 671; fires minute guns, 666 and n; fitting out of, 535, 680; flag of, displayed at half mast, 666; French civilians visit, 508; French Farmers-General and status of, 703; and French pilots, 508; and French recruits, 690, 781; health of crew of, 590, 771; hold of, cleared, 550, 554, 557, 560; in France, 516, 517; iron hearth for, 603, 620; issue of sovereignty and, 544–46, 546–47; Musco Livingston and, 557, 584, 604 and n; loading, 653, 663; manning of, 671, 765, 772; masts of, 554, 588, 590, 599, 603, 616 and n, 620, 671, 680; movables of, relocated, 567; mutineers from, 751; mutiny in, 745, 751, 754, 762–64; officers for, 516–17, 590 and n; officers of, and dinner party, 745; officers of, to be killed by mutineers, 754; officers onboard, 671; operations, 556–57; pilot for, 653; plans for construction of, 160n; plot to seize, 762–64, 764–65, 771, 772, 781, 783–85 and n; prepares to sail, 516, 697; prize of, 671n, 710 and n; provisions for, 550–51, 560, 616, 663, 690; punishment of seamen in, 604; reception of, at Bordeaux, 671; recruiting, 556, 772, 781, 783; recruits reportedly forcibly detained on, 752; refitting of, 586, 588, 590, 599, 603, 604n, 613, 671, 681, 710, 765; repairs to, 535, 554, 557, 560, 581; return of, to United States, 671; rigging of, 554, 560; sailing of, 690 and n, 744, 764, 771, 781; sailors of, recruited into French army, 603–4; sails down Gironde River, 738, 744; sails of, 525, 535, 560, 702; sails to France, 365; and salutes, 516, 535, 581, 666, 705, 741, 742; and transporting supplies to America, 615, 616n; sea-readiness of, 535, 547n, 554, 556, 560; seamen in, confined, 585; shipment of clothing in, 551; shipment of medicines in, 551; shore leave for crew of, 586, 659 and n; shortage of crew in, 690; Thomas Simpson requests to be moved to, 750; status of, 535, 547n; stores for, 535, 550–51, 560, 588, 711; tobacco in, 545, 546–47; transfer of ordnance and, 544; treatment of by French Admiralty officers, 608–9; treatment of by French authorities, 585; trim of, 603; Tucker and, 590, 620; Tucker prepares for cruise, 603; uniforms for Continental Marines in, 554–55; visitors to, 524, 525, 527, 530; voyage of, to France, 516, 517; water for, 772; yards of, 671, 680; **captures**: *Fox*, 548n; *Martha*, 326, 327n, 365, 516, 517 and n, 556, 670n, 710 and n (Samuel Tucker)
- Boston*, sloop: captured by *Porpoise*, 39 and n
- Boston, Mass.: *Alfred* and *Raleigh* sail to, 829n; American prisoners of war from, 95; armed French merchantmen arrive at, 335; aspiring officer travels to, 472; John Barry ordered to, 491n; *Boston* plans return to, 671; British naval forces and, 202, 305, 339, 495; British prisoners of war at, 238; British victualler at, 498; capture of British ships in harbor of, 485 and n; condemned cargo and, 465–66; Continental Navy Board of the Eastern Dept. and, 312; Continental Navy hospital in, 491n; Continental Navy vessels and, 259, 272, 273; Convention army at, 686; cost of living in, 130; Harmon Courter and, 488; courts-marital held at, 295; Simeon Deane and, 121, 482; d'Estaing's fleet reportedly sailing to,

- 614, 618, 654; deserter found in, 808; dispatching La Motte-Picquet's squadron to, proposed, 547–48; exchanged prisoners of war arrive in, 200; guardship at, 123; John Hancock departs, 209; harbor's quality at, 686; Leonard Jarvis and, 208; John Burroughs Hopkins and, 146; Eleazar Johnson's knowledge of harbor at, 687; Henry Johnson's knowledge of harbor at, 687; inward-bound vessels, 22, 23n, 31, 36, 43, 45, 123, 134, 186 and n, 226 and n, 252, 253n, 261, 280, 280n, 300, 302n, 357 and n, 365n, 435, 463n, 473, 474n, 494, 559, 599 and n, 692n, 696, 721, 860, 862; loyalism in, 335; Hector McNeill and, 744; Massachusetts Navy vessels return to, 379n; naval stores and, 104; on moving prize to, 402; on number of Continental vessels at, 296; on sending naval stores to, 83; on William Vernon's absence from, 214; outward-bound vessels, 35, 45, 46n, 194, 248n, 329, 391, 445, 446, 471 and n, 667, 668n, 858, 860; prisoners of war from, 306; privateers belonging to, 6 and n, 37n, 691, 692n, 808n; prize from, 207; prizes sent into, 116n, 211, 297, 335, 410, 471n, 521n, 526n, 671, 697n, 745n; *Providence* and, 299 and n, 328; provisions for Convention Army sent to, 73; *Raleigh* crewman from, 805; reception of French Navy officers in, 296 and salutes, 282; ship building at, 455n; ship captured off, 400; shipment of military stores to, 327, 397n; ships arrive at, 69, 146, 253n, 260, 266, 283, 335, 357, 398; ships at, 261, 412; ships depart from, 247; ships fitting out at, 173, 268, 399n; ships from, 49, 483; ships ordered to, 83, 314; ships sail from, 157, 176; smallpox in, 84, 168, 214 and n; testimonials for William Burke from, 228, 229n; and Thomas Thompson, 208, 350; Mary Gatchell Tucker and, 670; warrant on loan office in, 146; *Warren* and, 399–400; James Warren and, 70, 146
- Boston-Gazette, and Country Journal*, 97, 97n; **1778**: 27 Apr., 200; 4 May, 262; 18 May, 380; 25 May, 439–40
- Bostonian*, schooner, 12, 13n
- Bostonian*, American privateer ship: *Lonsdale* reportedly renamed, 700
- Botderu, Nicholas-Hyacinthe, Chevalier de (Capitaine de vaisseau, French Navy), 549 (*Éveillé*)
- Botetourt*, Grenadan government sloop: **captures**: unidentified schooner, 94 (James Connor)
- Botterell, John (Capt., RN): **to**: Philip Stephens, 592, 606
- Bouaner, — (French merchant), 562
- Boucher, Charles-Joseph-Bonaventure (Lt. Gov., Île de Gorée, Senegal), 818, 829n
- Boudeuse*, French Navy frigate, 568 (Ferron de Quengo)
- Boudinot, Elias (Col., Continental Army; Commissary General of Prisoners), 87 and n, 119, 161
- Bouffard, Nicholas (Yeoman, Continental Navy), 795, 812
- Bougainville, Louis-Antoine, Chevalier de (Capitaine de vaisseau, French Navy), 568, 718, 719, 720n (*Guerrier*)
- Bouillé, François-Claude-Amour, Marquis de (Gov. Gen., Martinique and French Windward Islands), 15–16 and n, 16–17, 54, 56, 82, 83n
- Boulainvillier dit de Croy/Cry, Henri-Louis Comte de (Capt. de vaisseau, French Navy), 557, 558 and n, 628, 635, 640n (*Languedoc*)
- Boulton, William (boatwain's mate), 234
- Bounty hunters, 745 and n
- Bouquier, Alexandre-Frédéric (Garde de la marine, French Navy), 628, 635, 641n
- Bourbon*, ship: captured by *Carysfort*, *Lizard*, and *Perseus*, 248n, 859 (Pierre Martin)
- Bourbon (Réunion), 549, 550
- Bourdon, Peter (Continental Navy), 805
- Bourga, — (merchant at New Orleans), 858
- Bourgard, — (French merchant), 725
- Bourmaster, John (Lt., RN; Principal Agent of Transports in North America), 202 and n
- Bourmaud, — (French merchant), 722, 729, 737n
- Bouron, Charles (Boy, Continental Navy), 807, 815
- Boush, Goodrich (Capt., Virginia Navy), 423 and n, 469 (*Washington*)
- Boux, — (Lt., Continental Navy), 531 and n
- Boux, Jacques (Capitaine de vaisseau, French Navy): and *Indien*, 531n
- Bowden, Joseph (Seaman, Massachusetts Navy), 437
- Bowen, Oliver (Commo., Georgia Navy), 29 and n, 53 and n, 100, 102n, 204
- Bowers & Bowers (Swansea, Mass., merchant firm), 858
- Bowers, H. (Swansea, Mass., merchant), 861
- Bowley, Daniel (Continental Agent, Maryland; merchant at Baltimore), 64, 65n, 474
- Boyce, Elias (merchant in Pennsylvania), 132
- Boyd, Alexander (Capt.), 833–36, 835–836n
- Boynton [Boynton], Edmund (Seaman, Continental Navy), 589, 702
- Boyle, James (Lt., Maryland Marines), 91 and, 385
- Brach, François-Louis, Chevalier de (Capitaine de vaisseau, French Navy), 549 (*Magnifique*)
- Bradbury, James (Sailmaker, Continental Navy), 791
- Braddick, John, 418
- Braddock, John (Capt., Georgia Navy), 76, 77n, 138, 139n (*Lee*)
- Bradey, Nathaniel (1st Lt.), 217
- Bradfield, — (Lt.), 822, 824, 825, 826, 829n, 830n
- Bradford, John (Continental Agent, Massachusetts): accounts of, 116, 490, 491n; and accounts of Stephen Cleveland, 116 and n; and accounts of vessels of Washington's fleet, 490; and accounts of Washington's Fleet, 115 and n; and backpay of William Burke, 210, 211n; and cargo of *Henrietta*, 260, 280–81; and cargo of *Mary*, 465–66; and Continental trading vessels, 281; and detention of *Dispatch*, 273 and n; and disposition of prize's cargo, 210; and distribution of *Neptune's* cargo, 350 and n; financial obligations of, 410; and mission of *Queen of France*, 490; and money for Leonard Jarvis, 68; and money for Robert Morris, 495; on 1778 campaign, 208; on

- American naval affairs, 439; on cargo of *Favourite*, 60; on conduct of Connecticut Navy captains, 410; on Continental Congress resolve concerning Continental Navy, 410; on death of Capt. Samuel Chew, 60; on debt of United States, 208; on desire for service of, 495; on difficulty finding seamen, 439; on George III's boast, 208; on lack of British warships off Boston, 495; on partisanship in Massachusetts, 260; on performance of Continental Army, 208; on performance of Continental Navy, 208; on purging Continental Navy of incompetent officers, 350; on quality of storehouses, 281; on re-rigging privateers, 439; on Thomas Thompson, 208; on wages for seamen, 439; on warehouses of, 260; and orders of Continental Commerce Committee, 273; and outfitting of Continental vessels, 116; and prize money, 490, 491n; and purchase of *Robert*, 208, 209n; return requested from,; and sale of blankets, 116; and sale of goods owned by Robert Morris, 260; sale of prize goods by, 495; and seniority of naval captains appointed by George Washington, 211n; and shipments of clothing to Massachusetts, 473; and status of prize, 439; sued, 116 and n; and supplying Washington's Fleet, 115n68; **to**: Continental Commerce Committee, 116, 273, 342; Continental Marine Committee, 59, 115, 350, 410; Leonard Jarvis, 68–69; Robert Morris, 208–9, 260, 280–81, 438–39, 495; John Peck Rathbun, 465–66; Nathaniel Shaw, Jr., 59–60; **from**: Continental Marine Committee, 210
- Bradford, William (Deputy Gov., R.I.), 456, 457n
- Bradford, William C. (Paymaster, Pennsylvania Navy), 105, 174, 176n
- Bradfould, — (Master, RN), 51
- Brady, Thomas (Capt.-Lt., Royal Artillery), 442, 444n, 497, 498n
- Bragden, William (Boy, Continental Navy), 814
- Brailsford, Norton (express rider), 460, 489–90
- Braithwaite, — (mate), 699
- Braithwaite, Richard (Capt., RN), 73, 74n (*Centurion*)
- Brandy, 419, 858, 862
- Brandywine Shoals, Delaware Bay, 430 and n
- Branker, Peter (Capt.), 822 (*Pearl*)
- Branson, Charles (seaman, *Reed*), 33
- Bratton, Mark (Sgt., Continental Marines), 796
- Braus, Nathaniel (Seaman, Maryland Navy), 354
- Bray, William (Boatswain, Continental Navy), 792, 811
- Brazil, 329
- Bread, 418, 860
- Breck, Samuel (merchant at Boston), 6
- Breeden, — (Capt.), 6
- Brelet, — (French baker), 563
- Bremen, Germany, 688n
- Brest, France: access to restricted, 610, 611, 661, 662; as possible destination of Toulon fleet, 572, 573; Continental cutter *Revenge* and, 583; cost of voyage to, 540; Simeon Deane departs from, 122n; d'Orvilliers coming to, 542; *Drake* as prize and, 606, 673, 678, 701, 709; embarkation of French troops at, 661, 662; *Fortunée* and, 532, 534, 573–74, 575, 576, 577; French naval force at, 588–89, 610, 611; French prison hulk in, 749; John Paul Jones' arrival at, 710, 744; Jones on *Ranger*'s detention at, 541; William Morris to travel to, 754; on crowding in port of, 526; on housing British prisoners at, 677–78; on secrecy surrounding preparations at, 661, 662; outward-bound vessels, 53, 55; prize crew to remain in, 663 and n; prizes sent into, 596, 662–63, 756, 842; *Ranger* and, 532, 534, 538, 541, 542, 573–74, 576, 592, 596, 605, 680, 681, 689, 701, 755, 761, 837–839, 853; Schweighauser and Continental business in, 748; *Spy* arrives in, 351n; and supplies for d'Estaing's fleet, 716, 717; town guards of and American deserters, 752; treatment of American prizes at, 646–47
- Bretagne*, French Navy ship of the line (Louis-Guillaume Parscau de Plessix), 549
- Bretagne [Brittany], France, 558, 559, 689
- Brétigny [Brétigny], Charles-François Sévelinges, “Marquis” de, 858
- Bretten, James (Continental Marines), 795
- Breugnot, Pierre-Claude Hocdenault, Comte de (Chef d'Escadre, French Navy), 568
- Brewster, John (seaman), 235
- Briard, Samuel, 167
- Bricaud, — (French merchant), 565
- Brice, Francis (merchant at Wilmington, N.C.), 435; **to**: Richard Caswell, 435
- Brice, John (Capt., Pennsylvania Navy), 391, 393n, 447n
- Bricks, 495n, 858, 862
- Brico, — (French merchant), 564
- Bridden, Joseph (Continental Marines), 798, 808
- Bridge, Samuel (Seaman, Continental Navy), 793
- Bridgewater, Mass., 303n
- Bridon, — (French merchant), 565, 726
- Brier, Robert (Continental Navy), 795
- Briggs, James (Capt.), 184 (*Mesopotamia*)
- Bright, Francis (Capt., Virginia Navy), 76, 92 and n, 340 (*Henry, Northampton*)
- Brillant*, French Navy ship of the line, 549, 567 (Jean-Baptiste-François Lollivier de Tronjolly)
- Brimblecomb, Nathaniel (Capt.), 67n (*Friendship*)
- Briqueville, Bonchrétien, Marquis de (Capitaine de vaisseau, French Navy), 549 (*Solitaire*)
- Brisbane, John (Capt., RN), 307–8 and n (*Flora*)
- Brisson, Robert (Capt.), 182 (*Concord*)
- Bristol*, HMS: Journal, 408–9, 416; as convoy escort, 144, 145n, 416; prizes in company with, 416; tender of, captured, 143, 145n; William Campbell dies while serving with, 232n; **captures**: *Aurora*, 416n; *Sally*, 218, 219n; **recaptures**: *William*, 416 and n (Toby Caulfield; John Raynor)
- Bristol, England: inward-bound vessels, 521, 691; letter of marque from, 86n; outward-bound vessels, 121, 155, 156, 157, 211, 255, 351n, 380n, 428, 536n, 721; privateer from, 415; prizes out of, 261 and n; ship built in, 145n, 536n, 537n
- Bristol, N.J., 298, 321, 321 and n, 331
- Bristol, Pa., 241
- Bristol, R.I.: British raid on, 441 and n, 442–444, 444–45n, 455, 456 and n, 457–58, 457n; *Spitfire* at, 254

- Bristol Ferry, R.I., 18, 19n, 38n, 442–43, 455; battery at, 441; British armed galley runs aground off, 496–97, 497; and British raid on Fall River, Mass., 496–97, 497–98; British raiders and, 441, 442–43; fort at, 496–97, 497–98
- Britania*, brigantine, 458; captured by *Chatham*, 458 (Edward Hooper)
- Britannia*, brigantine: captured by *Hawke*, 512–13, 513–14, 529; cargo of, 512, 513; ship's papers of, 512, 513 (John Wood)
- Britannia*, British letter of marque ship, 536, 537n; armament of, 537n (James Furse)
- British West Indies, 648–49
- Britt, George (Virginia boat builder), 492 and n
- Brittany, France, 558, 559, 689
- Broadhaven, Ireland, 848
- Broadsides, 707n
- Brogden, Richard (Lt., Maryland Navy), 385
- Brondfield, John. *See* Bondfield, John
- Brook, —, 124
- Brooks, Noah, 283
- Brookway, Enoch (seaman), 234
- Broome, John (merchant at Boston, Mass.), 6n, 170n, 358n, 471n
- Broome, Samuel (merchant at Boston, Mass.), 6n, 70n, 170n, 358n, 471n, 700n
- Brothers, Robert (merchant at La Rochelle, France), 742, 743
- Brouard, Francis (French merchant), 565, 733
- Broughton, James (Private, Continental Marines), 590
- Broves, Jean-Joseph de Rafelis, Comte de (Chef d'Escadre, French Navy), 568, 714, 715 and n
- Brown, —, Mrs. (boardinghouse keeper of Paimboeuf, France), 732
- Brown, Abraham, (Capt.), 121n, 145 and n, 156, 157n, 428 (*Admiral Keppel*)
- Brown, Allen (Prize Master, Continental Navy), 104, 238, 429
- Brown, B. (Seaman, Georgia Navy), 100
- Brown, Christopher (capt. of marines), 820, 826, 829n
- Brown, David (Quartermaster; Seaman, Continental Navy), 804, 812
- Brown, David, Dr. (Surgeon, Virginia Navy), 34
- Brown, Francis (Capt., Continental Navy), 769
- Brown, George (Seaman, Continental Navy), 788
- Brown, John (Midn., RN), 123 and n, 237, 238n
- Brown, John (Lt., Continental Navy), 59n, 104 (*Dispatch*)
- Brown, John (Carpenter, Georgia Navy), 100
- Brown, John (Secretary, Continental Marine Committee), 285n, 448; **to**: John Barry, 412; **from**: Robert Morris, 209, 430
- Brown, John (Member, Massachusetts Board of War): and cargo of prize, 389; attends board meeting, 117, 168, 274, 282, 301, 333, 356, 365, 380, 389, 399, 409, 428, 438, 454, 479; serves as president *pro tem* of board, 389, 399
- Brown, John (merchant at Providence, R.I.; owner Hope Furnace), 71 and n, 116, 327, 328n; **to**: Continental Navy Board of the Eastern Dept., 357
- Brown, John (passenger), 219
- Brown, John, 254, 255n
- Brown, Michael (Seaman, Continental Navy), 794
- Brown, Moses (merchant at Providence, R.I.; owner Hope Furnace), 71 and n
- Brown, N. (Lt.), 482, 483n, 826, 830n
- Brown, Nathan (Capt.), 351 and n, 440 and n, 464, 465n (*Montgomery*)
- Brown, Nicholas (merchant at Providence, R.I.; owner Hope Furnace), 71 and n, 116
- Brown, Patrick (Master), 260, 281, 342, 430 (*Henrietta*)
- Brown, Philip (Lt., Continental Navy), 237, 238n
- Brown, Robert (seaman), 217
- Brown, The (shoals), Delaware Bay, 51 and n, 430 and n
- Brown, Thomas (Seaman, RN), 33
- Brown, Thomas (Pvt., Royal Marines), 33
- Brown, Thomas (Lt. Col., East Florida Rangers), 129 and n, 230–31, 232n; and British offensive, 265; keeps Capt. Thomas Jordan of *Galatea* informed of intelligence, 45; on manning of South Carolina Navy vessels, 44; on strength of Continental troops in lower South, 44; on unrest within Georgia Continentals, 44, 45n; **to**: Augustin Prevost, 81; Patrick Tonyn, 44–45
- Brown, Thomas (Seaman, Continental Navy), 793
- Brown, William (Capt., Pennsylvania Navy), 381 and n, 447n
- Brown, William (Royal Customs Collector; Acting Comptroller for Georgia): **to**: James Wright, 230–31
- Brownrigg, William (justice of the peace, Whitehaven, England), 592, 595, 597; **report**, 597–99; **to**: Earl of Suffolk, 595
- Bruce, James (Lt. Col., British Army), 340n
- Brumley, Philip (Seaman, Virginia Navy), 469
- Brune*, HM frigate, 72, 74n, 171; damage to, 50, 51n; on expedition involving, 97, 98n; **captures** (with *Galatea*): *Pliarne*, 28n (James Ferguson)
- Brusster, Darius (seaman), 234
- Bry-Belve, Reberreau & Sebron (merchant firm at Nantes, France), 509
- Bryan, Francis (Private, Pennsylvania Navy), 105
- Bryan, George (Vice-President, Pennsylvania Supreme Executive Council), 174, 181, 392
- Bryan, Richard (Capt., Maryland Navy), 91 (*Dolphin*)
- Bryant, John (Continental Marines), 794
- Buchanan, Andrew (Brig. Gen., Maryland Militia; County Lieutenant for Baltimore County), 182n
- Buchanan, Archibald & Co. (merchants at Baltimore), 25
- Buckram*, schooner tender of HMS *Diamond*, 433 and n
- Bucks County, Pa., 174, 175
- Buckskin*, schooner: captured by *Carysfort* and *Lizard*, 858 (John Crawford)
- Buckskin*, Maryland privateer schooner: captured by *Galatea*, 216, 219n (Joseph Handy)
- Buffett, Josiah (Master), 404 (*Industry*)
- Buller, — (express rider), 484
- Bulloch*, Georgia Navy armed galley: attack on,

- feared, 356 and n; defense of, 178 and n; and defense of Sunbury, Ga., 53 and n; operations of, 135–36 and n; 138, 139, 141n (Archibald Hatcher)
- Bunker, William (Master), 859 (*Katy*)
- Bunker Hill*, Massachusetts privateer schooner: captured by *Hope*, 432–33 and n (Isaac Cobb)
- Bunker Hill*, Massachusetts privateer ship, 464, 465n (Edward Rolland)
- Bunting, 431–32, 474–75
- Burbank, Samuel (mate), 219
- Burch, — (Capt.), 753
- Burchmore, Zachariah (merchant at Salem, Mass.), 352n
- Burdo, — (Capt.), 781
- Burdon, George (1) (Comdr., RN), 849, 856n; effects of, 606, 673; wounding and death of, 600 and n, 605, 673n, 675, 676n, 707, 707 and n, 759, 761n (*Drake*)
- Burdon, George (Lt., RN), 107, 144n (*West Florida*)
- Burges, Luther (Master), 859 (*Sally*)
- Burgoyne, John (Lt. Gen., British Army), 73, 190, 192; criticism of, 741n; criticizes North Ministry, 741n; embarkation of, 529; George III refuses to meet, 740; *Grampus* carries to England, 674n; Parliamentary condemnation of, 740, 741n; resolution of Continental Congress concerning, 529
- Burke*, Pennsylvania Navy armed galley, 241 and n (Robert Hardie)
- Burke, William (Capt., Washington's Fleet): and appointment as captain in Continental Navy, 37, 38n, 210, 211n; as prisoner of war, 228; back pay of, 47, 48n, 210, 211n, 229n; career of, 228; and command of *Resistance*, 489; commission in Continental Navy for, 47, 48n, 228–29 and n, 314–15 and n; Continental Marine Committee and, 350 and n; and court-martial of John Manley, 489; and court-martial of Hector McNeill, 489; escape of, 228; memorial of, 228–29; and monetary support for fellow prisoners of war, 228; on abilities of, 229n; on character of, 229n; seniority of, 210, 211n, 229; service of, in Washington's fleet, 315n (*Warren*)
- Burlington, N.J., 126, 298 and n, 321, 392
- Burnell, John (Capt.), 609 and n (*Montgomery*)
- Burnet, Ichabod (Maj., Continental Army), 119
- Burney, Luther (seaman), 233
- Burnham, Mark (Master), 859 (*Rachael*)
- Burnham, Samuel W. (Seaman, Continental Navy), 812
- Burns, Thomas (surgeon), 411n; proclamation of, 410–11 and n
- Burnum, Edward (Continental Marines), 803
- Burnum, Samuel W. (Seaman, Continental Navy), 803
- Burt, Matthew (Gov., British Leeward Islands): and privateers reportedly operating from Danish West Indies, 451; threats against, 451–52; **from**: Peter Clausen, 451–52
- Burton, G. (merchant at London), 283n
- Bushey, Thomas (quartermaster), 233
- Bushey Park, London, England, 593, 594n
- Bushnell, David, 24 and n, 221
- Busson, Lewis (Master), 859 (*Courier de Miquelon*)
- Busson, Louis (Private, Continental Marines; Seaman, Continental Navy), 806, 815
- Butcher, 779
- Buterloy, John (Private, Pennsylvania Navy), 241
- Butler, Timothy (seaman), 234
- Butter, 571n, 703n
- Buzzard's Bay, Mass., 403
- Bylandt, Graaf Lodewijk van (Vice Adm., Dutch Navy), 58n
- Byng, John (Adm., RN), 69 and n, 500, 501n
- Byron*, ship, 143, 145n; **captures** (with *Friendship* and *Thomas*): *General Gates*, 143, 144–45n (J. Russel)
- Byron, Hon. John (Vice Adm., RN): appointment of, 654; and Augustus Keppel, 746; authority of, in West Indies, 655; and command of North American reinforcing fleet, 623n, 624; flagship of, 688 and n; and Viscount Howe, 654–55; on joining North American reinforcing fleet at Portsmouth, England, 646; promotion of, 623n; rank of, 623n; **from**: Lords Commissioners of the Admiralty, 654–55, 691, 705–6, 746–47
- Cabanoux, Joseph-Louis Joly, Chevalier de (Lt. de vaisseau, French Navy), 627, 633, 640n
- Cabarrus, Francis (merchant at Bayonne, France), 742, 743
- Cabarrus, Francis, Jr. (merchant at Bordeaux, France), 742, 743
- Cabin Point, Va., 99, 317
- Cabo Barbas, Western Sahara, 817, 828n
- Caboceers (Cappasheirs), 824, 830n
- Cabot*, HM armed brig: Master's Journal, 35, 185–86, 195–96, 387–88, 463; as convoy escort, 95, 433; cruising off Cape La Have Island, N.S., 35; damage to, 388n; engagement involving, 387–88; pursues American privateer, 463; tender of, 388 and n, 463 and n; **captures**: *General Montgomery*, 387–88 and n, 409n; *Montgomery*, 351n; *William*, 463 and n; **captures** (with *Arbuthnot*): *Les Deux Amis*, 195–96 and n; *York*, 186 and n; **captures** (with *Lydia*): *Maria*, 35, 36n; **recaptures** (with *Arbuthnot*): *Sally*, 186 and n; **burns**: *Fortune*, 463 and n (Edmund Dod)
- Cabot*, merchant vessel, 683
- Cabot, Andrew (merchant at Beverly, Mass.), 440n, 464, 465n
- Cabot, Francis (merchant at Beverly, Mass.), 465n; **to**: Massachusetts Council, 148–49
- Cabot, George (merchant at Beverly, Mass.), 440n, 464, 465n
- Cabot, Peter (Capt.), 721 and n (*Macaroni*)
- Cadiz, Spain: American vessels at, 521, 664; British convoy forced into, 667, 668; Gustavus Conyngham and, 521 and n, 525, 711, 712; Gustavus Conyngham ordered out of, 625; d'Estaing's fleet and, 652 and n, 741n; escaped American prisoners and, 698–99; French frigate reportedly sails to, 614; governor of, and American deserters, 698; John Hodge at, 584n; inward-bound vessels, 530, 679; merchants of, and prizes of *Revenge*, 583; on treatment of British warship in, 664; outward-bound vessels, 99n, 699, 862; prize

- sent into, 703n; *Revenge* and, 525, 536, 571, 571n, 583, 664, 682, 695; supplies from, 104
- Cahoon, Isaiah (Midn., Connecticut Navy), 402 and n, 433
- Caillier, —, 556
- Cain, John (Seaman, Maryland Navy), 353
- Cairn Point, Scotland, 600n
- Cairnryan, Scotland, 600 and n
- Caldwell, Benjamin (Capt., RN): and capture of *Virginia*, 20n, 25–26; and command of ships off Hampton Roads, 270–71; discusses *Virginia*'s sailing qualities, 26; and escape of James Nicholson, captain of *Virginia*, 26; instructions for, 183; on condition of vessels under his command, 135, 184; on disposition of vessels under his command, 184, 198, 279–80; on personnel report required by, 198–99; on supplies for vessels under his command, 135, 184; and prisoners of war, 133, 229, 354–55 and n; and safe channels through Delaware Bay, 430 and n; **to**: John Lewis Gidoin, 198–99, 279–80; William Hotham, 135, 184, 354–55; Viscount Howe, 25–26, 183–84; James Nicholson, 229; John Raynor, 270–71, 430; Matthew Squire, 133 (*Emerald*)
- Caldwells & Co. (Philadelphia merchant firm), 859
- Calf, Ebenezer W., 117
- Callender, Eleazer (Capt., Virginia Navy): leave of absence for, 194; and military stores, 422; and naval stores, 34, 35n, 422, 423n; and supplies, 66, 106, 194, 243, 432 and n; and survey of Cape Charles, 92 and n (*Dragon*)
- Callender, Joseph (merchant at Boston), 440
- Calvert & Co. (ship-owning firm), 696n
- Calvert, Anthony (ship owner), 653n
- Calvert, Christopher (Capt.; Superintendent, South Quay Shipyard), 79
- Calvert, John (Capt.), 695, 696n, 745 and n (*Lively*)
- Calvert, Joseph (Capt.), 290; commands privateer *Reprisal*, 20, 21n; and *Dispatch*, 93, 109, 110n; seizure of, urged, 93 (*Reprisal*)
- Camaret, France, 681n, 692–93, 837
- Camaret Bay, France: charges for transportation from, 541; John Paul Jones and, 709; *Ranger* and, 574, 576; *Ranger* in, 526, 531, 532, 533, 538, 542; and refitting *Drake*, 677, 681
- Camaret-sur-Mer, France, 526, 532, 533, 534, 535n, 538
- Cambis, Charle-François, Comte de (Ens. de vaisseau, French Navy), 627, 633, 640n
- Camboose [caboose], 99 and n
- Cambray-Digny, Louis-Antoine-Jean-Baptiste, Chevalier de (Lt. Col., Continental Army Corps of Engineers), 224–25 and n
- Cambridge, William (Gunner; Gunner's Mate, Continental Navy), 792, 811
- Cambridge, Md., 132, 449, 461
- Camel, HM frigate, 143, 145n (Richard Rodney Bligh)
- Cameleon, HM ship-rigged sloop-of-war, 143, 145n (John Douglas)
- Caméléon, French Navy xebec, 569 (Chevalier de Montgrand)
- Cameron, Charles (Master), 358n, 404 (*Peggy*)
- Cameroon, 695
- Camilla, HM frigate, 7; **captures** (with *Cornwallis* and *Pearl*): *Fame*, 51–52 and n (Charles Phipps; John Collins)
- Camp equipage: as cargo, 27n; types of: tent pegs, 331, 332n; tent-poles, 331, 332n
- Campbell, Archibald (Lt. Col., British Army), 190, 191n, 267 and n
- Campbell, John, of Barbreck (Col.-Commandant, British Army), 338, 340n
- Campbell, John (Lt. Col., British Army), 442, 444n, 455 and n
- Campbell, John (British merchant at New Orleans), 107, 108n, 317, 318n, 325n; **to**: Anthony Hutchins, 324–25 and n
- Campbell, William, Lord (former Royal Governor, S.C.), 230, 232n
- Campbell, William (Capt., Maryland State troops), 132, 133n
- Campbell & Co. (Belfast ship-owning firm), 745n
- Campbeltown, Scotland, 553, 600 and n
- Campeche, Mexico, 93, 94n
- Camwood, 484, 821, 822
- Canada: British military forces at, 686; as destination of British forces, 687; d'Estaing's fleet reportedly to attack, 614; French Navy operations in, 517–18, 518; on possible American conquest of, 499
- Canary Islands, 817
- Canasta, sloop: captured by *George and Elizabeth*, 445, 446n (Law)
- Candia, N.H., 804, 809n
- Candles, 438, 695
- Canfield, Hezekiah (Seaman), 234
- Canning, John (Master), 152
- Cannon, Hugh (Seaman, Continental Navy), 788
- Cannon, M. (served with *Deane*), 732
- Canso, ship: captured by *Dolphin*, 70 (Samuel Ingersol)
- Canso, Nova Scotia, 463 and n
- Cantey, James, Jr., 77 and n, 135, 136n
- Cantwell's Bridge, Del., 378
- Canvel, Louis (Continental Marines), 806, 815
- Cape Ann, Mass.: Annisquam harbor and, 256n; and crews of privateers, 464; inward-bound vessels, 253n; outward-bound vessels, 96, 860; prize arrives in, 402; *Queen of France* arrives at, 260 and n, 261; *Tyrannicide* off, 247
- Cape Antonio [Cabo San Antonio], Cuba, 478
- Cape Caxine, 622, 623 and n
- Cape Charles, Va.: British squadron and patrolling, 183; British warships off, 26; Massachusetts privateer captain accused of plundering in, 410–11; prize taken off, 341n, 346n, 862; ships from France and, 79; survey of, 92; Virginia Navy pilot boat ordered to, 92; Virginia Navy to station boat at, 79; Virginia State trading vessel and, 432
- Cape Charles Channel, Va., 76, 79 and n
- Cape Clear, France, 531, 533, 574, 576, 613, 654, 756
- Cape Cod, Mass., 72, 173, 464
- Cape Finisterre, Spain, 412
- Cape François [Cap Français], St. Domingue: as

- transshipment point, 79, 287, 290n; Continental agent at, 40; inward-bound vessels, 15n, 96, 157, 398, 862 and shipment of flour to New Orleans, 12, 13n; outward-bound vessels, 15 and n, 21, 66, 120, 134, 171, 362, 575, 577, 858, 860, 862
- Cape Gouastart, France, 575, 577
- Cape Hatteras, N.C., 445, 501–2
- Cape Henlopen, Del., 23n
- Cape Henry, Va., 198, 225n, 445, 500, 860, 862
- Cape Lookout Bay [Bogue Sound], N.C., 87, 223–25, 341–42 and n, 361
- Cape Mesurado, Liberia, 824, 825, 826, 830n
- Cape Mont, Liberia, 824, 830n
- Cape Porpoise, Me., 802, 809n
- Cape Verde, Senegal, 818, 828n
- Cap Saint-Nicholas, French Saint Domingue, 67 and n, 236
- Cap Verga, Guinea, 819–20, 829n
- Carabasse, — (Continental Commercial Agent, Cape François), 40
- Carbonnere*, brig: captured by *Revenge*, 702, 703n (Fabian Street)
- Card, Henry (seaman), 234
- Cardaillac, Paul de, Chevalier (Lt. de vaisseau, French Navy), 364, 364 and n
- Cardoll, Samuel (Acting Lt., Continental Navy), 260n; **to:** Nathaniel Shaw, Jr., 259
- Carie, — (French merchant), 562
- Carleton, Sir Guy (Gen., British Army; Gov., Quebec), 614n
- Carlingworth, Scotland, 643
- Carlisle, Lord [Frederick Howard, 5th Earl of Carlisle] (Member, Carlisle Commission), 552
- Carlisle Bay, Barbados, 150 and n, 447, 656
- Carlisle Commission, 155, 156n; dispatch of, and France, 610, 611; members of, 552; and policies concerning shipment of prize goods from New York, 118 and n; return of, to England, 552; *Trident* carries, 586, 660, 661, 662n
- Carlos III, King of Spain, 371, 372
- Carlow, Christopher (Seaman, RN), 497
- Carmichael, William: arrival in America, 253, 262 and n; and beef for *Deane*, 733; code used by, 761–62n; and John Paul Jones, 538; and John Paul Jones' enterprise, 538–39; **from:** John Paul Jones, 761–62n
- Carnes, John (Capt.), 464, 465n (*Lyon*)
- Carolinas, North and South, 151, 272, 502, 785, 862
- Caroline County, Md., 132
- Caroline County, Va., 836n
- Carpenter, John (Continental Marines), 797
- Carpenter, William, 614
- Carpenters, 345–46, 366, 425–26, 426–27, 498, 499n; supervise refitting of *Deane*, 722, 737n; work on frigate *Boston*, 567
- Carr, John (Seaman, Continental Navy), 802, 813
- Carratuck Inlet, Va., 432
- Carrickfergus, Ireland, 553, 675, 678, 756, 844
- Carrol, Roger (Pvt., Continental Army), 101
- Carroll, Francis (seaman, *Reed*), 33
- Carruth, Thomas (Seaman, Continental Navy): Affidavit of, 114–15
- Carter, John (Seaman, Maryland Navy), 354
- Carter, John, 296
- Carter, Robert, Jr. (Seaman, Continental Navy; Continental Marines), 802, 813
- Cartrie, John (Steward, Maryland Navy), 354
- Cartwright, Paul (Lt., Rhode Island Navy), 18, 19n, 38 and n
- Cartwright, Paul Anderson (Capt.), 402–3 (*General Arnold*)
- Carver, William, 419
- Cary/Caree, Jean (Master), 445, 447n (*Dedaigneuse*)
- Carysfort*, HM frigate: Journal, 120; brig tender of, 127, 129n, 136 and n, 138, 139, 141n; cruises off South Carolina, 38; forces ship onto breakers, 232n; leaves East Florida waters, 362, 363n; master's mate from, and intelligence, 335n; observes great fire at Charleston, S.C., 38; on condition of, 362; on prizes captured by, 151 and n; refitting of, 362, 363n; return of, to New York, 362, 363n; station of, 415, 416n; **captures:** *General Gates*, 120 and n, 231, 232n; *Lenoir*, 859; *Nuestra Señora del Carmen*, 169; *Rachel*, 859; unnamed schooner, 859; **captures** (with *Lizard*): *Batavean*, 859; *Buckskin*, 858; *Enterprize*, 858; *Flambeau*, 858; *Mary Ann*, 858; *Notre Dame des Charmes*, 859; *Polly*, 858; *Reine Blanche*, 858; *Santa Maria*, 858; **captures** (with *Perseus*): *Bourbon*, 859; *Hetty*, 859; *Marquis de Pezay*, 859; *Nesbitt*, 859; *Thomas*, 859; *Woodcock*, 859 (Robert Fanshawe)
- Casamajor & Co. (Guadeloupe merchant firm), 859
- Casco, Me., 798, 803
- Casco Bay, Me., 121, 123n, 255, 266 and n, 365, 379n; captured Continental seaman from, 674n
- Case, Thomas (ship owner), 124n
- Casey, — (Master), 63 (*Industry*)
- Cas Major, Jean (Master), 858 (*Flambeau*)
- Cass, Robert (Cpl., Continental Army), 101
- Cassalon & Co. (merchant firm at St. Croix de Tenerife, Canary Islands, Spain), 743
- Castellane Majastres, Henri-César, Marquis de (Capitaine de vaisseau, French Navy), 569n, 715 (*Flore*)
- Castillon, Pierre-Louis, Chevalier de (Ens. de vaisseau, French Navy), 627, 633, 640n
- Castle, John (Seaman, Continental Navy), 796, 812
- Castle Island, Mass., 343 and n
- Caswell*, Virginia Navy armed galley: agent for, 462 and n; commissions for Marine officers aboard, 462; condition of, 119–20; crew list of, 415; expenses of, 120 and n, 154; fitting out of, 43, 44n; joint support for, 120 and n; lacks ammunition, 414; lacks provisions, 414; manning of, 414–15; military stores for, 250, 462; on becoming part of North Carolina Navy, 462, 463n; on delay of in getting to station, 414; operations of, 120, 154; pay of crew of, 119, 120n, 154, 414–15 and n, 462; pay of doctor of, 462; pay of Marine officers of, 462; pay of officers of, 462; pay of petty officers of, 462; pay of warrant officers of, 462; paymaster for, 462; provisions for, 154, 250, 462; size of crew, 119–20; station of, 414; tender for, 119, 154, 414, 462 and n; upkeep of, 154 (Willis Wilson)

- Caswell, Richard (Gov., N.C.): and *Caswell*, 414–15, 462; and Continental commission for Cottineau de Kerloguen, 225n, 341 and n; and defense of Cape Lookout Bay, 223–25, 341–42; and disposition of prisoners, 152, 153n; letters of, considered in legislature, 154; **to**: North Carolina General Assembly, 119–20; Willis Wilson, 462; **from**: Francis Brice, 435; Thomas Bloodworth, 152–53; Denis-Nicholas Cottineau de Kerloguen, 341–42; Willis Wilson, 414–15
- Caswell, Sarah Heritage, 342
- Cate, Henry Frost (Master-at-Arms, Continental Navy), 122, 796, 811
- Catharine*, sloop: captured by *Winchelsea*, 39n
- Cat Island, S.C., 44
- Catlin, —, 284
- Catlin, Thomas (seaman), 234
- Caton*, French Navy ship of the line: in second squadron, Toulon fleet, 569 (Coriolis d'Espinoise)
- Caulfield, Robert (Master), 445, 446n (*Greyhound*)
- Caulkins, John (seaman), 235
- Causzar, Robert (Acting Master, RN), 129n
- Caverly, John (Sergeant, Continental Marines), 702
- Caverly, Nicholas (Seaman, Continental Navy), 590
- Cavey [Cavee], Peter (Midn., Continental Navy): burial of, 685, 690; death of, 666, 681–82; minute guns fired in memory of, 666 and n; on ability of as officer, 682; recovery of body of, 690
- Cayenne, French Guyana, 644
- Cazeneuve, Jerome (Sgt., Continental Marines): declaration of, 783; deposition of, 751 and n; entrance of, into Continental Marines, 762; and investigation into plot to seize *Boston*, 783–85 and n; and planned mutiny in *Boston*, 762–64; and recruits for *Boston*, 783; and seamen for *Boston*, 781; **deposition of**, 762–64
- Ceary [Carey], John (Capt.), 171 and n (*General Howe*)
- Cedar boats, 200 and n
- Cente-Pea/Centipede*, Massachusetts privateer schooner: **captures**: *Betsey*, 351 and n (William Langdell)
- Centurion*, HMS: Journal, 68, 226, 280; transfer of, 338; **captures**: *Hope*, 226 and n; *Sophia*, 280 and n; *Stork*, 68 (Richard Braithwaite)
- Cerberus*, HM frigate: and capture of brig, 366 and n; and Connecticut privateer boats, 275 and n; escorts convoy, 72, 74n, 173; operations, 200, 366n; **recaptures**: unidentified schooner, 275 and n (John Symons)
- Ceres*, HM ship-rigged sloop-of-war: assigned to Leeward Island station, 650; and capture of *Alfred*, 147–48 and n, 261, 262n; engagement of, with *Alfred*, 208, 209n, 400, 401n; ordnance of, 482; with *Ariadne*, 300; **captures** (with *Ariadne*): *Alfred*, 46n, 59 and n, 61 and n, 68, 69n, 103n, 145n, 147–48 and n, 185n, 206–7 and n, 246, 247n, 261, 262n, 267 and n, 400, 401n, 481–82 (James Richard Dacres)
- Ceronio, Stephen (Continental Commercial Agent, Cape François), 40, 430 and n; advances made by, 209; faces imprisonment for debt, 209; on service of, to United States, 209; reimbursement for, 209; shipments of rice to, 209
- Certificate: needed to receive prize money, 739 and n
- César*, French ship of the line, 568, 714, 715, 718, 719 (Chevalier de Raymondis)
- Cesar (seaman in Forton Prison), 609
- Cestos Rock, Cestos Point, Liberia, 828, 831n
- Chafee, Thomas (gunner), 217
- Chabert Cogolin, Joseph Bernard, Marquis de (Capitaine de vaisseau, French Navy), 568 (*Vailant*)
- Chace, John (Master), 316n (*Elizabeth*)
- Chace, Samuel (Purser, Continental Navy), 84 and n, 652, 771n, 777
- Chadwick, Gear (Master), 362n (*Black Joke*)
- Chadwick, Thomas (Col., North Carolina militia), 224, 225n
- Chaffault de Besne, Louis-Charles, Comte de (Lt. Gén. des Armées Navales, French Navy), 549 (*Couronne*)
- Chala, — (French rope maker), 563, 724
- Chalmers, John, 449
- Chalon, — (French merchant), 725
- Chambers, William (Capt.), 537 (*Gayton*)
- Chambray/Cambray-Digny, Chevalier de, 341, 342n
- Chamolleau, Jean (Master), 859 (*Marquis de Pezey*)
- Champagne, J.C. (French merchant at Blaye): **to**: Samuel Tucker, 741–42
- Champion, — (merchant at Bristol, England), 145n
- Champion, Alexander (ship owner), 536n
- Champion, Henry (Col., Continental agent), 162 and n
- Champlain, Samuel, Jr. (seaman), 235
- Champlin, George (Lt., Continental Navy), 60, 61n, 62
- Champlin, Samuel, Jr. (Capt.), 297, 298n, 351 and n; arrives at Martinique, 178, 179n; carries letters, 178, 179n; dispatches of, 226, 227n; **to**: Nathaniel Shaw, Jr., 14 (*American Revenue*)
- Champlin, William, 233
- Champourcin, Victor-Louis Desmichels, Chevalier de (Capitaine de vaisseau, French Navy), 568 (*Provence*)
- Chance*, New Jersey privateer boat: **captures**: *William*, 408 and n (Timothy Shaler)
- Chance*, brig: captured by American raiders, 423 and n; recaptured by *Christiana*, 423 and n
- Chance*, brig: captured by *Lizard* and *Galatea*, 859 (John Stevens)
- Chance, Evans (mate), 219
- Chancourtois, — (French merchant), 723
- Chandler, John (Capt.), 665
- Chandler, Robert (Seaman, Continental Navy), 792
- Chandler, Samuel (Seaman, Continental Navy), 842
- Chanover, John (merchant), 418–19
- Chapman, John (Comdr., RN), 58n, 650 (*Shark*)
- Chapman, Joseph (Capt.): memorial of, 543 (*Nantes*)
- Charet & Ozenne (French merchant firm), 724

- Charles Island, Nova Scotia, 388 and n
- Charleston, S.C.: *Active* and, 683n; American sailings from, 172; arrival of prizes at, 478; capture of *Ranger* at, 754n; clothing furnished for sloop *Providence* at, 315; damage done to by 1776 fire, 38, 39n; *Defence* arrives at, 493; expenses of sloop *Providence* at, 315; *Flamand* and, 285; French ship reportedly sailing to, 834–835, 836n; inward-bound vessels, 120, 152, 248n, 415, 471 and n, 858, 860; *Mellish* ordered to, 281; merchant en route to, 176; *Oliver Cromwell* arrives at, 493; on keeping British warships off, 172; outward-bound vessels, 36, 96, 361, 394, 445, 554, 679, 858; privateers at, 537; prize taken off, 170n, 858, 860; shipment of military stores and, 397n; shipments of rice from, 209; transporting supplies from, 265; vessel mistakenly reported as being from, 537 and n; vessels from, and Europe, 679; wage demands at, 28
- Charlestown, Md., 386, 413
- Charley, William (seaman), 235
- Charlotte*, brig: captured by *Andromeda*, 163n
- Charlotte*, sloop, 249
- Charmante*, French Navy frigate, 568
- Charming Sally*, brig: captured by *Ambuscade*, 494, 495n
- Chartran district, Bordeaux, France, 762
- Chartres, Louis-Phillipe-Joseph, Duc de (Lt. Gén. des Armées Navales, French Navy), 549
- Charuveau, — (French merchant), 562
- Chase*, ship, 167 and n, 343 and n
- Chase, Jonathan (Seaman, Continental Navy), 803, 812
- Chase, Thomas (Deputy Quartermaster General at Boston), 116 and n
- Chasseur*, French Navy corvette, 568 (Bonin de la Villebouquais)
- Chateaubourg, Camille Basset de (Ens. de vaisseau, French Navy), 627, 634, 640n
- Château Trompette, France, 535
- Chatfield, John (Prize Master), 233
- Chatham*, Pennsylvania Navy armed galley, 105 (George Garland)
- Chatham*, armed schooner: **captures:** *Britania*, 458 (David Brooks)
- Chatham, Mass., 262
- Chaumont*, brig: captured by *Andromeda*, 163n, 164 and n
- Chaumont, Jacques-Donatien Le Ray de. *See* Le Ray de Chaumont, Jacques-Donatien
- Chauvet, — (French merchant), 562
- Chedabucto Head, Nova Scotia, 167n, 417n
- Chelsea*, schooner: captured by *Ariel*, 255n, 861 (Allen Ingram)
- Chermer, — (French merchant), 729
- Cherrystone Inlet, Va., 44 and n
- Chesapeake Bay: arrival of French vessels in, 475; arrival of William Hotham at, 280; attacks on American shipping on, 422; British blockade of, 191, , 279, 280n, 370 and n, 385, 475; British flotilla guarding, 135 and n, 183; British Navy operations in, 131; British Navy's presence in, 396; British warship to be sent to, 131; British warships in, 26; British warships lift blockade of, 413, 414n; captures made by British naval squadron at, 172; command of state navy armed galleys in, 181; Continental Navy frigates in, captured, 189; danger to American vessels in, 385; employing crews of Pennsylvania Navy armed galleys on, 447; forwarding provisions via, 359; French declaration of war and naval situation in, 385; French ships and, 131; galleys in, 221; hazards to navigation in, 686; inward-bound vessels, 862; *Isis* to be stationed in, 202; manning armed galleys on, 249 and n; Maryland Navy and, 337; Maryland Navy galleys sent to south end of, 413, 414n; Maryland State trading vessel and return to, 396; Maryland state trading vessels and, 385; John Nicholson's knowledge of, 687; on American use of, 87; on arrival of French fleet at, 346; on British naval activity in, 394; on British warships guarding entrance of, 198, 199n; on forcing British frigates to leave, 687; on French fleet at mouth of Delaware River and, 687; on importance of region of, to French commerce, 78–79; on shipment of goods from France via, 79; prize taken in, 860; protection of boats on, 337; *Richmond* sails from, 329n; service of Pennsylvania Navy privateers and, 249 and n; *St. Albans* cruising in, 201n; suitability of, for large warships, 686; transportation of provisions and stores across, 181; transportation of provisions on, 468; use of, to transport supplies, 367; *Virginia* and departing from, 368; *Virginia* captured in, 400, 682n; Virginia Navy and, 337; *Virginia* runs aground in, 92n, 500
- Cheshire, John (Master, Virginia Navy), 414, 415 and n
- Cheshire County, N.H., 803, 809n
- Chesion, France, 463n
- Chester*, Maryland Navy armed galley: crew list of, 353–54; and defense of Chesapeake Bay, 223n; naval stores for, 127, 132; pay for crew of, 132; sailing of, 223 (Thomas Coursey)
- Chester, Jason (Capt.), 358, 404
- Chester, Peter (Gov., British West Florida): and Assembly of West Florida, 293, 294n; correspondence of, 317, 318n; demands of discussed, 112, 113, 114n; demands restitution of British goods, 244; and dispatch of *Hound* to Mississippi River, 317; and garrisoning post at Manchac, 292; instructions to, 291; and news of Willing Expedition, 141, 144n; on defending Mississippi River, 293; on military action against Spanish La., 291, 294n; on neutrality practiced by Don Bernardo de Gálvez, 291; on restitution of seized British property, 243; on search and seizure of Spanish boats, 293; on Spanish relations with Choctaw Nation, 293; on stationing warship near Manchac, 141; and reinforcements for West Florida, 141; remonstrances of, to Don Bernardo de Gálvez, 291; slave of, 244; threatens New Orleans, 288, 290n; and Willing Expedition, 244; **to:** Lord George Germain, 291–94; **from:** Don Bernardo de Gálvez, 243–44; Joseph Nunn, 106–7
- Chester, England, 654

- Chester, Pa., 168 and n, 285, 421 and n, 460, 467
 Chester River, Md., 133n
 Chertertown, Md., 132, 383, 753 and n, 860
 Chevaux-de-frise, 189 and n, 256 and n, 256n, 369, 370n; in Delaware River, 421n, 460; on navigation through, 467
 Chevier, John (Lt., Maryland Navy Marines), 353
 Chew, Samuel (Capt., Continental Navy), 59 and n; as an officer, 83; as commander of *Resistance*, 186n; death of, 60, 60 and n, 61, 62, 83, 84n, 208, 209n, 210 and n, 260n, 283, 314, 315n; on bravery of, 350 (*Resistance*)
 Chickahominy Shipyard, Va.: and cleaning Virginia Navy vessel, 423; *Gloucester* to proceed to, 492; and iron work for Virginia Navy vessel, 423; and refitting Virginia Navy armed boat, 423; supplies for, 243, 346, 461, 468; transport boat at, 203 and n
 Chickasaw Nation: and attack on Spanish Louisiana, 371, 372; British traders and, 108; Willing Expedition and, 108
 Child, Cromwell (merchant at Rhode Island), 303 and n
 Child, Sylvester (Commissary, Rhode Island Navy), 162, 188
 Chilton, John (Warrant Officer, Continental Navy), 91n
Chimère, French Navy frigate: fitted out or at sea, 569; in d'Estaing's fleet, 614; reportedly sailed for Cadiz, Spain, 614; sailing quality of, 718, 720; taking on water, 621, 622 (Chevalier de Saint-Cézaire)
 Chincoteague, Va., 31n, 346 and n
 Chincoteague Inlet, Va., 432 and n
 Chincoteague Island, Va., 383 and n, 445
 Choctaw Nation: James Willing captures warriors of, 108; on Spanish relations with, 293; on Spanish trade with, 293; on state of British relations with, 292; and Willing Expedition, 108
 Choin, André-Michel-Victor, Marquis de (Maj. and Maréchal Général des Logis, French Army), 557, 558 and n, 626, 633, 640n
 Chon, La Veuve (French tinsmith), 723, 737n
 Chorley, J. (ship owner), 696n
 Chrispin, George (pilot, *Britannia*), 512, 514
Christian, British transport ship, 193n
 Christian, Hugh Cloberry (Comdr., RN), 72, 73n, 497, 498n (*Kingsfisher*)
Christiana, West Florida armed sloop: **recaptures:** *Chance*, 423 and n (Thomas Meaton)
 Christiana Bridge, Del., 97–98
 Christie, Fairlie (merchant at Jamaica), 375
 Chritic, William (Seaman, RN), 33
 Chupin, — (French merchant), 726
 Church, Charles, 283
 Church, Silas (merchant), 418
 Church, Timothy (seaman), 234
 Cillart de Suville, Armand-François-Marie, Comte de (Capitaine de vaisseau, French Navy), 549 (*Réflèche*)
Citoyen [*Citizen*], French ship: captured by *Hawk/Hawke*, 391 and n (Pierre Badet)
 City Island, N.Y., 220 and n, 228 and n
Civil Usage, Massachusetts privateer brigantine, 297 and n (John Smith)
Civil Usage, Massachusetts privateer schooner, 297 and n (Anthony Diver)
 Clagett, Thomas (Maryland State Purchasing Agent), 449; **from:** Maryland Council, 449
 Clagett, William (Maryland State Purchasing Agent), 449 and n
 Clairier, — (French merchant), 728
Clarendon, Jamaican: captured by *General Mercer*, 529–30n (Thomas Cowell)
 Clarige, James (Carpenter's Crew, Continental Navy), 801, 812
 Clark, James (Lt., RN), 19 and n, 85 and n (*Dependence*)
 Clark, James (Master), 45, 46n, 206 (*Betsey*)
 Clark, Joseph (Seaman, Continental Navy), 797, 813
 Clark, Samuel (Seaman, Continental Navy), 793
 Clark, Seth (Lt., Continental Navy), 735
 Clark, Thomas (East New Jersey Militia Artillery), 408 and n
 Clarke, George (Master), 169 (*Active*)
 Clarke, Peter (Seaman, RN), 179
 Clarke, Reuben (seaman), 233
 Clarkson, Levinus (Continental agent, South Carolina), 184, 185n; and *Mellish*, 273 and n, 281 and n
 Classon, Peter (Seaman, Maryland Navy), 353
 Clausen, Peter (Gov., Danish West Indies): and American privateer reportedly at St. Thomas, 451; threatened by Tortolan privateer captain, 451, 453n; treatment of Americans by, 452; and treatment of Tortolan privateer crew, 452; and violation of sovereignty, 326n; **to:** Matthew Burt, 451–52
 Clay, S. (Master), 861 (*John Wilkes*)
 Clay, Samuel (Continental Marines), 804, 815
 Clayton, Samuel Wittewronge (Comdr., RN), 442, 444n (*Strombolo*)
Clementina, ship. See *Henrietta*.
 Clements, Joseph (Captain's Steward, Continental Navy), 798, 812
 Cleveland, — (Prize Master), 820, 829n
 Cleveland, Stephen (Capt., Continental Navy), 116 and n
 Clinton, David (seaman), 234
 Clinton, Edward (Continental Marines), 792
 Clinton, George (Gov., N.Y.), 498n; **from:** Cornelius D. Wynkoop, 269
 Clinton, Sir Henry (Gen., British Army): arrival of, at Philadelphia, 285, 307, 316; and disposition of troops in Nova Scotia, 159; leaves New York, 285; Memorandum of, 236; and the mischianza, 382n; and St. Lucia expedition, 656, 657n; troops detached from command of, 656, 657n; **from:** Boyd Porterfield, 48–49
 Clonard/Closnard, Thomas de Sutton de (Garde de la marine, French Navy), 628, 635, 640n
 Cloth, 210; as cargo, 134, 180, 196n, 341n, 386n, 788n, 819, 820; captured from *Admiral Keppel*, 159 and n; for d'Estaing's fleet, 716, 717; for Willing Expedition, 251, 252; importation of, from

- Bilbao, 473; storage of, 174; supply of, for *Ranger*, 779; use of, 174
- Types of: baize, 469; buff, 91; calico, 134, 171; canvas, 174, 180, 196n, 211, 716, 717; canvas, thin, 243; check, 91; chintz, 134, 171; chist, 159 and n; coarse, 91, 475; cotton, 144n; cotton, napped, 210; denim, 91; duck, 71, 104, 106, 126, 134, 171, 243, 263, 350n; guinea cloth, 819; Holland, striped, 91; linen, 144n, 174, 227n, 248, 386n; osnaburg [oznabrig], 91, 174, 210, 243, 350n, 615; Russian drab, 91; sail cloth, 615; sheeting, 243; sheeting, coarse, 210
- Clothing, 509; arrival of, at Boston, 296; arrival of, at Portsmouth, N.H., 273; arrival of, from France, 394, 395n; as cargo, 151, 179, 180, 180n, 261 and n, 262, 273 and n, 389, 446, 521n, 786, 819, 858, 862; captured from *Admiral Keppel*, 159; commissary of slops, 222; Continental Marine uniforms, 554–55; cost of, 540, 730, 778, 780; cost of, in France, 509; disposition of cargo of, 489, 491n; distribution of, in Maryland Navy, 164; for *Boston*, 560; for Continental Army, 262, 394; for *Deane*, 725; for families of crew of *Ranger*, 700; for men serving with John Barry, 91n, 119; for officers of Continental frigate *Providence*, 652; for *Ranger*, 562, 748, 760, 778, 780; for soldiers, 78; furnished to Continental sloop *Providence*, 315; gun captains and fitness of, in *Languedoc*, 630, 637; importation of, from Bilbao, 473; misappropriation of, 473; procedures for issuing to Continental seamen, 748; purchase of, for American prisoners, 669; purchase of, in France, 78; salvaged from *Duc de Choiseul*, 180, 180n; sent to Ft. Pitt from New Orleans, 291; shipment of, from France to United States, 273, 509, 511; shipment of, in *Boston*, 551; shipments of, to Massachusetts, 473; supplies of, accumulate in Virginia, 336–37; supplies of, for Washington's army, 336–37; transportation of, 91, 336–373; uniforms, disposition of, 272; uniforms for Continental Army, 253; uniforms, on loss of shipment of, 25; value of, shipped in *Deane*, 767; value of, shipped in *Duc de Choiseul*, 767; value of, shipped in *Duchesse de Grammont*, 767
- Types of: belts, 251, 252; breeches, 768; handkerchiefs, 819; hats, 159; hats, felt, 210; shirts, 91, 174; shoes, 91, 144n, 159, 767, 768; stockings, 104, 389; uniforms, 196, 253, 265, 615, 768; waistcoats, 768
- Clouston, John (Capt., Massachusetts Navy), 180, 181n
- Clouston, Thomas (Volunteer, Continental Navy), 805, 811
- Clouston, Thomas (Master), 482, 483n (*Sally*)
- Clow, Cheney (Delaware Loyalist), 132, 133n; escape of, 379n; raids by, 450n; rout of force commanded by, 378, 379n
- Cluivers, John (Seaman, Virginia Navy), 469
- Clyde River, Scotland, 522, 553, 594, 605, 616, 756; outward-bound vessels, 683
- Coakley, Dennis (seaman, *Reed*), 33
- Coal: as cargo, 85, 131, 144n, 261, 283, 390n, 445, 483; for British Army, 159, 339; mining of, in Nova Scotia, 159
- Cobb, Isaac (Capt.), 433n (*Bunker Hill*)
- Cobb, Richard (seaman), 218
- Cobb, Seth (Prize Master, Virginia Navy), 100n
- Cochran/Cockran, Robert (Cooper, Continental Navy), 804, 811
- Cochrane*, British letter of marque, 672 and n; **cap-tures**: *Neptune*, 672 (Thomas Bolton)
- Cockburn, Michael (Pvt., Continental Army), 102
- Cockrel, Samuel (Seaman, Maryland Navy), 354
- Cockrel, William (Seaman, Maryland Navy), 354
- Cockrom, John (Capt.), 332 and n, 480
- Cocoa, 207
- Coddington, William (Assistant Clerk, Rhode Island General Assembly), 302
- Code and cypher, 761–62n, 776
- Codfish, 65, 512, 513
- Codfish oil, 65
- Coeyemans, N.Y., 269, 284 and n, 498 and n
- Coffin, — (Capt.), 437
- Coffin, Jonathan (Master), 355n, 446n (*Two Friends*)
- Coffyn/Coffin, Francis (Flemish merchant and interpreter at Dunkirk, France), 555, 556, 732; **to**: Silas Deane, 555–56
- Cogon River, Guinea, 819 829n
- Coiron, — (French merchant), 728
- Coit, Nathaniel (Second Lt.), 233
- Coit, William (Capt.), 411 and n (*America*)
- Coitard, Francis (Master), 859 (*Réfléchi*)
- Colard, — (ship owner), 721n
- Colbath, John (Seaman, Continental Navy), 589, 792
- Cole, — (Capt.), 281
- Cole, Joseph (Capt., Massachusetts Militia), 303 and n
- Cole, Samuel (Continental Marines), 794
- Coles, William (Capt.), 133n (*Oliver Cromwell*)
- Colins, Henry (Capt., RN), 49 and n (*Fowey*)
- College Landing, Williamsburg, Va., 92, 492, 493n
- Collenau, — (Master), 859 (*Elegant*)
- Collens, Samuel, 420
- Collier, Sir George (Capt., RN): and cartel ship *Royal Bounty*, 95, 306, 307n; and claim for share of prize, 196n; and command of Halifax Squadron, 159, 160n; and condemnation proceedings for *Hammond*, 136; and prisoner exchange, 95; and prize money, 186n; and surrender of *Hancock*, 548n; **to**: Philip Stephens, 365 (*Rainbow*)
- Colliers, 696
- Collins, Charles (soldier), 218
- Collins, Dodge (Seaman, Continental Navy), 799, 813
- Collins, James (Capt.), 37n, 62n, 278, 440n, 446n (*Cumberland*)
- Collins, Robert (Lt., Pennsylvania Navy), 392
- Colly, Joseph (seaman), 233
- Colpoys, John (Capt., RN), 58, 150 and n, 650 (*Seaford*)
- Colston, Rawleigh (Va. state agent at Cape François), 79
- Columbus*, Continental Navy ship: armament of, 24,

- 172, 191n, 193n; attempted escape of, 400, 401n; crew in, when destroyed, 191n, 193n; destruction of, 72, 73n, 130n, 172, 400; loss of, 242; Marine Committee wants it to get to sea, 39; naval stores from, 83, 130, 400; naval stores in, 312, 315n; on loss of, 189, 191n, 192, 312, 315n; on value of, 189, 191n, 193n; ordnance of, 312, 315n; provisions taken from, 327; quarter gunner claims compensation for loss of arm, 23 and n; runs aground, 24, 25n, 30, 31n; skeleton crew in, 400; stores of, 24, 104, 130 and n, 191n, 193n (Hoysteed Hacker)
- Columma, — (French merchant), 729
- Combaud de Roquebrune, Marie-Gabriel (Garde du pavillon, French Navy), 626, 633, 640n
- Combs, — (Continental Navy), 352, 353n
- Comet*, HM sloop, 58, 650 (William Swiney)
- Commerce: between France and United States, 620; Comte d'Estaing's fleet and British, 518; on British and Spanish Louisiana, 107; on France and American, 527
- Commissaries, 73
- Commissary General of Purchases, Continental, 484
- Commissary of Prisoners, Continental, 78
- Commissary of Prisoners, Massachusetts, 95
- Commissary of Stores, 294; for Maryland, 91 and n
- Commissioners for Prisoner Exchange, 87 and n
- Commissioners for Quieting Disorders in America. *See* Carlisle Commission
- Common Fence Point, R.I., 496, 497
- Compass, azimuth, 723
- Compton, Thomas (master), 18n (*Royal Bounty*)
- Comstock, Joseph (Capt.), 665 and n
- Conakry, Guinea, 484n
- Conanicut Island, R.I., 238, 239n, 459n
- Concord*, sloop, 182 (Robert Brisson)
- Concorde*, French Navy frigate, 568
- Confederacy*, Continental Navy frigate: armament of, 491n; ballast for, 459 and n; building at Norwich, Conn., 18 and n; building of, 163n; cannon for, 47, 48n; command of, 18, 151–52 and n, 267 and n; cordage for, 117 and n; guard for, 268; iron for, 162–63 and n; iron hearth for, 30; naval stores for, 263, 264n, 319, 320n; ordnance for, 47, 48n, 83, 84n; supply of provisions for, 327
- Congalton, Andrew (Lt., RN), 497 and n, 498 and n
- Congalton [Congleton], Hugh (Lt., RN), 33, 34n (*Roebuck*)
- Congress*, Continental Navy frigate: destruction of, 189, 191n, 500, 501n; sails from, 40, 41–42n, 50 and n (Thomas Grennell)
- Congress*, Georgia Navy armed galley: attack on, feared, 356 and n; crew of, 204; officers of, 204; ordered to defend Sunbury, Ga., 53 and n; return of crew of, 100; return of rations for, 204; second lieutenant appointed, 28 (John Newdigate)
- Congress*, Rhode Island privateer schooner, 268 and n (James Adamson)
- Congress*, Massachusetts privateer schooner: **captures**: *Seaflower*, 199 (John Martin)
- Conklin, Benjamin (Long Island refugee), 352
- Conkling, Daniel (seaman), 234
- Conkling, Joseph (Capt.), 14 and n, 297, 298n, 351 and n; arrives at Martinique, 178, 179n; carries letters, 178, 179n (*Revenge*)
- Connecticut: armed boats from, 228; loan office in, 191; ordnance from, 71; privateer boats from, 274–75, 275; privateers out of, 262 and n; prizes to be sent into, 328; raids on Long Island from, 220, 445; and Springfield convention, 458n; and troops for Sullivan's command, 456, 458; warrant on loan office in, 146
- Connecticut Council of Safety: Journal, 24, 161–62; and command of *Confederacy*, 18, 151–52; and getting *Trumbull* out of Connecticut River, 312–14; recommends Seth Harding, 18; and refitting *Dolphin*, 162; and refitting *Spy*, 162; trading voyage to West Indies and, 162
- Connecticut Courant, and the Weekly Intelligencer* (Hartford): **1778**: 2 June, 458
- Connecticut Delegates to the Continental Congress: **to**: Jonathan Trumbull, 220–21
- Connecticut Gazette; and the Universal Intelligencer* (New London): **1778**: 10 Apr., 63n; 17 Apr., 131; 8 May, 297–98; 15 May, 357–58; 22 May, 404n
- Connecticut General Assembly: and expropriation of supplies by Continental Navy personnel, 352–53 and n; and money for wounded Connecticut Navy clerk, 485n; Resolve of, 351
- Connecticut Journal* (New Haven): **1778**: 21 Apr., 163
- Connecticut River, 31n, 284 and n, 358, 489; getting *Trumbull* out of, 312–14; prize taken into, 429; *Trumbull* in, 62, 63n
- Connection*, schooner: captured by *Terrible Creature*, 439, 440n (Michael Doran)
- Conner, — (Capt.), 691 (*Duke of Portland*)
- Conner, —, 736
- Connolly, Thomas (Capt.), 149, 464, 465n (*Franklin*)
- Connor, John (Dr.), 392
- Connor, Timothy (Seamen, Massachusetts privateer brigantine *Rising States*): Journal, 745, 782
- Conor & Co., 772n
- Conquérant*, French Navy ship of the line, 549 (Baron de Monteil)
- Conqueror*, Maryland Navy armed galley, 340n; accounts of, 105; and cargo of *Lively*, 386n; *Chester* crewmen transferred to, 354 and n; command of, 164; crew members take oath of fidelity, 19; and naval stores from *Defence*, 127n; pay for crew of, 105; sent to south end of Chesapeake Bay, 413, 414n; and transportation of supplies, 385, 394, 395n, 396 and n (John Gordon; John David)
- Conqueror*, HMS, 688n (Thomas Graves)
- Consul, French, 698, 715
- Continental Agents: accounts of, 509n; appointment of, 523; at Nantes, France, 508, 523 and n; and cargoes carried by Continental Navy vessels, 489; clothing and, 473; for Connecticut, 402 and n; for Rhode Island, 402 and n; in France, and American prize, 745; John Ross as, 523; supervision of, in Europe, 689, 690n; Jonathan Williams, Jr., as, 524n
- Continental Clothier's Department, 342

Continental Congress: and actions of John Bradford, 495; John Adams commends Samuel Tucker to, 619–20; appointment of Thomas McIntire and, 108, 109n; assumes financial risk for supply ship from France, 509, 510, 511; British proposals to, 578, 579; and William Burke, 210, 211n, 228–29 and n; cargo carried on account of, 665; and cartel negotiations, 192, 193n; and celebration of Franco-American alliance, 499; and charges for supplies, 344; and commissions for privateers, 78; and compensation for illegally seized French vessel, 697, 697 and n; and conduct of Oliver Pollock, 502; and country's financial situation, 242; Harmon Courter and, 266, 274 and n, 282; credit of, 197; and credit of Oliver Pollock, 12; Simeon Deane and, 121, 200; delegation in, lacks quorum, 330n; and detachment of vessels from Comte d'Estaing's fleet, 518, 519; dispatches for, stolen, 578, 579, 580n; dispatches of, 588, 667, 668n; and dispatches to France, 396, 397n, 479; and disposition of money from sale of prize, 480; and employing crews of Pennsylvania Navy armed galleys on Chesapeake Bay, 447; expenses charged to, 349; and finances of United States, 264; and forwarding of provisions, 221; and French Navy operations in Canada, 517–18, 518; French ship and privateering commission from, 171 and n; and goods shipped from France, 768, 770; and intelligence concerning British fleet, 707n; and invasion of East Florida, 362; issues warrants, 75, 343, 412; and issuing of clothing, 473; letters of marque issued by, 530; Maryland delegation in, 78; military stores from France consigned to, 509; monetary reward from, 702; and money advanced escaped American prisoner of war, 836n; and money for French Navy frigate, 274; and money for North Carolina, 462; and money for William Bingham, 481, 482n; Lord North said to be intriguing in, 579, 580; and oaths of allegiance, 449 and n; on dating of resolution of, 410; on misconduct of American privateers, 311–12 and n; on resolution of, 410; on solvency of agents of, 482; order drawn on Virginia delegates in, 106n; and ordnance, 476, 480; packet for, 245; and packet boats, 270n; and paroling of John Burgoyne, 190; petition to, 332 and n; and privateers, 149; and proposed Franco-American attack on Halifax, 548; and punishment of American privateer captain, 697, 697 and n; and purchase of Rhode Island Navy armed galleys, 254; ratifies Franco-American treaty of alliance, 270n; and rations and subsistence allowance of Continental Navy officers, 64; regulations of, concerning sale of prizes, 167; and reinforcements for Continental army, 744; representation from New Hampshire in, 192; representation from Rhode Island in, 192; resolves of, 73, 327; response of to British conciliatory proposal, 193n; and sailors from Pennsylvania Navy, 359; and sale of cargo, 330; and sending dispatches to France, 278; and sending tobacco to Europe, 343n; states unrepre-

sented in, 330n; and supplies for 1779 campaign, 197; and survey of creeks, 337, 338n; vote in, 330n; warrants issued by, 75, 89 and n, 90n; and **Continental Navy**: advances for pay and bonuses of Continental seamen, 748; appointment of Continental Navy officers, 151–52 and n; construction of Continental ship of the line, 366 and n, 378 and n, 455 and n, 490, 491–92 and n; and Continental Navy Board of the Middle Dept., 222–23n; and Continental Navy commissions, 225 and n, 228–29 and n; and Continental Navy hospitals, 489, 491n; and controversy concerning prize ship, 465–66 and n; and Gustavus Conyngnam, 711, 712; and disposition of cargoes carried by Continental Navy vessels, 489; and findings of Continental Navy courts-martial, 276; and inquiry into loss of *Virginia*, 134, 202, 203; and issue of clothing by Continental Navy Board of the Eastern Dept., 473; and Pierre Landais, 314; members of, and commission for Musco Livingston, 538; and misconduct by Continental Navy officers, 299 and n; and money for Continental Marine Committee, 472; and money for Continental Navy Board of the Eastern Dept., 130, 448 and n, 460n; and naming Continental Navy frigate, 480, 489; James Nicholson's letter read in, 20n; on commissions issued by, 243; and petition of Continental Navy officers, 489, 491n; rules of, concerning recruitment of Continental soldiers into Continental Navy, 196; and Rules and Regulations of Continental Navy, 64, 65n, 130 and n; and transportation of private property in Continental Navy vessels, 490; and warrants for Continental Navy Board of the Eastern Dept., 145, 146; **Proclamation**: 311–12; **Memorial from**: Francis Hopkinson and John Wharton, 222; William Burke, 228–29; **from**: Maryland Council, 78

American Commissioners in France: and accounts, 344 and n, 509n, 510n, 511n, 616, 722, 737n; and advances, 657–58; approve bartering pig iron for anchors, 560; and *Boston*, 516, 535, 547n, 550–51, 556–57, 588, 619, 620, 671 and n, 703, 704n; Chaumont and, 578, 579–80 and n; and commissioning privateers, 555; and conduct of American privateers, 312n; and Continental commercial agents, 508, 523 and n; and convoys for American merchant vessels, 543, 586, 607, 620; and Harmon Courter, 488 and n; and cruise of *Ranger*, 747, 749n; and cruise of *Revenge*, 583; and deposition of Cazeneuve, 783 and n; discord among, 253, 579, 580; dispatches for, 37, 395, 479, 522; and disposal of American prizes, 642, 679; Nathaniel Dowse and, 665–66 and n; and fitting out privateer, 680; and Foreign Affairs Committee, 344 and n; and Franco-American alliance, 349; and French policy concerning American privateers, 555; and goods shipped on public account, 657–58; headquarters of, 578, 579–80 and n; said to be terrified, 578, 579–80 and n; security of orders of, 557; spies in staff of, 740; and *Indien*, 539; and intelli-

- gence, 706; and John Paul Jones' bills of exchange, 748; and John Paul Jones' letters and reports, 522, 527, 681, 760; and Musco Livingston, 538, 557, 671 and n; loan negotiated by, 185; memorial to, 543; and misconduct of Thomas Morris, 544; and money and supplies for Continental vessels, 344 and n, 479, 535, 550–51, 748, 760; and money for William Bingham, 185 and n, 481, 482n; and money held by Jean-Daniel Schweighauser, 473; and naval prisoners, 694; Lord North and, 579, 580; officer's commission sought from, 588; and officers for *Boston*, 516–17, 557, 590, 619, 671 and n; on capture of *Drake*, 747; on recruiting crew for *Boston*, 556; and operations of *Boston*, 603; and orders for Samuel Tucker, 554, 560; and pay and bounties of Continental seamen, 479, 748; and paying French officers, 490; orders of, to Abraham Whipple, 785; petition to, 782–83; and prize crew of *Lord Chatham*, 663 and n; and prize *Gracieux* affair, 521n, 642; and prize money, 544, 583, 584; and prizes, 738–39, 748; and provisions for Continental Navy vessels, 560, 748; purchases *Brune*, 539n; and purchase of *Queen of France*, 658 and n; and refitting *Drake*, 685; and regulations concerning Continental Navy ships and prizes, 748; and repairs for *Ranger*, 748; repay James Moylan, 542n; requests documentation of prizes, 583; residence of, 394; and John Ross, 523 and n, 657–58; and scheme to capture English linen ship, 555–56 and n; and sending *Pacifique* to United States, 836n; and shipment of supplies, 479 and n, 509, 511, 615; and Thomas Simpson, 678–79, 748, 749–51, 782–83; and supplies and ordnance from Holland, 615; and Jonathan Williams, Jr., 509n, 510n, 511n, 580–81, 615–16, 689n, 722, 737n; **to**: William Bingham, 481–82; John Bondfield, 560; Gustavus Conyngham, 583; Governors and Legislators of the Various States, 706; William Hodge, 584; John Paul Jones, 743, 747–48, 748–49n; John Ross, 657–58; Gabriel de Sartine, 585, 694; Samuel Tucker, 556–57, 560, 584; Comte de Vergennes, 585; **from**: John Bondfield, 535, 550–51, 581–82, 588, 603, 616, 679–80, 690; Continental Commerce Committee, 473; Harmon Courter, 266; Simeon Deane, 121–22; Nathaniel Dowse, 665–66; Chevalier Georges Grand, 530–31; John Paul Jones, 526–27, 680–81, 700, 755–60; Musco Livingston, 538; James Moylan, 613; Navy Board of the Eastern Dept., 68; Gabriel de Sartine, 608–9; Samuel Phillips Savage, 349; Thomas Simpson, 678–79 and n, 749–51; Jonathan Trumbull, 479; Samuel Tucker, 516–17, 554, 603–4, 620, 771; Comte de Vergennes, 586, 620, 696–97, 697, 704n; Jonathan Williams, Jr., 580–81, 615–16, 685, 708–9
- Committees:
- Commerce (formerly Secret): accounts to be settled by, 25; advance made to, 343; appoints commercial agent, 508; and Continental trading vessels, 281; and contract for supplies and military stores, 197, 198n; and contract with Alexander Gillon, 264 and n; and detention of *Dispatch*, 273 and n; and dismissal of Thomas Morris, 689n; and disposition of cargoes carried by Continental Navy vessels, 489; and exchange of commodities for ships, 264 and n; and *Flamand*, 285; and goods purchased by John Ross, 658 and n; and issuing of clothing, 473; letters for, 209; and *Mellish*, 273 and n; money advanced to, 310; and *Nanny*, 273 and n; orders of, 273; owns brig, 116n; payments made by, 342, 412; and protest of ship owners, 343; and *Queen of France*, 490; and remittance to France, 285; ships insured by, 343; ships leased by, 343 and n, 412; and shipments of rice, 209; and using Pennsylvania Navy seamen, 181; **to**: American Commissioners in France, 473; John Langdon, 284–85; **from**: William Bingham, 184–85; John Bradford, 116, 273, 342; Oliver Pollock, 9–13, 20–21, 300
- Foreign Affairs (formerly Secret Correspondence): and Harmon Courter, 488n; and dispatches for France, 37, 278, 395; intelligence sent to, 535; letter of, to American Commissioners in France, 344 and n; on Continental Navy commissions for foreigners, 311 and n; on misconduct of American privateers, 312n; and sale of cargo, 330; and sloop *Providence*, 314; **to**: Massachusetts Council, 395
- Marine: accounts of, 286–90; and accounts, 64, 89 and n, 115 and n, 264; and advances to Continental Navy personnel, 65; appropriation for, 276; and armament of Continental Navy frigates, 489; Josiah Bartlett serves on, 253n; and John Barry, 412 and n; and bill of exchange, 319; and British raid up Delaware River, 336n; and William Burke, 229, 350 and n; and captured enemy signals, 42; and cargo of *Neptune*, 350; and carrying dispatches to France, 278; and case of prize ship *Peggy*, 314; and command of *Confederacy*, 220–21; and command of Continental Navy vessels, 299 and n, 315, 316n, 412n, 489, 491n; and commissary store, 64; and commissions and appointments for officers, 40, 41 and n, 43, 151–52 and n, 229, 310–11, 314–15; and Continental Navy Board of the Middle Dept., 222; and Continental Navy signals, 64; and court-martials, 315, 368 and n; and courts of inquiry, 134 and n, 276, 299, 312; and defenses on Delaware River, 176; and disposition of Continental Navy crews, 43, 277; and disposition of goods by Continental Navy agents, 448; and distribution of prize money, 182 and n; election of members to, 220; and employment for Pierre Landais, 310–11; and employment of David Stodder, 89, 90n; and escape of *Providence*, 299 and n; and fitting out Continental ves-

- sels, 368; and funds for Continental Navy boards, 25, 39, 448 and n, 460, 489–90; and Seth Harding, 151–52 and n; and insurance, 287; and Pierre Landais, 310; letters for, 209; and location of Continental warships, 299; and loss of *Alfred*, 314; membership of, 468; and membership of Navy boards, 192; and memorial from Continental Navy Board of the Middle Dept., 343 and n; and mission of *Queen of France*, 490, 491n; money advanced to, 310, 472; money draft on, 327; and money drawn on Nathaniel Shaw, Jr., 490; and James Nicholson, 368 and n; and obtaining packet boats, 269–70 and n, 270 and n, 351; and offer of supplies to Continental Army, 65; on creating rank of purser, 314, 315n; on getting rid of bad Continental Navy officers, 314; on loss of *Columbus*, 312; on need for Continental Navy hospitals, 489; on prisoner of war exchange, 315, 316n; on prizes of *Warren*, 314; on reputation of Continental Navy, 299; on rewarding good Continental Navy officers, 314; on seniority of Continental Navy officers, 314–15; and operations of Continental Navy, 39, 42 and n, 299, 314, 460, 489; orders sails from frigates *Congress* and *Montgomery* to be sent to Boston, 40; and pay and ration allowance of Continental officers, 40, 314; and payment for supplies, 105; and payment for Thomas Hoggard, 89 and n; and pilot for *Virginia*, 500; and prize claims, 75, 76 and n; and promotions in Continental Navy, 260n; and reimbursements, 89, 90n, 286–90 and n, 311 and n; report of, 75; requests copy of British privateer's commission, 41; requests vessels for flour/iron trade between Maryland and Boston, 40, 41n; and John Roche, 146 and n; and rules and regulations of Continental Navy, 64, 130 and n; and sailing of *Virginia*, 500; and sails, 50; and salary of members of Continental Navy Board of the Middle Dept., 222–23n; and shipbuilding, 25, 89, 89 and n, 145–46 and n, 368 and n, 480, 489, 490, 491n, 492n; and terms of employment, 89; and transfer of seamen, 299 and n; and transportation of private property in Continental Navy vessels, 490; and using Pennsylvania Navy seamen, 181; and warrants, 25, 315; warrant issued by, 89; William Whipple serves on, 253n; **to**: John Bradford, 210; Continental Navy Board of the Eastern Dept., 39–41, 269–70, 298–99, 312–15, 460, 488–90; Continental Navy Board of the Middle Dept., 64–65, 367–68; Richard Ellis, 167–68, 448; Pierre Landais, 50; John Langdon, 25, 491–92; Augustin Lawrence, 50; Thomas Loyall, 89; James Maxwell, 89; William Phillips, 76; Thomas Plunkett, 43; Thomas Read, 42, 167; Isaac Smith, 76; William Smith, 105; David Stodder, 8; Ebenezer Storer, 76; Jonathan Trumbull, 151–52, 270; Samuel Tuder, 50; Nicholas Van Dyke, 182; John Young, 277; **from**: John Bradford, 59, 115, 350, 410; James Nicholson, 19–20; Oliver Pollock, 286–90; Jonathan Trumbull, 18, 266–67; James Willing, 108–9
- Board of Treasury: and advance of money, 310; and appropriation for Marine Committee, 276; and money for Continental agents, 25; issues warrants, 31–33, 39; and reimbursement of Harmon Courter, 488 and n; report of, 75
- Board of War: and armed naval escort, 383; and disposition of cargoes, 210, 489; establishment of, 337n; and forwarding quartermaster stores, 383; and issuing of clothing, 473; and manning armed galleys in Chesapeake Bay, 181, 221, 249n, 337 and n; and Isaiah Robinson, 65 and n; and service of Pennsylvania Navy privates on Chesapeake Bay, 249n, 337 and n; and supplies for Washington's army, 336–37; and survey of creeks, 337, 338n; and transportation of provisions and stores, 181, 221, 337, 367; **to**: Pennsylvania Supreme Executive Council, 221; **from**: George Washington, 367
- Journal, 75, 134, 176, 181, 220, 276–77, 310–11, 329–30, 343, 412, 468, 472–73, 480, 488
- Resolves: advancing money to the Committee of Commerce for Roderique Hortales & Co., 310; advancing money to the Committee of Commerce to discharge bill of Samuel and Robert Purviance, 343; advancing money to the Marine Committee for use of the Navy Board, Middle Dept., 310; advancing money to the Marine Committee to pay William Smith for flour, 472; appointing members of the Marine Committee, 468; awarding prize money in the case of sloop *Tryal*, 480; for election of a member of the Navy Board, Middle Dept., 310; ordering Foreign Affairs committee to instruct U.S. commissioners at foreign courts to desist from recommending foreign sea officers for the Continental Navy, 311; ordering inquiry into the loss of frigate *Virginia*, 134; ordering payment of sums due Harman Courter, 488; ordering payment to Pierre Landais for services rendered, 311; ordering ship building in Portsmouth, N.H., be reduced from a 74- to a 56-gun ship, 480; ordering the frigate built at Salisbury, Mass., be named *Alliance*, 480; regarding capital sentences in court-martial cases, 276; regarding compensating the Portuguese owners for their losses in *Nostra Senhora de Carmo e Santo Antonio*, 330; regarding Continental Army prize claims, 75; regarding courts-martial when a U.S. warship is lost or captured when in company with another U.S. warship, 276; regarding defending the Delaware River above Philadelphia, 176; regarding disposition of articles imported on account of the United States, 473; regarding enquiries into the loss of U.S. ships of war, 276; regarding payment for the frames of continental frigates building in Virginia, 75; regarding suspensions of naval officers awaiting court-

- martial, 276; regarding transporting public provisions and stores from the southern states, and the use of state galleys and sailors there for, 181; requesting the Massachusetts Board of War to sell *Nostra Senhora de Carmo e Santo Antonio*, 330; retaining Pierre Landais as a captain in the Continental Navy, 311; mentioned, 73, 327, 410
- Continental Currency, 679
- Continental Journal, and Weekly Advertiser* (Boston): 1778: 7 May, 246, 247n
- Continental Loan Offices: and exchanging of bills, 665; and money for Continental Navy Board of the Eastern Dept., 379; Connecticut: warrant on for Navy Board of Eastern Dept., 33, 39, 41n; Massachusetts: warrant on for Navy Board of Eastern Dept., 31, 39, 41n; New Hampshire: warrant on for Navy Board of Eastern Dept., 33, 39, 41n; warrants on, 460
- Convention*, Pennsylvania Navy brig, 126
- Convention Army. *See* Army, British: Convention Army
- Conway/Conolly, John (Capt.), 70 and n (*Terrible*)
- Conway, Robert (Capt., Maryland Navy), 360, 385
- Conway, Thomas (Maj. Gen., Continental Army; Inspector General, Continental Army), 170; **to**: Jacobus Wynkoop, 284
- Conyers, Clement (Master), 858 (*Polly*)
- Conyngham, David Hayfield (merchant at Philadelphia), 393, 395n
- Conyngham, Gustavus (Capt., Continental Navy): accounts of, 583; arrives at Corruna, Spain, 695; British intelligence concerning, 743n; business of, 711–12, 712–14; and Cadiz, Spain, 525, 695; and capture of prizes, 521n, 659; commission of, 525–26, 536; departure of, from Corruna, Spain, 625, 682; and documentation of prizes, 583; lawsuit involving, 711–12, 712–14 and n; letter of credit for, 742–43, 743; and libeling of *Peace and Harmony*, 440 and n; and manning Continental cutter *Revenge*, 583; on British “degeneracy,” 571; on number of prisoners captured by, 694 and n; permission to land granted to, 525 and n; and prize money, 584, 739; and prizes, 536, 570–71, 583, 682, 698, 788; protest concerning, 525; said to be Irish, 659; security deposit and, 711, 712; situation of, 525–26; whereabouts of, 711, 712; **to**: Silas Deane, 525–26; William Hodge, 702; Jackson, Tracy & Tracy, 536; Lacoute & Co., 570–71; Lagoanere & Co., 521; Michel Lagoanere, 571, 738–39; Laurent Le Couteulx, 698; **from**: American Commissioners in France, 583; Bernard Dehez, 711–12, 712–14 (*Revenge*)
- Cook, — (Capt.), 460 (*Duck Creek Packet*)
- Cook, John (Master), 445, 446n (*General Scott*)
- Cooke, John (advocate, Court of Admiralty, Beaufort, N.C.), 480; **to**: Cornelius Harnett, 332
- Cooke, John (surgeon), 217
- Cooke, Nicholas (Gov., R.I.): and exchange of prisoners of war, 237–38, 254–55, 315; and letter of marque, 302; **to**: Charles Waller, 237–38; William Barton, 187; **from**: Charles Waller, 254–55
- Cook’s stores, 730
- Coombs, William (ship owner), 68n
- Cooper, Robert P. (Capt., RN): **from**: Lords Commissioners of the Admiralty, 587 (*Stag*)
- Cooper, William (seaman), 234
- Coopers Ferry, N.J., 392
- Coore, Thomas (Capt., British Army), 304 and n
- Copeland, J. (ship owner), 696n
- Copeland Island, Ireland, 844
- Copely, Elihu (seaman), 234
- Copper: as cargo, 262; value of, shipped in *Deane*, 767 and n; value of, shipped in *Duchesse de Grammont*, 767 and n
- Copper sheathing, 172
- Coriolis d’Espinoise, Charles-Regis-Jean-Louis de (Capitaine de vaisseau, French Navy), 569 (*Caton*)
- Cork(s), 509, 778
- Cork, Ireland: convoy originates in, 316, 396n; fleet to, 696; intelligence from, 745; outward-bound vessels, 37, 62n, 247–48, 478, 652–53, 745n; ship built in, 745n; transport from, 351n
- Corkins, Ebenezer (Seaman), 234
- Corn, 22n, 49n, 97–98, 231, 334, 389
- Corne, — (French block maker), 722
- Cornwall*, HMS, 688n (Timothy Edwards)
- Cornwallis*, HM armed galley: and Mischianza, 382n; and raid up Delaware River, 321; expedition involving, 75 and n; fires on rebel skirmishers, 75 and n; **captures** (with *Pearl* and *Camilla*): *Fame*, 51–52 and n (Thomas Spry)
- Corsewall Point, Scotland, 600 and n
- Corunna, Spain: British warships at, 698; Gustavus Conyngham and, 698; inward-bound vessels, 641, 642; Lagoanere & Co. at, 584 and n; merchants of, and prizes of *Revenge*, 583 and n; prize brought into, 702; *Revenge* and, 682, 695, 702; the Groyne at, 521 and n, 739n
- Corvaissier/Corvaissiers/Covesier, — (French merchant), 562, 730, 736
- Corvoisier/Corvisen, — (French Capt., served with *Deane*), 735
- Corzenac, Francois (Seaman, Continental Navy), 806, 815
- Costebelle, Pierre-Alexandre Pastour, Chevalier de (Ens. de vaisseau, French Navy), 626, 633, 640n
- Cottineau de Kerloguen, Denis-Nicolas (Master): and attack on British stations in Africa, 475; and construction of fort at Cape Lookout Bay, 223–25 and n, 341–42 and n; Continental Navy commission for, 225 and n, 341 and n, 476n; meeting of, with Richard Caswell, 223; on his commitment to the cause of America, 225; recommendation for, 475, 476n; reimbursement for, 225 and n; service of, to North Carolina, 223–25 and n; **to**: Richard Caswell, 341–42; North Carolina General Assembly, 223–25 (*Ferdinand*)
- Cotton, John (Capt.; shipbuilder at Middletown, Conn.), 30, 31n, 284 and n
- Cotton, John, 409
- Cotton, Joseph, Jr. (Cpl., Continental Marines; Seaman, Continental Navy), 794, 803, 813
- Couché, John (Midn., RN), 237
- Coulter, Charles (soldier), 218

- Countess, George (Lt., RN), 150n
Countess of Morton, brig: captured by *Revenge*, 702, 703n (J. Orrick)
- County lieutenants, 133n
- Coupland, John (resident of Whitehaven, England), 593
- Courageuse*, French Navy frigate, 568
- Courand/Couraud, — (French merchant), 722, 725, 726
- Coureur*, French Navy corvette, 568 (Chevalier de Rosily)
- Courier de Miquelon*, sloop: captured by *Emerald*, 27 and n, 859, 863n (Lewis Buisson)
- Couronne*, French Navy ship of the line, 549 (Comte de Chaffault de Besne)
- Couronnet/Coronet, Guillaume (Master), 27n, 861 (*Jean André*)
- Coursey, Thomas (Capt., Maryland Navy): and deserters from French vessels, 182n; operational orders to, 223n; and pay for crew of *Chester*, 132; whereabouts of, 223; **from**: Maryland Council, 223 (*Chester*)
- Courts-martial, 69n, 276, 295 and n, 299 and n, 315, 368n, 411, 482, 489, 491n, 500, 649, 748, 783
- Courter, Harmon (Capt.): American Commissioners in France on, 488n; as commander of *Oliver Cromwell*, 775n; carries copy of Franco-American treaty to Continental Congress, 122n, 266 and n, 282; expenses of, 282 and n, 488 and n; intelligence concerning, 121, 122n; journey of, to Continental Congress, 274 and n, 282 and n, 349, 350n; letters carried by, 349, 350n, 448 and n; Massachusetts Council and, 274 and n; passage of, in *Nymphé*, 266 and n; reimbursement for, 488 and n; supplies and money for, 274 and n; whereabouts of, 122n; **to**: American Commissioners in France, 266 (*Oliver Cromwell*)
- Cowdry, William (Agent, Mill Prison), 785 and n
- Cowes, Isle of Wight, England, 683, 703n
- Cowper, William (merchant at Suffolk, Va.), 43, 250
- Cox, Esther Bowes, 408n
- Cox, J., 669
- Cox, John (Lt., Maryland Navy), 132, 133n
- Cox, John (Assistant Deputy Quartermaster General; ship owner): **to**: Joseph Ball, 408
- Cox, John (Master), 9, 13n (*Rebecca*)
- Cox, Tench (merchant at Philadelphia), 64
- Crabtree, Agreen (Capt.), 199 and n (*Hannah and Molly*)
- Craft's Wharf, Boston, Mass., 17
- Crafton, — (Master's Mate, RN), 237
- Crafton, R. (British merchant), 669
- Crafton and Coulson (British merchant firm), 669
- Crafts, Thomas (Col., Massachusetts State Artillery Regt.), 274 and n, 282 and n, 454, 455n
- Crage, Robert (Lt.), 453
- Crakemarsh, Cotton (Rev. Dr.), 669
- Cram, Joseph (merchant at Portsmouth, N.H.), 257
- Crandall, Joseph (Capt., Rhode Island Navy), 38; capture of, 443, 444n (*Spitfire*)
- Crane*, HM armed galley, 197 and n
- Crane's Neck Point, N.Y., 366 and n, 412 and n
- Cranston, Thomas (former Speaker of the Rhode Island General Assembly), 190, 191n
- Crary, Archibald (Col., Rhode Island State troops), 283 and n, 444, 445n, 456, 457n
- Crary, Humphrey (Master), 391 and n (*Friendship*)
- Crawford*, British Army transport, 267n (Maclean)
- Crawford, Archibald, 244
- Crawford, James (Capt., British Revenue Service), 600, 604–5; **to**: James Logie, 600; Stephens, Philip, 604–5
- Crawford, John (Master), 858 (*Buckskin*)
- Crawford, Thomas (Master, RN), 236
- Creek Nation, 292, 363
- Creole, sailor identified as a, 794
- Crider, — (Asst. Wagon Master, Bucks County, Pa.), 175, 176n
- Cripps, John S., & Mey, Florian Charles (merchants at Charleston, S.C.): **to**: President of Massachusetts Board of War, 27–28
- Crisall, John (Commissary, Maryland Navy), 132 and n, 242
- Crispin, William (Commissary, Pennsylvania Navy): debts of, 132, 176n; and impressment of spirits, 132; money for, 176; order drawn by, 174, 176n; and provisions for seamen, 175–76 and n; ration allowed, 176n
- Crockat, Daniel (boat owner), 375
- Croiset, — (French block maker), 722
- Croix, ——— de la (French Navy), 627, 634, 640n
- Crommett [Crummett], Oliver (Seaman, Continental Navy), 589, 702
- Crommett, Ebenezer (Continental Marines), 795
- Crosby, — (served with *Deane*), 732
- Crosby, H.G. (Seaman, RN), 434
- Crosly/Crosley, J. (served with *Deane*), 733
- Cross, George (Continental Navy, pilot), 744n
- Cross, Paul (pilot), 825, 826, 827
- Cross, Paul (Prize Master), 484n
- Cross, Ralph (shipbuilder at Newburyport, Mass.), 160n, 169 and n; **to**: President of the Massachusetts Board of War, 259
- Cross, Ralph, Jr. (Lt. Col., Massachusetts Militia), 482, 483n
- Cross, Stephen (shipbuilder at Newburyport, Mass.), 160n, 169 and n; **to**: President of the Massachusetts Board of War, 259
- Crossing-the-line ceremony, 102 and n, 817
- Crosswicks Creek, N.J., 322
- Crouard, — (French merchant), 731
- Crowninshield, George (merchant at Salem, Mass.), 465n
- Cruey, William (Continental Marines), 804
- Cruger, Nathaniel (merchant at St. Croix), 152
- Crump, George (Seaman, Continental Navy), 813
- Cruz Bay, St. John Island, Virgin Islands, 326 and n
- Cuba: *Glasgow* near, 66; governor of, and French Navy operations in the West Indies, 518, 518 and n; on American trade with, 288; prize captured off, 208; reinforcements for Louisiana from, 370, 371, 372, 373; reinforcements for New Orleans garrison from, 112, 113–14; schooner captain and passenger left at, 209 and n; Spanish packet boat from, 535
- Cuffy (cook), 233

- Cullam, David (Master, Continental Navy), 589, 782–83 and n, 783; **to:** John Paul Jones, 738
- Culloden*, HMS, 688n (George Balfour)
- Cully, John (Sgt., Continental Army), 101
- Cumberland*, Massachusetts privateer ship, 37n; armament of, 335, 445, 746n; arrival of, in Boston, 283 and n, 335; crew in, 745n; on cruise of, 283; **captures:** *Friendship*, 439; *Lady Gage*, 61–62 and n; *Layton*, 261 and n, 283 and n, 439, 440n, 445, 446n; *Lord Dungannon*, 61–62 and n; unidentified Guineaman, 61–62 and n; unidentified privateer, 283; unidentified vessel arrived at Saint-Domingue, 61–62 and n; unidentified vessel from Ireland, 61–62 and n; **captures** (with *Fanny*): *Lively*, 746 and n; *Lord Dungannon*, 746 and n; *Thomas & Henry*, 746 and n; **recaptures:** unidentified schooner, 283 (James Collins)
- Cumberland*, HMS, 646 (Joseph Peyton)
- Cumberland County, Nova Scotia, 137, 347–48
- Cumberland Court House, Va., 211
- Cumbras*, British Revenue Service wherry, 600, 604, 605n, 756 (James Crawford)
- Cumin, Thomas (Long Island refugee), 352
- Cuming, James (American merchant in France), 509n, 510n, 511n, 737n
- Cumming, James (Capt., RN), 650, 773 (*Aurora*)
- Cunningham, — (ship owner), 696n
- Cupid*, HM ship-rigged sloop-of-war, 141, 144n (William Carlyon)
- Curaçao, Dutch West Indies: American privateers manned from, 195; American prizes sent into, 603; American prizes sold at, 603; inward-bound vessels, 150, 858, 860; outward-bound vessels, 226 and n, 248n
- Curieuse*, French Navy corvette, 568 (de Trolong Du Romain)
- Currency: as cargo, 858; exchange rate, 171; scarcity of, 227, 260; recall of Massachusetts, 260; Rhode Island, 379; **types of:** bills of exchange, 319, 342, 404, 490; bills on Congress, 263–64; cash, 361, 460; certificates, 490; certificates of exchange, 168; Continental, 169, 227 and n, 260; drafts, 327, 357; hard money, 171, 488; lawful money, 479; loan office certificates, 64, 89, 145, 214; Massachusetts state notes, 169; paper money, 344; pesetas, 251, 252 and n; pesos duros, 251, 252 and n; pesos fuertes, 251, 252 and n; pounds sterling, 227 and n; Spanish milled dollars, 286, 290n; warrants, 145, 146, 191, 243, 272, 279, 296, 315, 340, 343, 412, 460, 474, 481, 488
- Currituck, N.C., 501n
- Curtis, Robert (Mate, Continental Navy), 792, 811
- Curtis, Roger (Capt., RN), 51n (*Eagle*)
- Cushing, Benjamin, 117
- Cushing, John (merchant at Boston): and fitting out privateer, 268; Christopher Leffingwell to settle with, 268; and *Minerva*, 176–77; owns privateer, 809n; **from:** Christopher Leffingwell, 268; James Lockwood, 472; Robert Purviance and Samuel Purviance, Jr., 176–77
- Cushing, Nathan (Judge, Massachusetts Maritime Court, Middle District), 70, 124, 169, 351
- Cushing, Thomas (merchant at Boston; member, Massachusetts Council; supervisor, construction of *Alliance*), 30, 31n, 262 and n, 399
- Cushing, Thomas, Jr., 262
- Cussard, — (French merchant), 564
- Cutter*, Massachusetts privateer schooner, 169–70n; **captures** (with *Dolphin*): *Neptune*, 169 (Silas Smith)
- Cuttyhunk Island, Mass., 390
- Cygnets*, HM ship-rigged sloop-of-war, 364, 650 (William Swiney; Robert Stratford)
- Cyrus, British letter of marque ship: armament of, 121, 401, 410; as a prize, 166 and n; at Boston, 410; at Cape Ann, 402; captain, crewmen, and some passengers of, 145 and n; captured by *Oliver Cromwell* and *Defence*, 121 and n, 156, 401–2 and n, 410 and n, 428, 469–70 and n; crew of, as prisoners of war, 433 and n, 484; disposition of cargo of, 484; engagement involving, 121, 410; in company with *Admiral Keppel*, 428; moving of, to Boston, 402; on value of cargo of, 402, 433; on value of, as prize, 155, 433; ordnance of, 155; size of crew of, 121 (Christopher Deake)
- Dacres, James Richard (Comdr., RN), 59n, 61n, 650 (*Ceres*)
- Dagget, N. (Prize Master), 827
- Dagsboro, Del., 135 and n
- Dagworthy, John (Brig. Gen., Delaware Militia), 135, 286; **to:** Caesar Rodney, 135; **from:** Caesar Rodney, 286
- Dahnor, Josiah (Continental Marines), 798
- Dale, Richard (Master's Mate, Continental Navy): and black hole at Mill Prison, 541 and n, 609, 610; escape of from Mill Prison, 541 and n, 548; in Mill Prison hospital, 609; recapture of, 541 and n, 548; sent to black hole, 541 and n
- Dalling, John (Maj. Gen., British Army; Gov., Jamaica): and defense of Jamaica, 195; and impressment on Jamaican Station, 143, 145n; and intelligence to United States, 143; on Peter Parker, 195; and preventing trade with United States, 143; and reinforcements for West Florida, 141, 144, 144n; **to:** Lord George Germain, 194–95
- Dalling, John (Seaman, Continental Navy), 807, 816
- Dalling, Thomas (Capt.), 46 and n (*General Sullivan*)
- Dalton, Edward (Lt., RN), 136–37
- Dalton, Tristram (merchant at Newburyport, Mass.), 198n
- Dam, Benjamin (Sailmaker's Mate, Continental Navy), 802, 812
- Dames, John (Capt.), 242–43; **from:** Thomas Smith, 203 (*Peace and Plenty*)
- Dampierre, Charles Picot, Chevalier de (Capitaine de vaisseau, French Navy, 16–17, 53, 56; **to:** Gabriel de Sartine, 16–17, 364) (*Protée*)
- Dana, Daniel (merchant at Boston), 479
- Dana, Francis (Massachusetts Delegate to Continental Congress), 192, 193n, 468, 500, 501n
- Danaé*, French Navy frigate, 568 (Kergariou de Rosconette)
- Danbey and Langley (British merchants), 669

- Daniel, —, 451
 Daniel Bourdeaux & Co. (Charleston, S.C., merchant firm), 858
 Danielson, John (seaman), 234
 Danish West Indies, 452
Daphne, HM frigate: Journal, 198, 300, 316; as convoy escort, 305; **captures**: *Litchfield*, 300 and n, 445, 446n; *Molly*, 198; *Peggy*, 316, 445, 446n; station of, 305 (St. John Chinnery)
Daphne, HM tender, 66
 Daquin, — (French locksmith), 722
 D'Archambaut, — (Master), 859 (*Rosière d'Artois*)
 Darcy, Samuel (American merchant at Aix, France), 519n
 Darien, Ga., 138, 356, 362
 Darra, Peter (seaman), 235
 Darrell, Edward (Commissioner, South Carolina Navy Board), 177, 387
 Darrow, Jonathan (Carpenter, Connecticut Navy), 157, 158n
 Dartmouth, Lord [William Legge, 2d Earl of Dartmouth] (British Lord Privy Seal), 673
 Dartmouth, Mass., 23n, 131, 860, 862. *See also* Bedford in Dartmouth, Mass.
 Dartmouth Bay, Mass., 263
Dasher, HM schooner tender: **captures** (with *Dunmore*): unidentified polacca, 98, 99n
 Dashiell, George (Col., Maryland Militia), 8, 449, 450n; **to**: Thomas Johnson, Jr., 8; **from**: Maryland Council, 449
 Dashiell, Joseph (Col, Maryland Militia; County Lieutenant, Worcester Co., Md.), 223n
 Dashwood, Francis [Baron Le Despencer] (British Postmaster General), 708 and n
 Dauphin Island, W. Fla., 423
Dauphin Royal, French Navy ship of the line, 549 (Marquis de Nieul)
 D'Auvergne, Philip (Lt., RN), 381 and n (*Alarm*)
 Davenport, Robert (merchant at Bermuda), 248n
 Davey, Thomas (Capt., RN), 43, 290 (*Diligence*)
 David, John (Capt., Maryland Navy), 105, 354 and n
 David, Laurent (Contractor General of France), 544, 546
 David Ross & Co. (New Orleans merchant firm), 93–94 and n, 109, 110n; **to**: Bernardo de Gálvez, 93–94
 Davidson, David (Seaman, Continental Navy; Continental Marines), 800, 812
 Davis, Enoch (Cpl., Continental Marines), 797
 Davis, James, 79
 Davis, John (Continental Marines), 122, 801, 814
 Davis, Joseph (Foreman, South Quay Shipyard), 79, 80
 Davis, Reuben (seaman), 234
 Davis, Richard (Master), 206 (*Nelly*)
 Davis, Stephen (seaman), 233
 Davis & Co. (of Bristol, England), 86n
 Day, James (Capt., Connecticut Marines), 121 and n, 155, 401, 402n
 Dayton, Ebenezer (Capt.), 358 and n, 404n (*Suffolk*)
 Deacon, William (Commissioner investigating case of *Thamas Kouli Kan*), 833
 Deake, Christopher (Capt.), 121n, 145 and n (*Cyrus*)
 Deake, George, 97
Deal Castle, HMS, 650 (William Parker)
 Dean, John (merchant at Boston, Mass.), 169n
Deane (Continental Navy frigate): accounts for, 722–37 and n; ammunition for, 726–28; arms for, 727; arrival of, at Boston, 473; arrival of, at Portsmouth, N.H., 253, 260 and n, 261 and n, 262 and n, 266 and n; as convoy escort, 180n, 260 and n; Beutre/Beutis and, 734; crew, dispute among, 667; crew, ethnic composition of, 667; crew, health of, 733; fitting out of, 490, 615, 616n, 722–37 and n; French marines and, 667; and French naval escort, 245, 667; French workmen and, 723–37; gunpowder for, 727; naval stores for, 723–37, 724, 730; ordered to Boston, 272, 273 and n; ordnance for, 726–28; passengers aboard, 262 and n, 273, 523n; prizes captured by, 262; provisions for, 728–29, 733; sails for, 723, 730; sails with *Duc de Choiseul*, 342; security of, 272; and shipment of clothing, 253, 273 and n; and shipment of supplies, 245, 511, 768; supplies for, 723–37; value of goods shipped in, 767, 768n; voyage of, 262; wood for, 733; **captures**: *Illustrious Hero*, 587, 659, 660n, 667, 668n; two unnamed ships, 587; **burns**: unnamed prize, 262 (Samuel Nicholson)
 Deane, Barnabas (merchant at Wethersfield, Conn.), 41, 90; **from**: Henry Laurens, 90; Dudley Saltonstall, 284
 Deane, Christopher (seaman), 235
 Deane, Jesse, 516 and n, 590, 765 and n
 Deane, Joseph, 175
 Deane, Silas (American Commissioner in France): and British proposals, 578, 579; and British spy, 578, 579; and commissioning of Continental Navy officers, 310; departs for America, 581, 610, 611, 612n, 698; and discord among American Commissioners in France, 579, 580; and escape of mariner from British, 836n; and William Hodge, 584 and n, 698; Arthur Lee criticizes, 579, 580; and money for French Navy frigate, 274; on British forces in America, 685–87; on destination of d'Estaing's fleet, 686–87; on Pierre Landais, 310; and ordnance from Holland, 615, 616n; and pilots for Comte d'Estaing's fleet, 519, 519 and n, 538n; and prizes of *Revenge*, 583n, 738; and purchase of *Queen of France*, 658n; recall of, 579, 580; and status of *Revenge*, 526; travels with d'Estaing's fleet, 617, 618n; and Jonathan Williams, Jr., as Continental Commercial Agent, 508; **to**: Comte d'Estaing, 685–87; **from**: Francis Coffyn, 555–56; Gustavus Conyngham, 525–26; Comte d'Estaing, 519
 Deane, Simeon (merchant at Petersburg, Va.): carries letters, 349 and n; and Continental Congress, 200 and n, 261 and n; and Franco-American treaty, 266 and n; journey of, to Continental Congress, 122n, 200 and n, 253, 266 and n, 394, 395n, 482; mission of, 200 and n; and news of Franco-American alliance, 261

- and n; on morale of American people, 121; to send intelligence, 121; **to**: American Commissioners in France, 121–22
- Deangelis, Paschal (seaman), 234
- Dearborn, Joseph, 258
- Dearborn, Peter, 257–58 and n
- Dearing/Dearen, Joseph, 258 and n
- Debures, — (French merchant), 729
- De Croix, V. (French merchant), 723
- Dédaigneuse*, French Navy frigate, 568 (Chevalier de Keroulas de Cohars)
- Dédaigneuse*, ship: captured by *Greyhound*, 446, 447n (Jean Cary/Caree)
- Deer Island, Me., 802, 809n
- Defauepyret, Jean Pierre Andris (French engineer), 231, 232n
- Defence*, Connecticut Navy ship: arrives at Charleston, S.C., 493; and capture of British transports, 18 and n; casualties among crew of, 157, 401; chased by frigate, 333 and n; clerk's service in, 485 and n; condition of, 155, 157; council of officers held in, 157; engagement involving, 157, 401–2 and n, 410 and n; health of crew of, 155, 157, 410; in company with *Oliver Cromwell*, 493; inoculation of crew of, 157; on damage to, 157; prisoners of war and, 470; **captures**: *Annabella*, 267n, 485 and n; *George*, 267n, 485 and n; **captures** (with *Oliver Cromwell*): *Admiral Keppel*, 120–21 and n, 157, 401–2 and n, 410 and n, 428, 469–70 and n, 484 and n; *Cyrus*, 121 and n, 157, 401–2 and n, 410 and n, 428, 469–70 and n (Seth Harding; Samuel Smedley)
- Defence*, Maryland Navy ship, 126–27 and n
- Defense*, South Carolina Navy brigantine: captured by *Roebuck* and *Perseus*, 232n (Thomas Pickering)
- Defiance*, South Carolina privateer brig: **captures** (with *Enterprize*): *Betsey*, 603
- Defiance*, brigantine: captured by *Montgomery*, 440 and n (Edward Aheir)
- Defiance*, Jersey letter of marque, 706 and n; **captures**: *Caswell*, 706n; *Perserverence*, 706; *Unity*, 706 (N. Mallet)
- Defiance*, sloop: captured and burned by *St. Albans*, 355n, 861 (John Rogers)
- DeFlau [D'Flau], Pierre (Seaman, Continental Navy), 806, 815
- Deford, Joshua (Seaman, Maryland Navy), 354
- De Forrest, Cornelius, 194 and n
- Degge, James (Lt., Continental Navy), 732
- Dehez, Bernard (lawyer), 711–12, 712–14; **to**: Gustavus Conyngham, 711–12, 712–14
- DeJean [D'Jean], Andrew (Seaman, Continental Navy), 806, 815
- De Kay, Charles (Sailing Master, Virginia Navy), 34
- De La Combe (French Naval officer), 718, 720 and n
- Delain, John (Seaman, Continental Navy), 842
- Delamy, —, 736
- Delancy*, sloop: captured by *Suffolk* (with unnamed privateer boat), 358 and n, 404 (Thomas Ming)
- Delany, Cornelius (Boy, Continental Navy), 807, 816
- Delap, Samuel & Jean-Hans (merchants at Bourdeaux, France), 287, 290n, 523, 524n, 542, 665
- Delaroché & Hugon (Port-au-Prince merchant firm), 859
- Delaunay, — (French merchant), 722
- Delaville, M. (Collector at Bordeaux for Contractor General of France), 544, 546
- Delaware*, Continental Navy frigate, 189, 191n, 500, 501n (Charles Alexander)
- Delaware*, HM armed ship (formerly Continental Navy frigate *Delaware*), 163, 164 (James Watt)
- Delaware: citizens of, kidnapped, 377–78; Court of Quarter Sessions, 406; loyalist activity in, 201n; on state's share of captured, abandoned, or stranded enemy vessels, 406; trade with enemy by citizens of, 378–79n, 405–6
- Delaware Bay, 125, 131, 406, 430 and n, 517, 518
- Delaware General Assembly, 405–7
- Delaware River, 42; abandoned vessels as prizes in, 406; Isaac All's knowledge of, 687; American armed boats operate in, 182, 696n; British convoys in, 72, 98n, 125–26 and n; British fleet in, 168; British naval flotilla in, 460, 461n; British naval operations in, 304; British packet boat and, 173, 221n; British raid up, 285, 308–10 and n, 321–22, 331, 332n, 358, 400; British take post at, 331; British transports captured in, 696; Continental frigates lost in, 64, 189, 500, 501n; control of, 331; defense of, 189 and n; defenses on, 176, 687; HMS *Eagle* at, 72; *Experiment* and, 339; falls of, 175; ferry on, 310n; Griffith and, 307–8; hazards to navigation in, 256 and n, 686; Viscount Howe and, 72, 171; obstructing, 189 and n; on British Army's intention to cross, 467; on British control of, 249; on British frigates stationed in, 305; on British raid up, 321, 336 and n, 393; on defeating British forces by French fleet entering, 687; on defense of, 189 and n; on mouth of, 687; Pennsylvania Navy and, 151, 174, 175, 249, 321, 413, 414n, 422, 447; Reedy Island in, 369n; suitability of, for large warships, 686; transfer of men from, 413, 414n; vessels scuttled in, 74
- De Layne, —. *See* De Luines
- Deledebat, — (merchant at Bordeaux), 861
- Delight*, British privateer schooner, 94
- Delight*, schooner, 805
- Delight*, Maryland privateer sloop, 242 (David Porter)
- Delmano, Antoine (merchant at Santander, Spain), 742, 743
- DeLorme, Augustin (Continental Marines), 806, 815
- De Luines, — (merchant, Nantes), 509
- Demeret/Demerritt, Samuel (Seaman, Continental Navy; Continental Marines), 122, 803, 813
- Denison, William (cooper), 233
- Denmark, 326n, 452, 801, 803
- Dennis, James (Capt.), 124n (*Spring Bird*)
- Dennis, William (Capt.), 247 (*Angelica*)
- Dennison, Bradstreet (Capt.), 754 (*Gardoqui*)
- Dependence*, HM armed galley: Journal, 197, 412, 421; Master's Journal, 85; engaged by American battery, 421; fires on rebel whaleboats, 412; **captures**: American guard boat, 85 and n (James

- Clark)
- Depouzole, Joseph M. (Continental Marines), 805
- Derancep, — (French merchant), 565
- Derby, Elias Hasket (merchant at Salem, Mass.), 5, 6n, 351n; **to**: Massachusetts Council, 148–49
- Derby, John (merchant at Salem), 5, 6n
- Derby, Richard, Jr. (merchant at Salem), 5, 6n
- Derby, Pa., 338n
- Dermes, — (French merchant), 729
- Des Ruisseaux, — (Seaman, Continental Navy), 684
- Desagrais, —, 736
- Desany, — (French merchant), 726
- Deschamps de Villaine, Joseph (Capt., French Army), 628, 635, 641n
- Desaada Island, French West Indies, 69 and n
- Deshields, Clint (second mate), 233
- Deshon, Daniel (Capt.), 359–60, 385; **from**: Maryland Council, 359–60, 385 (*Molly*)
- Deshon, John (Member, Continental Navy Board of Eastern Dept.): and appointment of purser for *Warren*, 130; and armament for *Confederacy*, 47; and disposition of naval stores, 130; and functioning of Continental Navy Board of the Eastern Dept., 168, 214; and interference in naval affairs by Connecticut officials, 30, 31n; purchases made by, 130 and n; return of, to Boston, 84 and n, 168 and n; returns requested by, 29; and shipment of naval stores, 319; and *Trumbull*, 71; whereabouts of, 2145; **to**: Abraham Whipple, 7
- Désirade, Guadeloupe, 150 and n
- De Songy, M. (Lt., Georgia Navy), 101
- Dessau, L. (Master), 861 (*Tonnere*)
- Destin*, French Navy ship of the line, 569
- Devens, David (Commissary General, Massachusetts Board of War): and firewood, 454; and naval stores, 454 and n; and provisions from Massachusetts Navy ships, 428; and supply of provisions, 389, 409, 410n; and *Tyrannicide*, 356 and n, 399 and n, 438 and n
- Devol, Silas (Lt., Continental Navy), 84 and n, 652, 771n, 777
- Dewitt, Frederick (Master), 859 (*St. Ann*)
- Dezage [D'Zage], Pierre (Seaman, Continental Navy), 806, 815
- D. George & Co. (St. Eustatius merchant firm), 859
- Diamond*, HM frigate: escorts convoy, 72, 74n; in company with *Experiment* and *Raisnable*, 466 and n; in company with *Raisnable*, 433, 434n, 471; Charles Feilding as commander of, 417n; whereabouts of, 417n; **captures**: *Lydia*, 236; *Virtuous Orphan*, 218, 219n; **captures** (with *Raisnable*): *Fly*, 433–34 and n; *General McDougall*, 471 and n; *Sally*, 466 and n, 483n (Charles Feilding)
- Diamond*, Rhode Island privateer sloop, 700n; **captures**: *Woodcock*, 700n (Thomas Stacey)
- Diana*, Swedish snow: captured by *Lizard*, 248 and n (Harman Helweg)
- Dibiry, Martin (merchant at Bilbao, Spain), 742, 743
- Dickenson, Jeremiah (Master), 859 (*Little Charles*)
- Dickinson, Philemon (Maj. Gen., New Jersey Militia), 308, 310 and n, 336 and n; **to**: George Wash- ington, 308–10
- Dickinson [Dickerson], Richard (Capt.), 24 and n
- Dickison, Thomas (Master and ship owner), 858
- Dickman, William (Capt.), 691, 692n (*Barbary Packet*)
- Dickson, David (merchant at Boston), 6 and n, 226, 227n
- Diers, — (Baron), 737
- Digges, Dudley (Member, Virginia Council), 345, 360, 431, 450
- Digges, George, 559n; **Statement**, 559
- Digges, Thomas (British spy), 559n
- Diggs —, 730, 735, 736
- Diggs. *See* Degge, James
- Dighton, Mass., 283 and n
- Dikins, Edward (Master), 169 (*Mary Ann*)
- Diligence*, Virginia Navy armed galley, 422, 423n (Johannes Watson)
- Diligence*, HM brig-rigged sloop-of-war: Journal, 43; captures American vessels in Mississippi River, 10, 13n; **captures** (with *Antelope*): *John*, 43 and n, 599 (Thomas Davey)
- Diligence*, British packet boat, 141
- Diligent*, HM armed brig: Journal, 188, 200, 275, 366; and capture of brig, 366 and n; and Connecticut privateer boats, 200, 275; operations involving, 200, 228 and n; and raid on Long Island, 220; station of, 412 and n; **burns**: Connecticut privateer boat, 275 (Thomas Farnham)
- Diligente*, French Navy frigate, 55, 57, 58n, 568 (Vicomte Du Chilleau de La Roche)
- Diseases: Smallpox: afflicts American prisoners of war, 429; among crew of *Tyrannicide*, 255–56; *Defence* and, 155, 157; fear of, 247; in Boston, 84, 168, 214 and n; inoculation for, 157, 255; in *Resistance*, 259
- Dispatch*, brig, 739 (Emanuel Le Gete)
- Dispatch*, Continental packet brigantine, 59, 116, 273 and n (John Brown)
- Dispatch*, schooner: captured by *Reprisal*, 20, 21n
- Dispatch*, schooner, 270n, 395n (Corbin Barnes)
- Dispatch*, schooner: capture of, 93, 107, 109, 110n; disposition of captured cargo of, 93; dispute concerning, 109, 110n; Gálvez and, 107, 108n; restitution of, 244, 245n (James McCraight)
- Dispatch*, HM ship-rigged sloop-of-war, 72, 74n, 98 and n (Christopher Mason)
- Dispatch boat, 743, 744n
- Dispatches: precautions concerning, 395; secrecy concerning, 395; sending of, to France, 395, 396
- Diusteguy Larralde et fils, 711, 712, 714n
- Diver, Anthony (Captain), 297n (*Civil Usage*)
- Dixey, John (ship owner), 124 and n
- Dixey, Thomas (Gunner's Mate, Continental Navy), 548 and n
- Dixon, John (publisher, *Virginia Gazette*), 201 and n
- Dobbs, Mooreman (Pvt., Continental Army), 101
- Dobbs, William (Lt., RN): John Paul Jones and, 766; mental state of, 766; representatives for family of, 766; treatment of, 766; wounding and death of, 600 and n, 605, 675–76 and n, 707, 707 and n, 759, 761n, 766

- Doboy Sound, Georgia, 128, 129n
 Dod, Edmund (Lt., RN), 35 (*Cabot*)
 Dodge, Joseph (Capt.), 357–58 and n, 404n (*Beaver*)
 Doharty, James (Capt., South Carolina Navy), 177, 178n
 Dohrman, Arnold Henry (Dutch merchant in Portugal), 667–68; **to**: Charles-Guillaume-Frédéric Dumas, 666–67, 667–68
Dolly, brig: captured by *Andromeda*, 163n
Dolphin, brigantine: captured by *Ranger*, 596, 597n; cargo of, 596; sunk by *Ranger*, 596, 840, 855n (Christian Stenger)
Dolphin, Massachusetts State trading brigantine, 117, 667, 668n; captured by *Peace and Plenty*, 667, 668n, 690 and n (Israel Turner)
Dolphin, Continental Navy cutter, 769, 769n; **captures** (with *Reprisal* and *Lexington*): *Peggy*, 394, 395n (Samuel Nicholson; Francis Brown)
Dolphin, schooner: captured by *Eolus*, 398 and n
Dolphin, Maryland Navy schooner: ammunition for, 132 and n; and transportation of military stores, 413 and n; cleaning of, 91; manning of, 91; provisions for, 132 and n; return of, to Annapolis, 91; spirits for, 132 and n; to transport crew of *Virginia*, 91 and n; to transport supplies, 91 (Richard Bryan)
Dolphin, Massachusetts privateer schooner, 70n; **captures**: *Canso*, 70 (Edward Fettyplace, Jr.)
Dolphin, Massachusetts privateer schooner, 169n, 170n; **captures**: *Gauger*, 350; **captures** (with *Cutler*): *Neptune*, 169 and n (John Leach)
Dolphin, schooner: captured by *Greyhound*, 370 and n (William Thomas)
Dolphin, sloop: captured by *Tartar*, 294 and n (Thomas Cox)
Dolphin, sloop: captured by *Rose*, 134 and n, 171 and n (Robert Dashiell)
Dolphin, Connecticut State trading sloop, 162 (Robert Niles)
Dolphin, tender to *Deane*, 731
 Dominica, British West Indies: and intelligence from Martinique, 82; as part of Leeward Island station, 648; French frigate and, 55, 57; French operations and, 55, 57, 518; mutinous crew carries vessel into, 696 and n; prize carried into, 482, 695
 Donald, Robert (Lord Provost of Glasgow, Scotland), 594, 595n; **from**: John Gell, 663
 Donat de la Garde, Pierre (Master), 861 (*Vicomte de Veaux*)
 Donavan, James (Master), 64 (*Reed*)
 Donoly, — (guard, Mill Prison), 514 and n
 Donton, John (seaman), 376, 378 and n
 Doran, Michael (Master), 439 (*Connection*)
 Dorchester Co., Md., 132, 461n
Dorothy, British transport ship, 193n (George Williams)
 Dorsey, — (Dr.), 736
 D'Orsin de Miraval, Balthazar (Ens. de vaisseau, French Navy), 626, 633, 640n
 Dorverek/Darverck, Samuel (Master), 858 (*Batavear*)
Dory, sloop: captured by *Mifflin*, 63 (Thomas Nye)
 Dos Santos, Anthony Dias (ship owner), 329, 330n
 Doten, Thomas (Lt., Massachusetts Navy), 486, 487n
 Dougal, John (Seaman, Continental Navy), 759
 Douglas, Billy (Lt., RN), 326 and n, 650 (*Antigua*)
 Douglas, John (seaman), 844
 Douglass, Jonathan, 419
 Douns, William (Seaman, Continental Navy), 794
Dove, schooner: captured by *Terrible*, 70 (John McGary)
 Doven, — (Master), 415
 Dover, Del., 64
 Dowe, Jesse (steward), 233
 Downey, John (Seaman, Continental Navy), 788
 Downs, Baxter (Master), 858 (*Polly*)
 Dowse, Nathaniel (Capt.), 665–66 and n; **to**: American Commissioners in France, 665–66 (*Mercer*)
 Dowsit/Dowsitt, Charles (Seaman, Continental Navy), 805, 813
 Doyers, Peltier du (French merchant), 722, 730, 731
Dragon, ship: captured by *Emerald*, 27 and n, 859 (Claude Bondit)
Dragon, Virginia Navy ship: and Cape Charles channel, 76; command of, 66n; medicines for, 34; military stores for, 194; naval stores for, 34, 422, 423n; officer gets leave of absence from, 250; outfitting of, 92; provisions for, 194n; station of, 76n; stores for, 279; supplies for, 34, 106, 243, 432, 469 (Eleazer Callender)
Drake, HM sloop: armament of, 677, 678n, 692, 693n, 844; as impressment ship, 677; as prisoners of war transport, 677, 685, 708–9; as prize, 605–6, 673, 678, 692–93, 701–2, 759–60, 782, 783n, 847, 849, 850, 851, 852, 853, 854; capture of, 599, 600, 605, 606, 668, 677, 680, 700, 701n, 747, 758, 764, 846–847; careening of, 709; casualties among crew of, 605, 676, 707, 759; composition of crew of, 675, 758; condition of, 605, 701; crew of, as prisoners, 599, 747; damage to, 600, 605, 617, 758–59, 847; dispatch of to America, 677, 679, 681 and n, 685, 708–9 and n, 747; engagement with *Ranger*, 606, 617, 675–76, 758–60, 844, 846–847, 856n; John Paul Jones' plans for, 677, 685, 709; prize master of, 853, 856n; refitting of, 681, 685; Thomas Simpson and command of, 605, 678; Thomas Simpson confined in, 749, 782; size of crew of, 759; and supplies for families of crew of *Ranger*, 700 (George Burdon [1])
 Prize Crew of: **deposition**, 701–2
 Drake, Ebenezer (mate), 219
 Drayton, William Henry (South Carolina Delegate to Continental Congress), 192, 193n, 468
Dreadnought, armed boat tender, 354, 355n
Dreadnought, East Florida Provincial Navy galley, 231, 232n
 Drew, James (Lt., RN), 220 and n, 366n
 Drew, John (Capt., South Carolina Navy), 387
 Driver, John (Seaman, Continental Navy), 788
 Drogher, 375 and n
 Drouet, Louis (Master), 859 (*Lanoir*)
Druid, HM ship-rigged sloop-of-war, 143, 145n (John Bouchier)

- Dry goods: as cargo, 14, 27n, 99n, 120n, 121, 123, 186n, 207, 248, 250n, 262, 272n, 280n, 282, 298, 335, 341, 355, 358, 400, 416n, 445, 446, 682, 703n, 824, 858, 860, 862; *Marlborough* captures, 820, 821; Oliver Pollock and shipment of, 324; on price of, 394
- Du Chesnoy, Michel Capitaine, 337, 338n
- Du Chilleau de La Roche, Charles-Louis, Vicomte (Lieutenant de vaisseau, French Navy), 58n
- Du Doyer, Jean Peltier (merchant at Nantes, France), 510, 769 and n, 770
- Duane, James (New York Delegate to Continental Congress), 368n
- Duarte, João Garcia (Master), 330n (*Nostra Senhora de Carmo e Santo Antonio*)
- Dublin, Ireland, 587, 592; inward-bound vessels, 705 and n, 756; outward-bound vessels, 643, 756, 844; plan for capture of prize in harbor of, 555
- Duc de Choiseul*, schooner, 767 and n; captured by *Prince of Wales*, 751–52 and n (John Fulford)
- Duc de Choiseul*, French armed ship: armament of, 179, 180, 180n; arrival of, in Boston, 343n; capsizing and sinking of, 179, 180, 180n; captured by *Blonde*, 179, 180, 180n, 343n; Continental Congress' stake in cargo of, 180n; crew of said to be drunk, 179; *Deane* sails with, 342; fate of, 473, 474n; size of, 180; size of crew of, 179, 180; stripping of masts and rigging of, 180n (Jean Heraud)
- Duc-de-Bourgogne*, French Navy ship of the line, 549 (Vicomte de Rochechouart)
- Ducamp, — (French merchant), 724
- Duchesne, — (French merchant), 563
- Duchesne, Mathurin (Seaman, Continental Navy), 806, 815
- Duchesse de Grammont*, ship, 509, 767, 768n, 786, 787n (Poidras)
- Duchilleau de la Roche, Vicomte (Lieutenant de vaisseau, French Navy), 16–17 and n (*Diligente*)
- Duck Creek, Del., 378 and n
- Duck Creek Packet*, schooner, 378 and n (Cook)
- Duckett, — (Almoner, Gosport, England), 669
- Dudington [Dudingston], William (Capt., RN), 553, 617 and n, 663; **from**: Lords Commissioners of the Admiralty, 553 (*Boston*)
- Dudley, Miles (seaman), 235
- Duer, William (New York Delegate to the Continental Congress), 201n, 368n; **from**: Maryland Council, 421–22
- Duff, Robert (Vice Adm., RN), 571–72, 573, 673, 674n; **from**: Lords Commissioners of the Admiralty, 571–72
- Dugan, — (merchant at Baltimore), 176, 861
- Duggan, James (Seaman, Continental Navy), 788
- Duke of Grafton*, sloop: captured by *St. Albans*, 861 (Nicholas Henson)
- Duke of Marlborough (seaman), 826
- Duke of Portland*, schooner: **captures**: *Two Brothers*, 691, 692n (Conner)
- Dumaresque, Thomas (Capt., RN), 35, 46n, 650 (*Portland*)
- Dumas, Charles-Guillaume-Frédéric (correspondent for America in Holland): **from**: Arnold Henry Dohrman, 666–67, 667–68
- Dumfries, Scotland, 643
- Dumont & Hassell (merchant firm at Martinique), 437
- Dunbar, Richard (RN), 354, 355n
- Dunbeaux, Thomas (Seaman, Maryland Navy), 353
- Dunbibin, — (Maj., North Carolina militia), 152
- Duncan, Henry (Capt., RN; First Captain), 86, 118
- Duncan, James (Capt.; ship owner), 134 and n, 171 and n, 391 and n (*Rose*)
- Duncan, William (Boatswain, Continental Navy), 771n, 777
- Duncan, William (Pilot, Ocracoke, N.C.), 462n
- Duncras, — (French merchant), 723
- Dunderberg Mt., N.Y., 85 and n
- Dunford, William (Master, Virginia Navy), 474
- Dungarvan, Ireland, 841
- Dunham, —, 104
- Dunham, Samuel, 420
- Dun Horse Tavern, Cooper's Ferry, N.J., 392
- Dunk's [Dunck's] Ferry, N.J., 75
- Dunkerque [Dunkirk], France: British ships cruising off of, 567, 570; Coffyn on advantages of to American trade, 556; Coffyn wishes to represent United States in, 556; Continental cutter *Revenge* sails from, 580n; inward-bound vessels, 575, 577, 860, 862; outward-bound vessels, 575, 577 and patrol area of French Navy frigates, 549, 550; *Revenge* purchased at, 660n
- Dunmore*, HM brig tender: escorts *Virginia* into Hampton Roads, 8 and n; prizes of, 98; tender to *Otter*, 248; **captures**: *Francois*, 98 and n; *Hardy*, 27 and n; *L' Source*, 98 and n; *La Loup/Resource*, 248 and n; *Marianne*, 27 and n; *St. Francois*, 248 and n; **captures** (with *Dasher*): unidentified polacca, 98, 99n (John Wright)
- Dunn, Samuel (Capt.): **memorial of**, 543 (*Venus*)
- Dunton, Isaac (Master), 218, 237, 254, 255n
- Dunwill, John (fisherman): **petition of**, 301
- Dupré de Saint-Maur, Nicolas (Intendant at Bordeaux, France), 781 and n, 783
- Durand, — (French merchant), 729
- Durfee, Joseph (Capt., Massachusetts Militia), 283 and n
- Durfort, Louis-Nicholas, Chevalier de (Capitaine de vaisseau, French Navy), 569 (*Atalante*)
- Durgin, Daniel (Midn.; Mate, Continental Navy), 791, 800, 811
- Durham, N.H., 795, 797, 801, 805
- Durham Point, N.H., 803, 804, 809n
- Dusnesnil, — (French merchant), 727
- Dutch, Jeremiah (Continental Marines), 801, 808
- Dutch, John (merchant at Salem, Mass.), 495n
- Dutchess of Devonshire*, ship, 664 and n (William Shaw)
- Duval, Francois (Continental Marines), 805, 815
- Dyer, Caleb (Sailing Master, Massachusetts Navy), 486, 487n
- Dyer, Charles (Col., Rhode Island Militia), 327, 328n
- Dyer, Nathaniel (seaman), 235
- Dyer's Island, R.I., 472
- Eagle*, Pennsylvania Navy guard boat, 241 and n (Daniel Murphy)

- Eagle*, brig: captured by *General Montgomery*, 409 and n; recaptured by *Rainbow* and *Arbuthnot*, 409
- Eagle*, brig: captured by *Raleigh* and *Alfred*, 46n, 69 and n; escape of, 69n (J. Morgan)
- Eagle*, Massachusetts privateer brigantine: captured by *Tartar*; 424 and n (Elijah Luce)
- Eagle*, Massachusetts privateer schooner: **captures**: *Fanny*, 116n (Elijah Freeman Payne)
- Eagle*, HMS: awaited at Philadelphia, 51; carries Viscount Howe, 72, 168; in Delaware River, 168; reportedly lost in gale, 266 and n; sick crewmen from, 171 (Roger Curtis)
- Eairs, James (Ship's Tailor, Continental Navy), 804
- Earle, William (Master), 859 (*Thomas*)
- Earl of Chester*, British merchant brig, 654 and n; **captures**: *Mary and Fanny*, 654 (John Harvey)
- Eason, William (merchant at West Florida), 244, 245n
- Eastern Shore, Maryland, 201n, 354, 385, 396
- Eastern Shore, Virginia, 394, 432; armed galleys protecting, 423; assistant state agents at, 99–100n; drafts from, 476; protection of, 361; ships from France and, 79; supplies to be forwarded from, 383; transportation of supplies to, 361
- East Florida: British Navy and protection of, 362; defense of, 212–213, 363; invasion of, 212–13, 230–31, 362–63 and n; on American control of, 499
- East Florida Governor's Council, 212–13
- East Greenwich, R.I., 238, 239n
- East Indies, 601
- Eastman, Joseph (merchant at Annapolis), 386 and n, 413, 414n
- Eastman & Neth (Annapolis, Md., merchant firm), 386
- Easton, John (North Carolina commissary), 120n, 462, 462 and n
- Easton, Pa., 175
- Eaton, John (Seaman, RN), 434
- Ecclestastes*, 501n
- Echo*, British transport ship, 193n (John Moncur)
- Eden, William (Member, Carlisle Commission), 552
- Eden & Company (London mercantile firm), 70n
- Edenton, N.C., 332, 414; arrival of French merchantmen at, 551; inward-bound vessels, 152; outward-bound vessels, 551, 742n, 860, 862
- Edgar, James (Member, Pennsylvania Supreme Executive Council), 105, 131, 174, 181
- Edgar, Thomas (carpenter), 233
- Edmunds, John (seaman), 235
- Edmunds, Robert (Prize Master, Continental Navy): **from**: Abraham Whipple, 745
- Edney, Peter (Boy, Continental Navy), 802, 814
- Edward*, schooner: captured by *Lively*, 70 (Taylor)
- Edwards, Edward (Master), 858 (*Ann*)
- Effingham*, Continental Navy frigate: at Bordentown, N.J., 222, 223n; destruction of, 189, 191n, 285, 298 and n, 308, 310n, 321 and n, 336 and n, 358, 359n, 393, 395n, 500, 501n; scuttled, 223n (John Barry)
- Egg Harbor, N.J., 247
- Eckerman, Noah (seaman), 217
- El Ferrol, Spain, 412; Courter and, 122n; *Nymph* sails from, 266; outward-bound vessels, 280n, 302n, 365n; Spanish warships from, 664
- Elbe River, 688n
- Elbert, Samuel (Col., Continental Army), 53n; advance of troops of, 81; and capture of *Hinchinbrook*, *Rebecca*, and a "watering" brig, 138; and landing on Frederica I., Ga., 135–36 and n; and march of refugee South Carolina loyalists, 230; on advance of force commanded by, 230; on operations of detachment commanded by, 81; on size of detachment commanded by, 81; Orders of, 135–36; whereabouts of, 230, 232n; **to**: George Melvin, 76–77; John White, 178; Robert Howe, 138;
- Elbowen, Nathaniel (Seaman, Maryland Navy), 353
- Eldred, James (Lt.), 323, 324n, 453 and n, 818–19, 822, 823, 824, 827, 829n, 830n, 831n
- Eldridge, Daniel (Prize Master), 233
- Eldridge, Thomas (seaman), 235
- Elegante*, snow: captured by *Emerald* and *Richmond*, 27 and n, 859 (Collenau)
- Elegante*, tender to HM frigate *Emerald*, 346 and n, 370 and n
- Eliot, James (Lt., Willing Expedition), 109, 110n
- Eliot, Samuel, Jr. (Connecticut Agent in Massachusetts): and cargo of *Cyrus*, 484; and crew of *Cyrus*, 433 and n; and disposition of cargo of prize, 484; and Henry Shirley, 428, 429n, 433; and prisoners of war, 484 and n; **to**: Jonathan Trumbull, 401–2, 433; **from**: Jonathan Trumbull, 484;
- Elisabeth*, schooner: captured by *Hinchinbrook*, 858 (Joseph Bartlet)
- Eliza*, brigantine: captured by *Lively*, 123 (Robert Jack)
- Elizabeth*, brig: accounts of, 116 and n; captured by *Lee*, 116 and n; recaptured by *Rainbow*, 380 and n (Thomas Edwards)
- Elizabeth*, brig: captured by *Hazard*, 237; case involving, 237n; on authenticity of license carried by, 237n; recaptured by *Rainbow*, 237 and n, 365 and n (Thomas Howe)
- Elizabeth*, schooner: captured by *Ariadne*, 300
- Elizabeth*, British privateer ship: **recaptures** (with *True Briton* and *Antigua Planter*): *Exchange*, 391 and n (Robert Hunter)
- Elizabeth/Eliza*, ship, 683 and n (Jack)
- Elizabeth*, sloop: burned by *Hammond*, 446
- Elk*, HM sloop tender: assists provisioning Hammond's Squadron, 51
- Elk River, Md., 862
- Elizabeth Islands, Mass., 304 and n, 303; British raid on, 220, 263, 266n, 268, 275, 303 and n, 334 and n, 348, 366, 390, 403, 455; defense of, 348–49; livestock on, 220
- Ellery, William (Rhode Island Delegate to Continental Congress; Member, Marine Committee, Commerce Committee, Committee on Appeals), 285n; and letter for Continental Commerce Committee, 285 and n; and size of new Continental Navy frigates, 489, 491n; appoints Schweighauser commercial agent at Nantes, France, 508; on abilities of John Sullivan, 190; on

- adding members to the Continental Navy Board of the Eastern Dept., 190; on British conciliatory proposal, 192, 193n; on losses suffered by Continental Navy, 189; on New Hampshire's representation in Continental Congress, 192, 193n; on other states neglect of Rhode Island, 190; on proposal to grant half-pay for life to Continental Army officers, 192; on Rhode Island loyalist changing loyalties, 190; on situation of Rhode Island and appointment of John Sullivan, 190; on successful conclusion of war, 278; report written by, 75n; William Vernon writes, 455 and n; **to**: William Vernon, 189–91, 278; William Whipple, 191–92, 499–501
- Ellingwood, — (served with *Deane*), 732
- Elliot, Andrew (Superintendent of the Port of New York), 118; **to**: Viscount Howe, 118
- Elliot, Charles (seaman), 234
- Elliot, George (Capt., Virginia Navy): and escorting ship carrying supplies, 105–6; and fitting out *Safe-guard*, 80 and n; orders for, 492; orders to, countermanded, 105; pilot of, 92 and n; receipt for, 105–6 (*Safeguard*)
- Elliot, James (Lt., Willing Expedition), 244, 245n, 324, 325n
- Elliot, John (Commo., RN): appointment of, as commodore, 552–53; to transport Carlisle Commissioners of the Admiralty, 552–53 (*Trident*)
- Elliot, John (Capt., Continental Marines), 734
- Elliot, Robert (Col., Rhode Island State Artillery), 187, 188n
- Elliot, Thomas (Pvt., Continental Army), 102
- Elliot & Davis (merchant firm at Petersburg, Va.), 203
- Elliott, George (Capt., Virginia Navy), 80, 383 (*Safeguard*)
- Elliott, Henry (seaman), 235
- Elliott, James (Lt., Continental Army), 9n
- Elliott, John (seaman), 235
- Elliott, Samuel (Cook, Continental Navy), 791
- Elliott, Samuel (Connecticut State agent at Boston), 161
- Ellis*, British privateer ship, 644 and n; **captures**: *Endeavour*, 696 and n; three unnamed vessels, 644 and n (T. Jolly)
- Ellis, Alexander (Lt., RN): and advance of Georgia Navy armed galleys, 212, 213n; and operations of *Hinchinbrook*, 127, 129n; death of, 81 and n, 127–28, 138, 139n, 213n, 230, 232n (*Hinchinbrook*)
- Ellis, Richard (Continental Navy agent at New Bern, N.C.), 332; and proceeds from sale of prize, 167–68; and purchase of cargo of prize, 448; and storage of salt, 448; and supplying *Caswell*, 462 and n; **from**: Continental Marine Committee, 167–68, 448; loyalty oath of, 448 and n
- Ellis, Robert (Seaman, Continental Navy), 795, 812
- Ellison, Henry (Justice of the Peace, Whitehaven, England), 592, 595, 597; **to**: Earl of Suffolk, 595; **report**, 597–99;
- Elphinstone, George Keith (Capt., RN), 38, 39n; **from**: Viscount Howe, 87 (*Perseus*)
- Elwin, — (French merchant), 725
- Elzey, Nancy, 8n
- Elzey, Robert, 8n
- Elzey, Sally, 8n
- Embargo, 195
- Emerald*, HM frigate: Journal, 52, 66, 92, 98, 370; and blockade of Chesapeake Bay, 98, 135 and n, 279, 280n; escorts *Virginia*, 8; and Hampton Roads, 8, 52, 183; mistaken for another British warship, 224, 225n; naval stores needed by, 135; possible attack on, 183; provisions for, 66; and repair of *Virginia*, 66 and n, 92 and n; repairs for, 66, 135; tender of, 66, 346 and n, 370 and n; **captures**: *Alexandrine*, 27 and n; *Courier de Miquelon*, 27 and n, 859, 863n; *Dragon*, 27 and n, 859; *Elegante*, 859; *Friendship*, 859; *Kitty Delaney*, 859; *Polly*, 859; *Virginia*, 20 and n, 27 and n, 859; **captures** (with *Richmond*): *Elegante*, 27 and n; **burns**: unnamed sloop, 859 (Benjamin Caldwell)
- Emery, Caleb (Seaman, Continental Navy), 702
- Emery, John (American merchant, Bilbao, Spain), 512, 513, 529; **to**: Benjamin Franklin, 527–29
- Empress of Russia*, British transport ship, 382n
- Endeavour*, sloop: captured by *Hotham* [Preston's tender], 31 and n (Samuel McLennan)
- Endeavour*, sloop: captured by *Ellis*, 696 and n (Potter)
- Engageante*, French Navy frigate, 569, 720 (Chevalier de Gras-Preville)
- England: American prisoners of war to be sent to, 306; as destination of British forces from America, 687; British Marines to be sent to, 339; captured French seamen sent to, 73; cruise of *Ranger* and inhabitants of, 704; Sir William Howe's return to, 173, 247n, 307; Viscount Howe's return to, 173, 306; inward-bound vessels, 265n, 409n, 439, 674n; James Young's return to, 648; men from aboard *Raleigh*, 795, 796, 797, 798, 799, 800, 805, 807; on relations of, with Spain, 94; outward-bound vessels, 596; possible invasion of, 673–74; return of Byron's fleet to, 655; return of Carlisle Commission to, 552; ships from Leeward Islands station to be sent to, 657
- English, William (Seaman, Continental Navy), 702
- English Channel, 575, 577, 607–8
- English Harbour, Antigua, 45, 649
- Engs, Maddet (Master), 858 (*Franklin*)
- Ensign, David (coxswain), 233
- Enterprize*, South Carolina privateer brig: **captures** (with *Defiance*): *Betsey*, 603
- Enterprize*, HMS: pursues *Revenge*, 526n; tender of, burned, 525, 526n, 536 and n; **recaptures**: *Betsey*, 521n; *Hope*, 521n, 526n, 536n (Sir Thomas Rich)
- Enterprize*, sloop: captured by *Carysfort* and *Lizard*, 858 (Timothy Pearse)
- Erskin & Mitchell (Boston merchant firm), 859
- Erwin, James (Capt., Pennsylvania Navy), 241 and n (*Terror*)
- Esk*, British transport ship, 193n (William Ridden)
- Espic, — (French joiner), 722
- Espiègle, French Navy lougre, 568
- Espinousse. *See* Coriolis d'Espinouse
- Essau, Joseph (ship owner), 280n
- Essex Co., Mass., 114, 483n

- Esson de Saint-Aignan, François-Charles-Gabriel, Vicomte d' (Garde de la marine, French Navy), 716, 717 and n
- Estaing, Charles-Hector, Comte d' (Vice Adm., French Navy): aide to, 640n; authority of, 611–12 and n; command style of, 611, 612; intelligence concerning fleet commanded by, 571–72; on composition of fleet of, 593; on design of ships in Toulon fleet, 718–19, 719–20; on destination of fleet commanded by, 593, 594n, 606; on fostering competition between gun crews, 629, 636; on intelligence of destination of fleet of, 593; on operational plans of, 593, 594n; on recording the trim of ships, 718, 720; on scouting fleet of, 594; station of, in *Languedoc*, 628, 635, 640n; *Esther*, schooner: burned by *Hammond*, 446; **to**: Gabriel de Sartine, 557–58, 558, 714–15, 715, 716, 717–19, 719–20; Silas Deane, 519; **from**: Silas Deane, 685–87; **summary of instructions from**: Louis XVI, 517–18, 518–19
- Étourdie*, French Navy frigate, 364; armament of, 568; boat from, helps extinguish fire on American privateer in St. Pierre harbor, 55, 57; chases British frigate to Dominica, 16–17; in Brest fleet, 568; location of, 568; prevents capture of American vessel at Prêcheur, 16–17; stationed at St. Pierre, Martinique, 16–17 (Marquis de Montbas)
- Euge, —, 559
- Evans, J. (Capt.), 695, 696n (*Lydia*)
- Evans, John (Commo., RN), 601, 624, 688n (*Invincible*)
- Evans, Wiggin (Continental Marines), 803, 814
- Eve, Oswald (Pennsylvania Loyalist, shipbuilder), 256 and n
- Éveillè*, French Navy ship of the line, 549 (Chevalier de Botderu)
- Everet/Everett, Michael (Seaman, Continental Navy), 122, 795, 812
- Everitt, Charles Holmes (Capt., RN), 43n (*Antelope*)
- Everitt, Michael John (Lt., RN), 22 (*Badger*)
- Everts, James (seaman), 234
- Exchange*, sloop: captured by *General Arnold*, 262 and n, 391 and n; captured by *True Briton* and *Elizabeth*, 391 and n (John Wardell)
- Exeter*, HMS, 601 (John Neal Pleydell Nott)
- Exeter, England, 555
- Exeter, N.H., 800
- Experiment*, HMS: Journal, 322–23, 470; in company with *Raisable* and *Diamond*, 466 and n; pursues *Providence*, 786, 787n; station of, 202, 305, 339; tender of, 391 and n; to join Howe's fleet, 339; **captures**: *Portsmouth*, 167n, 322–23 and n, 417n; *Wexford*, 470–71n (Sir James Wallace)
- Eyquem, Pierre (Seaman, Continental Navy), 806, 815
- Eyre, Edmund (Maj., British Army), 496 and n, 497, 498n
- Eyres, Benjamin (Philadelphia shipbuilder), 393, 394n
- Fady, Jean (Continental Marines), 807, 815
- Faggs Manor, Londonderry, Pa., 97, 98n
- Fair American*, South Carolina letter of marque brigantine, 155n (Charles Morgan)
- Fairbank, — (Capt., King's American Regiment), 163
- Fairchild, Lewis (seaman), 234
- Fairfield*, Rhode Island privateer brigantine, 124n; **captures**: *Whim*, 123 (James Hovey)
- Fair Play*, Massachusetts privateer brigantine, 683; **captures**: *Free Briton*, 683 and n (Isaac Somes)
- Fairservice, Robert (Captain's Clerk, Massachusetts Navy), 486, 487n
- Falcon*, HM ship-rigged sloop-of-war, 366 and n (Harry Harmood)
- Falconer, Nathaniel (Capt.), 431n
- Fall River, Mass., 188, 196n, 443, 496, 497–98 and n
- Falls, James (Gunner, Continental Navy), 759, 761n, 846
- Falmouth, England, 168, 221n, 653, 752, 754
- Falmouth, Mass., 275n
- Falmouth, Me. *See* Portland, Me.
- Fame*, Pennsylvania Navy armed boat: captured by boats from *Cornwallis*, *Pearl* and *Camilla*, 51–52 and n (Joseph Wade)
- Fame*, brigantine: recaptured by *General Mifflin*, 438–39 and n (James Coates)
- Fame*, HMS, 688n (Stephen Colby)
- Fame*, sloop: captured by *Greyhound*, 397 and n, 445 (Joshua Farnham)
- Fancy*, Massachusetts privateer brigantine, 670 and n (John Lee)
- Fancy*, letter of marque ship, 825, 826, 830n; captured by *Marlborough*, 83n, 825 (William Allenson)
- Fanneier, Francis (Long Island refugee), 352
- Fanning, John (Lt., Continental Marines), 42, 43, 43n
- Fanny*, brig, 116 and n; captured by *Eagle*, 116n (William Tokely)
- Fanny*, Massachusetts privateer brigantine, 37n, 527, 529–30n, 746n; **captures**: *Hanover Planter*, 529–30n; **captures** (with *Cumberland*): *Lively*, 746n; *Lord Dungannon*, 746n; *Thomas & Henry*, 746n (John Kendrick)
- Fanny*, British armed transport ship, 382 and n (Daniel Sinclair)
- Fanny*, snow: armament of, 525, 526n, 536; captured by *Revenge*, 521 and n, 525, 526n; cargo of, 525, 526n; sent to Martinique, 521 and n, 525, 526n (William St. Barbe)
- Fanse*, Antigua privateer: **captures** (with *Surprise*): unidentified schooner, 294 and n
- Fanshawe, Robert (Capt., RN): accused of arson, 38, 39n; and inquiry into loss of *Hinchinbrook* and *Rebecca*, 212; and marines for East Fla., 213; and rebel sailings from Charleston, S.C., 172; commands *Carysfort*, 213n; squadron of, and patrolling North Carolina coast, 87; to obstruct French ship, 87 (*Carysfort*)
- Fantasque*, French Navy ship of the line, 568, 621, 622, 718, 719 (Bailli de Suffren de Saint-Tropez)
- Fargo, Samuel (seaman), 235
- Farmer, Ebenezer (seaman), 234
- Farmers-General, France: officers of, at Bordeaux,

- France: and Boston bringing tobacco into France, 474n, 544–46, 546–47 and n, 551; on right to inspect Boston, 544–46, 546–47; and status of Boston, 535, 544–46, 546–47, 703; **Report**, 544–46, 546–47
- Farnham, Joshua (Master), 397n, 446n (Famē)
- Farnham, Samuel (Continental Marines), 796, 807, 808
- Farnham, Zebediah (Lt., Continental Marines), 771n, 777
- Farran, Christopher (Capt.), 555–56
- Farrant, William (Master's mate, Continental Navy), 738 and n
- Farrey, John (merchant at Boston), 199n
- Fassy, — (Master), 285 and n (Flam and)
- Fauxbourg du Chartron, Bordeaux, France, 783 and n
- Favi, Francesco (Representative to France of Florence and the Republic of Ragusa): **to**: Government of Florence, 610–11, 611–12, 660–61, 661–62, 707
- Favorite, Massachusetts State trading brigantine, 117; captured by Hannah, 248 and n (Nicholas Bartlett, Jr.)
- Favorite French Navy corvette (Coëtnempren de Kersaint), 568
- Favorite schooner: captured by Lizard and Galathea, 859 (Samuel Smith)
- Favorite HM ship-rigged sloop-of-war, 364, 650; **captures**: Benjamin, 206–7 and n; Peggy, 206–7 and n; Prudence, 206–7 and n (William Fooks)
- Favorite Massachusetts privateer brigantine, 59, 60n; cruise of, 328; fitting out of, 149, 149 and n, 160, 161n; Irish Gimblet renamed, 178, 179n; on quality of, 178; ordnance for, 149; provisions for, 149 and n; said to be admired, 161; sale of ownership share of, 328; Nathaniel Shaw, Jr., and, 178; watering of, 149 and n (John Lamb)
- Favorite schooner: captured by Galathea, 152–53 (John Adams; Samuel Smith)
- Fayal/Faial Island, Azores, 329
- Fear, Cape, N.C., 66 and n, 446, 501, 858
- Feattus, James (Comdr., RN), 51n (Vulture)
- Feilding, Charles (Capt., RN): and chase of American privateer, 483 and n; and condemnation of Lydia, 236; and Halifax Squadron, 159, 160n, 339, 417n; and protection of coal mining operations in Nova Scotia, 159; **from**: Viscount Howe, 338–39; Meshech Weare, 416–17 and n (*Diamond*)
- Fell, Thomas (Lt., Pennsylvania Navy), 391, 393n
- Fendant, French Navy ship of the line, 549 (Marquis de Vaudreuil)
- Fennel, William (Seaman, Continental Navy), 702
- Fenwick, Ignatius (Capt.), 27n, 861 (Lydia)
- Fenwicke, Edward (Seaman, RN), 179
- Ferdinand, French armed merchant ship: British target, 87; cargo of, 223, 225n; crew of, and fort at Cape Lookout Bay, 223–25 and n, 341–42 and n; location of, 87 and n, 223; on security of, 223–24; supplies from for construction of fort at Cape Lookout Bay, 223–25; and trade with Americans, 87 and n; and voyage to Virginia, 305, 307n (Cottineau de Kerloguen)
- Ferguson, David (Seaman, Maryland Navy), 19
- Ferguson, George (resident of Tobago), 775
- Ferguson, James (Capt., RN), 171 and n; **from**: Andrew S. Hamond, 50–51 (Brunē)
- Ferguson, Niel (merchant at Albany, N.Y.), 861
- Ferguson, Robert (Surgeon's Mate, Virginia Navy), 270 and n
- Fergusson, Adam (resident of Tobago), 775
- Fergusson, John (Comdr., RN): and British merchant vessels at New Orleans, 107 correspondence of, 37n, 106, 107n, 291, 317, 318n; and fugitive slaves on Sylph, 37n; and *Rhetta*, 10, 13n; threatens New Orleans, 288, 290n (Sylph)
- Fernald, Edward (Seaman, Continental Navy), 792
- Fernald, Joshua (Seaman, Continental Navy), 799
- Fernald, Simeon (Carpenter, Continental Navy), 791, 811
- Fernald, Theodore (Fifer, Continental Navy), 795, 814
- Ferēt, HM armed galley: and mischianza, 382n; on building of, 305, 307n; on purpose of, 305, 307n; and raid up Delaware River, 321–22 (John O'Bryen)
- Ferrol, Spain. See El Ferrol, Spain
- Fessey, Connecticut privateer schooner: **captures** (with *Retaliation*): Liverpool, 390 and n; True Love, 390 and n (Joshua Griffith)
- Fettyplace, Edward, Jr. (Capt.), 70 and n (Dolphin)
- Fichet, Joseph (ship owner), 697n
- Fiddly, schooner, 369 (Roger M'Carty)
- Field/Fields, Ebenezer (Armorer, Massachusetts State Armory), 479 and n
- FierRodrique ship, 475, 476n (de Montant)
- Figueria, Portugal, 530
- Finances: collection of taxes and, 344; of United States, 242, 264, 344
- Finch, Timothy (merchant at Nantucket), 858
- Finisterre, Cape, Spain, 535, 551
- Finn, John (boatswain), 824–25, 830n
- Fire Island Inlet, 358
- Fire & Co., 728
- Firewood: collection of, 72, 275; expedition to collect, 85 and n; for sick crewmen of *Tyrannicide*, 356; for sick soldiers and sailors, 454; prize broken up for, 96
- Firth of Clyde, Scotland, 617 and n
- Fish: as cargo, 116 and n, 186n, 386
- Fish Hawk, schooner: burned by Hammord, 446
- Fisher's Island, N.Y., 403
- Fisher, Henry (Maj., Delaware Militia), 250n
- Fisher, John (Capt.), 824 (Kitty)
- Fisher, Thomas (Capt.), 617 (Favorite)
- Fishkill Landing, N.Y., 498n
- Fisk, John (Capt., Massachusetts Navy), 464, 465n
- Fisk, John (merchant at Salem, Mass.), 351n
- Fisk, John (ship owner), 697n
- Fitzgerald/Fitzgerrald, John (Seaman, Continental Navy), 590, 793
- Fitzherbert, Thomas (Capt., RN), 347, 348n; **from**: Henry Mowat, 137–38 (*Raisnable*)
- Fitzpatrick, David (Seaman, Maryland Navy), 353
- Fitzpatrick, William (Seaman, Maryland Navy), 353
- Fitzsimmons/Fitz Simons, Nicholas (Lt., Pennsylvania Navy), 391, 393n

- Fitzsimons, Thomas (merchant at Philadelphia), 393, 394n
- Fitzsoy, —, 669
- Flags: ensign staff, 239; **British**: British fleet chase signal, 271; British frigate and display of, 714, 715; bunting for, 431–32, 461; captured ship flying Dutch, 692n; chased vessel raises, 186; Continental ship *Ranger* flies, 582; flown by British Navy ships, 147; frigate fires on ship to force respect for, 179; letters of marque fly in battle with Americans, 120; merchant ship hoists, 323; *Ranger* hoists, 839; **French**: American prize displays, 666, 667; British ships use as decoy, 120; ensign, 82; on American merchantmen flying, 82; *Ranger* hoists French jack, 839; *Ranger* hoists Dutch, 839; signal, 531, 533; **Spanish**: bateaux with supplies for United States to travel under, 324, 325n; flown by French merchant ship, 171; hoisted on American prize, 317, 318n; and shipment of American goods, 287, 288; and transportation of American supplies up Mississippi River, 293; **United States/Continental**, 740; at Fort Hancock, Cape Lookout Bay, N.C., 224; Connecticut Navy ships and, 120, 333 and n; Continental Navy, 147; ensign, 215; flown by captured American merchant vessel, 654; flown by *Revenge* described, 664; French, 179; inversion of, 680–81; Massachusetts privateer and, 6; Massachusetts privateers fly, 453; of *Boston*, displayed at half mast, 666; pennant, 215; privateer flies Continental, 387, 818; privateer flying American, 666; privateer strikes, 388; *Ranger* displays American, during engagement with *Drake*, 758; *Ranger* flies British, inverted, 680–81; salute of, 527, 535, 612–13
- Flags of Truce: William Barton and, 187; convoy to proceed under, 73; for Henry Shirley, 433; prisoner of war exchange and, 229; Isaiah Robinson and, 337, 367; *Royal Bounty* and, 95; rules concerning, 187, 367; American, 20 and n; from Portsmouth, Va., 8; sent to Loyalist vessels in Tangier Sound, Md., 8;
- Flamand* [formerly *Heureux*], ship: accounts of, 285; cargo for, 285; Continental Commerce Committee and, 285; crew of, 285; crew of, fear capture, 285; expenses of, 191; Pierre Landais commands, 310; John Langdon and, 284; Baron Steuben travels in, 310; voyage of, 285 (Pierre Landais; de Fassy)
- Flambeau*, brig: captured by *Carysfort* and *Lizard*, 858 (Jean Cas Major)
- Flatboats: destruction of, 441 and n, 455, 456, 458; ordnance for, 498n; and transportation of British Army raiding party, 442, 455, 456, 497, 497 and n
- Flaxseed, 115, 400, 410, 756, 840, 855n
- Fleche*, French Navy corvette, 569 (Vicomte de Mortemart)
- Fletcher, John (Capt.), 439, 440n, 470–71n, 470n (*Wexford*)
- Fletcher, Patrick (Lt., Continental Navy), 652, 771n, 777
- Fletcher, Richard (resident of Whitehaven, England), 593
- Fletcher, Samuel (Seaman, Continental Navy), 792
- Fleury, François Louis Teisseydre, Marquis de (Lt. Col., Continental Army), 487 and n
- Flinn, Thomas (Master), 859 (*Betsy*)
- Flint, Royal (Deputy Continental Commissary General of Purchases), 87 and n
- Flora*, HM frigate: Journal, 441; boats of, and raid on Fall River, Mass., 497; and British raid on Warren and Bristol, R.I., 441, 441n, 442, 443, 444n, 455, 456n; covers embarkation of British troops, 443; crewmen temporarily transferred to *Venus* from, 441n; engagement involving, 358, 359n; and grounding of *Pigot*, 497; station of, 72, 74n, 253, 254n, 472 (John Brisbane)
- Flore*, French Navy frigate, 569, 626, 715 (Marquis de Castellane Majastres)
- Florence, — (Master), 280n (*Sophia/Sophie*)
- Florence, Government of: **from**: Francesco Favi, 610–11, 611–12, 660–61, 661–62, 707
- Florida*, HM armed schooner, 141, 144, 144n (James Kirkland)
- Florida*, HM armed sloop, 141, 144n; state of, 317, 318n (John Osborn)
- Florida, 151, 683
- Florida, Cape, E. Fla., 502
- Floridablanca, José Moñino, Conde de (Spanish minister of State): and Gustavus Conyngham, 525, 695; and prize brig *Tapley*, 625 and n; and prizes sent into Cadiz, 625; reprimands commandant general of Galicia, 695
- Flour, 14; as cargo, 20, 31, 49, 93, 96, 150, 255, 261, 262, 385, 396, 409, 489, 860, 862; as trading commodity between Maryland and Boston, 40, 41n; burned at Squam Inlet, N.J., 49n; capture of, 378n; for Virginia Navy, 43, 44; shipment of, 11; wanted for Continental Army, 62
- Flowers, William (Seaman, RN), 68
- Fly*, schooner: burned by *Diamond*, 434 and n
- Fly*, schooner, 396, 397n (John King)
- Fly*, sloop: captured by French privateer, 94
- Fly*, HM ship-rigged sloop-of-war, 35 and n, 650; **captures**: *Polly*, 150 and n (Edward Garner)
- Fogarty, James (Seaman, Continental Navy), 788
- Foggitt, Thomas (Seaman, Continental Navy), 796, 812
- Fogland Point, R.I., 444, 445n
- Folger, John (Capt.), 578, 579, 580n
- Follett, Robert (Master, Continental Navy), 791, 808n
- Follett, William (Seaman, Continental Navy), 794, 812
- Folsom, Nathaniel (New Hampshire Delegate to Continental Congress), 192, 193n
- Fooks, William (Cmdr., RN), 650 (*Favorite*)
- Forage: as cargo, 495 and n; convoy brings to Philadelphia, 316; fleet transports, 168; for British Army, 72, 168, 171; lack of, and delivery of supplies, 162; sent from Rhode Island to Philadelphia, 171; shipment of, 171; shortage of, for teams, 336; threatened destruction of, 97; whereabouts of, 413
- Forand, Jean François (Master), 861 (*Alexandrine*)

- Forbes, John (Master), 858 (*Rebecca*)
- Forbin La Barben, Charles-Gaspard-Hyacinthe, Comte de (Garde de la marine, French Navy), 569 (*Séduisant*)
- Ford, Hezekiah (Secretary to American Commissioner in France Arthur Lee), 767–68n
- Fordham, — (Master), 63
- Fordham, Daniel (Long Island refugee), 352
- Fordham, Nathan (Long Island refugee), 352
- Forest, Jean (master), 31n (*Peggy*)
- Forman, Ezekiel (Col., Maryland Militia; Continental Deputy Quartermaster General), 383 and n
- Forrester, Simon (merchant at Salem, Mass.), 352n
- Forster, — (Master), 153
- Fort Barrington/ Fort Howe, Ga., 45 and n, 76, 77n, 138, 178, 230–31, 232n
- Fort Cumberland, Nova Scotia, 123 and n
- Forten/Fortune, George (Master), 380n, 398–99, 439 (*Live Oak*)
- Fort Frederica, Ga., 128
- Fort Hancock, Cape Lookout Bay, N.C., 223–25 and n, 341–42 and n, 361
- Fort Howe, New Brunswick, 137–38 and n, 347–48 and n
- Fort Independence, Mass., 343 and n
- Fort Johnson, S.C., 44, 45n
- Fort Mercer, Red Bank, N.J., 222, 223n
- Fort Moultrie, S.C., 44, 45n
- Fort Nassau, Bahamas, 41n
- Fort Nelson, Portsmouth, Va., 92 and n
- Forton Prison, Portsmouth (Gosport), England: crewmen from *Revenge* at, 674n; demand of officers held prisoner at, 540–41; escape attempt at, 782; escape from, 745; grievances of prisoners in, 541n; guards at, 782 and n; half-rations for prisoners at, 782; John Harris in, 119n; Elisha Hinman escapes from, 267n; petition from prisoners at, 540–41; relief fund for prisoners at, 669–70; Virginia Navy surgeon at, 741n
- Fort Pitt, Pa., 108, 291, 502
- Fort Rose*, schooner: as prize vessel, 819–20, 822, 823, 824, 825, 826, 827, 829n; captured by *Marlborough*, 484, 819, 829n (Richard Roberts)
- Fort Royal, Martinique, 53, 55, 150 and n
- Fort Tonyn, East Fla., 81, 81n, 230 and n, 435–36 and n
- Fortune*, brig: burned by *Cabot*, 463 and n
- Fortune*, schooner: capture of, 135 and n; condemnation proceedings concerning, 286; disposition of crew of, 135 and n; sale of cargo of, 286
- Fortune*, ship: captured by *Otter* and *St. Albans*, 27 and n, 861 (Joseph Mass/Masse)
- Fortunée*, French Navy frigate: anchorage of, 532, 534; and *Ranger*, 526, 527n, 531, 533, 539, 542, 573–76, 576–78, 595, 596, 597n, 837–840, 855n; armament of, 526, 539 and n, 542 and n; crew of, 531, 533, 534; departure of, from Brest, France, 531, 533, 573–74, 576; patrols English Channel, 575, 577; return of, to Brest, 538; sailing qualities of, 533, 534, 575–76, 577–78; sails of, 531, 533; signal flag flown by, 531, 532, 533 (Chevalier de Bernard de Marigny)
- Foster, Thomas (deacon), 274 and n
- Foucaud, — (French merchant), 724, 728
- Foudroyant*, HMS: **captures:** *Lynch*, 69n, 115n (John Jervis)
- Foutin, Barnel (seaman), 164
- Four Friends*, 548 (Lloyd)
- Fournier, Joseph Feliz (Virginia Assistant Engineer), 345 and n, 450 and n
- Fowey*, HM frigate, 202 (Henry Colins)
- Fowl, 437
- Fowler, John (seaman, RN), 33
- Fowler, John (seaman), 670 and n
- Fowler, William (Seaman, Continental Navy), 674n
- Fox*, HM frigate, 548 and n; captured by *Hancock* and *Boston*, 548n (Patrick Fotheringham)
- Fox*, Continental Navy frigate, 359n (Stephen Hill)
- Fox, John (Prize Master, RN), 483n
- Fox Island, Nova Scotia, 801, 809n
- Fox Point, Providence, R.I., 187
- France: John Adams' arrival in, 344; armed merchantmen from, 335; arrival of clothing from, 394, 395n; arrival of John Adams in, 535; attack on merchant ships from, 80; Board of War, 535; *Boston* on voyage to, 365; capture of vessels of, from Martinique, 481; carrying dispatches to, 351; clothing for American officers in, 652 and n; commerce of, with United States, 620; Continental Navy ships arrive in, 46; Simeon Deane arrives from, 482; dispatches for, 395; and disposition of American prisoners, 700; drawing on, 300; and financial support for United States, 578, 579; *Flamand* and, 285; goods shipped for Congress from, 768, 770; government of, and access to Brest, 610, 611; holidays in, 567 and n, 578 and n, 586 and n; insurance rates, and sending supplies to United States from, 551; inward-bound vessels, 219n, 329n, 447, 529, 558, 559, 706n, 721, 785, 858, 862; Irish vessels detained in, 652; and loan of artillery to Virginia, 397n; loan to Continent from, 185; Massachusetts Board of War and draught on, 357; Massachusetts Council on strengthening United States alliance with, 349; men from, aboard *Raleigh*, 801, 802, 805, 806, 807; merchant fleet for American from, 446; merchant ships of, and Virginia coastal fortifications, 345; merchants of, and loan to Virginia, 79; neutrality of and *Ranger's* prisoners, 692; on acting defensively, 610–11, 611; on acting offensively, 610–11, 611; on British Navy and commerce of, 344; on British war with, 382; on capital accumulation of merchants of, 79; on declaration of war by, 610, 611, 661, 662; on importance of Chesapeake Bay region to commerce of, 78–79; on number of ships of, captured by British Navy on coast of America, 344; on relations of, with Great Britain, 246; on seamen's wages for voyage to South Carolina, 231; on sending *Mellish* to, 281; on shipping goods to Virginia from, 79; on war with Great Britain and price of tobacco in French West Indies, 394; on war with Great Britain and prices in United States, 393; outward-bound vessels, 124, 151, 157, 262, 329 and n, 335, 445, 446, 447n, 558, 559, 560; packet boats to be sent to, 269, 270

- and n; permit to sail from, 729; policy of, toward American privateers and their prizes, 555; Pollock ships goods to, 287; possible invasion of England by, 673–74; and protection for American commerce, 344; protection of ships of, 450; *Providence* and, 328n; *Providence* ordered to, 68, 186, 400; *Providence* sails to, 227n, 299n; purchases by Virginia in, 78–79; regulations of, concerning foreign vessels bringing tobacco into, 544–46, 546–47 and n; and release of prisoners captured by Americans, 694; remittance to, 285; return from the United States of sailors of, 524–25; seamen of, and recruitment into Continental Army, 182 and n; sending dispatches to, 277, 277 and n, 278; shipment of clothing from, 273; shipment of supplies to United States from, 509, 510, 511, 578, 579; ships from, reportedly arrive in New England, 394, 395n; state of trade of, 560; trade of, with United States, 585, 662, 744; transporting tobacco to, 167n; and United States control of North America, 499; Virginia fort and protecting vessels from, 476; Virginia tobacco and loan from, 78–79; voyage of *Spy* to, 479 and n; and war with Great Britain, 338, 499, 514, 555, 560, 600–1, 650–51, 661, 662; Jonathan Williams, Jr., and shipment of supplies from, 581
- France: Court of: and carrying war to America, 661, 662; and convoys for American merchant ships, 543, 551; and credit for Virginia, 78–79; and detention of Irish vessels, 652–53; and disposition of *Drake*, 685; and justice for Americans, 527; and letters of marque and reprisal, 766n; and money for John Paul Jones, 708; on state of American affairs in, 344; and proposed Franco-American attack on Halifax, 548; reportedly provides supply for United States, 344
- France, Marine Department, 729
- Francés Viejo, Cabo [Old Cape François], Spanish Santo Domingo, 15
- Francis, — (French merchant), 724
- Francis, Philip (Lt., Willing Expedition), 9, 324–25 and n
- Franklyn, Gilbert, 775n
- Franco-American Alliance, 465n, 514, 522, 555; and British declaration of war against France, 650–51; news of, 160, 273; on, 499; on impact of, 261, 349; reaction in American to, 786; and treatment of American prizes, 646; and treatment of *Boston*, 585; treaty establishing, 270n, 278; and war between France and Great Britain, 338, 655–56; James Warren on, 296
- Franco-American Treaties: and prices of supplies in United States, 393; announced, 437, 438n; carrying ratified, to France, 277n, 278; completion of, 278; congratulations for, 278; congressional ratification of, 278; delivery of signed, 351n; effects of, 400; Harmon Courter and, 488n; on terms of, 278; printed in newspaper, 285; ratification of, 400
- François*, snow: captured by *Dunmore*, 98, 99n (Jean Etienne La Fontaine)
- François, — (French ropemaker), 563, 729
- François, Jean (Continental Marines), 806, 815
- François Aguirre & Co. (merchant firm at Nantes, France), 742, 743
- Francy, Jean-Baptiste-Lazare Théveneau de (commercial agent), 197, 198n; as agent, 285 and n; and expenses of *Flamand*, 285 and n; on charges of for supplies, 344; payment to, 310, 311n
- Franklin*, Massachusetts privateer brigantine, 148–49, 464, 465n (Thomas Connoly)
- Franklin*, Washington's Fleet schooner: **captures** (with *Hancock*): *Lively*, 116n; *Triton*, 116n (John Skimmer)
- Franklin*, ship: captured by *Hinchinbrook*, 858 (Maddet Engs)
- Franklin, Benjamin (American Commissioner in France): and accounts of Jonathan Williams, Jr., 737n; and advancement of *Ranger's* crew, 755; and assistance for needy American seamen, 665; and auditing of commercial agent's accounts, 509n, 510n, 511n; and British proposals, 578, 579; and British spy, 578, 579; delivery of ratified Franco-American treaty to, 351n; and discord among American Commissioners in France, 579, 580; and forwarding letter to Countess of Selkirk, 708; and insurance for *Indien*, 531; and John Paul Jones' advancement, 755; and letter to John Paul Jones, 749n; and letters concerning grievances of prisoners in Forton Prison, 541n; and money for French Navy frigate, 273–74; on criticism of John Paul Jones, 755; on cruise of John Paul Jones, 755; on expedition against Jersey privateers, 755; on letter of John Paul Jones to Countess of Selkirk, 755; relationship of, with John Paul Jones, 749n; residence of, in France, 580n; ship bearing commission of, captured, 683; to peruse John Paul Jones' letter to Countess of Selkirk, 708; and prisoner exchange, 755; and proposed Franco-American attack on Halifax, 548; and recall of Silas Deane, 579, 580; residence of, in France, 394; **to**: John Paul Jones, 755; **from**: John Bondfield, 560; John Emery, 527–29; William Hodge, 698–99; John Paul Jones, 708; William Lee, 547–48; Pierre Penet, 558–59, 559; John Seaward, 662–63; unknown correspondent, 641–42, 642, 643n; Abraham Whipple, 785–87; Jonathan Williams, Jr., 543–44, 665
- Franklin, Thomas (merchant at New York), 248 and n
- Franklin, Walter (merchant at New York), 248 and n
- Franklin, William Temple, 699 and n
- Frapan, — (French innkeeper), 732
- Fraser, William (Undersecretary of State for the Northern Dept.): **from**: Philip Stephens, 647; Sir Joseph Yorke, 688
- Frazer, Alexander, 614
- Frazer, John G.: and cruise of *Ranger*, 744; and deserters from *Boston*, 753; health of, 710, 744; letter for, 652; location of, 710; on *Ranger's* cruise, 744; and recruitment of Continental marine, 762; and volunteers for *Ranger*, 710–11n; **to**: John Adams, 652–53; John Paul Jones, 710, 744; Samuel Tucker, 753

- Frazer, Levin (Seaman, Maryland Navy), 19
 Frazer's Ferry Shipyard, Va., 211, 212n
 Frazier [Frazer], William (Virginia Navy agent), 212, 481 and n
 Frederica, Ga., 136, 138
 Frederica Island, Ga., 135–36 and n, 230, 362 and n
 Frederica River, Ga., 128, 129n
 Fredericksburg, Va., 862
Free Briton, brigantine: captured by *Fair Play*, 683 and n; recaptured by *Seaford*, 683 and n (John Drayton)
 Freeburn, Isaac (Capt.), 169 and n (*Revenge*)
Freedom, Massachusetts Navy brigantine, 180, 486, 487n; captured by *Apollo*, 181n, 218, 219n, 487n (John Clouston)
Freeman, schooner: captured by *Bedford*, 835 (Alexander Boyd)
 Freeman, David (Seaman, Continental Navy): biographical sketch of, 595–96; captured, 592, 593n; desertion of, 595, 758, 760–61n; and raid on Whitehaven, 595, 845, 855n; on raid on Whitehaven, 597; provides intelligence to British, 592; service of, with *Ranger*, 596; **Examination of**, 595–97
 Freeman, Samuel (Member, Massachusetts House of Representatives), 487
Freeman's Journal, or New-Hampshire Gazette, 1778: 12 May, 333
 Freemasons, 761 and 762n
 Freetown [Fall River], Mass., 496, 497–98 and n
 French, Dominick (Master), 123, 124n (*Whim*)
 Frenchmen's Bay, Lincoln Co., Me., 199n
 French West Indies, 607, 608, 688
 Friend, John (seaman), 217
Friendship, Maryland State trading brig, 126–27 and n
Friendship, brig: captured by *Blonde* and *Orpheus*, 67 (Nathaniel Brimblecomb)
Friendship, brig, 116; captured by *Snake*, 102 and n, 206–7 (Archibald Young)
Friendship, British letter of marque, 143, 144n; **captures** (with *Byron* and *Thomas*): *General Gates*, 143, 144–45n (Duncan Fisher)
Friendship, schooner: captured by *Cumberland*, 439
Friendship, ship: captured by *Rose*, 391 and n (Humphrey Crary)
Friendship, ship: captured by *Lizard*, 858 (Mark Towell)
Friendship, sloop: captured by *Emerald*, 859
Friendship, sloop: captured by *Apollo*, 218, 219 and n (Thomas Harmon)
Friendship, sloop: captured by *Loyal Subject*, 445, 446n (Daniel Munro)
 Frost, John (Midn., Continental Navy), 122, 791, 811
 Frost, Stephen (Seaman, Continental Navy; Continental Marines), 800, 813
 Fruit, 99–100n, 262, 703n
 Fryers, John (Master), 219 (*Union*)
 Fuerteventura Island, Canary Islands, 817, 828n
 Fuket, — (French merchant), 725
 Fullford, John (Capt.), 751, 785 and n (*Duc de Choiseul*)
 Fuller, Asa (Capt.), 390 and n (*Retaliation*)
 Fulton, James (Surgeon's Mate, Continental Navy), 329
 Fulton, John (Member, Georgia Executive Council), 53
 Fumel, François-Joseph, Comte (Field Marshall and Governor of Château Trompette fortress), 535 and n, 581
 Fundy, Bay of, Nova Scotia, 348
 Furlong, James (Boatswain's Mate, Continental Navy), 800, 811
 Furman, Moore (Continental Deputy Quartermaster General), 174, 175, 175n
 Furnald, Joshua (Carpenter's Crew, Continental Navy), 812
 Furneaux, Tobias (Capt., RN), 161 and n, 237, 238n, 315, 316n (*Syren*)
 Furness [Furnace; Furnass], Robert (Seaman, Continental Navy; Continental Marines), 122, 799, 809n, 813
 Furnice, Anthony (Prize Master, Massachusetts Navy), 211
 Furniture, 358
 Furs, 287, 298
 Fustic, 115, 144n, 400
 Gains, George (Member, New Hampshire House of Representatives), 416 and n
Galatea, HM frigate: Journal, 136, 139–41, 362; carpenter in, 128; crew of, health, 129; crews of *Hinchinbrook* and *Rebecca* and, 139, 230; and death of Alexander Ellis, 127–28; and East Fla. station, 212–13; and Georgia Navy armed galleys, 128, 129, 212, 213n; merchant vessels master kept prisoner on, 153 and n; misconduct of prize master of, 153; and protection of East Florida, 362; on prizes captured by, 151 and n; operations of, 415, 416n; possible attack on, 138, 139n; **captures**: *Black Joke*, 362 and n; *Buckskin*, 216, 219n; *Favourite*, 152–53; **captures** (with *Lizard*): *Jolly Robin*, 859; *Speedwell*, 859; *St. Ann*, 859 (Thomas Jordan)
 Galbraith, Bartrem (Col., Pennsylvania Militia): **from**: Pennsylvania Supreme Executive Council, 447
 Gale, Edward (Carpenter's Mate, Continental Navy), 589, 702, 837, 855n
 Gale, Edward (Lt., Maryland State Artillery, 132, 133n
 Gale, Peter (resident of Whitehaven, England), 592
 Gallard, John (Boatswain, Continental Navy), 23; **to**: Navy Board of Eastern Dept., 23
 Galleys: armament for, 128; brigs refit as, 363; and defense of Ocracoke Inlet, 154; and Delaware River, 305, 321; fitting out of, 381; for service on Hudson River, 367; on British building of, 305; on manning British, 306; on manning of Maryland Navy's, 421–22; on manning of Virginia Navy's, 421–22; on usefulness of, 305, 381; redesigning schooners or brigs as, 128; schooner refitted as, 381; sinking of, 381; and suppression of Loyalist raids, 422; and transportation of

- stores, 422; utility of, in rivers, 128; Viscount Howe and, 381. *See also* Navy, Georgia
- Gallinas River, Sierra Leone, 824, 830n
- Galloway, Mull of, Scotland, 663, 756, 844, 845, 846, 855n
- Galt, Nathaniel (Capt., Pa. Navy), 87 and n, 367 and n; 467, 468n
- Galteau, Peter (Seaman, Continental Navy), 801, 812
- Gálvez, Don Bernardo de, (Gov., Louisiana; Col. Spanish Army); and American captures, 9–10, 93–4 and n, 243, 244, 271, 290; bill of sale involving, 251–52; and British naval activity on Lake Pontchartrain, 371, 373 and n; British threats against, 288; called protector of Americans, 109; and communication between British residents of New Orleans and British warships, 293; and conduct of James Willing, 502 and n; and conduct of Oliver Pollock, 493, 502 and n; correspondence of, 106, 107n, 291, 317, 318n; and defense of New Orleans, 110–12, 113–14 and n; and defense of Spanish sovereignty, 244; hoists Spanish flag on *Rebecca*, 317, 318n; launches row galley, 317; letter intercepted by, 325n; letters of, to Continental Congress, 289, 290n; and money for Louisiana militia, 289; Oliver Pollock on, 288; on American activities in West Florida, 165; on attachment of, to cause of United States, 290; on authority of over West Florida residents in Willing Expedition, 244, 245n; on British attempts to intimidate, 271; on British naval force in Mississippi River, 165; on force commanded by, 317; on his critical situation, 271; on his relations with Americans, 244; on intimidation of, 109; on Joseph Nunn's threats, 165; on money loaned to Oliver Pollock by, 288; on neutrality of, 291; on preparations for war at New Orleans, 165; on proclamation of, concerning Willing Expedition, 244, 245n; on support of for Americans, 107; on West Florida residents taking oath of allegiance to Spain, 165; Peter Chester's remonstrances to, 291; and preventing British fortifying Manchac, 436, 437n; proclamation of, 291; and protection for Americans, 112, 113; and provisioning British warships, 317; and question of legality of capture of British merchant vessel, 107, 109, 110, 110n, 113; and recall of *Speedwell*, 325n; *Rebecca* under protection of, 109; and restoration of *Rebecca* to British owner, 317, 318n; and return of *Dispatch* to owners, 94 and n; and sailing of *Speedwell*, 286–87, 290n; and sale of captured property, 493 and n; and Spanish authority in Louisiana, 244; and Spanish relations with Southern Indians, 293; and supplies for Willing Expedition, 251–52; support for, from Governor of Cuba, 370, 372; and surrender of American officers, 370, 372; and surrender of American prizes, 370, 372; and threats of British, 112, 113; and Willing Expedition, 291; **to:** Peter Chester, 243–44; Don Diego Josef Navarro, 110–14, 370–72, 372–73; Joseph Nunn, 165; William Smith and Robert Morris, 271–72n; **from:** David Ross & Co., 93–94; James Willing, 436–37; 36
- Gambia River, 682 and n, 818, 819
- Gambier, James (Rear Adm., RN): arrival of, at New York, 131, 202 and n, 305, 307n, 486, 487n; as Howe's second-in-command, 623, 624; and command of British fleet, 623, 624, 624 and n; convoy commanded by, 434, 435n; and disposition of Howe's fleet, 305, 307n; and disposition of *Thames*, 202 and n; on abilities of, 623, 624; position of, 623n; promotion of, 623n; rank of, 623n
- Gambier, John (Lt. Gov., Bahama Islands), 143, 144n
- Gammon, John (Seaman, Continental Navy), 802, 813
- Gammon, Thomas (seaman), 216
- Garçon Major, 631, 632, 638, 639, 641n
- Garde, Richard (Capt.), 652, 653 (*Bordeaux Yacht*)
- Gardiner, Samuel (Cook, Maryland Navy), 353
- Gardner, Alan (Capt., RN), 72, 73n, (*Maidstone*)
- Gardner, Joseph (Capt.), 150n (*Greenwich*)
- Gardner, Joseph (Massachusetts Justice of the Peace), 247
- Gardner, Robert (Carpenter), 438
- Gardner, Samuel (Capt., North Carolina Marines), 415
- Gardner, William (Deputy Continental agent for New Hampshire; merchant at Portsmouth, N.H.), 166–67 and n, 323n
- Gardner's Neck, R.I., 457
- Gardoqui*, brig: captured by *Prince of Wales*, 754 (Bradstreet Dennison)
- Gardoqui, Joseph & Sons (merchants at Bilbao, Spain), 583, 643n
- Gareaud, — (French merchant), 728
- Garner, Edward (Comdr., RN), 35n, 650 (*Fly*)
- Garnier, William (Capt., RN), 15n (*Southampton*)
- Garoin, John (Seaman, Continental Navy), 702
- Gascon*, brig: captured by *Solebay's* tender, 341n, 346 and n, 445, 446n (Francois Giraud/Jeroud)
- Gaskins, Adam (pilot, Ocracoke, N.C.), 462n
- Gaskins, Bavel (pilot, Ocracoke, N.C.), 462n
- Gaskins, Benjamin (pilot, Ocracoke, N.C.), 462n
- Gaskins, Jacob (pilot, Ocracoke, N.C.), 462n
- Gaskins, John (pilot, Ocracoke, N.C.), 462n
- Gasnier, — (French merchant), 562
- Gates, Horatio (Maj. Gen., Continental Army), 498–99n; **from:** New York Delegates to the Continental Congress, 368–69; Cornelius D. Wynkoop, 498
- Gauche, — (French merchant), 562
- Gaudon/Gaudin, — (French merchant), 562, 726
- Gaudron, — (French merchant), 564
- Gaugan, — (French merchant), 726
- Gauger*, schooner: captured by *Dolphin*, 350 (John Robinson)
- Gautier, — (French merchant), 726
- Gautier, Mathurin (Continental Marines), 807, 815
- Gaultier de Kervefguen, Paul-Louis (Capt., French Army), 627, 634, 640n
- Gayhead Point, Mass., 320 and n
- Gayton*, Jamaican privateer sloop, 536–37 and n; **captures:** unidentified schooners, 318; unidentified sloop, 318 (William Chambers)

- Gayton, Clark (Vice Adm., RN): and command of Jamaica station, 144, 145n, 586n; departure of, from Jamaica, 144, 586; prize list of, 599n; prize money of, 586; returns to England, 586
- Gazette de Leyde*. See *Leiden Gazette*
- Gazetteer and New Daily Advertiser* (London): **1778**: 1 May, 643–44
- Geddes, Henry (Capt.), 25 (*Rising Sun*)
- Gell, John (Capt., Royal Navy): and escort for troop transports, 522; and news of the capture of *Drake*, 605; on departure of *Ranger* from Scottish waters, 663; and orders for HMS *Boston*, 594; and pursuing and intercepting *Ranger*, 594, 605; **to**: Robert Donald, 663; Philip Stephens, 594, 616–17; **from**: Lords Commissioners of the Admiralty, 522 (*Thetis*)
- Gellot, Jeremiah (Master), 445, 447n (*Potomack*)
- General Advertiser* (Liverpool), 740, 741n
- General Arnold*, Massachusetts privateer brigantine, 6 and n (James Magee)
- General Arnold*, Massachusetts privateer schooner, 262n, 391n; **captures**: *Exchange*, 262 and n, 391 and n; **recaptures**: unnamed schooner, 262 (John Willson)
- General Arnold*, Rhode Island privateer sloop, 402–3
- General Gates*, Continental Navy brigantine [formerly *Industrious Bee*]: at Boston, 261 and n; departure of, 439; disposition of prize money for seaman on, 114–15 and n; fitting out, 41; manning of, 439; on value of cargo of, 410; operations of, 495, 496n; signaling devices for, 282 and n (John Skimmer)
- General Gates*, Georgia privateer sloop, 145n; captured by *Friendship*, *Thomas*, and *Byron*, 143, 145n (Casper Rowx)
- General Gates*, sloop: captured by *Carysfort*, 120 and n, 231, 232n (Eaton Rudolph)
- General Hancock*, Massachusetts privateer ship, 268, 472 and n (Ishmael Hardy)
- General Howe*, New York privateer ship, 171n; **captures**: *St. Iago*, 171 and n (John Ceary)
- General Lincoln*, Massachusetts privateer schooner, 62 and n (John Margeson)
- General McDougall*, Connecticut letter of marque ship, 471 and n; captured by *Raisnable* and *Diamond*, 471 and n (Joseph Jauncey)
- General Mercer*, Massachusetts privateer brig, 527, 529–30n; **captures**: *Clarendon*, 529–30n; *Nancy*, 350; **captures** (with *Hawk*): *Peggy*, 350, 351n (James Babson)
- General Mifflin*, Massachusetts privateer ship, 438, 439n; **recaptures**: *Fame*, 438–39 and n (William Day)
- General Montgomery*, Massachusetts privateer sloop, 388 and n, 463n; captured by *Cabot*, 387–88 and n, 409n; **captures**: *Eagle*, 409 (William Steward)
- General Moultrie*, South Carolina letter of marque ship, 154–55 and n, 177, 232n (Philip Sullivan)
- General Putnam*, Connecticut privateer ship: and naval stores, 319; armament of, 6n, 239n; commissioning of, 239n; crew of, 239; cruising orders of, 434; departure of, 239; fitting out of, 6 and n, 117n, 160, 161n, 239; manning of, 403–4; muster roll of, 233–35; sailing of, 404; size of crew of, 239n (Thomas Allon; Richard Potter)
- General Scott*, schooner: captured by *Ariel*, 450, 451n (John Cook)
- General Smalkwood*, Maryland State trading schooner, 99–100n, 385, 396 (John Rogers)
- General Sullivan*, Rhode Island privateer boat, 302n (Henry Oman)
- General Sullivan*, New Hampshire privateer brigantine, 46n (Thomas Dalling)
- General Washington*, Massachusetts privateer brigantine: 70n, 699–700 and n; captured by *Seaford*, 70n; **captures**: *Jonathan*, 471n; *Suift*, 70n (William Rogers)
- Genevieve*, brig: captured by *Phoenix*, 27 and n, 859 (Pierre Tournet/Tourounet)
- Genoa, Italy, 46n, 69n
- George*, brigantine, 523, 524n; captured by *Ranger*, 524n (Richard Bulfinch)
- George*, British Revenue Service cutter, 617
- George*, schooner, 795
- George*, British letter of marque ship, 151 and n, 699, 700n; **captures**: unidentified snow, 699 (James Askew)
- George*, British Army transport ship: captured by *Defence*, 18 and n, 267n (Archibald Bog)
- George*, sloop: captured by *Suffolk* (with unnamed privateer boat): 358 and n, 404 (Samuel Tobey)
- George*, snow, 167 and n, 343 and n
- George, — (Lt., Continental Army), 109
- George (seaman), 476
- George, Jesse (Lt., Virginia Navy), 250
- George, Richard (Seaman, RN), 33
- George, Robert (Lt., Illinois Regiment, Virginia State Troops), 11, 21 and n
- George, William (Master), 35 and n (*Martha & Mary*)
- George III, King of Great Britain and Ireland: and attack on d'Estaing's fleet, 618–19; and capture of Miquelon and St. Pierre islands, 651; and Carlisle Commission, 552; and Franco-American treaty, 368n; instructions of, concerning letters of marque and reprisal, 613; on boasts of, 208; on destination of d'Estaing's fleet, 617; on Hyde Parker (1), 623n; on James Gambier, 623n; on need for additional frigates and small craft, 618; and orders for John Byron, 705; and peace with United States, 499; and reinforcements for the North American station, 618, 654; ; refuses to meet Gen. John Burgoyne, 740; and reports on Whitehaven expedition, 595n; to review fleet at Spithead, 668; **to**: Earl of Sandwich, 617–18, 623
- George and Elizabeth*, New York Privateer sloop, 361 and n, 415, 416n, 445, 446n; **captures**: *Abigail*, 445, 446n; *Canasta*, 445, 446n (Pendock Neal)
- George Kerr & Co. (Portsmouth, Va., merchant firm), 861
- George's Bank, Newfoundland, 236, 237
- Georgetown, Md., 386n
- Georgetown, S.C., 44, 45n, 184, 478, 833, 835
- Georgia: campaign of Southern Continental Army and, 436; *Henrietta* and, 281; invasion of, 230, 265; and invasion of East Florida, 212–13, 363n;

- letters delivered by ships from, 680; on possible expansion of, 212; outward-bound vessels, 153, 696 and n; shortages of corn in backcountry of, 231
- Georgia Executive Council, 28–29, 53, 363n; Minutes, 28–29, 53
- Gérard, Conrad-Alexandre (French Ambassador to the United States): departs for America, 610, 611, 612n; and French Navy funds, 524–25; and French Navy operations in Canada, 517–18, 518 and n; and French sailors in America, 524–25; transportation to the United States of, 519n; travels with d'Estaing's fleet, 617, 618n; **from**: Gabriel de Sartine, 524–25
- Gerardeau, —, 731
- Germain*, East Florida Provincial Navy ship: armament of, 231, 232n; former letter of marque, 231, 232n; purchase of, 213
- Germain, Lord George (British Secretary of State for the American Dept.): and attack on d'Estaing's fleet, 618–19; and Byron's fleet wintering abroad, 644, 646n; and capture of Miquelon and St. Pierre islands, 650–51; circular letter of, 86; and collection of information from British West Indies, 648–49, 650n; conveys orders of King George III, 656; dispatches of, 194; and granting of letters of marque, 86 and n, 306; intelligence sent to, 673; letter forwarded to, 108n; letters of, 291; on declaring war on France, 650–51; on diverting *Thetis* from convoy duty, 605n; on initiating war with Spain, 107n; on objectives of d'Estaing's fleet, 618; and orders for John Byron, 624, 705, 706n; and petition from Tobago, 775n; and proposed post at Manchac, 292, 294n; and reinforcing Howe's fleet, 618, 654; and search and seizure of Spanish boats, 293, 294n; and troop convoy, 605n; **to**: Lords Commissioners of the Admiralty, 618–19; **from**: Peter Chester, 291–94; John Dalling, 194–95; Eyre Massey, 159–60; Earl of Sandwich, 651–52; Patrick Tonyn, 212–13, 362–63;
- Germany, 689n, 710
- Geroe, Peter (seaman), 153n
- Gerrish, Benjamin (Continental Marines), 792
- Gerrish, Joseph (Seaman, Continental Navy), 793, 796, 812
- Gerrish, William (Seaman, Continental Navy), 842, 855n
- Gerry, Elbridge (Massachusetts Delegate to Continental Congress), 343, 412n, 501 and n
- Gerry, Samuel Russell (merchant at Marblehead, Mass.), 70n
- Gerry, Thomas (merchant at Marblehead, Mass.), 70n
- Gervais, John Lewis, 242 and n
- Ghorley, J. (ship owner), 660n
- Gibbes Wharf, Charleston, S.C., 177
- Gibbons, Richard (Solicitor General, Vice Admiralty Court of Nova Scotia), 237n
- Gibraltar: Byron's fleet and, 746; commander at, 571–72; convoys to, 572, 573, 601; Conyngham captures supplies intended for garrison at, 698; escape of American prisoners from, 699; garrison at, 702; *Hope* taken to, 526n; inward-bound vessels, 682; outward-bound vessels, 55, 57, 536; *Proserpine* ordered to, 573; and sailing of French Navy squadron, 571–72
- Gibson, Jacob, Jr. (Clerk, Maryland Navy), 165n
- Gibson, John (Continental Auditor General), 488 and n
- Giddings & Gilman (Portsmouth, N.H., merchant firm), 257
- Gidoïn, John Lewis (Capt., RN): and letter for Benjamin Caldwell, 183, 184n; commands *Richmond*, 329n; **from**: Benjamin Caldwell, 198–99, 279–80 (*Richmond*)
- Gifford, David (Master, Rhode Island Navy), 38
- Gigeon, — (French merchant), 726
- Gillard/Gillard, — (pilot), 565
- Gilbert, — (French glazier), 723
- Gilbert, Jesse (seaman), 234
- Gilfroy, John (Boatswain, Pennsylvania Navy): arrest of, 392; as deserter, 392; as inciter of mutiny, 391–92; assault on officer by, 392; court-martial of, 391–92; death penalty for, 392; pardon for, 393n
- Giliss, William, 8n
- Gill, John (newspaper publisher in Boston), 146
- Gillon, Alexander (Commo., South Carolina Navy), 152, 153n, 264 and n; **from**: Henry Laurens, 264
- Gilman, Nicholas (Commissioner, Continental Loan Office, New Hampshire), 33
- Gilman, Theodore, 257
- Gilmour, Robert (merchant at Virginia), 394, 395n
- Gineste, Félix-Magdelon de (Capitaine de vaisseau, French Navy), 569 (*Sultane*)
- Girand, Francois (Master), 445, 446n (*Gascon*)
- Gironde River, France, 439n, 705 and n, 744
- Gist, Mordecai (Col., Maryland Continental line), 354 and n
- Givins, — (passenger), 415
- Glanure*, French ship: captured by *Lizard* and *Perseus*, 248n
- Glasgow*, HM frigate, Journal, 21, 66; 23 and n, 67n; **captures**: *Renaud*, 21–22n; *Sally* (brig), 39 and n; *Two Friends*, 66–67n (Thomas Pasley)
- Glasgow, Scotland, 369 and n, 582, 663, 672
- Glastonbury, Conn., 284 and n
- Gleeson, Timothy (Steward's Mate, Continental Navy; Continental Marines), 122, 802, 813
- Glenluce Bay. *See* Luce Bay, Scotland
- Glenn, James (Seaman, Maryland Navy), 353
- Glenn, Michael (Seaman, Maryland Navy), 353
- Glison, John (seaman), 234
- Glorieux*, French Navy ship of the line, 549 (Chevalier de Beausset)
- Gloucester*, Virginia Navy ship, 492 (Thomas Lilly)
- Gloucester, Va., 450
- Gloucester Co., N.J., 393n
- Gloucester Co., Va., 355n
- Glover, John (Brig. Gen., Continental Army; ship owner), 67n
- Glover, Jonathan (Col., Massachusetts Militia; Member, Massachusetts Board of War), 117, 356
- Goadings, —, 493

- Goat Island, R. I., 381, 459 and n
God Save the King, song, 383n
 Goddard, Benjamin (Seaman, RN), 434
 Goddard, Ebenezer, Jr. (Captain's Steward), 233
 Goddard, Thomas (Carpenter's Yeoman), 233
 Godfrey, William (merchant at James River, Va.), 397n
 Goeau, ———. *See* Goineau
 Goff, Richard, 420
 Goineau, ——— (merchant, Nantes, France), 509
 Goldsborough, Robert, 132
 Goldthwaite, Joseph (ship owner), 446n
 Gomera Island, Canary Islands, 817, 828n
 Gomez, Manuel (interpreter), 513, 514
 Gonet, Charles Pierre (Commissaire de la Marine, L'Orient), 578, 579, 580n
 Gooch, James, Jr. (Captain's Clerk; Steward, Continental Navy), 589, 791
 Good Friday, 578 and n
Good Hope, ship: captured by *Richmond*, 27 and n, 861 (Jurgen Larsen/Lassin)
 Goodrich, Bridger (Capt.): and burning of prize brigantine, 448n; and burning of *Sally*, 361; deception practiced by, 361; operations of, 415, 416n; reputation of, 201n; **captures**: unnamed sloop, 445–46, 447n (*Hammond*)
 Goodrich, John, 201 and n
 Goodson, William (Keeper of the Naval Store, Williamsburg, Va.), 474
 Goodwin/Goodwine, George (Master, Continental Navy), 652, 771n, 777
 Goold, Alexander (Continental Marines), 802, 814
 Goosebury Neck, Mass., 403
 Gordon, John (Capt., Maryland Navy), 164, 340 and n, 386 (*Conqueror*)
 Gordon, Nathaniel, 257
 Gordon, William (Maj. Gen., British Army), 553, 554n
 Gorée, Île de, Senegal, 475, 476n, 680
 Gorham, Sturgis (Capt.; merchant at New Bedford, Mass.), 465, 466n
 Gosling, Thomas, 669
 Gosport, England, 541, 669, 745
 Goudy, Thomas (seaman), 217
 Goudy, William (Private, Pennsylvania Navy), 241
 Gould, James (Lt.), 410–11 and n; **Proclamation of**: 410–11
 Gould, Nathan, 420
 Gould Island, R.I., 441 and n, 496, 497n
 Gourlade, Bernard (merchant at L'Orient, France): 563, 566n
 Gourlade & Moylan (merchants at L'Orient, France), 540n, 734
 Goutier, ——— (merchant at Niort, France), 509
 Gouverneur, ——— (French merchant), 722
 Gowdie, William (seaman), 218
 Gowens, John (seaman), 216
 Gower, Lord [Granville Leveson-Gower, 2d Earl Gower] (British Lord President of the Council), 673
 Gowin, Gideon (seaman), 218
 Grace, Ireland (Master), 827
Gracieuse, French Navy frigate, 569 (Jean-Baptiste, ainé Vialis)
Gracieux, brig: captured by *Revenge*, 521 and n, 641, 642, 643n; cargo of, 641, 642; controversy involving capture of, 521 and n; damages arising from capture of, 641, 642; declared illegal prize, 641, 642; legal proceedings concerning, 711–12, 712–14 and n (Emanuel de Tournois)
Grafton, HMS, 688n (Andrew Wilkinson)
 Graham, ——— (Seaman, RN), 201
 Graiden, Alexander (carpenter), 324, 325n
Grampus, HM storeship, 71–72, 73, 95, 407, 674n, 740 (Ambrose Reddall)
 Granclos, Bigrel de (Secretary to fleet, French Navy), 519, 519 and n
 Grand, Georges. *See* Grand, Isaac-Jean-Georges-Jonas, Chevalier.
 Grand, Henri-Maximilien: 834–36, 836n
 Grand, Isaac-Jean-Georges-Jonas, Chevalier (banker in Netherlands), 531, 580–81, 615, **to**: American Commissioners in France, 530–31
 Grand, Rodolphe-Ferdinand (banker at Paris), 584 and n, 665 and n, 735
 Grand Banks, 674n
 Grand Bay, Dominica, 16–17
Grand Dutchess of Russia, British transport, 382n
 Grandy, Daniel (Seaman, Continental Navy), 794, 813
 Grant, Ephraim (Seaman, Continental Navy), 702
 Grant, James (Maj. Gen., British Army), 338n, 656, 657n
 Grant, John (Seaman, Continental Navy), 813
 Grant, Nelson (Continental Marines), 800
 Grant, Thomas (ship owner), 116 and n, 410
 Grantham, Lord [Thomas Robinson, 2d Baron] (British Ambassador to Spain): dispatches of, 525n; on protests lodged by, 525, 625; **to**: Lord Weymouth, 525, 625, 695
Granville, sloop, 69n, 739 and n, 807; captured by *Raleigh* and *Alfred*, 46n, 69 and n (Renn)
 Grason, Thomas (Commo., Maryland Navy), 165n
 Grasse du Bar, Francois-Joseph-Paul, comte de (Capitaine de vaisseau, French Navy) 549 (*Robuste*)
Grasshopper, HM sloop (William Truscott), 650
 Graves, Ebenezer (blacksmith at Marblehead, Mass.), 114–15 and n
 Gray, James (Capt., Virginia Navy), 212; **from**: Thomas Smith, 211–12 (*Liberty*)
 Gray, Robin (African king), 824
 Gray, Simeon (Continental Marines), 800–800, 814
 Gray, Thomas (seaman), 476
 Gray, William (Capt.) 465n (*Mary*)
 Grayling, Thomas (Seaman, Continental Navy), 788
 Grayon, Henry (Pvt., Continental Army), 101
 Grayson, James (Master), 700n (*Lonsdale*)
 Grayson, William (Commissioner for Prisoner Exchange), 87 and n
 Grayson, William (resident of Whitehaven, England), 593
 Great Annessex River, Md., 422n
 Great Britain: and American spies, 578, 579, 580n; commerce of, 518, 618, 674; conduct of war in

- America by, 676; detention of vessels of, 246; France, commerce of United States and, 661, 662; Franco-American alliance and, 522; invasion of, 661, 662; inward-bound vessels, 398; on attacking African trading stations of, 475; on degeneracy of, 571; on military preparations of, 231; on prospects of winning war with United States, 676; on relations with Spain, 291, 294n; on trustworthiness of, 112, 113; on view of war with United States in, 499; on war with France and, 338, 499, 600–1, 655–56, 661, 662; on war with Spain and, 112, 113–14, 317; and peace with United States, 499, 661, 662; protection of, 601, 740; relations of, with France, 246; reportedly enters into alliance, 231; response in, to Whitehaven raid, 683; ship built in, 283n; and war with France, 514, 555, 610, 611, 650–51; and war with Spain, 106, 107n, 288, 674
- Great Captain Island, Conn., 412 and n
- Great Inagua Island, Bahamas, 35
- Great Machipongo Inlet, Va., 862, 864n
- Great Sugar Loaf Mountain, Ireland, 842, 855n
- Great Yarmouth, England, 46n, 69n
- Green, Ezra (Surgeon, Continental Navy), 783
- Green, John (Capt., Continental Navy): and American convoy, 260 and n; and Continental Navy Board of the Eastern Dept., 281; departure of ship commanded by, 522; on situation of family of, 245; orders to, 245; and packet for Congress, 245; protection for ship commanded by, 522, 523n; **to**: Robert Morris, 245–46 (*Queen of France*)
- Green, John (Seaman, Maryland Navy), 354
- Green, Joseph (Midn.; Prize Master, Continental Navy), 589, 757, 760n
- Green, Paul (farmer), 219
- Green, Primus (seaman), 217
- Green, Samuel (Master), 28n (*Pliarne*)
- Green, Thomas (Seaman, Maryland Navy), 354
- Green, Timothy, 419
- Green, William (Capt.), 654 (*Mary and Fanny*)
- Green Island Sound, Ga., 45
- Greene, Christopher (Col., Continental Army), 33, 34n
- Greene, Jacob (merchant at East Greenwich, R.I.), 150n
- Greene, William (Gov., R.I.): **to**: Jonathan Trumbull, 457–58; **from**: August Newman and Joseph Sherman, 402–3
- Greenleaf, Cross & Cross (Massachusetts shipbuilding firm), 259
- Greenleaf, John (Dr.), 282 and n, 380 and n
- Greenleaf, Jonathan (shipbuilder at Newburyport, Mass.), 160n, 169 and n; **to**: President of the Massachusetts Board of War, 259
- Greenock, Scotland: captured revenue cutter based in, 617; express from, 605; HM frigate *Boston* ordered to, 553; privateers from, 318; *Thetis* at, 600; *Thetis* sails from, 663; troop embarkation at, 522
- Greenough, John (Member, Massachusetts House of Representatives), 487 and n
- Greenway, John (Commissioner investigating case of *Thamas Kouli Kan*), 833
- Greenway, William (Capt., Pennsylvania Navy), 447n
- Greenwich*, Rhode Island privateer sloop, 150 and n, 304 and n; captured by *Maidstone*, 150, 304 and n (Joseph Gardner)
- Greenwich, England, 623n
- Gregory Olive & Co. (merchant firm at Cork), 351n
- Gregson & Co. (Liverpool merchant firm), 318 and n
- Grenada, British West Indies, 94, 463n, 648, 774
- Grenadines, The, British West Indies, 648, 739, 774
- Grenville*, HM Post Office packet boat: armament of, 210, 283; engagement involving, 59 and n, 60–61 and n, 60 and n, 62 and n, 84n, 194, 195n, 210 and n, 283 and n, 291, 315n; mail carried by, 194, 291 (Kempthorne)
- Grey, William (baker), 733
- Greyhound*, British cutter, 660n
- Greyhound*, HM frigate: Journal, 361, 370, 387, 397; at New York, 73, 74n; damage to, 73, 74n, 172, 387; forced to West Indies, 172; on prizes captured by, 151 and n; station of, 172; transports Sir Henry Clinton, 285, 286n; **captures**: *Betsey*, 361 and n, 445, 446n; *Dedaigneuse*, 446, 447n; *Dolphin*, 370 and n; *Fame*, 397 and n, 445, 446n; *Herbert*, 387 and n, 445, 446n (Archibald Dickson)
- Greyhound*, Massachusetts privateer schooner, 389n, 495n; **captures**: *Mary*, 389 and n; unnamed sloop, 495 and n (Benjamin Hammond, Jr.)
- Greyhound*, sloop: captured by *Loyal Subject*, 445, 446n (Robert Caulfield)
- Gribble, Samuel (Master), 653n (*Hawke*)
- Gridley, Joseph (American merchant in France), 510n, 511n, 737n
- Griffin, Cyrus (Virginia Delegate to the Continental Congress; merchant in Virginia), 430 and n
- Griffin, James N. (seaman), 234
- Griffin, John (Seaman, Continental Navy), 795
- Griffin, John (gunner), 216
- Griffing/Griffin, Peter (Capt.), 124 and n
- Griffith, Joshua (Capt.), 390 and n (*Fessey*)
- Griffith, Walter (Capt., RN; senior officer commanding at Newport): and attack on *Haerlem*, 459 and n; and British raid on Warren and Bristol, R.I., 441n; and cartel ship *Royal Bounty*, 306, 307n; and escape of *Providence*, 239; and exchange of Convention Army, 173; and Howe's fleet, 307–8; intelligence from, 172–73; on conduct of, 239; on destruction of *Columbus*, 72, 73n, 172; and possible American attack on Newport, 444, 445n; and raid on Fall River, Mass., 497, 498n; and sending American prisoners of war to England, 95; to join Hotham's squadron, 307–8; **to**: Philip Stephens, 71–73, 95; **from**: Viscount Howe, 307–8; William Stacey, 335 (*Nonsuch*)
- Griffiths, Rawly (Pvt., Continental Army), 101
- Grignard, John (Seaman, Continental Navy), 805
- Grimaldi, François-Marie-Louis Gaëton, Comte de (Ens. de vaisseau, French Navy), 628, 635, 641n
- Grimké, John Faucheraud (Maj., Continental Army): Journal, 356, 362
- Grodén, Charles (Virginia Marines), 66
- Gromelly, Jean-Baptiste (Sgt., French Army), 627, 633

- Gromettoes, 821, 824, 829n
 Groton, N.H., 801, 809n
 Groyne, the. *See* Corruna, Spain
Guadaloupe, HMS, 651–52 and n, 689n (Hugh Robinson)
 Guadeloupe, French West Indies: British and waters off, 364; captured crew put ashore at, 376, 377; convoy at, 55, 57; inward-bound vessels, 150; outward-bound vessels, 27n, 252, 300, 860, 862
 Guegan, — (French innkeeper), 732
 Guerin, — (merchant at Auray, France), 563
 Guerins, — (French innkeeper), 732
 Guerins, — (French merchant), 780
 Guernsey Island, Channel Islands: French Navy and privateers from, 567, 570; letter from, 720; privateers from, 554, 558, 559, 560, 607, 608, 683
Guerrier, French Navy ship of the line: in first squadron, Toulon fleet, 568; on speed of, 718–19, 720; rejoins d'Estaing's fleet, 625, 626; sailing qualities of, 718, 719; separates from d'Estaing's fleet, 625, 626; yards of, 621, 622 (Chevalier de Bougainville)
 Guichen, Luc-Urbain du Bouexic, Comte de (Chef d'escadre, French Navy), 549 (*Ville de Paris*)
 Guild, Jeremiah (Master), 219 (*Liddy*)
 Guilford, Conn., 163
 Guillelmé, — (French sail maker and merchant), 563, 723, 726
 Guilloret, Julien (Seaman, Continental Navy), 805, 815
 Guinea Coast, Africa, 294, 318, 398, 587
 Guliker, John (Capt.; auctioneer at Boston, Mass.), 17
 Gum, 318 and n, 822
 Gunboats: and defense of Hudson River, 498–99n; construction of, 269, 498–99n; design of, 498n; manning of, 170; of New York Navy, 170
 Gunnison, John (Seaman, Continental Navy; Continental Marines), 800, 813
 Gunpowder: cost of, 418; destruction of, 442; for *Deane*, 727; for *Ranger*, 778; in *Columbus*, 24; shipment of, to Boston, 327; staves, and production of, 389
 Guppy, James (1st Lt.), 216
 Gurley, James (Capt., British Revenue Service), 582; **to**: Collector and Comptroller of Customs, Whitehaven, 582–83
 Guthridge, Walter (Seaman, RN), 33
 Guttridge, Frederick (pilot, Ocracoke, N.C.), 462n
 Guttridge/Guthridge, William (seaman), 218, 254, 255n
 Guylot, Louis (Seaman, Continental Navy), 807, 815
 Guyomart, Bastien (Boy, Continental Navy), 807, 815
 Guyott, — (French merchant), 723
 Gwinn, John (seaman), 234
 Gyon, Thomas (Master), 218 (*Polly*)
 Habersham, James, Jr. (merchant at Savannah), 231, 232n
 Habersham, John (Brigade Maj., Continental Army), 136 and n
 Hacker, Hoysteed (Capt., Continental Navy), 31n; court of inquiry of, 312, 315n; court-martial of, 500; **to**: William Vernon, 24 (*Columbus*)
 Hackett, James K. (shipbuilder), 257–58 and n
 Hackett, William (master shipwright; foreman of Hackett Shipyard), 257, 258n
Haerlem, HM ship-rigged sloop-of-war: Master's Journal, 275, 459; and provisions for Convention Army, 72, 74n; and raid on Elizabeth Islands, 266, 267, 275, 284, 297, 334n, 390; attack on, 459; fires at troops on shore, 403; to escort convoy, 73; **captures**: *Union*, 219 and n; **burns**: unidentified ship, 275 (John Knight)
 Hague, Cap de la, France, 761
 Hainault, Régiment d' (French Army), 641n
 Haldimand, Sir Frederick (Gen., British Army; Gov., Quebec), 613–14 and n; **from**: Philip Stephens, 613–14
 Hale, Warwick (boat builder), 392
 Hales, Daniel, 419
Halifax, HM armed brig, 228 and n, 269 and n (William Quarme)
 Halifax, Nova Scotia: American prisoners of war at, 19n, 36n, 38n, 115n, 306, 484n; American privateers cruising off, 464; attack on proposed, 547–48; British military forces at, 338, 686; British naval reinforcements and, 618–19; British naval ships at and attack on d'Estaing's fleet, 618–19, 654–55; British naval stores reportedly at, 548; British Navy impressment in, 339; British Navy, and defense of, 339; British warship arrives at, 305; Byron's fleet and, 654–55, 705, 706n; cartel vessel to, 428; Comte d'Estaing's fleet and operations against, 517, 518; defense of, 706n; *Dispatch* and, 273 and n; execution at, 548; frigates from Howe's fleet said to be cruising off, 686; inward-bound vessels, 298n, 320, 334, 351n, 365, 463n, 495 and n, 603, 683; *Marlborough* and, 453; naval officer commanding at, 417n; outward-bound vessels, 85, 123, 131, 238, 351, 390n; prizes sent into, 36n, 67n, 68n, 186n, 196, 228, 237n, 297n, 302, 365, 389n, 409n, 466n, 471n, 495n, 699, 703n, 745n; *Raisable* out of, 138n; *Resistance* and, 259; return of *Thetis* from, 522 and n; security of, 304–5; ships refit at, 73; troops sent to, 522, 605n; value of currency at, 679; victuallers sent to, 72
 Hall, — (prize agent), 182
 Hall, Andrew (merchant at Norfolk, Va.), 370n
 Hall, Benjamin (merchant at Medford, Mass.), 389
 Hall, David, 257
 Hall, Elijah (Lt., Continental Navy), 783; and command of *Drake*, 672–73, 678, 701; and preserving *Drake* as prize, 673; as prize master of *Drake*, 853, 856n; to support *Ranger*, 673; **from**: John Paul Jones, 672–73
 Hall, George Abbott (Commissioner, South Carolina Navy Board), 177, 387
 Hall, Giles (Capt., Connecticut Navy), 24 (*Minerva*)
 Hall, James (Master), 59n, 134n, 169 (*Robert*)
 Hall, Joseph, 257
 Hall, Robert (Seaman, Virginia Navy), 469
 Hall, Spence (Seaman, Virginia Navy), 469

- Hall, William (Capt., South Carolina Navy), 478
(*Notre Dame*)
- Hall & Sellers (Philadelphia printers), 278 and n
- Hallock, George (Master), 358n, 404 (*Polly*)
- Halstead, William Anthony (Comdr., RN), 408n
(*Jersey*)
- Haly, George (Comptroller of Customs, Whitehaven, England), 592
- Ham, John (Continental Marines), 794
- Ham, Joseph, 258
- Hamburg, Germany, 430, 688n
- Hamelin, — (French innkeeper), 732
- Hamilton, Alexander (Lt., British Army), 443, 444n
- Hamilton, Alexander (Lt. Col., Continental Army; Aide-de-camp to Gen. George Washington), 87 and n, 336n
- Hamilton, Dunbar Douglas, Fourth Earl of Selkirk: and ending war, 676; estate of plundered, 594, 595, 643, 676, 704; manuscript held by, 855n; on exchange of for American prisoners, 675; on John Paul Jones writing to, 704 and n; planned seizure of, 643; plate of, 704; raid on estate of, 643, 675–76, 704, 846, 855n
- Hamilton, Lady Helen, Countess of Selkirk, 643, 644n; and ending war, 676; John Paul Jones solicits friendship of, 676; John Paul Jones' letter to, 708, 755, 758; **from:** John Paul Jones, 675–76
- Hamilton, James (seaman, *Reed*), 33
- Hamilton, John, 34
- Hamilton, Joseph (Continental Navy), 807, 816
- Hamilton, Robert (Seaman, Virginia Navy), 119
- Hamlin, Jabez (Judge, Hartford County Court), 390, 458
- Hamlin, James (Master), 858 (*Mary Anne*)
- Hammond*, Massachusetts privateer schooner, 137 and n (Jonathan Woodman)
- Hammond*, Bermuda privateer sloop, 361 and n; cruising off South Carolina coast, 415, 416n; **captures:** *Jenny*, 361; *Potomack*, 445–46, 447n; *Robert*, 435 and n; unnamed sloop, 446; **burns:** *Elizabeth*, 446; *Esther*, 446; *Fish-hawk*, 446; *Jenny*, 446; *Lilly*, 446; *Nancy*, 446; *Nelly*, 446; *Polly*, 446; *Robert*, 446; *Sally*, 361; *Spit-Fire*, 446; *Success*, 446 (Bridger Goodrich)
- Hammond, Benjamin, Jr. (Capt.), 388n (*Greyhound*)
- Hammond, Isach (seaman), 233
- Hamon, — (French sail maker), 563
- Hamond, Andrew Snape (Capt., RN), 34n, 64n; and whereabouts of Vice Adm. Howe, 50; **to:** James Ferguson, 50–51; John Holloway, 193; James Watt, 163–64 (*Roebuck*)
- Hampden*, Massachusetts privateer brigantine, 490; captured by *Seaford*, 150 and n, 695, 696n (John Bartlett)
- Hampshire*, Continental Navy ship: renamed *Ranger*, 425, 426n, 427n
- Hampton, N.H., 798, 809n
- Hampton Creek, Va., 862
- Hampton Roads, Va., 183, 413, 500; British warship departs from, 183; command of British squadron off, 270–71; pilot boat *Liberty* and, 92; prize taken off, 860, 862; Royal Navy ships anchored in, 8; *St. Albans* at, 201
- Hancock*, Continental Navy frigate [renamed *Alliance*]: building at Salisbury, Mass., 41, 42n
- Hancock*, Continental Navy frigate: destruction of, 189, 191n; Manley as commander of, 161; on engagement involving, 358, 359n; on loss of, 500, 501n; petition of officers of, 489, 491n; renaming of, 480 and n; **captures:** *Fox*, 548n (John Manley)
- Hancock*, Washington's Fleet schooner: **captures** (with *Franklin*): *Lively*, 116n; *Triton*, 116n (Samuel Tucker)
- Hancock, John (Massachusetts Delegate to the Continental Congress): and actions of John Bradford, 495; carries money, 495, 496n; departure of, for Congress, 296; and dinner for French naval officers, 319n; former military rank of, 319 and n; leaving Boston, 209; and meeting Robert Morris, 209; and sale of captured goods, 495; ship belonging to, 45 and n
- Hancock and Adams*, American merchant ship, 653 (Samuel Smith)
- Hand, Edward (Brig. Gen., Continental Army), 75, 109, 110n
- Handscom, Uriah (seaman), 216
- Handy, —, 226
- Handy, Joseph (Capt.), 216, 219n (*Buckskin*)
- Hannah*, British letter of marque brig: **captures:** *Favorite*, 248 and n; *Mary-Anne/Mariana*, 248 and n (Thomas Venture)
- Hannah*, Massachusetts State trading schooner, 334 and n, 356 and n, 380, 389, 479 and n (Bartlett Holmes)
- Hannah and Molly*, Massachusetts privateer schooner: **captures:** *Mayflower*, 199 and n (Agreen Crabtree)
- Hanover Planter*, Jamaican: captured by *Fanny*, 529–30n (Thomas Luney)
- Hanson, Benjamin (seaman), 216
- Hanson, John (Lt., Maryland Navy), 461
- Haraden, Jonathan (Capt., Massachusetts Navy): accounts of, 356, 357n; health of, 256; landing of, at Boston, 282; and prize, 261 and n; rations for, 356; and sick of *Tyrannicide*, 274, 356, 454, 455n; **to:** Massachusetts Board of War, 255–56 (*Tyrannicide*)
- Hardi*, French Navy ship of the line, 569 (Leroy de La Grange)
- Harding, Seth (Capt., Connecticut Navy): captures British privateering commission, 41, 42n; and certificate of service, 485 and n; command for, in Continental Navy, 18, 151–52 and n, 220–21, 266–67; on ability of, to recruit, 267; on actions of, 18 and n; on British prisoners of war captured by, 267 and n; on merit of, 220; on qualities as naval officer, 267; on service of in Connecticut Navy, 267 and n (*Defence; Oliver Cromwell*)
- Hardy* [*Hardie*], sloop: captured by *Dunmore*, 27 and n (Ignace Moreau)
- Hardy, — (French merchant), 723
- Hardy, John (Capt., Georgia Navy), 76, 77n, 138, 139n, 178 (*Washington*)
- Hardy, John Oakes (Lt., RN), 45, 46n, 326 and n (*Pelican*)
- Hardy, Joseph (British consul at Cadiz, Spain), 699

- Harford Co., Md., 413
 Harker's Island, N.C., 225n
Harlequin, British letter of marque sloop, 696 and n (Joseph Merry)
 Harman, John (Seaman, Continental Navy), 815
 Harmon, Thomas (Master), 218 (*Friendship*)
 Harmond, Stephen (factor at British African trading post), 821
 Harnett, Cornelius (North Carolina Delegate to the Continental Congress; member, Commerce Committee, 508; **from**: John Cooke, 332)
 Harris, Amelia (daughter of Capt. John Harris), 119 and n
 Harris, Isaac (Commissary, Maryland Navy), 132, 133n
 Harris, John (Capt., Virginia Navy), 119 and n (*Muschetto*)
 Harris, John (Capt.): **memorial of**, 543 (*Penet*)
 Harris, John (fifer), 218
 Harris, Nathaniel, 117, 319
 Harris, Robert (Lt., Continental Navy), 65
 Harris, Timothy (Seaman, Continental Navy), 793
 Harrison, Benjamin (Speaker, Virginia General Assembly), 346n
 Harrison, Benjamin, Jr. (merchant at Charles City Co., Va.), 432n
 Harrison, John (Capt., Pennsylvania Navy), 447n
 Harrison, Laury (Cpl., Continental Army), 101
 Harrison, Nathaniel (Member, Virginia Council), 450
 Harrison, Reuben (Lt., Willing Expedition), 109, 110n, 292
 Harrison, Richard (Lt., Willing Expedition), 108, 110n, 244, 245n
 Harrison, Richard (Commercial Agent for Maryland and Virginia at Martinique), 359–60, 385, 396; **from**: Maryland Council, 360, 385
 Harrison, Robert (Col., Maryland Militia), 461 and n
 Harrison, Robert H. (Commissioner for Prisoner Exchange), 87 and n
 Harrison, Theodore (seaman), 234
 Harrison, Thomas (resident of Whitehaven, England), 593
 Harrison, William (Seaman, Continental Navy; Continental Marines), 804, 813
 Harris's Ferry [Harrisburg], Pa., 337, 338n
 Harskine, Samuel (seaman), 234
 Hart, James (Master), 377n
 Hart, Joseph (Member, Pennsylvania Supreme Executive Council), 105, 131, 174, 181
 Hart, William (Seaman, Continental Navy), 562, 566n, 780 and n
 Hart, William, Jr. (Sgt., Continental Marines), 796, 814
 Hartford, Conn., 6n, 161
 Hart Island, Bronx, N.Y., 412 and n
 Hartley, David (Member of Parliament), 540–41 and n; **from**: Thomas Wren, 540–41
 Hartley, Samuel, 274, 356 and n, 454
 Hartley, Thomas (resident of Whitehaven, England), 592
 Hartshorn, William (merchant at Edenton, N.C.), 859
 Harvery, John (Capt.), 654 and n (*Earl of Chester*)
 Harvey, James (Seaman, Continental Navy), 788
 Harvey, John (seaman), 235
 Harvey, Richard (merchant at Salem, Mass.), 99–100
 Harward, William (tavern keeper), 833
 Harwich, England, 659, 660n
 Harwood, John (fisherman): **petition of**, 301
 Harwood, Thomas (Treasurer, Western Shore of Maryland), 132, 133n
 Hasen, William (seaman), 235
 Haskins, Jonathan, Dr. (Surgeon, *Charming Sally*): Journal, 448, 514, 541, 609, 614, 670, 672, 674, 683, 693, 721, 741, 745, 753, 755, 785; date sent to Mill Prison, 670n
 Haswell, Robert (Comdr., RN), 143, 144n (*Hornet*)
 Hatch, Elnathan (Prize Master), 233
 Hatcher, Alexander (Capt., Ga. Navy), 138, 139n (*Bulloch*)
 Hatter, John (Master), 265n, 858 (*Hope*)
 Hauteceaur, — (French butcher), 563
 Havana, Cuba, 12, 13n, 287, 288, 535, 679
 Havens, Jonathan (refugee from Long Island): **memorial of**, 352–53
 Havre de Grace, France, 834
Hawk, brig, 543 (Charles Jenkins)
Hawk/Hawke, [tender of HMS *Experiment*]: **captures**: *Citoyen*, 391 and n
Hawke, schooner: destroyed by *St. Albans*, 861
Hawke, Massachusetts privateer schooner: prize captured by, 512, 513, 529; **captures**: *Britannia*, 512, 513, 529; **captures** (with *General Mercer*): *Peggy*, 350, 351n (Jeremiah Hibbert)
Hawke, British letter of marque ship, 652, 653n (Samuel Gribble)
Hawke, sloop, 250 and n; capture of, 316 and n (John Burrows)
 Hawkins, James (Master), 206 (*Benjamin*)
 Hay, Edward (Gov., Barbados), 772–73n
 Haycock, Thomas (Seaman, Maryland Navy), 354
 Hayley, James (Continental Marines), 804
 Haynes, Thomas (Comdr., RN), 39n (*Porpoise*)
 Hayse, Jonathan (Lt., Marines), 217
 Hayter, Joseph (Rigger), 438
 Haywood, William (American merchant in France), 616 and n
Hazard, Massachusetts Navy brigantine: arrival of, at Boston, 380; crew, prize money and, 379; crew, wages of, 379; cruise of, 357, 365, 379 and n; mutiny aboard, 379; naval stores for, 438 and n; operations, 77, 697n; provisions from, 428 and n; provisions off-loaded from, 409, 410n; refitting of, 365 and n, 454 and n; rigging of, 438 and n; rum for, 479 and n; small arms of, 479; *Tyrannicide* and, 77, 255, 256n, 379 and n; **captures**: *Elizabeth*, 237 and n, 380; *Live Oak*, 380, 380 and n, 398, 439, 440n; *Polly*, 380 (Simeon Samson)
 Hazelwood, John (Commo., Pennsylvania Navy), 151, 181 and n, 381 and n, 392, 447n
 Hazelwood, Thomas (Capt., Pennsylvania Navy), 391, 393n
 Head of Elk, Md., 413; Continental Army recruits and, 449, 461; guarding stores at, 413, 414n; on

- danger to supplies stored at, 383 and n; and provisions for Continental Army, 468; provisions sent to, 449; supplies and, 449; supplies sent to, 65, 80, 105–6, 461; Virginia Navy galley ordered to, 80
- Health officer, 659
- Healy, Caleb (resident, Prince Georges Co., Md.), 19
- Heart of Cedar*, sloop, 152 (Richard Minors)
- Heart of Oak*, HM sloop, 647 and n, 663, 664n (Nathaniel Crosby)
- Heart of Oak*, sloop, 530 (Joseph Sheete)
- Hease, Patrick (Seaman, Continental Navy), 788
- Hease, Thomas (Continental Navy), 788 and n
- Heath, Robert (merchant and Methodist deacon at Plymouth, England), 669
- Heath, William (Maj. Gen., Continental Army), 228, 229n
- Heck yacht, 582, 583n
- Hector*, brigantine: captured by *Lyon*, 261 and n, 351, 352n (William White)
- Hector*, French Navy ship of the line: in first squadron, Toulon fleet, 568; rejoins d'Estaing's fleet, 625, 626; sailing qualities of, 718, 719; separates from d'Estaing's fleet, 625, 626 (Comte de Moriès du Castellet)
- Hector*, HMS: **captures**: *Thamas Kouli Kan*, 578, 579, 580n, 833, 836, 836n (Sir John Hamilton)
- Hector*, ship: captured by *Senegal* (with *Richmond*), 27 and n, 861 (Charles Porée)
- Hector, Charles-Jean, Comte d' (Capitaine de vaisseau, French Navy), 549 (*Orient*)
- Heffern, Stephen (seaman), 234
- Hellevoetsluys, Netherlands, 660n
- Helme, — (Lt., Rhode Island Navy), 38
- Hempstead, N.Y., 188 and n, 220
- Hemsley, William (Col., Maryland Militia), 132, 133n
- Henderson, — (Capt.), 478
- Henderson, Alexander (British merchant at Amsterdam), 688 and n
- Henderson, Joseph (Massachusetts Commissary of Prisoners), 95, 273, 334, 428
- Hendrick, J. (Capt.), 69, 70n (*Annapolis*)
- Hendsdales, Daniel, 419
- Henlopen, Cape, Del., 34n, 48n, 201n, 249–50, 316
- Henrica Sophia*, brig, 788 and n (Peter Heldt)
- Henrietta*, ship, 245, 246n; arrival of, at Boston, 253n, 260 and n, 261, 280, 473; capture of, 253 and n, 260, 430; cargo of, 253 and n, 260, 261 and n, 280–81, 474n; command of, 281; crew of, desertion, 281; crew of, wages, 260, 261n, 281, 439; and *Deane* convoy, 253n; dispatches carried in, 430; fitting out of, 281; former name of, 260; German registry of, 430; instructions concerning cargo of, 495, 496n; manning, 439; unloading of, 260; voyage of, 259, 260n (Patrick Brown)
- Henry*, Virginia Navy armed galley: command of, 65, 469 and n; discharge of seamen serving in, 469; fitting out of, 52; gunner of, 474; inventory of equipment in, 65; master of, 474; operations of, 469; ordnance for, 481 and n; seamen transferred from, 469; supplies for, 99 (Joshua Singleton; Robert Tompkins)
- Henry*, schooner, 169, 170n; captured by *Hornett*, 169 (John Shephard)
- Henry, Cape, Va., 20, 26
- Henry, John (Capt., RN), 321–22 and n; and British raid up Delaware River, 331; **report of**, 321–22
- Henry, Patrick (Gov., Virginia), 34 and n; and appointment of lieutenant in Virginia Navy, 106, 250; attends meeting of Virginia Council, 345 and n, 360, 431, 450 and n; and captured loyalist letter, 201n; and carrying ratified treaty to France, 277 and n; and case of sloop *Portland*, 99–100; and *Caswell*, 119, 120n; and coastal fortifications for Virginia, 345, 476; and construction of gunboats, 450 and n; and crew of *Independence*, 277 and n; and dispatches for France, 396, 397n, 475–76; and drafting of ships' carpenters, 346; and employment of David Stodder, 90n; on attacking British trading stations in Africa, 475; on manning Virginia Navy galleys, 421–22; on need for fort at Yorktown, 476; on reinforcements for Continental Army from Virginia, 476; on restoring public credit, 476; and packet boat to France, 270n; and promotion of Virginia Navy officer, 76; and resolution concerning using Pennsylvania Navy seamen to man armed galleys of Virginia and Maryland, 181n; and supplies for Continental Army, 66n; letters from, 652; Willis Wilson and express to, 462, 463n; **to**: Richard Henry Lee, 475–76; William Lee, 78–79; Virginia General Assembly, 345–46
- Henshaw, John (Seaman, Continental Navy), 805, 813
- Henson, Nicholas (Master), 861 (*Duke of Grafton*)
- Heraud, Jean (Master), 179, 180n, 737 (*Duc de Choiseul*)
- Herbert*, schooner, 397 and n; captured by *Greyhound*, 387 and n, 445 (Thomas Herbert)
- Herbert, Charles (Seaman, Massachusetts privateer brig *Dalton*): Journal, 448n, 541n, 548, 609n, 610, 615n, 670n, 672n, 674n, 683n, 721n
- Herbert, Thomas (Capt., Virginia Navy), 99, 100n
- Herbert, Thomas (Master and ship owner), 387 and n, 446n (*Herbert*)
- Hereford, T. (factor at British African trading post), 821
- Hero*, Virginia Navy armed galley: cleaning of, 481; muskets for, 480; provisions for, 243; repair of, 481; station of, 481n; supplies for, 242, 475, 481 (John Barret)
- Hero*, ship, 683 and n (James Patrick)
- Herve, — (French baker), 563
- Herve, — (French merchant), 728
- Heslop, Robert (Quarter Gunner; Seaman, Continental Navy), 798, 812
- Hessam [Heysham], William (Prize Master, Continental Navy), 674 and n
- Hetty*, sloop: destroyed by *Carysfort* and *Perseus*, 859 (David Tims)
- Hewes, Joseph (Continental Navy agent at Edenton, N.C.), 277, 277 and n; **from**: Continental Marine Committee, 277
- Hibbert, Jeremiah (Capt.), 351n, 512, 513, 529 (*Hawke*)

- Hibernian Chronicle* (Cork, Ireland): 1778: 4-7 May, 672
- Hileryhy, Timothy (Lt. Col., British Army), 159, 160n
- Higginbottom, Joel (Seaman, Maryland Navy), 19
- Hight, James (shipwright), 295
- Hilger, John (Seaman, Continental Navy), 604
- Hill, Benjamin (Volunteer Midn., Continental Navy): and conduct of Thomas Simpson, 750; in *Drake's* prize crew, 701, 702 and n; and raid on Whitehaven, 589, 757, 760n; and Thomas Simpson, 749
- Hill, John (Continental Marines), 122, 803, 814
- Hill, John (Capt.), 465n (*Pluto*)
- Hilton, — (Capt.), 39n (*Unity*)
- Hinchinbrook*, HM armed brig: abandonment of, 139, 230; and advance of Georgia Navy galleys, 128, 136, 212, 213n; armament of, 230; and attack on Sunbury, Ga., 265; capture of, 138, 139, 139n, 212, 213n, 230, 265, 362 and n, 363n, 436; formerly South Carolina Navy brigantine, 231, 232n; on Americans manning, 231; part of Jordan's flotilla, 127-29 and n; and prize of *Galatea*, 153 and n; and protection of East Florida, 362-63; uniforms found on, 265; whereabouts of, 128, 129n; **captures**: *Elisabeth*, 858; *Franklin*, 858; *Kester*, 858; *Peggy*, 858; *Polly*, 858; **captures** (with *Rebecca*): *Betsy*, 858; *Hope*, 265n, 858; **recaptures**: *John*, 858 (James Murray, acting commander; Alexander Ellis)
- Hind*, HM frigate: Journal, 35, 272; **captures**: *Martha & Mary*, 35 and n; *Richie*, 272 (Charles Hope)
- Hinman, Elisha (Capt., Continental Navy), 46n, 59n, 62n; as captain of *Alfred*, 206, 283n; and capture of *Alfred*, 60, 68, 146-48, 189, 208, 246, 261, 262n, 266-67 and n; and command of *Confederacy*, 151, 152n, 220-21; and court of inquiry for Thomas Thompson, 299; and court-martial of Thomas Thompson, 411; escape of, 267n; from Connecticut, 267n; on prospects of, 267; on whereabouts of, 103; return of, to Boston, 411; return of, to United States, 267n; supplies delivered to, 399 and n; treatment of, as prisoner of war, 208 (*Alfred*)
- Hiorn, William (resident of Natchez District, W. Fla.), 108, 110n
- Hivondelle*, French Navy corvette, 568 (Comte de Blachon)
- Hispaniola: false clearance for, 430; inward-bound vessels, 182, 194, 318; outward-bound vessels, 182, 249n, 860; seamen recruited in, 182
- Hoare, Benjamin (Seaman, Virginia Navy), 80
- Hobart, John [2nd Earl of Buckinghamshire] (Lord Lieutenant of Ireland), 594, 595n
- Hobbs, James (Master), 212 and n, 360 (*Hornet*)
- Hodge, John, 584n
- Hodge, Samuel, Jr. (Mate, Continental Navy), 791, 797
- Hodge, William (American merchant in Europe): and American-born British Navy deserters, 698-99; and Conde de Xerena, 698-99; conveys orders, 526; Conyngham and, 698 and n; correspondence of, with Silas Deane, 698; and Continental Navy seamen claimed by British, 698-99; and escaped American prisoners, 699; incarceration of, 578, 579, 580n; merchant representative of, 698, 699n; money spent by, 584n; and prize money for crew of *Revenge*, 583 and n, 584; and prizes of *Revenge*, 738-39; and public money, 584 and n; purchases *Revenge*, 660n; and sailing of Continental cutter *Revenge*, 580n; sale of prize by, 702; **to**: Benjamin Franklin, 698-99; **from**: American Commissioners in France, 584; Gustavus Conyngham, 702
- Hodges, John (Capt.), 529
- Hodgson, John (resident of Whitehaven, England), 593
- Hoge, Jonathan (Member, Pennsylvania Supreme Executive Council), 105, 131, 174, 181
- Hoggard, Thurmer, 75, 89 and n
- Hog Island, R.I., 443, 496
- Hogsdon, Richard (Continental Marines), 795
- Hohn, George (Continental Marines), 801, 814
- Hoit, Benjamin (Continental Marines), 794
- Holderby, — (Master), 211
- Holker, Jean, 262 and n
- Holland, Netherlands: John G. Frazer and, 710; letter forwarded via, 755; outward-bound vessels, 753; ships said to be bound for, 708 and n; supplies from, 615
- Hollingsworth, Henry (Continental Deputy Quartermaster General; Supervisor of Purchases for Maryland Board of War): and armed naval escort, 383; and military stores, 383, 413; and provisions for Continental Army, 449 and n, 468; receipt from, 105-6; and supplies for Continental Army, 65, 66n, 80 and n; supplies to be delivered to, 80 and n, 105-6, 461 and n; and transporting supplies, 383; **to**: Thomas Johnson, Jr., 383; **from**: Maryland Council, 413
- Holloway, Ichabod (Prize Master), 819, 820, 821, 822, 823, 829n
- Holloway, John (Lt., RN; Agent of transports), 193
- Holmes, — (Master), 394 (*Mary*)
- Holmes, Bartlett (Master), 334 and n, 389 (*Hannah*)
- Holt*, sloop: destroyed by *St. Albans*, 861
- Holt, — (Master), 571n (*Tapley*)
- Holt, James (Master), 404 (*Speedwell*)
- Holt, William (Mayor, Williamsburg, Va.; Judge, Virginia Admiralty Court; agent/contractor for Virginia Navy), 52 and n; as Virginia Navy contractor, 317 and n; draft on, 89; mill of as storage facility, 317; and provisions for Virginia Navy, 43, 44, 243; and supplies for Virginia Navy vessels, 250, 422, 475
- Holt's Creek, Va., 44, 469, 492, 493n
- Holt's Mill, Va., 317 and n
- Holyhead, Wales, 842, 855n
- Homes, Lazarus (seaman), 217
- Homes, Robert (seaman), 217
- Honduras, 144n
- Honduras, Bay of, 208, 391, 398
- Hongchurch, Edward (Seaman, *Reed*), 33
- Honoré, — (French carpenter), 769 and n

- Hooper, Edward (Master), 458 (*Britania*)
- Hooper, John (Capt.), 529
- Hope*, schooner: captured by *Centurion*, 226 and n
- Hope*, schooner: captured by *Antigua* and *Beaver*, 96, 97n, 206–7 (Jacob Bentson)
- Hope*, British letter of marque ship: armament of, 521, 525, 536 and n; captured by *Revenge*, 521 and n, 525, 526n, 536; cargo of, 521 and n, 536 and n; crewmen of, join *Revenge*, 536n; Gustavus Conyngham on disposition of, 536; recaptured by *Enterprise*, 521n, 525, 526n, 536n; sent to Tenerife, 525, 526n; size of, 536n (Abraham Jones)
- Hope*, HM brig-rigged sloop-of-war: Journal, 432–33; **captures**: *Bunker Hill*, 432–33 and n (William Hancock Kelly)
- Hope*, South Carolina privateer snow: captured by *Hinchinbrook* and *Rebecca*, 265 and n, 858 (John Hatter)
- Hope, Charles (Capt., RN), 35 (*Hind*)
- Hope Furnace, Scituate, R.I., 47, 71n, 357 and n
- Hopkins, — (merchant in Virginia), 861
- Hopkins, Caleb (Capt.): and cargo of prize, 389; and iron for *Tyrannicide*, 409; and medicine for sick seamen, 380; and naval stores for Massachusetts Navy ships, 334 and n, 438 and n; and provisions for French Navy frigate, 333, 334n; and provisions from Massachusetts Navy ships, 409, 428 and n; and rum from Massachusetts State trading schooner, 380 and n
- Hopkins, Caleb (Master), 859 (*Jolly Robin*)
- Hopkins, Daniel (Member, Massachusetts Council), 5, 6n
- Hopkins, Esek (Commo., Continental Navy), 23n, 327
- Hopkins, Esek, Jr. (Lt., Continental Navy), 327, 328n
- Hopkins, John (Seaman, Maryland Navy), 353
- Hopkins, John Burroughs (Capt., Continental Navy): and appointment of purser for *Warren*, 130, 130 and n; and captured British merchant vessels, 238 and n; carries letter, 130; and dismissal of Continental Navy lieutenant, 71 and n; and disposition of cargo of prize, 159 and n, 210 and n; Dunham and, 104; good opinion of 18-pounders, 47, 48n; his opinion of officer, 84; home of, 146n; and libeling of *Robert*, 169; operational orders for, 39–40, 41n; and ordnance for *Confederacy*, 83, 84n; prizes of, 159 and n, 210 and n; return of, to Boston, 146; whereabouts of, 146n (*Warren*)
- Hopkins, William (Acting Lt., Continental Navy), 83, 84n, 652, 771n
- Hopkinson, Francis (Member, Continental Navy Board of Middle Dept.): and inquiry into loss of *Virginia*, 203n; memorial of, 222, 343 and n; named treasurer of loans, 431n; salary and expenses of, 222 and n; and scuttling of *Mercury*, 63; service of, on Continental Navy Board of the Middle Dept., 431 and n; and shipping at Bordentown, 63
- Hops, 298
- Horé, Juan Joseph de, Don (Secretary to the Governor General of San Sebastián, Spain), 512, 513, 529
- Horne, Richard (resident of Tobago), 775
- Hornet*, Virginia State trading schooner, 212 and n, 360 (James Hobbs)
- Hornet*, HM ship-rigged sloop-of-war, 141, 144n (Robert Haswell)
- Hornett*, Massachusetts privateer schooner: size of crew of, 170n; commissioning of, 170n; ordnance of, 170n; owners of, 170n; **captures**: *Henry*, 169; **recaptures**: *Nuestra Señora del Carmen*, 169, 170n (Nathaniel Bently)
- Horses: as cargo, 186n, 446; embarkation of, on British transports, 467; expropriation of, 405; hire of, 162–63, 257; need to pay for, 162–63
- Horse Shoe Shoal, Va., 26, 183, 198, 199n, 341 and n
- Hort, John, Sir (British Consul at Lisbon), 530, 659, 660n; **to**: Lord Weymouth, 530, 659
- Horton, Matthew (Seaman, Continental Navy), 788
- Hospital Department, Continental, 393
- Hotham*, HM sloop tender [*Preston's* tender]: captures of, credited to *Preston*, 341n; carries dispatches, 354, 355n; carries orders, 131; delivers letter, 183, 184 and n, 184n; escorts prizes, 340, 341n, 346 and n; operations of, 31n; service in Caldwell's squadron, 354, 355n; Virginia loyalist enlists in, 201; whereabouts of, 183, 184n; **captures**: *Adventure*, 31 and n; *Endeavour*, 31 and n; *Jane*, 248n; *Necessity*, 248n; *Peggy*, 31 and n; *Polly*, 31 and n; *Sally*, 248n; **captures** (with *Solebay* [*Solebay's* tender]): *Gascon*, 339, 340n, 346 and n; *Rising Sun*, 339, 340n, 346 and n, 445, 446n (Christopher Hele)
- Hotham, William (Commo., RN): advancement for secretary of, 202 and n; and arrival of French fleet in North American waters, 131, 307, 308n; arrival of, at Chesapeake Bay, 280; as subordinate to Barrington, 656–57; and Chesapeake Bay squadron, 305; and command of Onslow's Squadron, 131; and convoy from Philadelphia, 193 and n, 407; and exchange of prisoners of war, 354–55; and expedition to St. Lucia, 407, 408n, 656–57; Griffith to join, 307; and impressment, 307, 308n; instructions to, 131; on situation of, 396; and operations at New York, 131, 202, 307, 308n; and refitting vessels, 183, 184, 184n, 201–2, 307, 308n; and rendezvous with Samuel Barrington, 656–57; Viscount Howe on meeting, 396; **from**: Benjamin Caldwell, 135, 184, 354–55; Viscount Howe, 131, 201–2, 395–96
- Hothorne, Nathaniel (Seaman, Continental Navy), 798, 808
- Houghton, — (Capt.), 695, 696n (*Toms*)
- Hound*, HM ship-rigged sloop-of-war: Journal, 423; and American raiders, 423 and n; and British demands concerning Willing Expedition, 271, 272n; and communication with British residents of Spanish Louisiana, 293; and feeding British refugees, 317; in Mississippi River, 109, 110n, 166n; and intercepting Spanish shipment of money, 371–72, 373 and n; and New Orleans, 106, 110–12, 113, 114n, 288, 290n, 371, 372,

- 373n; on operations of, 109, 110n; on threat represented by, 165, 166n, 288, 290n; and Pensacola, 141; and protection of West Florida, 141, 144n; provisions for, 317; relieves *Sylph*, 11, 13n; return of, to Pensacola, 293; state of, 317, 318n; whereabouts of, 242, 243n, 291, 317 (Joseph Nunn)
- Houston, Thomas (Capt., Pennsylvania Navy), 126 and n, 381 and n, 391, 393n
- Houstoun, John (Gov., Georgia): attends meeting of Georgia Executive Council, 53; and Georgia Navy armed galleys, 29 and n, 436 and n; and invasion of East Florida, 363n; and provisions for Georgia Militia, 436 and n; and provisions of Southern Continental Army, 436 and n
- Hovey, James (Capt.), 123, 124n (*Fairfield*)
- Howard, Charles Wallace (former Maryland Commissary of Stores), 386 and n; **from:** Maryland Council, 386
- Howard, Joseph (Seaman, Continental Navy), 792
- Howe, Lord [Richard Howe, 4th Viscount Howe] (Vice Adm., RN): Admiralty's instructions to, 306; Admiralty's opinion of, 338; appointed to Carlisle Commission, 552 and n; and arrival of French fleet in North American waters, 305–6, 307–8, 338–39, 407; and arrival of William Hotham at Chesapeake Bay, 280 and n; arrives in Delaware River, 168; as naval commander in North America, 5, 173, 305, 395–96; and assembling ships on North American station, 407; and assistance to Carlisle Commission, 552; and British naval reinforcements, 618–19; and Byron, 654–55; and commissioning HM frigate *Virginia*, 201n; and condition of Onslow's squadron, 183; and convoy from Philadelphia, 193 and n, 407; departure of, for Delaware Bay, 131; departure of, from Rhode Island, 171; and dispatch of warships to Newfoundland, 647; and dispatch to England of American prisoners of war, 95; and evacuation of Philadelphia, 407; and expedition to St. Lucia, 407, 656, 657n; fleet of, 58; Gambier second-in-command to, 623, 624; health of, 306; and hospital ship to accompany expedition, 407; instructions of, forwarded, 73; letter to, 156, 157n; letters for, concerning Onslow's squadron, 184; letters of, 304, 407–8; and movements of *Tident*, 552; and New York Loyalist privateers, 415–16; official instructions of, 131; on adequacy of British naval forces in North America, 305; on desertion, 305–6; on disposition of British naval forces in North America, 305, 307, 338–39, 407; on establishing a shipyard in North America, 304–5; on government at New York, 86; on granting letters of marque at New York, 86, 306; on manning HM armed galleys, 305–6; on need for prison ships at New York, 202; on obstructing French merchant ship, 87; on patrolling waters off North Carolina, 87; on raid up Delaware River, 321; on recruiting Americans to man galleys, 305–6; on security of Halifax, 304–5; on shortage of warships on his station, 202, 305; on slaves being allowed on British Navy ships, 199; on supernumeraries on British Navy ships, 199; on transferring frigates, 407; on using galleys in American waters, 305, 381; on using impressment, 305–6; on using prize as hospital ship, 201–2; orders of, 71; orders of, to pursue rebel ships, 647; and ordnance for East Florida, 363 and n; packet for, 552–53; and protection of East Florida, 362–63; and provisions for Convention Army, 72; and regulation of trade in America, 118; report to, on situation in East Florida, 363n; reportedly lost in gale, 266 and n; resignation of, 338; and return of *Royal Bounty*, 95; return of, to England, 173, 306, 396; and security of Halifax, 305, 338–39; ship intended for, 380 and n; and shipment of prize goods from New York, 118 and n; and the *Mischianza*, 382–83n; whereabouts of, 72, 173, 339; **to:** George Keith Elphinstone, 87; Charles Feilding, 338–39; Walter Griffith, 307–8; William Hotham, 131, 201–2, 395–96; Philip Stephens, 171–73, 304–7, 321–22, 407–8; William Tryon, 86; **from:** Benjamin Caldwell, 25–26, 183–84; Andrew Elliot, 118; Lords Commissioners of the Admiralty, 552
- Howe, Robert (Maj. Gen., Continental Army), 45 and n, 265, 435, 436n; **from:** Samuel Elbert, 138
- Howe, Thomas, (Master), 237n, 365n (*Elizabeth*)
- Howe, Sir William (Gen., British Army): appointed to Carlisle Commission, 552 and n; British government's opinion of, 338 and n; and coal for army, 339, 340n; command of, 382; and command of 23rd Regiment of Foot, 383n; and crest of 23rd Regiment of Foot, 382, 383n; and defenses of Philadelphia, 168; and exchange of prisoners, 192, 316n; and Isaiah Robinson and Nathaniel Galt, 87 and n, 367 and n; 467, 468n; letters of, 51 and n; naval ship for, 173; passage of, to England, 247n, 307; recall of, 338 and n, 395–96; return of, to England, 307, 338, 407; and shipment of prize goods from New York, 118 and n; and situation in East Florida, 363n; and the *Mischianza*, 380, 382–83n; and trading license, 237n; **from:** George Washington, 467
- Howel, Paul (Long Island refugee), 352
- Howel, Stephen (Long Island refugee), 352
- Howe Peace Commission, 338 and n
- Howland, James (Master), 23n (*Nancy*)
- Howland's Ferry, R.I., 196, 303 and n, 445
- Hubbard, Amos (ship owner), 124n
- Hubbard, John (seaman), 234
- Hudson, Charles (Capt., RN), 239 and n (*Orpheus*)
- Hudson, Jonathan (merchant at Baltimore), 367
- Hudson Highlands, N.Y., 269n, 284n
- Hudson [North] River, N.Y.: American fortifications on, 170; British naval operations in, 197; chain across, 170, 171n, 367; Continental Army on, 170, 261; Continental frigates destroyed in, 50, 189, 500, 501n; defense of, 284, 498–99n; galleys for service on, 367; gunboat flotilla on, 170, 269
- Huet/Huit, Mathurin (Seaman, Continental Navy), 806, 815
- Hugans, Peter (seaman), 234
- Hugg, Joseph (Col., Commissary, New Jersey Militia), 408 and n
- Hughes, John (Seaman, Continental Navy), 803

- Huit, Oliver (Continental Marines), 806, 815
- Hunt, William (Seaman, Continental Navy), 793
- Hunter, James, Jr. (merchant at Fredericksburg, Va.), 423
- Hunter, Robert (Capt.), 391 and n (*Elizabeth*)
- Hunter, William, Jr. (Publisher, *Virginia Gazette*), 201 and n
- Huntingdon Bay, Long Island, N.Y., 200
- Huntington, Andrew (merchant at Norwich, Conn.), 149 and n
- Huntington, Ebenezer (merchant at Norwich, Conn.), 149 and n
- Huntington, Joshua (Maj., Connecticut Militia; Superintendent of construction for Continental frigate *Confederacy*), 861; and ammunition for *Trumbull*, 429; naval stores sent to, 319, 459 and n; and cannon from Salisbury Furnace, Conn., 47, 48n; supervising construction of *Confederacy*, 319; and wages for guards, 268; **from**: Ephraim Bill, 268; John Manley, 402; William Smith, 162–63
- Huntington, N.J., 308
- Huntress, Jonathan (Seaman, Continental Navy), 797
- Husband, John (seaman), 217
- Hussar*, HM armed galley: and raid up Delaware River, 321–22; armament of, 256; builder of, 256; described, 256; launching of, 168, 256; on building of, 305, 307n; on mission of, 305, 307n; and the *Mischianza*, 382n (James Mantle Barclay)
- Hussar*, British Revenue Service wherry, 582, 587, 843, 855n
- Hutchings, John (Commissioner, Virginia Navy Board): attends meeting, 76, 79, 91, 99, 105, 119, 194; resigns from Navy Board, 194
- Hutchins, Anthony (Magistrate, Natchez District, W. Fla.): and ambush of detachment from Willing's Expedition, 109, 110n; breaks parole, 325n; escape of, 108–9; and interdiction of bateaux with supplies, 324; organizes opposition to Willing Expedition, 325n; **from**: John Campbell and Robert Ross, 324–25 and n
- Hutchins [Hutchings], Joel (Seaman, Continental Navy), 589
- Hutchinson, Godfrey (Massachusetts Commercial Agent at Martinique; merchant at Martinique): accounts of, 356–57, 437; advance made by, 357; and money owed Nathaniel Shaw, Jr., 179 and n; reimbursement of, 356–57 and n; **to**: Samuel Phillips Savage, 437; **from**: Samuel Phillips Savage, 356–57
- Hutchinson, William (Massachusetts Commercial Agent at Martinique; merchant at Martinique): accounts of, 356–57, 437; advance made by, 357; reimbursement of, 356–57 and n; **to**: Samuel Phillips Savage, 437; **from**: Samuel Phillips Savage, 356–57
- Hutchinson, William (resident of Dominica), 316n
- Hyannis, Mass., 263 and n, 465–66 and n
- Hyatt, John Vance (Lt., Continental Army), 378 and n
- Hyde*, HM Post Office packet boat, 304
- Hyde, Amasa (seaman), 234
- Hyde, Jedediah (Capt. of Marines, *General Putnam*), 70, 71n, 214, 215n, 233
- Hyde, Solomon (seaman), 235
- Hyland, Lambert, 8n
- Hynson, Joseph (Capt.; British spy), 578, 579, 580n, 836n
- Iberville River [Bayou Manchac], W. Fla., 108, 141, 292
- Île à Vache [Isle of Ash], Haiti, 143, 145n
- Île de Gorée, Senegal, 818, 829n
- Île de la Tortue, French Saint-Domingue, 67 and n
- Îles de Los, Guinea: *Marlborough* and, 819, 822, 823, 825, 829n, 318, 483, 484n
- Illinois, 11, 21
- Illinois River, 287
- Illustrious Hero*, brig: access of British officials to, 659; arrival of at Lisbon, 666, 667, 668n; British attempt to reclaim, 666–67, 667, 668n; captured by *Deane*, 587, 659, 660n; prize crew on, 659
- Immerly/Imirie, John (Loyalist refugee), 363n
- Impressment, 126, 143, 145n, 305–06, 307, 339, 677
- Inconstante*, French Navy frigate, 568 (Louis Cavellier de Cuverville)
- Independence*, Maryland Navy armed galley: crew members take Oath of Fidelity, 19; naval stores used for, 127n; pay for crew of, 359; and transportation of Continental Army recruits, 449, 450n, 461; and transportation of supplies, 413, 449, 450n, 461; transports politician, 461 and n (Bennett Mathews)
- Independence*, Massachusetts privateer sloop: accounts of, 411n; armament of, 70n; commissioning of, 70n; engagement involving, 411; officers of accused of cowardice, 411; owners of, 70n; prize money of, 411n; size of, 70n; size of crew of, 70n; wages of crew of, 410–11; wounded among crew of, 411; **captures**: *Annapolis*, 69, 70n, 411 and n (Peter Pollard)
- Independence*, Continental Navy sloop: and shipment of supplies, 510; *Beutre/Beutis* and, 734; cargo of, 277, 770; in convoy of *Deane*, 260n; loss of, 277 and n; ordnance of, 277; stores and equipment salvaged from, 277, 277 and n (John Young)
- Independent Chronicle, and the Universal Advertiser* (Boston): 1778: 2 Apr., 18; 9 Apr., 69; 16 Apr., 123; 7 May, 282–83; 14 May, 351; 21 May, 411n; 4 June, 411n; **from**: Officers of the *Raleigh*, 246–47
- Indian Ocean: French naval ships in, 567, 570n
- Indians (Native Americans): assist British in Natchez District, 292–93; British deploy, to pressure Gálvez, 271; neutrality of, as goal of the United States, 363; on Spanish attempts to influence, 107; Pollock on precautions against, 12, 288. *See also* individual tribes, such as Creek Nation.
- Indien*, ship: construction of, 527 and n, 531 and n; crew for, 539; guards for, 531; insurance for, 531; Jacques Boux and, 531n; John Paul Jones and, 527 and n, 539, 677, 678 and n; on sailing qualities of, 527; on value of, 527 and n; Orvilliers and, 677, 678 and n; ownership of, 527 and n; paying for, 527 and n; Sartine and, 526–27 and

- n, 539, 677, 678 and n; threat of arson and, 531
- Indigo: as cargo, 15n, 35n, 36n, 44, 102, 153, 184, 207, 334, 447, 548, 672, 696, 706, 721, 858; market for, 185; Pollock purchases, 287; sale of, in Martinique, 184–85; shipment of, 209
- Industrious Bee*, brigantine, 41
- Industry*, schooner: captured by *Mifflin*, 404 (Josiah Buffett)
- Industry*, sloop: captured by *Trumbull*, 62–63 (Casey)
- Ingerson, — (Seaman, Continental Navy), 738
- Inglis, John [2], (Lt., RN), 553 and n (*Senegal*)
- Ingraham, Benjamin (Gunner, Continental Navy), 771n, 777
- Ingraham, Samuel, 419
- Ingram, Allen (Master), 861 (*Chelsea*)
- Ingram, F. (merchant at Liverpool, England), 830n
- Ingram, James (merchant in Northampton Co., Va., 201 and n
- Inishtrahull, Ireland, 848, 856n
- Innes, Alexander (Col., South Carolina Loyalist Regiment), 232n
- Innes, George (Master), 439, 440n (*Sally*)
- Insurance: Continental Congress and, 300; cost of, 287, 300, 394, 551, 560, 585, 674; for goods shipped from France for Virginia, 79; Oliver Pollock and, 300; on chartered ship, 412
- Intelligence: American: 554; from North Carolina, 551; lack of, 560; sent to Foreign Affairs Committee of Continental Congress, 535; arrival of, in Europe, 529, 535; British: concerning Brest fleet, 588–89, 600–1; concerning d'Estaing's fleet, 567–69, 569–70 and n, 571–72, 593, 601, 617–18, 687; concerning *Ranger*, 582, 587, 594, 596–97, 600, 604
- Intrépide*, French Navy ship of the line, 549 (Marquis de Beausseier de Chateaufort)
- Invincible*, HMS, 601, 688n (Francis Parry)
- Ipape, Anthony (seaman), 826
- Iphigénie*, French Navy frigate, 568 (de Kersaint de Coëtnempren)
- Ipswich, England, 70n
- Ireland: British Channel fleet and protection of, 601; British regiments serve in, 553, 554n; crew of *Revenge* said to be overwhelmingly from, 659, 660n; David Freeman native of, 595; HMS *Boston* and coast of, 617, 663; inward-bound vessels, 400, 596, 667, 668, 708n, 753, 756; maritime insurance rates and, 674; men from aboard *Raleigh*, 796, 799, 805, 807; outward-bound vessels, 61–62, 483, 529, 739; sympathy in for American cause, 555
- Irish, Simeon (Capt., Massachusetts Militia), 263n
- Irish Channel: alert to cities along, 592; British warships and, 553, 582, 587, 594; French frigate accompanies *Ranger* to, 595, 596, 597n; *Ranger* in, 592, 595, 596, 600, 606 and n
- Irish Sea: American cruisers in, 587; *Ranger* and, 574, 576
- Iron: as ballast, 24, 459; as cargo, 43n, 489, 862; for Continental Navy, 472–73
- Iron hoops, 375, 376, 778
- Irwin, John (Maj. Gen., British Army; Commander of British forces in Ireland), 596, 597n, 705n
- Isabela, Cabo, Santo Domingo, 15n, 22
- Isabella*, ship, 416n; captured by unnamed privateer, 408; recaptured by *Bristol*, 408, 409n
- Isis*, HM frigate: and blockade of Chesapeake Bay, 279, 280n; departure of, from Chesapeake Bay, 370; escorts convoy, 50, 72, 74n, 98n; and expedition to St. Lucia, 407; and Onslow's squadron, 305; identification signal for, 270–71; safe channel for, 430 and n; station of, 202 (John Raynor)
- Island of Palma. *See* La Palma Island, Canary Islands
- Islay Island, Inner Hebrides, Scotland, 606 and n, 617 and n, 663, 664n
- Isle of Man, England, 756, 842, 8374
- Isle of Pines [Isla de Pinos], Cuba, 478
- Isle of Wight, 575, 577
- Isles de France (Mauritius), 549, 550
- Isles de Loss. *See* Îles de Los
- Ivers, Thomas (Cashier, Massachusetts Board of War), 282 and n
- Ivins, —, 331, 332n
- Ivory: as cargo, 318 and n, 822, 825; *Marlborough* captures, 821, 822
- Jack, Robert (Master), 123 (*Barbara*)
- Jack, Thomas (seaman), 217
- Jack & Henry*, schooner: captured by *Maidstone*, 334, 335n
- Jackson, George (Second Secretary, British Admiralty), 573 and n
- Jackson, John (Capt., RN), 305
- Jackson, John (Surgeon, Continental Navy), 791, 811
- Jackson, John (of Dorchester Co., Md.), 19
- Jackson, Joseph (Cpl., Continental Marines), 803, 814
- Jackson, Samuel (ship owner), 411n
- Jackson, Tracy & Tracy (merchants at Newburyport, Mass.), 536, 570–71, 858; **from**: Gustavus Conyngham, 536
- Jackson, William (Seaman, Continental Navy), 793
- Jacob*, pettyauger: captured by *Suffolk* and unnamed privateer boat, 358 and n, 404 (James Smith)
- Jacobs, Daniel (Seaman, Continental Navy), 589
- Jacobs, Toby (seaman), 217
- Jacquett, Peter (Capt., Continental Navy), 378 and n
- Jamaica*, ship, 805 (David Watt)
- Jamaica, British West Indies: American privateer off, 143, 145n; British naval reinforcement expected from, 271; convoy from, 143; crops good in, 195; depredations against, 195; French operations against, 518; Gayton commander at, 586n; Henry Shirley and, 433; inward-bound vessels, 121, 144n, 155, 156, 157, 409n, 428, 695, 721; Musco Livingston from, 538n; naval base at, 22; on provisions at, 195; on trading with America by residents of, 143; outward-bound vessels, 262, 320, 409n, 416n, 478, 586; prizes sent into, 35, 39, 96; proposed lifting of embargo at, 195; return of British warships to, 141; signaling system installed in, 195; Spanish operations against, 518; supplied with lumber from Manchac, 10; support

- for America in, 143; trade of, threatened, 195
Jamaica Gazette: 1778: 9 May, 318
 Jamaica Governor's Council, 143
 James, Michael (Lt., Virginia Navy), 92 and n, 99, 106 (*Northampton*)
 James Duncan & Co. (ship-owning firm), 134n
 James River, Va., 469, 480–81, 492; Holt's mill on, 317n; inward-bound vessels, 99n, 475, 862; outward-bound vessels, 445, 862; prize captured in, 862; tobacco from, 86n
 Jameson, David (Member, Virginia Council), 345, 360, 431, 450
 Jamestown, Va., 203
Jane, British victualler ship, 183, 354
Jane, sloop: captured by *Hotham*, 248 and n (George Bruce)
Jane, Virginia State trading vessel, 211–12 and n
 Janurm, Francis (ship owner, Jersey Island), 766n
 Jany, Jousin (Continental Navy), 806
 Jaquays, Nathan (Cook, Continental Navy), 614, 615n, 771n, 777
 Jarige, Pierre (Seaman, Continental Navy), 806, 815
 Jarvis, Leonard (Deputy Continental Agent, New Bedford, Mass.), 68, 208, 209n, 273 and n, 281, 859; **from**: John Bradford, 68–69
 Jarvis, William (Seaman, Virginia Navy), 469
 Jauge & Co. (Bordeaux merchant firm), 861
 Jauncey, Joseph (Capt.), 471n (*General McDougall*)
 J. Baptiste Famin Devoire & Co. (merchant firm at Barcelona, Spain), 743
 Jean, Julien (Quarter Gunner, Continental Navy), 805, 815
Jean André, ship: captured by *St. Albans*, 27 and n, 861 (Guillaume Coronet/Couronnet)
 Jean Rabel Bay, French Saint Domingue, 67 and n
Jeany, British transport ship, 193n (Robert Muir)
 Jefferys, James (Master), 218 (*Sally*)
 Jekyll Island, Ga., 129, 138, 139n
 Jekyll Sound, Ga., 230
 Jemison, Hugh (Seaman, RN), 497
 Jenckes, Charles (Capt.), 85
 Jenkins, Charles (Capt.), 543 (*Hawk*)
 Jenkins, Ebenezer (Master), 859 (*Polly*)
 Jenkins, Peter (Capt.), 237, 238n
 Jennings, Justin (Ship's Clerk, Connecticut Navy), 485 and n
 Jennison, William (Lt., Continental Marines): *Journal*, 516, 567, 599, 604, 621, 666, 685, 690, 745, 751, 754, 772; and deserters from *Boston*, 599, 621n; and mutineers, 751; on planned mutiny in *Boston*, 754; orders uniforms, 554–55; and recruits for *Boston*, 772; and seamen for *Boston*, 781
Jenny, brig: captured by *Hammond*, 361; burned by *Hammond*, 446
Jersey, HM hospital ship, 407 (David Laird; William Anthony Halstead)
 Jersey Island, Channel Islands, 440n, 463n; French Navy and privateers from, 567, 570; news from, 721; privateers from, 551, 558, 559, 560, 607, 608, 690, 755; prize sent into, 672, 766
 Jarvis, Robert (Master), 453
Jeune Pauline, snow: captured by *Active*, 248, 249n (Isaac Belliveau)
 J. Fowler & Co. (ship owner), 537n
Jr's Milsey, sloop: captured by *Niger* and *Southampton*, 22 and n
 Jocelin, Amaziah (Prize Master), 233
John, brig: captured by *Notre Dame*, 858; recaptured by *Hinchinbrook*, 858
John, schooner: captured by *Antelope* and *Diligence*, 43 and n, 586 and n, 599; (Azariah Woodberry)
John, Scottish ship, 323, 453 and n; captured by *Marlborough*, 323, 324n (James Ogilvie)
 John Black & Co. (British merchant firm at Bordeaux, France): **from**: John Paul Jones, 766
 John Dixon & Co. (Virginia merchant firm), 859
 John Maxwell Nesbitt & Co. (merchant firm at Philadelphia, Pa.), 386 and n, 393
 John Norris & Co. (merchant firm at Salem, Mass.), 169n
Johnson, Maryland Navy armed galley, 91n, 126–27
Johnson, Maryland privateer schooner, 474 (William Yardsley)
 Johnson, Edward (Master), 858 (*Nancy*)
 Johnson, Eleazer (Member, Massachusetts Board of War): and alterations to *Tyrannicide*, 301 and n; attends board meetings, 117, 169, 274, 282, 301, 333, 356, 365, 380, 389, 399, 409, 428, 438, 454, 479; and disposition of prize, 380 and n; and refitting *Hazard*, 365 and n; and repairs to Massachusetts state trading schooner, 479 and n
 Johnson, Eleazar, Jr. (Capt.): as pilot for d'Estaing's fleet, 519, 519 and n, 538n, 687 and n; escape of, from Mill Prison, 548 and n; travels under assumed name, 519, 519 and n (*Dalton*)
 Johnson, Henry (Capt., Continental Navy): as commander of *Lexington*, 721 and n; as pilot for d'Estaing's fleet, 519, 519 and n, 538 and n, 687 and n; escape of, from Mill Prison, 548 and n; on number of prisoners captured by, 694 and n; travels under assumed name, 519, 519 and n (*Lexington*)
 Johnson, Henry (Master), 169 (*Mary*)
 Johnson, J. (Master), 391n (*Antigua Planter*)
 Johnson, Joel (seaman), 235
 Johnson, John (Seaman, Continental Navy), 806, 815
 Johnson, John (merchant at Berwick, Me.), 375, 376, 377n
 Johnson, John (ship owner), 653n
 Johnson, Joshua (American merchant in France), 509n, 510n, 511n, 737n
 Johnson, Peter (seaman, *Reed*), 33
 Johnson, Robert (Master), 439, 440n, 446n (*Layton*)
 Johnson, Thomas, Jr. (Gov., Maryland): and armed naval escort, 383; and captured loyalist letter, 201n; and naval stores for Maryland Navy, 164; and pilot for *Virginia*, 500; and receipts for naval stores, 126; and using Pennsylvania Navy seamen to man armed galleys of Virginia and Maryland, 181n; **to**: George Ross, 468; **from**: George Dashiell, 8; Henry Hollingsworth, 383
 Johnson, Walter (merchant at Bordeaux), 761,

- 762n
 Johnston, Miller: Protest of, 375–76, 376–77
 Johnstone, George (Member, Carlisle Commission), 552
John Wilkes, sloop: captured by *Ariel*, 861 (S. Clay)
 Johonot, Gabriel (Continental prize agent), 671n
 Jolly, T. (Capt.), 696 and n (*Ellis*)
 Jolly, Thomas (Lt., RN), 31n (*Hotham*)
Jolly Robin, schooner: captured by *Lizard* and *Galatea*, 859 (Caleb Hopkins)
 Joly, Antoine (Cpl., French Army), 627, 633
Jonathan, ship: captured by *General Washington*, 471n
Jonathan, British letter of marque ship, 699–700 and n (Richard Townsend)
 Jones, — (Capt.), 753
 Jones, — (pilot), 736
 Jones, Abraham (Master), 536n (*Hope*)
 Jones, Alexander (Cpl., Continental Marines), 794, 808
 Jones, Cato (seaman), 234
 Jones, Edward (merchant at Boston), 377n
 Jones, James (Capt., RN), 775n (*Beaver*)
 Jones, John (Col., Delaware Militia), 286
 Jones, John, 178
 Jones, John Paul (Capt., Continental Navy), 46n; acts as *Ranger's* pilot, 596; and agent for *Ranger's* prizes, 689; and American Commissioners in France responding to his letters, 681; applies to Emmanuel-Yves Bersolle for assistance, 708, 709n; as commander of *Ranger*, 595; and attack on British Baltic fleet, 761; and British prisoners, 747; and command of *Ranger*, 426n; comes aboard *Ranger*, 837; and Congress' resolutions concerning prizes, 748; consults d'Orvilliers, 526–27; consults de la Porte, 527; correspondence of, 314, 523, 526, 542, 689; course ordered by, questioned, 701; credit of, 760, 776; cruise of, 527; disobedience to orders of, 672; and William Dobbs, 766; and *Drake's* prize, 679, 709; dress of, 582; enterprise of, 538, 539n; and escort for *Ranger*, 531–35, 533, 573–76, 576–78; and expedition against Jersey privateers, 755; finances of, 565, 685, 700, 747–48, 780; Franklin on advancement of, 755; identified by British as captain of *Ranger*, 617; and *Indien*, 526–27 and n, 677, 678, 678 and n; instructions of, 740; instructions of, to Simpson concerning *Drake*, 750, 751; journey to Paris by, 776; knowledge of Solway Firth of, 596; knowledge of Whitehaven, England, 596; letter of introduction for, 542; letter of, to Countess of Selkirk, 708 and n, 755; and list of participants in Whitehaven expedition, 589–90 and n; moves ashore at Brest, 854; on ability of as an officer, 103; on actions of those in his command, 675; on battle with *Drake*, 675–76; on character of, 103; on criticism of, 755; on cruise of *Ranger*, 755–60; on detention of *Ranger* at Brest, France, 541; on disposition of American prisoners in France, 700; on exchange of salutes, 527; on expenses incurred by, 749n; on forced delays, 526; on gallant action of, 685; on his financial situation, 676; on his intentions to act aggressively, 526; on his motivation for fighting for United States, 676; on his motivation for Whitehaven enterprise, 708; on his plan to attack *Drake*, 756, 758; on his purchasing plate of Earl of Selkirk, 704 and n; on his writing Earl of Selkirk, 704 and n; on horror of war, 676; on modifying *Ranger's* masts, 526; on Pierre Riou as prize agent, 693n; on plan of to send *Drake* to America, 747; on prisoners captured by, 755; on propriety of writing Sartine, 526–27; on raid on Whitehaven, 758; on *Ranger's* cruise, 689–90, 710, 755, 787; on *Ranger's* officers, 761, 776; on releasing prisoners without exchange, 681; on relieving American prisoners of war, 675; on remaining at Brest, France, 527; on reputation of, 704; on retiring from sea duty, 676; on Selkirks and ending war, 676; on taking of Selkirk's silver, 704; on taking prisoners on cruise of *Ranger*, 756; on treatment of captured British fishermen by, 759; on value of *Indien*, 527; on William Morris as potential officer, 776; orders of, concerning *Drake*, 701; and pilot for dispatch boat, 743; plans of, 708, 761; plans of, to refit *Drake*, 685; prisoners captured by, 694; and prize crew of *Drake*, 701, 702n; and prize *Lord Chatham*, 663n; and protection of convoy, 522, 523n; and provisions for *Ranger*, 748; and *Queen of France*, 522, 523n; and raid on Selkirk estate, 594, 595, 675–76; and raid on Whitehaven, 592, 596, 597, 600, 677, 845; and *Ranger's* crew, 700, 748; and *Ranger's* movements, 573–74, 576, 710; and repairs for *Ranger*, 748; recruiting by, for *Ranger*, 684; rank of, 103; relations with Thomas Simpson, 672–73, 701, 749–50, 749–51, 750, 760, 782; relationship of, with Benjamin Franklin, 749n; and report on *Ranger's* cruise, 681 and n, 700, 701n, 744, 747, 749n; repurchase of Selkirk silver by, 676; and Sartine, 526–27; and secret code, 761–62n, 776; Thomas Simpson on, 678; situation of, 700, 776; solicitis friendship of Lady Selkirk, 676; Jonathan Williams, Jr., purchases gin from, 563; **to**: American Commissioners in France, 526–27, 680–81, 700, 755–60; William Carmichael, 761–62n; Benjamin Franklin, 708; Elijah Hall, 672–73; Lady Helen Hamilton, 675–76; James Moylan, 541–42; John Black & Company, 766; John Ross, 538–39; Thomas Simpson, 605–6, 672; Jonathan Williams, Jr., 542, 776; **from**: American Commissioners in France, 743, 747–48, 748–49n; David Cullam, 738; Benjamin Franklin, 755; John G. Frazer, 710, 744; Jean-Baptiste Le Roy, 539–40; William Morris, 753–54; Officers and crew of *Ranger*, 693; John Ross, 522–23, 689–90, 704, 705; Jean-Daniel Schweighauser, 689; Abraham Whipple, 787; Jonathan Williams, Jr., 523 (*Ranger*)
 Jones, Jonas (merchant at Jamaica), 375
 Jones, Lewis (Lt., Virginia Navy), 44, 461, 462n, 468, 469n (*Protector*)
 Jones, Peter (Seaman, Continental Navy), 797, 813
 Jones, William (Seaman, Continental Navy), 702
 Jones, William (Capt., Continental Marines), 84 and n, 771n, 777, 787
 Jordan, Thomas (Capt., RN): and assistance for

- East Florida Provincial Navy, 128; and capture of *Hinchinbrook* and *Rebecca*, 212, 213n; captures *Favourite*, 153 and n; commands expedition, 212, 213n; and Georgia Navy galleys, 128–29, 212, 213n; on fitting vessels as galleys, 128; receives intelligence reports, 45; retains schooner carrying dispatches, 128; **to**: Patrick Tonym, 127–29 (*Galatea*)
- Jordan, William (carpenter), 218
- Jordan's Island, Md., 133n
- Joseph, John (seaman), 153n
- Joseph Gardoqui & Sons (merchant firm at Bilbao, Spain), 688n, 711–12, 712–14 and n
- Jourdain dit Dufarget, Louis (Volunteer, French Navy), 627, 634, 640n
- Joy, Joseph (Master), 219 (*Seaflower*)
- Joy, Joseph (quartermaster), 217
- Joy, Joshua (seaman), 217
- Joyne/Joynes, Charles (Master), 361n, 446n (*Betsy*)
- Judd, William (Capt., RN), 41 and n, 267 (*Antelope*)
- Judith*, British prison ship, 329
- Judson, Joseph (pilot), 377–78, 378–79n, 378n
- Junior, John (Pvt., Continental Army), 102
- Juno*, British letter of marque brig, 693 and n (*W. Beaver*)
- Juno*, HM frigate: British prisoner of war and, 161 and n; damaged, 239, 400, 786, 787n; engagement involving, 302; engages *Providence*, 239; and escape of *Providence*, 239, 400, 786, 787n; escorts convoy, 72 and n, 173; exchange of men from, 238; and raid on Fall River, Mass., 497; station of, 73, 253, 254n, 472 (Hugh Dalrymple)
- Junon*, French Navy frigate, 568 (Vicomte de Beaumont)
- Jura Island, Inner Hebrides, Scotland, 643
- Justices of the Peace, 405, 449 and n
- Kadru, Patrick (Continental Navy), 805
- Karswell, Joshua (Boatswain's Mate, Continental Navy), 792
- Katencamp, Herman (British Consul at Corunna, Spain), 682; **to**: Lord Weymouth, 682
- Katherine*, sloop: captured by *Mifflin*, 404 (John Rutgard)
- Katy*, brig: captured by *Lizard* and *Galatea*, 859 (William Bunker)
- Keel, Robert (merchant at St. Eustatius), 859
- Keene, — (Capt., Rhode Island Militia), 187
- Keeper of the Naval Store, Williamsburg, Va., 474
- Keeper of the Public Magazine, Virginia, 194, 346, 422–23, 469, 480
- Keeper of the Public Store, Virginia: and supplies for Chickahominy Shipyard, 346, 468; and supplies for Virginia Navy, 270, 278–79, 422, 423, 431–32, 461, 468, 474–75
- Keepports, George (Capt.; Maryland State Storekeeper, Baltimore), 91 and, 413 and n
- Kelley, Charles (seaman, *Reed*), 33
- Kelley, S. (Prize Master), 820–21, 822, 823, 829n
- Kelley, William (2d Lt.), 216
- Kelly, J. (served in *Deane*), 733
- Kelsick, —, 118 and n
- Kemp, Joseph (seaman), 476
- Kemphorne, — (Capt.), 60n, 61n, 62n (*Grenville*)
- Kemphorne, James (Lt., RN), 444n
- Kendrick, John (Capt.), 37n (*Fanny*)
- Kennebec River, Me., 377n
- Kennedy, George (Master), 440 and n, 659 (*Peace and Harmony*)
- Kenneston, Amos (Seaman, Continental Navy), 842, 855n
- Kenney, Benjamin (master's mate), 216
- Kennington, Joseph (Seaman, Continental Navy), 693, 694n
- Kenniston, Peter (Carpenter's Crew, Continental Navy), 797, 812
- Kent, Charles (Member, Georgia Executive Council), 53
- Kent Co., Md., 133n, 413
- Kent Island., Md., 354
- Kenyon, — (Capt.), 178 (*Ranger*)
- Keppel, Hon. Augustus (Adm., RN), 476n; and *Bi-enfaisant*, 589; and John Byron, 746; and Byron's fleet, 746–47; command of British Channel fleet, 404n, 567, 570 and n; and detaching ships from Channel fleet, 618 and n; and intelligence of d'Estaing's fleet, 572, 573, 614, 746; on state of the Channel Fleet, 567, 570 and n; orders to, concerning d'Estaing's fleet, 614; reports of, 602; **from**: Lords Commissioners of the Admiralty, 600–2; Earl of Sandwich, 614
- Kerr, John (Lt., Continental Navy), 63 and n, 358 and n, 404 (*Mifflin*)
- Kerveguen, Paul-Louis Gaultier de (mapmaker), 557, 558 and n
- Kester*, schooner: captured by *Hinchinbrook*, 858 (Alfrn. Lombard)
- Ketterick, William (Seaman, RN), 33
- Kettle and Co. (British merchant firm), 669
- Kettles, brass, 484
- Keyburn, Job (Master), 435n (*Triton*)
- Keyler, Abraham (shipowner, St. Thomas, Danish West Indies), 451
- Kickamuit River, R.I., 442, 456, 457n, 458n
- Kimbal, Asa (Seaman, Continental Navy), 814
- King, George, Jr. (Seaman, Continental Navy), 792
- King, John (Master), 396, 397n (*Fly*)
- King, Joseph (seaman, *Reed*), 33
- King of Prussia*, ship, 412 (W. Potts)
- Kingsfisher*, HM sloop-of-war: as escort, 403; boats of, and raid on Fall River, Mass., 497; damage to, 403; mast for, 73; and running ashore of American brig, 72, 73n; station of, 72, 253, 254n, 472 (Hugh C. Christian)
- King's Peace, The, 86
- Kingston, Jamaica, 39, 93, 318, 375
- King Tom, 820–821
- Kinnamon, Solomon (Seaman, Maryland Navy), 353
- Kinsale, Ireland, 841
- Kintyre, Mull of, Scotland, 553, 600 and n, 605, 617 and n, 647
- Kintyre Peninsula, Scotland, 600n
- Kirby, Benjamin (Seaman, Maryland Navy), 354

- Kirby, Charles (Master), 62*n*, 745 and *n* (*Lord Duncannon*)
- Kirby, J. (Capt.), 721 and *n*, 766 and *n* (*Lively*)
- Kirby, Nicholas (Seaman, Maryland Navy), 354
- Kirkbride, Joseph (Col. and Bucks Co. Lieutenant, Pennsylvania Militia; justice of the peace; Delegate to the Pa. General Assembly): operates ferry, 176*n*, 310*n*; property of, burned, 285, 298 and *n*, 308, 310*n*; and sunken galleys, 176; **from**: George Washington, 151
- Kirkcudbright, Scotland, 594, 595, 595*n*, 643, 644*n*, 845, 855*n*
- Kittery, Me., 796, 797, 798, 799, 802, 808*n*
- Kitty*, British letter of marque ship, 825, 826; captured by *Marlborough*, 824, 830*n* (John Fisher)
- Kitty*, British transport ship: burned, 696; captured by Continental Navy armed boats, 42*n*, 125, 126*n*, 171, 696 and *n*; engagement involving, 125; items purchased from, 90, 91*n*; paroles of officers of, 119 and *n*; and transport of forage to Philadelphia, 171, 173*n* (J. Mallet)
- Kitty Delaney*, brig: captured by *Emerald*, 859, 863*n* (William Yardsley)
- Knight, Abraham (Seaman, Continental Navy), 842
- Knight, William (Continental Marines), 803, 814
- Knight, William (seaman), 217
- Knotts, Jeremiah (seaman), 218
- Knowles, John (Lt., RN; Agent for transports at Newport, R.I.), 442, 444*n*
- Knowles, John (Prize Master, South Carolina Navy), 858
- Knowles, John (Master), 37*n* (*Neptune*)
- Knox, Robert (Crown Agent in East Florida), 213
- Knox, William (British Undersecretary of State for the American Dept.), 583*n*, 624, 644, 646*n*, 775*n*
- Knyphausen, Wilhelm, Baron von (Lt. Gen., Hesse-Cassel Army), 382*n*
- L'Abadie, , — (ship owner, St. Thomas, Danish West Indies), 451
- La Baliza. *See* Balize, The
- Lachangion, — (French innkeeper), 732
- La Chapelle, Geronimo (merchant at Paris), 287, 290*n*
- Lacho, George (Seaman, RN), 33
- La Comtesse Denery*, 182 (Pierre Adelon)
- LaCoste, Peter (Seaman, Continental Navy), 805
- Lacoste & Company: and prize of *Revenge*, 570–71; **from**: Gustavus Conyngham, 570–71
- Lacroix, Jacques (Officer at Bordeaux, France, for the Farmers-General), 544, 546
- Ladd, Eliphalet (privateer owner at Exeter, N.H.), 46*n*
- Lady Gage*, ship: captured by *Cumberland*, 61, 62*n* (Joseph Royal Loring)
- Lady Parker*, HM sloop tender [*Niger's* Tender], 22, 381; **captures**: unidentified schooner, 318 and *n* (Abraham Rose)
- Laery, William (Continental Marines), 805
- Lafayette, Marie-Joseph-Paul-Yves-Roch-Gilbert du Motier, marquis de (Maj. Gen., Continental Army): attack on detachment commanded by, 338 and *n*; and negotiations with Indian tribes, 192, 193*n*; and options for 1778 campaign, 188–89 and *n*; **to**: George Washington, 188–89
- Lafitte [Lafite], — (Capt.), 12, 13*n*
- La Fitte de Pelleport, Jean-Bernard-Théodore, Chevalier de (Garde de la marine, French Navy), 627, 633, 640*n*
- La Galissonnière, Roland-Michel Barin, Marquis de, 718, 720 and *n*
- Lagoanere, Michel (merchant, Corunna, Spain): and money for Conyngham, 571; and *Revenge's* prizes, 571, 738–39; **from**: Gustavus Conyngham, 571, 738–39
- Lagoanere & Co. (merchant firm at Corunna, Spain): and prizes of Continental cutter *Revenge*, 583*n*, 584 and *n*; and security deposit for Conyngham, 711, 712, 714*n*; **letter of credit issued by**, 742–43, 743; **from**: Gustavus Conyngham, 521
- Lagrange, — (French merchant), 728
- Laherty, John (Lt., Virginia Navy), 76, 106
- Laine, — (French innkeeper), 732
- Laird, David (Comdr., RN), 408*n* (*Jersey*)
- La Laurencie, François, Chevalier de (Capitaine de vaisseau, French Navy): and policy regarding protecting merchantmen, 54, 56; prefers separating from American merchantmen in daylight, 54, 56; requests clarification how far to escort American merchantmen, 54, 56; suggests moving American privateers from St. Pierre to less visible place, 55, 57; **to**: Gabriel de Sartine, 53–58 (*Tourterelle*)
- La Loup/Resource*, schooner: captured by *Dunmore*, 248 and *n* (Joseph Ratie)
- Lamb, John (Capt.), 6, 161 and *n*; and command of *Favourite*, 178; expenses of, 60 and *n*; informs that cargo of *Favourite* was on Continental account, 59, 60*n*; prize shares of, 328; and sale of *Irish Gimblet*, 178, 179*n*; and *Trumbull*, 149; **to**: Nathaniel Shaw, Jr., 149, 328 (*Favourite*)
- Lamb, William (Gunner, Pennsylvania Navy), 392
- Lambeaux, —, 549, 550
- Lambert, John (Capt., Massachusetts Navy), 357 and *n* (*Massachusetts*)
- Lambert, Robert (Capt., RN), 15, 22 (*Niger*)
- Lamlash, Arran Island, Scotland, 605, 617 and *n*
- Lamlash Bay, Scotland, 617*n*
- La Motte-Picquet de la Vinoyère, Chevalier Tousseint-Guillaume de (Chef d'escadre, French Navy): advises John Paul Jones, 538; and John Paul Jones' enterprise, 538, 761; escorts American vessels, 122*n*, 260*n*, 522, 523*n*; in Brest fleet, 549; squadron of, and American waters, 307, 308*n*; squadron of, as convoy escort, 307, 308*n* (*Saint-Esprit*)
- Lancaster, John: **to**: James Parker, 201
- Lancaster, England, 695, 696*n*, 745*n*
- Lancaster, Pa., 168, 338*n*; British prisoners of war and, 487; and crews of Pennsylvania Navy armed galleys, 447; family of George Forten at, 399; Pennsylvania Navy seamen ordered to, 174, 175, 176*n*, 249 and *n*; prisoner-of-war camp at, 447 and *n*; sick ordered to, 174
- Lance, Joseph (Master and shipowner), 859
- Landais, Pierre (Capt., Continental Navy), 40, 41*n*;

- and assignment in Continental Navy, 197; and command of *Alliance*, 50n, 316n, 480n, 490, 491n; commissions of, 310–11 and n; Continental Congress and, 314; Continental Marine Committee meets with, 314; and construction of *America*, 490, 491–92 and n; and redesign of *America*, 480, 499–500; recommended, 197, 310–11 and n; reimbursement of, 310–11 (*Alliance*)
- Landon, Cesar (seaman), 234
- Lang, Daniel (Midn., Continental Navy), 122, 804, 811
- Langdell, William (Capt.), 351 and n (*Cente-Pea/Centipede*)
- Langdon, John (Continental Agent, New Hampshire; Speaker, New Hampshire House of Representatives): accounts of, 25, 295, 333, 490, 492; as owner of privateer ship *Portsmouth*, 166–67 and n; and cargo of clothing, 272; and construction of *America*, 40, 145–46 and n, 257–58 and n, 295, 480n, 490, 491–92; and construction of *Ranger*, 425, 426n; and *Flamand*, 284; island of, 426 and n, 427n; letter from Continental Committee for Foreign Affairs to, 395n; and money from Continental Navy Board of the Eastern Dept., 272–73; money for, 39, 145, 191, 272–73, 492; owner of *Portsmouth*, 323n; and packet boat to France, 270n; receipt from, 272; and redesign of *America*, 499–500; and John Roche, 146 and n, 273 and n; shipyard of, 425–26 and n, 426–27 and n; and Thomas Simpson, 679; **from**: Adam Babcock and Archibald Mercer, 296; Continental Commerce Committee, 284–85; Continental Marine Committee, 25, 491–92; Continental Navy Board of the Eastern Dept., 145–46, 272–73; James Warren, 48
- Langdon, Richard (Captain's Clerk, Continental Navy), 791, 811
- Langdon, Timothy (admiralty court judge), 97, 199
- Langdon, Woodbury (merchant at Portsmouth, N.H.), 296, 297n
- Langdon's Island [Badger Island], N.H., 425–26 and n, 426–27 and n
- Languedoc* (French Navy ship of the line): Journal, 622, 623; **Notes made on board**, 621–22, 625–26, 626; **Station bill for officers of**, 626–33, 633–40; American pilots and, 519 and n; announcement of war with England in, 626; arrival of officers in, 557, 558 and n; Boulainvilliers commands, 558n; cordage in, 716, 717; damage to, 621, 716, 717; Silas Deane and, 519 and n; dinner for personnel of, 626; duties of division commanders of, 629, 636; duties of ensigns of, 628, 629, 630, 634, 636, 637; duties of gun captains in, 630–31, 637; duties of gun division commanders during battle, 629, 636; duties of lieutenants on during battle, 629, 635–36; duties of mess captains in, 630, 637; duty stations of officers on board, 626–33, 633–40; entertainment for crew of, 626; functioning of gun crews in, 632–33, 639–40; gunnery procedures in, 630, 637; in first squadron, Toulon fleet, 568; mass celebrated in, 626; master gunners and, 630, 636–37; officers to monitor small arms fire in, 628, 635; officers' duties during battle, 629–32, 635–39; on sailing qualities of, 718, 719; organizing crew of, 621, 622; patrols for batteries in, 629, 634; reserve corps of men for gun crews in, 632–33, 639–40; role of garçon major in, 632, 639; runs afoul of *Fantasque*, 621, 622; training of gunners in, 630, 637; weighs anchor, 621; workman injured while working in, 716, 717 (Comte de Boulainvilliers)
- Lanoir*, snow: captured by *Carysfort*, 859 (Louis Drouet)
- Lansom, Abraham (merchant at Boston), 226n
- La Palma Island, Canary Islands, 817, 828n
- Lapeire, P. (merchant at Vigo, Spain), 742, 743
- Lapole, Peter (merchant at Amsterdam), 858
- La Porte, Arnaud de (French Navy Intendant at Brest, France): and confinement of Thomas Simpson, 750, 751n; and crew for *Indien*, 527, 539; and fitting out *Indien*, 527; John Paul Jones consults, 527; and *Lord Chatham*, 662, 663 n, 708, 709n; and prize ship *Lord Chatham*, 662, 663n; and *Ranger's* prizes, 665, 776 and n; and refitting *Ranger*, 692, 693; and treatment of American prizes, 646–47; **from**: Gabriel de Sartine, 646–47, 692–93
- La Porte Vezins, Paul-Jules, Marquis de (Capitaine de vaisseau, French Navy), 549 (*Zodiaque*)
- La Poype-Vertrieux, Louis-Armand, Chevalier de (Capitaine de vaisseau, French Navy), 568, 718, 719, 720n (*Marseillais*)
- La Carbonette/Salonette, Claude (Continental Marines), 806–7, 815, 816n
- Larchantel, Jean-François-Gilart, Comte de (Capitaine de vaisseau, French Navy), 549 (*Roland*)
- Larey, William (Seaman, Continental Navy), 814
- Larhea, William (Seaman, Maryland Navy), 353
- Lark*, HM cutter. *See Alert*, HM cutter
- Lark*, HM frigate: casualties to crew, 238, 302, 400; damage to, 238, 302, 400, 786; engagement involving, 302, 328; engages *Providence*, 238–39; and escape of *Providence*, 238–39, 328, 400, 786; station of, 72, 74n, 238, 253, 254n (Richard Smith)
- Lark*, schooner: captured by *Ariel*, 323 and n (Udney Pringle)
- Larkin, David (Lt., Virginia Navy), 492, 493n
- Larmont, France, 537, 738
- Larne, Northern Ireland, 848
- Laroche/LaRoche, — (French grocer), 726, 728
- La Rochelle, France, 248
- La Rouge, — (French merchant), 728
- Larraby, Thomas (Seaman, Continental Navy), 814
- Larralde, —, 529
- Larralde Diusteguy & Sons (merchant firm at San Sébastian, Spain), 641, 642
- La Seine, France, 519
- Laskey, Edward (merchant), 174, 175n
- Lassin, Jurgen (Master), 861 (*Good Hope*)
- Lassore Brothers & Co. (merchant firm at Cadiz, Spain), 679, 680n, 742, 743
- La Suss, Pierre (Master), 858 (*Notre Dame des Charmes*)
- Lathrop, Elisha (Master), 446n (*Peggy*)
- Lathrop, Joshua (seaman), 233
- Latimore, William (Seaman, Continental Navy),

- 788
 La Ton & Co., 726
 Laud, Benjamin (seaman), 217
 Laud, George (seaman), 217
 Laurenceau, — (pilot), 565
 Laurens, Henry (President, Continental Congress; Member, Committee on Appeals, Marine Committee), 25*n*; and accounts of Barnabas Deane, 90; and bond for privateer, 166; and contract of Continental Congress with Alexander Gillon, 264 and *n*; leaves Continental Marine Committee, 468; on condition of Continental Navy, 242; on construction of *America*, 492*n*; on country's financial situation, 242; on influencing Commercial Committee, 264; report concerning British raid up Delaware River sent to, 310*n*; signs proclamation of Continental Congress, 312; **from**: Alexander McDougall, 170; Pennsylvania Supreme Executive Council, 249; Baron von Steuben, 197; John Sullivan, 253–54, 456–57, 496; George Washington, 336; **to**: Barnabas Deane, 90; Continental Navy Board of the Middle Dept., 203; Alexander Gillon, 264; Rawlins Lowndes, 242; Stephen Steward, 202
 Laurens, John (Volunteer Aide-de-Camp, Continental Army), 467; **to**: Allen McLane, 467
 Lavente, — (French merchant), 729
 Law, Richard (Judge, New London Maritime Court), 62, 404
 Lawler, Matthew (Lt., Continental Navy), 788 and *n*
 Lawrence, Augustin (shipbuilder at Poughkeepsie, N.Y.), 40, 41–42*n*; **from**: Continental Marine Committee, 50
 Lawrence, Charles (Capt., Pennsylvania Navy), 241 and *n*
 Lawrence, Daniel (Master), 200 and *n*
 Lawrence, John (Commissioner, Continental Loan Office, Connecticut), 33
 Lawzun, —, 525*n*
 Layton, ship: captured by *Cumberland*, 261 and *n*, 283 and *n*, 439, 440*n*, 445, 446*n* (Robert Johnson)
 Leach, J. (Lt.), 149
 Leach, J. (merchant in France), 731
 Leach, John (Capt.), 169 and *n* (*Dolphin*)
 Lead, 262, 479 and *n*, 779
 Lear, Cesar (Seaman, Continental Navy), 799, 812
 Lear, Tobias (Capt.; Superintendent of Construction), 425–26, 426–27, 799
 Lear, Tobias (private secretary to George Washington), 426*n*
 Lebanon, N.H., 796, 808*n*
 Le Boucher, — (merchant at Rennes, France), 509
 Le Brumert & Gument (merchant firm of Rouen, France), 861
 Le Brun, — (merchant at Dieppe, France), 562
 Leclerc, Edme Quintien (Officer at Bordeaux, France, for the Farmers-General), 544, 546
 Le Couteulx, Joseph-Louis, 698–99 and *n*
 Le Couteulx, Laurent, 698–99 and *n*; **from**: Gustavus Conyngham, 698
 Le Couteulx and Co., 702, 703*n*
 LeCraw, William (Capt.), 609 and *n* (*Black Snake*)
Le Déserteur, 685 and *n*
 Le Despencer, Lord. *See* Dashwood, Francis [Baron Le Despencer]
 Ledlar, James (Capt.), 452, 453*n* (*Rose*)
 Lee, Georgia Navy galley: and capture of *Hinchinbrook*, *Rebecca*, and a brig, 138, 139, 141*n*; attack on, feared, 356 and *n*; defense of, 178 and *n*; operations involving, 136 and *n*; ordered to defend Sunbury, Ga., 53 and *n* (John Braddock)
 Lee, Washington's Fleet schooner: **captures**: *Elizabeth*, 116*n* (Daniel Waters)
 Lee, Arthur (American Commissioner in France): and accounts of Jonathan Williams, Jr., 767–68*n*; and appeal to Spanish Royal Court, 529; and discord among American Commissioners in France, 579, 580; letter for, 344; letter forwarded to, 531*n*; and letter to John Paul Jones, 749*n*; on Continental commercial agency at Nantes, France, 508, 689 and *n*; on control of Continental commercial matters by, 689, 690*n*; on purchase of *Queen of France*, 658*n*; and post of Continental agent in Europe, 689, 690*n*; and status of *Revenge*, 526; and surgeon instruments of *Muschetto*, 740; attacks of, on Silas Deane, 579, 580; draft of letter to Gustavus Conyngham of, 583*n*; friend of George Digges, 559*n*; **circular letter of**, 688; **to**: Schweighauser, Jean-Daniel, 508; **memorandum of**, 606–7; **from**: John Bondfield, 560; Matthew Ridley, 739–40 and *n*
 Lee, Charles (Maj. Gen., Continental Army), 192, 193*n*, 785 and *n*
 Lee, D. (Seaman, Continental Navy), 788
 Lee, Isaac (Master), 672*n* (*Neptune*)
 Lee, James (Master), 152
 Lee, John (Capt.), 670*n* (*Fancy*)
 Lee, John (Capt.), 464, 465*n* (*Tom*)
 Lee, N.H., 799, 803, 809*n*
 Lee, Richard Henry (Virginia Delegate to Continental Congress; Member, Committee for Foreign Affairs, Marine): as chairman of Continental Marine Committee, 395 and *n*, 492 and *n*; and attack on British trading stations in Africa, 475; and captured loyalist letter, 201*n*; on British strategy in 1778 campaign, 344; on charges of Roderique Hortalez & Co., 344; on French protection of American commerce, 344; on strength and effectiveness of British Navy in North American waters, 344; and ordnance for Virginia fort, 476; and reimbursement for David Stodder, 89; **to**: John Adams, 344; **from**: Patrick Henry, 475–76; Maryland Council, 421–22
 Lee, Samuel, 219
 Lee, William (Continental Commercial Agent, Nantes, France; Virginia State Agent in France): and appointment of Continental Commercial agent at Nantes, France, 508 and *n*, 524*n*; chaise used by, 734; departs for Germany, 689*n*; and military stores, 396, 397*n*; and orders for Thomas Thompson, 769; and prizes captured by *Ranger*, 689; and Schweighauser's authority, 708; and supervision of Continental agents in Europe, 689,

- 690n; and Virginia purchases in France, 78–79; letter for, 344; on control of Continental commercial matters by, 689, 690n; on shipping military stores to Virginia, 397n; proposes Franco-American attack on Halifax, 547–48; Schweighauser as representative of, 689, 689 and n, 690n; superintends Congress's commercial affairs in Europe, 524n; **to**: Benjamin Franklin, 547–48; **from**: Patrick Henry, 78–79
- Leeds, William (Lt., Continental Navy), 60, 62, 260n (*Resistance*)
- Lee River, Mass., 228 and n, 283 and n
- Leeward Islands, British West Indies, 518, 603, 648, 752, 754
- Le Fam, William (seaman), 164
- Le Fefevre, — (French joiner), 722
- Leffingwell, Christopher (merchant at Norwich, Conn.), 268, 471n; **to**: John Cushing and Samuel White, 268
- Le Gaston*, Polacre: burned by: *Ariel*, 341
- Leghorn, Italy, 46n, 69n
- Le Have, Nova Scotia, 136–37 and n
- Le Havre, France: *Fortunée* off, 576, 578; inward-bound vessels, 667, 668; outward-bound vessels, 575, 577, 578, 579
- Leiden Gazette*, 690 and n
- Leige, France, 581
- Leighton [Laighton], James (Seaman, Continental Navy), 589
- Leith, Scotland, 323
- Le Long, Jacques (Sgt., French Army), 627, 634
- Le Maire de Gimel, Jacques, 79 and n, 397n
- Le Mauff, Jean-Julien, Chevalier (Lt. de vaisseau, French Navy), 628, 635, 640n
- Lemee, Nicholas (Boy, Continental Navy), 806, 815
- Lemony, — (Commissary of French Admiralty, Brest), 752
- Leominster, Massachusetts, 595, 597n
- LePeru, Noël (Capt.), 833 (*Thamas Kouli Kan*)
- Le Ray de Chaumont, Jacques-Donatien (Intendant of the Royal Hotel de Invalides): and apprehension of British spy, 578, 579; as purchaser for American Commissioners in France, 519, 519 and n; bills of exchange and, 748, 749n; French armed merchant ships and, 305, 307n; friend of, 556 and n; reportedly suggests inducing seamen in *Boston* to desert, 559 and n; and scheme to capture English linen ship, 556; **to**: Comte de Vergennes, 578–79, 579–80
- Le Roy, Jean-Baptiste (French scientist), 540n; board for students charged by, 540; cares for Joseph Ratcliffe, 539–40 and n; friend of Benjamin Franklin, 540n; offers services as teacher, 540; proposes exchange involving his son, 540; **to**: John Paul Jones, 539–40
- Leroy de La Grange, Jean-Louis (Capitaine de vaisseau, French Navy), 569, 718, 720 and n (*Hardi*)
- Les Deux Amis, brigantine: captured by *Cabot* and *Arbuthnot*, 195–96 and n (H.F. Charlemeaux)
- Lestuan, Marc (Seaman, Continental Navy), 806, 815
- Le Tems, Guillaume Mathew (boatswain), 836n
- Le Thébaudier/La Thibodièrre (French merchant), 723, 737n
- Letter of credit, 742–43, 743
- Letters of marque and reprisal: capturing vessel said to lack, 692; form for issuing, 613–14; French court and, 766n; French ship said to carry, 766 and n; Governor of Quebec Province to issue, 613–14; granting of, 86 and n; *Martha* carries, 516. *See also* Privateers and Letters of Marque
- Leuzière, Pierre Barre de (Sous-Lt., French Army), 628, 635, 641n
- Levant*, British letter of marque ship: armament of, 86n; unnamed brig, 415; cruises off South Carolina coast, 415; size of, 86n; **captures**: *General Gates*, 85; *Little Ann*, 248n; *Margery*, 415; (John Martin)
- Levant*, HMS, 526n (George Murray)
- Levant, Pierre (Master), 858 (*Reine Blanche*)
- Lewes, Del., 63–64
- Leweson, John (seaman), 164
- Lewis*, Virginia Navy armed galley, 65–66 and n, 270, 461, 462n, 468 (Lewis Jones; Stafford Lightburne)
- Lewis*, schooner, 209 and n (Rowan)
- Lewis (seaman), 476
- Lewis, Benjamin (Continental Marines), 792
- Lewis, Fielding (Col., Va. militia; merchant at Fredericksburg), 92, 336, 337n
- Lewis, Francis (New York Delegate to the Continental Congress; Member, Commerce Committee, Marine Committee), 368n, 508
- Lewis, John (Seaman, Continental Navy), 788
- Lewis, John, 92
- Lewis, Warner (Commissioner, Virginia Navy Board): attends board meeting, 34, 76, 79, 91, 194, 242, 250, 346, 360, 474, 480, 492
- Lewis, William (Cpl., Continental Marines), 793
- Lewis & Co., 571n
- Lewis Islands/The Lews, Outer Hebrides, Scotland, 617 and n
- Lexington*, Continental Navy brig, 693, 694n; capture of, 544n; crew demands wages and prize money, 543–44; Frenchmen in crew of, 543–44; prizes of, 543–44; **captures** (with *Reprisal* and *Dolphin*): *Peggy*, 394, 395n (Henry Johnson)
- Libbey, John (Continental Marines), 801, 814
- Liberty*, Virginia Navy pilot boat, 92 (James Barron)
- Liberty*, Dominican privateer brig, 696 and n
- Liberty*, Virginia State trading brig [former Virginia Navy brig], 211–12 and n; **captures**: *Jane*, 212n (James Gray, Thomas Herbert)
- Liberty Co., Ga., 53
- Licorne*, French Navy frigate, 568 (Chevalier de Gouzillon de Bézilal)
- Lievre, Francois (Seaman, Continental Navy), 801
- Lightburne, Henry (Lt., Virginia Navy), 340
- Lightburne, Stafford (Lt., Virginia Navy), 65–66 and n, 340 (*Lewis*)
- Lilly*, sloop: burned by *Hammond*, 446
- Lilly, Thomas (Capt., Virginia Navy), 492 (*Gloucester*)
- Limehouse, England, 683

- Limerick, Ireland, 409
- Lincoln, Edmund (merchant at Tobago), 775n
- Lindsay, John (Member, Georgia Executive Council), 53
- Linkhorn*, sloop: captured by *Apollo*, 219 and n (James Mitchell)
- Linn, John L. (Dr., former Continental Navy surgeon), 226, 227n
- Linning, Charles (Lt., South Carolina Continental line), 356 and n
- Linseed, 753
- Linzee, John (Capt., RN), 51 and n, 51n, 52n (*Pearl*)
- Lion*, Massachusetts privateer brigantine: controversy involving, 697, 697 and n; **captures**: *Prudent*, 692, 697, 697 and n (Benjamin Warren)
- Lion*, French Navy ship of the line, 569
- Lioness*, British armed transport, 706n
- Liquor: brandy, 779; gin, 779; porter, 705 and n; rum, 644n, 779; supply of, for ships, 624; wine, 644n, 648, 779, 786, 787
- Lisbon, Portugal: American prize at, 659; dispatches from Spain sent via, 525n; *Illustrious Hero* arrives at, 666, 667, 668n; outward-bound vessels, 667–68; prizes carried into, 548, 587, 667, 668, 690 and n
- Lisburne, Lord [Wilnot Vaughan, 1st Earl of Lisburne]. See Admiralty, British: Lords Commissioners of the Admiralty
- Litchfield*, brig, 316 and n; captured by *Daphne*, 300 and n (Eliphalet Ripley)
- Little, Francis (Gunner's Mate, Continental Navy), 122, 799, 812
- Little Ann*, sloop: captured by *Levant*, 248 and n (Thomas Yates)
- Little Annessex River, Md., 422n
- Little Charles*, sloop: captured by *Lizard* and *Galatea*, 859 (Jeremiah Dickenson)
- Little Egg Harbor, N.J., 49, 408n, 467
- Littlefield, Richard (Midn., Continental Navy), 791, 811
- Lively*, brig, 695, 696n; captured by *Cumberland* and *Fanny*, 745 and n (John Calvert)
- Lively*, brig: captured by *Franklin* and *Hancock*, 116n; disposition of cargo of, 386 and n; purchase of, 116n; salvaging hull of, 393, 394n; shipment of rum from, 394 (Nicholas Martindale)
- Lively*, Massachusetts privateer schooner, 70n; **captures**: *Barbara*, 123, 124n; *Edward*, 70; *Eliza*, 123, 124n (Thomas Simmons)
- Lively*, privateer snow, 721 and n, 766 and n (J. Kirby)
- Live Oak*, ship: arrival of, at Boston, 398; captured by *Hazard*, 380 and n, 398, 439, 440n; disposition of cargo of, 380; disposition of, as prize, 380 and n (George Forten)
- Liverpool*, HM frigate: **captures**: *Warren*, 38n, 115n, 228, 229n (Henry Bellew)
- Liverpool*, sloop: captured by *Retaliation* and *Fessey*, 390 and n (Jabez Cobb)
- Liverpool, England: *Active* and, 683 and n; inward-bound vessels, 152, 186n, 318; letters of marque from, 465n, 822, 824, 830n; outward-bound vessels, 144n, 465n, 617, 660, 695; privateers from, 644 and n, 644n; ship from, 124n; HMS *Stag* to visit, 587; transport ship from, 696; vessels built in, 593n, 693n, 696n
- Liverpool Bay, Nova Scotia, 179, 474n
- Livesly, J. (shipowner), 696n
- Livestock: as cargo, 409; British capture of, 263, 283, 297, 303 and n, 304, 320 and n, 334n, 348, 366 and n, 403, 455; British purchase of, 304; British raid and, 457n; denied to British at Pensacola, 109; East Florida forces and supplies of, 231; on foraging for in Georgia, 231; theft of, 410
- Livie, Titus (Secretary to Commo. William Hotham), 202 and n
- Livingston, Abraham (Continental Agent, South Carolina), 858; and account of cruise of *Ranger*, 761, 762n; and *Mellish*, 273 and n, 281 and n; and shipment of Continental-owned goods, 184, 185n; and shipment of rice, 209
- Livingston, John (merchant at Wethersfield, Conn.), 358n
- Livingston, Musco (Lt., Continental Navy): appointment of, as officer in *Boston*, 620; arrives at Bordeaux, France, 616 and n; as *Boston's* second lieutenant, 671 and n; as captain of state commercial vessel, 751; as first lieutenant of *Boston*, 557, 671n; commission for, 538; and depositions from mutineers, 751; and deserters from *Boston*, 781, 785; health of, 785; joins *Boston*, 604 and n; offers services as naval officer, 538; on wealth and connections of, 619; passage to America for, 538; and plot to seize *Boston*, 765, 781; and recruits for *Boston*, 772 and n, 781, 783; and sailing of *Boston*, 781; and service in Continental frigate *Boston*, 584, 619, 620n; rank of, 619, 620, 751n; rejoins *Boston*, 785 and n; sent to Bordeaux, 781; **to**: American Commissioners in France, 538; Samuel Tucker, 781, 783–85
- Livingston, Philip (New York Delegate to Continental Congress), 367, 368n, 468
- Livingston, Philip, Jr. (Deputy Secretary, West Florida Council; Secretary to Gov. Peter Chester), 244 and n
- Livingston, William (Gov., New Jersey), 126 and n, 151, 308
- Lizard*, HM frigate: cruises off Charleston, S.C., 38; damage to, 306; location of, 306; on prizes captured by, 151 and n; sails to New York, 127, 129n; service by, 306; **captures**: *Ann*, 858; *Diana*, 248 and n; *Friendship*, 858; *L'Amiable Julie*, 248 and n; *Nancy*, 858; *Polly*, 858; *Rebecca*, 858; *Sukey*, 248 and n; unnamed ship, 858; **captures** (with *Carysfort*): *Batawear*, 859; *Buckskin*, 858; *Enterprize*, 858; *Flambeau*, 858; *Mary Ann*, 858; *Notre Dame des Charmes*, 859; *Polly*, 858; *Reine Blanche*, 858; *Santa Maria*, 858; **captures** (with *Galatea*): *Chance*, 859; *Favorite*, 859; *Jolly Robin*, 859; *Katy*, 859; *Little Charles*, 859; *Rosière d'Artois*, 859; *Speedwell*, 859; *St. Ann*, 859; **captures** (with *Perseus*): *Bourbon*, 248 and n; *Glanure*, 248 and n; **burns**: *Weatheral*, 858 (Thomas Mackenzie)
- Lloyd's Evening Post*, and *British Chronicle* (London): **1778**: 1–4 May, 660; 8–11 May, 682–83; 11–13 May,

- 691–92; *15-18 May*, 706; *22-25 May*, 699–700; *27-29 May*, 772; *1-3 June*, 753; *5-8 June*, 654; *8-10 June*, 745; *29-31 July*, 180
- Lloyd's Neck, N.Y., 200, 275
- Lloyd, John (American merchant at Nantes, France), 523, 539, 542, 705 and n
- Lloyd, Thomas (Capt., RN), 141, 144n (*Atalanta*)
- L'Montais, Francis (Lt., RN), 23n (*Stork*)
- Loch Foyle, Northern Ireland, 847, 856n
- Loch Ryan, Scotland, 600n, 604, 663, 756, 843, 855n
- Lock, Thomas (Seaman, Continental Navy), 793
- Lockwood, James (merchant at Wethersfield, Conn.): **to**: John Cushing and Samuel White, 472
- Lockwood, Samuel (Capt.), 200 and n
- Lockwood, Samuel, 472 and n
- Logie, James (Collector of Customs, Stranraer, Scotland): **from**: James Crawford, 600
- Lombard, Alfrn. (Master), 858 (*Kester*)
- Lomenie, François-Alexandre-Antoine, Comte de (Garde du pavillon, French Navy), 627, 634, 640n
- London, England, 555; cost of maritime insurance at, 674; inward-bound vessels, 297 and n, 365, 389n, 391, 555, 659, 772; Musco Livingston arrives from, 538n; news from, 740; outward-bound vessels, 9, 14, 70n, 178, 237n, 262, 297, 298n, 326, 365, 641, 642, 682, 692, 692n, 697n, 705n, 756, 788; privateer from, 691, 692n; Lord Selkirk at, 643
- London Chronicle*. **1778**: *21-23 Apr.*, 586; *23-25 Apr.*, 593, 599, 603; *2-5 May*, 664; *9-12 May*, 587; *12-14 May*, 693; *16-19 May*, 720–21; *21-23 May*, 739; *26-28 May*, 766; *2-4 June*, 706n; *4-6 Aug.*, 318
- Londonderry, Ireland, 617
- London Packet*; or *New Lloyd's Evening Post*. **1778**: *1-3 [3-5] June*, 94
- Long, Nehemiah, 342 and n
- Long, Nicholas (Continental Deputy Quartermaster General), 342 and n
- Long Island, N.Y.: prize captured off, 862; raids on, 163, 220, 228, 445; refugees from, 352; Shelter I. and, 72
- Long Island Sound, 19 and n, 358 and n
- Longig, Sheraud de (Lt., Georgia Navy), 28
- Long Prison. *See* Mill Prison, Plymouth, England: Long Prison
- Longstreet, Daniel (Lt., Continental Marines), 9n
- Longstreet, Dirrick (saltworks owner), 74
- Lonsdale*, former British transport ship, 700 and n; renamed *Bostonian*, 700 (James Grayson)
- Lookout, Cape, N.C., 862
- Lord Camden*, ship: captured by *Prince of Wales*, 412 (George Geddes)
- Lord Chatham*, ship: arrival of, at Brest, 613, 665; as prize of *Ranger*, 693; Emmanuel-Yves Bersolle and, 708, 709n; captured by *Ranger*, 596, 597n, 613, 700, 701n, 708n, 842; cargo of, 596, 613, 705n; destination of, 708 and n; disposition of, 662–63 and n; John Irwin's baggage and plate reportedly in, 705 and n; John Paul Jones' orders concerning, 663n; Arnaud de La Porte and, 708, 709n; premium on, 705; prize crew and maintenance of, 662–63; sale of, 708; seals to be broken in, 693; security of, 662–63 (William Straughan)
- Lord Dungannon*, brigantine: captured by *Cumberland* and *Fanny*, 745 and n; sails in convoy, 745 (Charles Kirby)
- Lord Grosvenor*, brigantine: captured by *Providence*, 745, 786, 787 and n; instructions to prize master of, 745 (William Tyler)
- Lord Howe*, British transport ship: capture of, 18 and n, 267n (Robert Park)
- Lord Howe*, British transport ship, 193n (John Thompson)
- Lord Hyde*, HM packet, 168 and n (Henry Jeffrey)
- Lord Sandwich*, British letter of marque: **captures**: unidentified sloop, 318
- Lord Townshend*, British ordnance transport, 72
- L'Orient, France, 734; *Alfred* and *Raleigh* sail from, 46n, 69, 829n; anchors brought from, 724; and merchantmen from East Indies, 601; Commissaire de la Marine at, 578, 579, 580n; Continental Navy squadron departs from, 260, 261n; cost of hiring barge at, 779; men from, join crew of *Raleigh*, 805, 806, 807; outward-bound vessels, 81, 82, 862; *Queen of France* departs from, 260, 261n; *Ranger* recruit from, 684; treatment of Continental Navy captains at, 578, 579
- Loring, Joseph Royal (Master), 62n (*Lady Gage*)
- Loring, Joshua (British Commissary General of Prisoners), 485–86, 487n
- Lormont, France, 516, 537, 557 and n, 764
- Loud, George (Continental Marines), 814
- Louden/Lowder, Joseph (Master), 124 and n (*Two Brothers*)
- Loughryan. *See* Loch Ryan, Scotland
- Louis XVI, King of France: attitude of, toward French Navy operations in Canada, 517–18, 518; and d'Estaing's authority, 612n; disposition of, toward United States, 620; and independence of the United States, 612; on Franco-American alliance and, 499; on French treatment of American prizes, 646; and opportunity for French naval officer, 715; orders of, concerning treatment of Continental Navy vessels, 608–9, 612–13; and protection of American merchant vessels, 620; and punishment of royal interpreter, 684; and refitting *Ranger*, 692–93; and salutes for American vessels, 671; and status of *Drake's* captured crew, 707; **summary of instructions to**: Charles-Hector, Comte d'Estaing, 517–18, 518–19
- Louisa*, ship: captured by *Sally*, 483, 484n (Raymond Payne)
- Louisa Ulrica* [*Louisa Udrique*], ship: captured by *Senegal*, 27 and n, 861 (Peter Arvidson)
- Louisburg, Nova Scotia, 159
- Louisiana, Spanish: British subjects seek protection in, 106; inward-bound vessels, 862; military reinforcements for, 370, 371, 372, 373; militia at, 317, 318n; on British military action against, 291, 294n, 370–72, 372–73; on military forces in, 107; on return of British subjects from, 291; row galley and, 317; strength of garrison in, 317
- Louvrier, — (French merchant), 562, 724

- Lovell, James (Massachusetts Delegate to Congress; member, Committee for Foreign Affairs), 185n, 395 and n, 501 and n; **from:** Continental Navy Board of the Eastern Dept., 37–38
- Lovely Lass*, ship: as prize, 178; captured by *American Revenue* and *Revenge*, 14, 178, 179n, 226, 227n, 262 and n, 297, 351 and n; cargo of, 226, 227, 298 (Andrew Waid)
- Lovely Mary*, 739 (Carter)
- Low, Jacob (Capt., Continental Army), 498, 499n
- Lowd, George (Continental Marines), 800
- Lowd, Solomon (Prize Master, Continental Navy), 606n, 854
- Lowe, Thomas (Pvt., Royal Marines), 33
- Lowell, James (ship owner in Boston), 433n
- Lowell, John (attorney in Boston), 465, 466n
- Lowestoffe*, HM frigate: **captures:** unidentified brig, 318 and n (William Locker)
- Lowndes, Rawlins (President, South Carolina), 177, 178n; **from:** Henry Laurens, 242; South Carolina Navy Board, 177
- Loyalists: abduction of, from Long Island, N.Y., 200 and n; American galleys and, 422; and trade with British, 405–6; as refugees, 213, 230, 363; as reinforcements, 81 and n; attack on force of Delaware, 378, 379n; confiscation of property of, 190; force of, in Natchez District, 271; David Freeman as, 595; houses of, ransacked by British raiders, 456; in South Carolina, 213, 230, 232n; movement of force of, 81; on controlling, 151; on exposing, 190; on possible interdiction of force of, 81; on reintegration of, into American society, 499; on threat posed by, 263; on undermining of support for Revolution by, 190; plot of, to seize bateaux, 290n; reportedly enlist in British Navy, 201; role of, in continuation of war, 499; service of, in defense of East Florida, 363; treatment of captured, 487; uniforms for, 265
- Loyall, Paul (Capt., Joint Commissioner for Building Two Continental frigates at Gosport, Va.), 64 and n, 75, 89; **from:** Continental Marine Committee, 89
- Loyal Subject*, New York letter of marque brig, 470–71n; **captures:** *Amphitriton*, 329 and n; *Friendship*, 445, 446n; *Greyhound*, 445, 446n; *Pennsylvania Farmer*, 150 (Andrew Sym)
- Loyalty*, Continental trading schooner, 273 and n, 489
- Loyauté, St. Francois Arnert Michel Dieudonne de (Virginia Inspector General), 345 and n
- Lubry, — (French merchant), 562
- Luce Bay, Scotland, 583n, 756
- Lucifer, 500, 501n
- Lucy*, schooner: captured by *Rainbow*, 409
- Lud, George (Carpenter Crew, Continental Navy), 795
- Lumber: as cargo, 86n, 96, 108, 194n, 285, 358, 409n, 446, 478, 482, 644, 754, 858; as Massachusetts export, 261; camwood, 484, 821
- Lunenburg, Germany, 186n
- Lunette*, French Navy corvette, 568 (Chavagnac)
- Lurson, — (French merchant), 564
- Lurty, John (Lt., Virginia Navy), 346 and n
- Lutwidge, Thomas (resident of Whitehaven, England), 592
- Lux, William (Continental Agent, Maryland; merchant, Baltimore), 64, 65n, 367, 368n
- Lydia*, British letter of marque bark/snow, 695, 696n; captures (with Cabot): *Maria*, 35, 36n (James Evans)
- Lydia*, brig: captured by *Apollo*, 219 and n (Jeremiah Guild)
- Lydia*, Massachusetts privateer brigantine: captured by *Diamond*, 236, 237n; condemnation proceedings for, 236–37 (Joshua Grafton)
- Lydia*, Maryland State trading ship: captured by *Richmond* and *Solebay*, 27n, 861 (Ignatius Fenwick)
- Lyman, Thaddeus (Capt., West Florida Provincials), 292–93
- Lynch*, Massachusetts schooner packet, 59, 116 and n (John Adams)
- Lynch*, Washington's Fleet schooner, 115 and n (John Ayres)
- Lynch, Killikelly & Moroney, 529
- Lynch, Patrick (Seaman, Continental Navy), 796, 813
- Lynn, Thomas (Seaman, Maryland Navy), 354
- Lynnhaven Bay, Va., 862
- Lyon*, Massachusetts privateer brigantine, 77 and n, 464; **captures:** *Hector*, 261 and n, 351 and n; commissioning, 351n, 465n; crew, 351n; encounters British Navy frigate, 77; ordnance, 351n; owners, 465n (Benjamin Warren; John Carnes)
- Lyon*, French armed merchant ship: arrives at New London, Conn., 72, 74n, 262 and n; as commissioned Connecticut privateer, 124 and n; at New London, 117n; departs from New London, 124; loss of crew of, 124; sale of cargo of, 124; and size of British escort for wood-gathering convoy, 72, 74n; and voyage to Virginia, 305, 307n; (Jean Michel)
- Lyons, John (Surgeon's Mate, Virginia Navy), 279 and n
- McAdam, Adam (seaman), 844
- Macaroni*, British letter of marque cutter: **captures:** French snow, 721 and n (Peter Cabot)
- Macartney, Lord [George, Baron Macartney of Lisanouire] (Gov., Grenada, The Grenadines, and Tobago), 156, 157n, 773–74, 775n
- Macartney, John (Capt., RN), 305, 307n (*Ambuscade*)
- MacAther, J. (British merchant), 669
- McBride, John (Capt., RN): **from:** Lords Commissioners of the Admiralty, 588–89 (*Bienfaisant*)
- McBride, William (steward's mate), 233
- McBride, William (Capt.), 691, 692n (*Two Brothers*)
- McCann, Phillip (Boatswain's Mate, Continental Navy), 122, 797, 811
- McCartey, James (Seaman, Continental Navy), 788
- McCarthy, — (merchant in France), 564
- McCarthy, Richard (Seaman, Continental Navy), 788
- M'Carty, Roger (Master), 369 (*Fidelity*)
- McClary*, New Hampshire privateer brigantine, 416–17 and n; captured by *Unicorn*, 216–17,

- 219n, 417n (John Gregory)
- McClelland, James, 75
- McClemmy, Whitty, 8n
- McClintock [MacClintock], Samuel, Jr. (Midn., Continental Navy), 791, 811
- McClure, Matthew (seaman), 234
- McClure, William (Capt.), 334n (*Rising Empire*)
- McClurg, James, Dr. (Director, Virginia General Hospital), 34, 279 and n
- McConnel, Samuel (Seaman, Continental Navy), 802, 813
- McCoy, John (Continental Marines), 803, 815
- McCraight, James (Master), 93 (*Dispatch*)
- McCulloch, William (Master), 58
- McDaniel, — (Capt.), 123
- McDaniel, John (Seaman, Pennsylvania Navy), 392
- McDaniel, Robert (Seaman, Continental Navy), 122, 802, 813
- McDaniel, William (Seaman, Continental Navy), 793
- McDougall, Alexander (Maj. Gen., Continental Army): and construction of gunboats, 269 and n; command of, 284n; money for, 170; on security of fortifications at West Point, 170; **to**: Henry Laurens, 170
- Mace, Ethemey (seaman), 217
- McFarland, John (Capt.), 559 and n, 680 and n (*Industry*)
- McFarling, — (Capt.), 361
- McFetrick/McPatrick, John (Capt., Pennsylvania Navy), 391, 393n
- McGillivray, Alexander (Creek Nation leader), 231, 232n
- McGillivray, John (Lt. Col., W. Fla. Provincials), 109, 110n, 292
- Machias, Me., 138 and n, 347, 348
- McIntire [McIntyre], Thomas (Capt., Continental Army; Lt., Independent Company of Western Pennsylvania): and capture of *Neptune*, 108n; and capture of *Rebecca*, 9, 13n, 108; appointment of, 108, 109n; drives stock, 21; leads Americans in recapture of Manchac, 21 and n; rank of, 108, 109n; reportedly resigns commission, 324–25 and n
- McIntosh, Alexander (Capt., West Florida Provincials), 109, 110n, 292
- McIntosh, Peter (Capt.), 327n, 365n, 516, 710n (*Martha*)
- McIntyer, James (Drummer, Continental Navy), 796, 807, 814
- McIntyer, Primus (Seaman, Continental Navy), 804
- Mackay, John (served with *Deane*), 733
- Mackay, Mungo (merchant at Boston, Mass.), 169n
- Mackay [Mackey], John (Member, Pennsylvania Supreme Executive Council), 174, 181
- Mackays Creek, Ga., 230
- McKean, Thomas (Delaware Delegate to the Continental Congress), 201n; **from**: Maryland Council, 421–22
- McKenzie, ship [formerly *Algonquin*], 38, 39n (Alexander Potterfield)
- Mackenzie, Frederick (Capt., British Army): Diary, 38n, 220, 238–39, 267, 328, 334n, 366, 381, 403, 417, 442–44, 458–59, 472, 497–98
- Mackenzie, Thomas (Capt., RN), 38–39 and n, 127, 129n (*Lizard*)
- Mackey, Isaac (Capt.), 332n, 480
- McLane, — (Capt.), 380
- McLane, Allen (Capt., Continental Army), 467; **from**: John Laurens, 467
- McLarty, Archibald (Capt.), 318 and n (*Nancy*)
- McLaughlin, Michael (Continental Marines), 621
- McLean, —, 118 and n
- MacLean, Francis (Brig. Gen., British Army), 338, 340n
- McLennan, Samuel (Master), 31n (*Endeavour*)
- McLindon, John (Seaman, Continental Navy), 805
- MacMahon, Patrick (interpreter), 513, 514, 711, 712
- McMillan, Thomas (Massachusetts blacksmith), 595
- McMullens, James (seaman), 235
- McNamara, James (Lt., RN), 143
- McNeill, Hector (Capt., Continental Navy): court-martial of, 295 and n, 315, 489, 491n; suspension of, 744
- McNickal, John (Surgeon, Virginia Navy), 741n
- McSween, Alexander (resident of Tobago), 775
- Madbury, N.H., 803, 809n
- Maddock, J. (Capt.), 644 and n (*Pole*)
- Madeira Islands, Portugal, 648; actions of American privateer at criticized, 697, 697 and n; British masters arrive from, 659; British merchantmen captured off, 659; captured merchant captains left at, 667, 668; French consul at, 696, 697 and n; inward-bound vessels, 692; outward-bound vessels, 483; ship illegally seized in sight of, 697n
- Madison, James, Jr. (Member, Virginia Council), 345, 360, 450
- Madrid, Spain, 742, 743
- Magee, James (Capt.), 6n (*General Arnold*)
- Magner, John, 282
- Magnifique*, French Navy ship of the line, 549 (Chevalier de Brach)
- Magoon, Ben, 258
- Magruder, Enoch (merchant at Prince George's Co., Md.), 386, 387n
- Mahón, Minorca, Spain, 698, 702
- Maidstone*, HM frigate, 434, 435n; Lieutenant's Journal, 150, 320, 334 and n; casualties suffered by crew of, 357; cruise of, 72; and Delaware River, 308; and destruction of *Columbus*, 25n, 172; engagement involving, 357; escorts ordnance ship, 72; takes indigo from prize, 335n; takes naval stores from prize, 335n; to join Howe's fleet, 308; **captures**: *Greenwich*, 150, 304 and n; *Jack & Harry*, 334, 335n; *Lydia*, 219 and n; **recaptures**: *Nancy*, 366 and n; unidentified schooner, 320; **burns**: *Columbus*, 172 (Alan Gardner)
- Maitland, Hon. John (British Marines), 321, 322n, 331; **Report**, 331
- Major, Jean Cas (Master and ship owner), 858
- Malaga*, British transport ship, 193n (James Dargie)
- Malaga, Spain, 571n, 625n
- Malbone, Peter (Master's Mate), 218

- Mallet, J. (Master), 126n, 696 and n (*Kitty*)
Mallet, N. (Capt.), 706n (*Defiance*)
Malloy, Hugh (Private, Pennsylvania Navy), 241
Malone, Peter (Seaman, RN), 434
Maloney, Thomas (Seaman, RN), 33
Maloney, William (Seaman, Maryland Navy), 354
Maltbie, Jonathan (Lt., Continental Navy), 295 and n
Mamon/Hamon, — (French merchant), 723, 737n
Man, Calf of, England, 643
Man, Isle of, England, 583n, 587
Man, Robert (Rear Adm., RN), 648, 650n
Man [Mann], Robert (Capt., RN), 571 and n, 667, 668 (*Alarm*)
Manasquan Inlet [Squam Inlet], N.J., 48–49 and n, 74
Manasquan River [Squam River], N.J., 49n
Mancel, — (merchant at Brest, France), 540
Manchac, W. Fla.: and British attack on Spanish Louisiana, 371, 372; garrisoning of, 106–7, 271, 291–92, 294n; on American control of, 288, 436; on British post at, 291–92, 436; on British warships and, 112, 113, 141; on control of Mississippi River below, 9; proposed post at, and supplies for Americans, 293; recaptured by Lt. Thomas McIntire, 21 and n; Spanish control and, 244; state of, 106–7; supplies lumber to Jamaica, 10; supplies provisions to Pensacola, 10; Willing Expedition captures, 108
Manheim, Pa., 394, 523 and n
Manley, Virginia Navy armed galley, 34, 44 and n, 361 (William Saunders)
Manley, John (Capt., Continental Navy): at New Haven, Conn., 163; William Burke and, 229; and certificates for William Vernon, 168; charges against, 489; command for, 315; and command of *Alliance*, 490, 491n; court of inquiry for, 315, 316n; court-martial of, 295 and n, 489, 490, 491n, 500; exchange of, 41, 42n, 161 and n, 163, 200, 315; and loss of *Hancock*, 316n, 548 and n; on conduct of, 358, 359n, 500, 501n; seniority of, 211n; **to**: Joshua Huntington, 402 (*Hancock*)
Manley/Manly, John (Boatswain/Seaman, Georgia Navy), 100, 101
Manly, Joseph (seaman), 235
Manning, Thomas (Master, Continental Navy), 246–47, 791, 811
Mansfield, Amos (seaman), 234
Mansfield, John (seaman), 234
Mansfield, Richard (Seaman, Maryland Navy), 354
Marblehead, Mass.: captured cartel ship taken to, 18n; and crews of privateers, 464; *General Gates* sails from, 439; and sick in crew of *Tyrannicide*, 255–56; outward-bound vessels, 67n, 535; privateer owner from, 808n; seaman native of, 114, 799; Mary Gatchell Tucker and, 670
Marcon/Marion (French merchant), 723, 737n
Marcus Hook, Pa., 421n, 460
Marden, James (shipwright), 295
Marden, John (shipwright), 295
Marechausée, 731
Margery, schooner: captured by *Levant*, 415 (Jacob Millegan)
Margeson, John (Lt., Continental Navy), 62n
Maria, brig, 739; captured by *Revenge*, 682 and n, 702, 703n (R. Preto)
Maria, ship: captured by *Cabot* and *Lydia*, 35, 36n
Maria, sloop: captured by *Portland*, 35 and n (Israel Foster Omer)
Marianne [*Mariann*], brig: captured by *Dunmore*, 27 and n
Marie, Jean (Seaman, Continental Navy), 805, 815
Marie Galante Island, French West Indies, 16–17
Marigny, Augustin-Étienne-Gaspard, Chevalier de Bernard de (Lt. Commandant, French Navy): on escorting *Ranger*, 531, 533, 573–76, 576–78; **to**: Gabriel de Sartine, 531–33, 533–35, 573–76, 576–78 (*Fortunée*)
Marigny, Charles-Louis-René, Chevalier de Bernard de (Capitaine de Vaisseau, French Navy): fears of, concerning British cruisers, 121; on treatment of Simeon Deane by, 121 (*Sensible*)
Marines, British: at Halifax, 339; detachment of assigned to East Fla., 213; and raid on Elizabeth Islands, 303, 320
Marines, Continental: appointment of officer in, 268n; desertion of, 808; Ephraim Bill serves in, 268n; forcible detention of recruits for on *Boston*, 752; native land of, 791–808; and plot to seize *Boston*, 752; physical description of, 791–808; recruitment of, 7, 762; training of, 838; uniforms, 554–55
Officers: appointments: in *Morris*, 13n; in *Providence* (frigate), 7 and n; left behind when *Virginia* sails, 42, 43, 43n; physical description of, 791; wages of, 791
Marines, Georgia, 101–2
Marines, Virginia, 66, 154
Marion, — (French merchant), 563
Marion, Joseph (Seaman, Continental Navy), 807, 815
Market Street, Philadelphia, Pa., 382
Markham, James (Capt., Virginia Navy), 423 and n (*Page*)
Markland, Edward (Lt., Maryland Navy), 385
Marlborough, Rhode Island privateer ship: Log, 323, 453, 482–83, 817–28, 828–31n; active in African waters, 682 and n; and armament from prizes of, 825, 826; armament of, 318; and British African trading forts, 318, 483–84 and n, 819–21, 822, 823, 829n; crew of, health, 817; crossing-the-line ceremony in, 817; decision to return to United States made by officers of, 828; hoists Continental flag, 818; number on board of, after African expedition, 828; on its being in African waters, 680; operations, 323, 482, 818–19, 820–21, 821–22, 822, 824, 825, 826, 827; ordered out of French port, 680 and n; provisioning of, 453; repairs to, 825; salute fired by, 818, 826; signal arranged by, 818; and smallpox, 817; use of prizes of, by, 453, 682 and n, 819–20, 820, 821–22, 822, 823, 824, 825, 826, 827; visits Gorée, 680 and n; **captures**: *Betsy*, 820, 823; *Fancy*, 825, 830n; *Fort Rose*, 484 and n, 819, 829n; *John*, 323, 324n; *Kitty*, 824, 830n; *Pearl*, 318 and n, 484 and n, 822, 823; *Sally*, 819, 829n; unnamed barge, 824; un-

- named droghers, 484; unnamed schooners, 823, 824; unnamed shallops, 823; unnamed sloop, 820, 823, 827–827; **recaptures**: *Sally*, 482, 483n; **burns**: unnamed schooner, 823 (George Wait Babcock)
- Maroons, 774
- Marquis de Pezay*, ship: captured by *Carysfort* and *Perseus*, 859 (Jean Chamolleau)
- Mars*, Massachusetts privateer ship, 6 and n (Gilbert Ash)
- Marsillais*, French Navy ship of the line, 568, 718, 719 (Chevalier de La Poype-Vertrieux)
- Marseille, France, 519, 719, 720
- Marshall, George (Capt.), 391 and n (*True Briton*)
- Marshall, Thomas (Col., Virginia State Artillery Regiment), 450 and n
- Marshall, William, 244, 245n
- Marston, John (merchant at Boston), 296, 319 and n, 428 and n
- Martelly de Chautard, Joseph-Jacques-François de (Capitaine de Vaisseau, French Navy), 569 (*Pléiade*)
- Martha*, British letter of marque ship: armament of, 327n, 516; captured by *Boston*, 326, 327n, 365 and n, 516, 517, 556, 670n, 710 and n, 762, 764n; crewman of enlists in Continental Navy, 762, 764n; recapture of, 326, 327n, 365 and n, 710n; sent to Boston, 671 and n; status of, as prize, 671n; Samuel Tucker and disposition of, 516; value of, 710 and n; value of cargo of, 365 (Peter McIntosh)
- Martha & Mary*, schooner: captured by *Hind*, 35 and n (William George)
- Martha's Vineyard, Mass., 320n, 455
- Martin, — (French innkeeper), 732
- Martin, — (Swedish plotter), 751, 762–64, 772 and n, 781, 783
- Martin, Henry (Capt., Pennsylvania Navy), 391, 393n
- Martin, James (gunner), 342
- Martin, John (Capt.), 85, 86n, 415 (*Levant*)
- Martin, Joseph (Seaman, Virginia Navy), 80
- Martin, Pierre (Master), 859 (*Bourbon*)
- Martin, Samuel (resident of Whitehaven, England; ship owner), 118 and n, 592, 700n
- Martinico*: *Cumberland* misidentified as, 745
- Martinique, French West Indies, 9; American prize carried into, 692, 695; and announcement of Franco-American treaty, 437; as base for American privateers, 61–62; British intelligence from, 82; Continental Navy vessel refits at, 283; French naval ships at, 567, 570n; *Hazard's* cruise and, 380; Elisha Hinman arrives in, 81–82, 82 and n; inward-bound vessels, 77, 81, 82, 96, 184, 395n, 397n, 445, 696 and n, 858, 860, 862; Massachusetts privateer at, 411 and n; on cargoes saleable in, 357; on expense of manning privateers at, 178; on sending merchant vessel to, 394; outward-bound vessels, 45, 61, 68n, 186 and n, 364, 435, 494, 862; preparations to defend, 82, 83; prizes sent to, 171, 186n, 483, 521n, 526n, 703n, 721; *Resistance* at, 60, 259; sale of American commodities in, 185; salt from, 396; and supplies for Continental Army, 55, 57; survivors from *Randolph* in, 765; *Trumbull* sold as wreck in, 150n; *Tyrannicide* leaves crewmen at, 255; Virginia State trading vessel ordered to, 212n
- Mary*, brig: captured by *Civil Usage*, 297 and n; recaptured by *Rainbow*, 297 and n, 365 and n
- Mary*, brig: captured by *Greyhound*, 389 and n; recaptured by *Ambuscade*, 389 and n
- Mary*, Massachusetts privateer brigantine, 464, 465n (William Gray)
- Mary*, Jamaica letter of marque ship: burned, 303; captured by *Providence*, 169, 303, 537 and n; cargo of, 537; condemnation of, 465, 466n; controversy involving, 465–66 and n; disposition of cargo of, 465–66; disposition of prize money from, 40, 41n; libelling of, 169; refitting of, 537; size of, 169 (Henry Johnson)
- Mary & Elizabeth*, Pennsylvania privateer ship, 393, 394n (Benjamin Weeks)
- Mary and Fanny*, American merchant vessel, 654; captured by *Earl of Chester*, 654 (William Green)
- Mary Ann*, 606 (Robinson)
- Mary Ann*, schooner, 169; captured by *Revenge*, 169 (Edward Dikins)
- Mary Ann*, schooner: captured by *Carysfort* and *Lizard*, 858 (James Hamlin)
- Mary-Anne/Mariana*, brig: captured by *Hannah*, 248 and n (Jesse Groves)
- Maryland: British Navy and trade of, 686; and defense of Chesapeake Bay, 181n, 223n; forwarding provisions from, 359, 386; government of, and protection for boats carrying supplies via Chesapeake Bay, 337; inward bound vessels, 15 and n; on supply of provisions for army in, 337; outward-bound vessels, 860; prize from, 207; provisions forwarded to, 359; ship built in, 327n; supplies for Continental army from, 367; use of privateer commissions by ship owners in, 78
- Maryland Council: Journal, 7, 19, 25, 91, 105, 126–27, 132, 164, 182, 242, 340, 359, 385, 413, 474; and assistance for Commissary General of Purchases, 359; and cargo for Martinique, 359; and cargo for state trading vessel, 385; and commissioning of Maryland Navy captain, 164; and contract with Daniel Deshon, 385; and defense of Chesapeake Bay, 223n; and defense of Head of Elk, 383n, 413; and desertion from foreign vessels in Maryland ports, 182 and n; and disposition of cargo, 386 and n; and disposition of Maryland Navy vessels, 126–27, 223; and forwarding arms, 132, 413; and forwarding forage, 413; and forwarding of supplies, 383 and n, 394, 395n, 461; and forwarding provisions, 385, 386, 396, 413, 449; and forwarding recruits, 461; and impressment of wagons, 413; issues letter of marque and reprisal, 25, 242, 359, 474; loans cannon to Continental packet, 7; and manning Maryland Navy vessels, 91, 421–22; and master for state trading vessel, 385; and money for Maryland Navy galleys, 105, 132, 359; and money for state purchasing agent, 449; and naval stores, 126, 164; and oaths of allegiance, 19; and obtaining water craft, 449; on completing cargo, 385; on

- state of Chesapeake Bay, 385; and outfitting state trading vessel, 132; privateer commissions and, 78; and protection of Maryland coast, 421–22; and purchase of tobacco, 385; and shipment of tobacco, 396; and supplies for Maryland Navy vessels, 91, 126–27 and n, 132, 242; and suppression of insurgents, 132; **to**: Ephraim Blaine, 359; Thomas Clagett, 449; Thomas Coursey, 223; George Dashiell, 449; Daniel Deshon, 359–60, 385; William Duer, 421–22; John Hanson, 461; Richard Harrison, 360, 385; Henry Hollingsworth, 413; Charles Wallace Howard, 386; Richard Henry Lee, 421–22; Thomas McKean, 421–22; Maryland Delegates in Congress, 78; James Nicholson, 91; Thomas Richardson, 386; John Rogers, 396
- Maryland House of Delegates, 340 and n; Resolve, 164
- Maryland state trading vessels: cargo for, 385, 396 and n; instructions to masters of, 359–60, 385, 385 and n, 396; letter of marque and reprisal for, 359; master for, 385; outfitting of, 132
- Maryland State Troops, 421
- Mason, John (Seaman, Continental Navy), 235, 788
- Masons, Society of, 761–62
- Mass, Joseph (Master and ship owner), 861 (*Fortune*)
- Massachusetts*, Massachusetts Navy brigantine, 117, 357 and n (John Lambert)
- Massachusetts: captured vessel from, 391n; Continental Navy and drain of men from, 263; exports of, 261; and importation of military stores, 197, 198n; loan office in, 191; on commerce in, 260; recruiting for Continental Army in, 261; reinforcements for Continental Army from, 261, 529; and salute for French Navy frigate, 343; securing stores of Connecticut Navy in, 161; shipments of clothing to, 473 and n; and Springfield convention, 458n; state of trade of, 261; and troops for Sullivan's command, 456, 458; vote of delegates to Continental Congress of, 330n
- Massachusetts Board of War: **Minutes**, 117, 168–69, 274, 282, 301, 333–34, 356, 365, 380, 389, 399, 409–10, 428, 438, 454, 478–79; advance on, 357; and accounts of provisions, 428; and accounts of William and Godfrey Hutchinson, 356–57, 437; and building of frigate, 160 and n, 259; and cargo saleable in Martinique, 357; and cartel vessel, 428; and cash disbursed for use of Massachusetts Navy vessels, 117; and cash disbursed for use of Massachusetts State trading vessels, 27–28, 117; and construction of Massachusetts Navy vessels, 169 and n; and Harmon Courter, 282; and disposition of prize, 380; and drawing of rations by Massachusetts Navy officers, 356; and expenses of dinner, 428; and forage for French naval vessel, 333; and *Hazard*, 365, 438, 454; and loan of provisions, 389; and Massachusetts Navy provisions, 409; and Massachusetts state trading vessels, 479; money drawn on, 99–100; and money for French Navy frigate, 274; naval stores and, 273; and payment for woodcutter, 356; and pilot for French Navy vessel, 479; and prison ship, 380; and proposed Franco-American attack on Halifax, 548; and provisions, 333, 438; and refitting Massachusetts Navy vessels, 365, 409, 454; and reimbursement for Godfrey and William Hutchinson, 356–57; and reimbursement for pilot, 479; and sale of cargo of *Nostra Senhora de Carmo e Santo Antonio*, 330; and shipments of clothing to Massachusetts, 473; and sick seamen, 255–56, 333, 356, 380, 454; and supplies for French Navy vessel, 479; and supplies for Massachusetts Navy vessels, 438, 479; and supply of rum, 380; and treatment of Massachusetts Navy prisoners of war, 485–86; and *Tyrannicide*, 255–56, 333, 356, 409, 438; and wagon for use of French Navy captain, 282 and n; **from**: John S. Cripps & Florian Charles Mey, 27–28; Jonathan Haraden, 255–56
- Massachusetts Commissary of Prisoners: and seamen captured in prizes, 484
- Massachusetts Council: Journal, 46–47, 77, 180, 273–74, 379; assistance to *Nymphé*, 349; and British raid on Elizabeth Islands, 348–49; charges of, on Continental Congress, 349; and commission for privateer, 454; and correspondence with Massachusetts Navy prisoners of war, 485–86; Thomas Cushing member of, 262n; and defense of Naushon Island, 263 and n; and dinner for French Naval officers, 319 and n; and dispatches for American Commissioners in France, 395; and exchange of Massachusetts Navy prisoners of war, 485–86; and Franco-American alliance, 349; and honors to *Nymphé*, 349; and investigation into mutiny, 379; liberates prisoner of war, 399; and money for French Navy frigate, 274; and packet boats, 269, 395; and pay for militia, 263; and payment for John Clouston, 180; and prize money due crew of *Hazard*, 379; requirements for privateers instituted by, 77, 78; and wages due crew of *Hazard*, 379; **Order**, 343; **to**: Meshech Weare, 78; **from**: Daniel Adams, 485–87; Continental Committee for Foreign Affairs, 395; Joseph Otis, 262–63; Simeon Samson, 398–99; Samuel Thwing and William Shattuck, 453–54
- Massachusetts General Court: Acts and Resolves, 160; and command for Capt. John Fisk, 464, 465n; orders frigate to be built, 160 and n
- Massachusetts State Laboratory, 479
- Massachusetts State troops: 454, 455n
- Massé, — (French merchant), 726
- Massey, Eyre (Maj. Gen., British Army): and coal for British garrisons, 339, 340n; and defense of Ft. Howe, 137–38 and n; and disposition of Provincial troops, 159; on change of command in Halifax squadron, 159; on his spirit and vigor, 160; and support for post on St. John's River, 159; **to**: George Germain, 159–60
- Massey, Henry (Capt., Maryland Navy), 242 and n
- Massoneau, — (merchant, Nantes, France), 509, 562, 726
- Massquesea, Punta, Spanish Santo Domingo, 15, 22
- Masters, John, 419
- Matchpungo Inlet, Va., 432 and n

- Mathers, John (seaman), 234
- Mathews, Bennett (Capt., Maryland Navy), 127n, 132, 133n, 182n, 359, 413, 414n (*Independence*)
- Mathews, William (ship owner), 653n
- Matinecock Point, Long Island, N.Y., 188 and n, 275 and n
- Matlack, Timothy (Secretary of the Pennsylvania Supreme Executive Council), 249n
- Matrosses, 413
- Mattaponi River, Va., 212n
- Matthews, — (Lt.), 415
- Maudet, — (French merchant), 725
- Maurepas, Jean-Frédéric Phélypeaus, Comte de (French Minister of State; head of Royal Council of Finances), 579, 580
- Maurepas, Lake, La.: American operations on or near, 107, 291; British activity on, 292, 436; British warship and American access to, 141, 144n; and post at Manchac, 291, 292, 436; *West Florida* and, 107, 288, 290n, 292
- Maus, Charles (Seaman, Continental Navy), 814
- Maxwell, James (Capt., Virginia Navy; Joint Commissioner for Building two Continental frigates at Gosport, Va.): accounts of, 64, 89; and Continental ships building in Va., 75, 89; reimbursement for, 75, 89; and supplies for Chickahominy Shipyard, 243, 346; and use of Virginia Navy schooner as state trading vessel, 203; **from**: Continental Marine Committee, 89
- Maxwell [Maxwel], Peter (Continental Navy), 807, 816
- Maxwell, William (Brig. Gen., Continental Army), 336 and n
- Mayberry, James (Lt., South Carolina Navy), 177
- Mayflower*, schooner: captured by *Hannah and Molly*, 199 (William Graves)
- Mayflower*, Virginia State trading schooner, 376–78 (John Young)
- Maynent, — (French merchant), 726
- Mayson, Joseph (resident of Whitehaven, England), 593
- Mead, Thomas (Gunner's Yeoman, Continental Navy), 702
- Mease, James (Clothier General), 342, 343n
- Meaton, Thomas (Master), 423n (*Christiana*)
- Medicine: and *Boston*, 551, 560; as cargo, 134, 171, 180, 445; for crew of *Tyrannicide*, 282; for *Deane*, 724; Southern Continental Army lacks, 436
- Types of: alumen [potassium aluminum sulfate], 279 and n; bals locatelli, 279 and n; cerate, 279 and n; glauber's salt [sal glauber], 279 and n; laurus [lul aris], 279 and n; quinine., 251, 252; saltpetre [Sal Nitir], 279 and n; spermacetti oil, 279 and n; succini oil [oil of amber], 279 and n; tartar emetic, 279 and n; unguents basilicon, 279 and n
- Mediterranean Sea: British naval operations in, 571–72, 573, 667, 668, 747; command of British naval squadron operating in, 674n; French naval forces in, 569–70, 570n; and operations of Toulon fleet, 567, 569–70, 570n, 572, 715, 715n, 716, 717, 746, 747
- Meeds, Stephen (Lt., Continental Marines), 791, 811
- Meek, William (seaman), 218
- Mehary, Thomas (Cpl., Continental Marines), 793
- Meignen. *See* Chambray/Cambray-Digny
- Meinert, — (French merchant), 562, 727
- Mellaly, Michael (Capt.), 124–25, 403, 404n (*Nancy*)
- Mellish*, Continental trading ship, 273 and n, 281
- Melony, Daniel (Seaman, Continental Navy), 802, 812
- Melvin, George (Capt., Continental Army): and capture of East Florida warships, 138; and landing on Frederica Island, Ga., 136 and n; and naval expedition to Altamaha River, 76–77; and supplies for Southern Continental Army, 76, 77n; **from**: Samuel Elbert, 76–77
- Menden, France, 729
- Mendum, William (Continental Marines), 799, 814
- Menguy, Pierre (Continental Marines), 807, 815
- Mercer*, ship, 665 (Nathaniel Dowse)
- Mercer, Archibald (merchant at Boston), 296, 343 and n; **to**: John Langdon, 296
- Mercer, Isaac (Lt., Virginia Navy): and naval stores for *Nicholson*, 422, 423n; and supplies for *Caswell*, 250; granted leave of absence, 480, 481n; to transport military stores, 43, 44n; to transport provisions, 43, 44n, 99, 317 (*Nicholson*)
- Mercer & Schenck (Boston ship owning firm), 665
- Merchants and Proprietors of Tobago, British West Indies: **to**: Lords Commissioners of the Admiralty, 773–75 and n
- Merckle, Johannes Philip (merchant at Amsterdam), 615, 616n
- Mercury*, HM Post Office packet boat, 221 and n
- Mercury*, brig, 529; captured by *Portsmouth*, 529, 530n (John Pearce)
- Mercury*, Continental packet, 63 and n (John Ashmead)
- Merick, Daniel (Seaman, Maryland Navy), 354
- Mermaid*, HM frigate, 72, 74n, 85 and n, 308 (James Hawker)
- Mermaid*, ship, 342; captured by *Resistance*, 343n (James Cockran)
- Mermaid*, British transport ship: as part of convoy, 193n; burned, 696; capture of, 42n, 125, 126n, 171, 696 and n; engagement involving, 125; items purchased from, 90, 91n; paroles of officers of, 119 and n; and transport of forage to Philadelphia, 171, 173n (Jacob Snowball)
- Merrick, William Augustus (Lt., RN), 136 and n, 139n
- Merritt, John (Seaman, Continental Navy; Continental Marines), 798, 813
- Merry, Joseph (Capt.), 696n (*Harlequin*)
- Meserve, Henry (Midn., Continental Navy), 791
- Mesnard, — (French attorney in Bordeaux), 545, 547, 722
- Mesopotamia*, Continental trading sloop, 184 (James Briggs)
- Messuare/Messuere, Peter (Quartermaster, Continental Navy), 122, 800, 812
- Metomkin Inlet, Va., 386 and n, 395n, 432 and n; inward-bound vessels, 394; outward-bound vessels, 395n; privateers at, 393

- Mey, Florian Charles (merchant at Charleston, S.C.), 28n, 152, 153n
 Meyrite, — (French merchant), 562
 Michael (Archangel), 500, 501n
 Michel, François (translator), 375, 376, 377
 Michel, Jean (Capt.), 117, 124, 319 (*Lyon*)
 Middle Ground Shoal, Chesapeake Bay, 19–20 and n, 26, 27n, 183, 198
 Middle Passage, Narragansett Bay, 72
 Middleton, William (Master), 386n
 Middletown, Conn., 31n, 491n
 Miers, — (Volunteer, Continental Navy), 589
 Mifflin, Continental Navy schooner: prizes captured by, 358; **captures**: *Betsey*, 404; *Dory*, 63; *Industry*, 404; *Katherine*, 404; *Polly and Hannah*, 404; *Sea-Flower*, 404; *Speedwell*, 404; **captures** (with *Suffolk* and unidentified privateer boat): eight whale boats, 404 (John Kerr)
 Milford, HM frigate, 377n (William C. Burnaby)
 Military stores: application for, 301–2; armed galley transports, 265; as cargo, 179, 180, 180n, 484, 820, 858, 860, 862; breaking open boxes of, 413; capture of, 267, 368; contract for obtaining, 197; cost of, 509; destruction of, 322, 331, 442, 458; for *Caswell*, 250; for fort, 396–97; for Rhode Island privateer, 402; for Virginia Navy galleys, 422; for Willing Expedition, 291; forwarding of, 413; importation of, 60 and n, 61, 197; and loss of *Virginia*, 368; Pennsylvania Navy Board and disposition of, 126; purchase of, 264 and n; *Ranger* takes from *Drake*, 854; return of, 68; shipment of, 324, 327, 432n, 509, 578, 579; shipment of, from France, 307, 767–68n, 768, 770; shipment of, to United States, 307; sloop carrying, destroyed, 442; transportation of, 361, 413 and n
 Types of: brimstone, 44; cannon, 396; cartouche boxes, 215 and n, 422, 469; cartridge boxes, 413; cartridge paper, 44, 242, 418, 475; cartridge pouches, 251, 252; cartridges, 274, 854; cutlasses, 422, 440; double-headed shot, 215; flints, 413; fusils, 397n; grape shot, 419; grenades, 274; gun flints, 446; gunpowder, 60 and n, 61, 67n, 126, 132, 133n, 274, 418, 820, 854; howitzers, 396; langrage, 475 and n; lead, 346, 475; mortars, 396; musket balls, 475; muskets, 413; pouch tubs, 274; powder horns, 274, 469; rifles, 251, 252; round shot, 215; saddles, 210; shot, 250, 462, 563; small arms, 440, 479, 563, 819, 820, 821; tents, 68
 Militia, Connecticut, 24
 Militia, Delaware, 286, 450n
 Militia, East Florida, 363
 Militia, England: Cumberland Co., 699; mobilization of, near Whitehaven, 597 and security at Forton Prison, 782; Westmoreland county, 699
 Militia, Georgia: detachment of, marches from Ogeechee River, 81; and invasion of East Florida, 230; and provisions of Southern Continental Army, 436; with Elbert's detachment, 81
 Militia, Louisiana, 289
 Militia, Maryland: and apprehension of Continental Army deserters, 421; arming of, 132, 133n; and defense of Head of Elk, 383n; fails to halt fugitive slaves from boarding Loyalist vessels, 8; fails to muster in Somerset Co., 8; and guarding stores at Head of Elk, 413, 414n; joint operation involving, 450n; and Loyalist raiders, 450n; and Somerset Co. militia, 8; state artillery unit to reinforce, 132, 133n
 Militia, Massachusetts, 263 and n
 Militia, New Jersey: 308, 310n, 331, 414n
 Militia, North Carolina, 355
 Militia, Pennsylvania, 414n, 447 and n
 Militia, Rhode Island: and British raid on Bristol and Warren, R.I., 455, 456, 457n; and defense of state from British raids, 458; Regiments: Stanton's, 456n, 457n
 Militia, South Carolina, 81
 Militia, Tobago, 774
 Militia, Virginia, 346, 421, 422n
 Mill, 442
 Mill, David (resident of Tobago), 775
 Mill Prison, Plymouth, England: black hole in, 448, 541 and n, 609, 614, 741 and n, 755, 785; black prisoners moved to separate building in, 615n; care of sick in, 693; conflict among prisoners in, 672 and n; escape attempts from, 448 and n, 514n, 541 and n, 614, 615n, 683 and n, 741 and n, 755, 785; escape from, 548, 721 and n; escapees have provisions allowance restricted, 448 and n; guards at, assist in escape attempts, 514 and n; inmates threatened with half-rations, 785 and n; Long Prison, 609, 614, 683 and n, 745 and n, 755, 785; number of prisoners in, 614, 615n; on number of dead prisoners in, 693; prisoner cliques in, 672 and n; prisoners punishing prisoners in, 609 and n; relief fund for prisoners in, 669–70; security in, 745
 Millar, Francis (seaman), 164
 Millau, Guillaume (Sgt., French Army), 627, 634
 Millegan, Jacob (Master), 415
 Miller, —, 393
 Miller, Charles (merchant at Boston), 61
 Miller, Francis (Capt., West Florida Provincial Regiment), 292, 294n
 Miller, J. T., 419
 Miller, James, 419
 Miller, Justice (seaman), 234
 Miller & Tracey (merchant firm at Boston): **to**: Jeremiah Wadsworth, 61–62
 Millet, John Baptist (merchant and ship owner, of Salem, Mass.), 5 and n
 Millet, Joseph (Continental express rider), 197, 198n
 Milligan, James (Continental Commissioner for Auditing Claims), 488 and n
 Milligan, John (Capt., RN), 37, 483n (*Blonde*)
 Mills, Drake (seaman), 234
 Mills, James (Private, Pennsylvania Navy), 241
 Mills, John (Corporal, Continental Marines), 122, 796, 814
 Mills, Richard (Continental Marines), 798, 804
 Milton, John (author), 500, 501n, 539 and n
Minerva, Connecticut Navy brigantine, 24 (Giles Hall)
Minerva, Massachusetts privateer ship, 176, 177n

- (John Grimes)
Minerva, British transport ship, 193n (William Robertson)
 Mines, floating, 24
 Ming, Thomas (Master), 358n, 404 (*Delancy*)
 Minorca, 69n
 Minors, Richard (Master and ship owner), 206, 858
 Miquelon Island, French North America, 248n, 651, 862
 Mischianza, 382–83n
 Mississippi River: American privateering activity on or near, 291; British and American navigation rights on, 9–10; British armed vessels proposed for, 293; British warships in, 106, 109, 110n, 112, 113, 141, 165, 317; *Dispatch* taken off, 20, 21n; on captures made on, 36, 93, 243, 290; on operations of Willing Expedition on, 324; on possible American control of upper, 244; on United States sending troops to, 288; outward-bound vessels, 409n, 478, 858; Point Coupée on, 290n; shipment of supplies up, 286–87, 291; Willing Expedition and, 108
 Mistral, Jean-Louis-Roch (Commissaire de la Marine, Le Havre), 575, 577, 578n
 Mitchell, Jean (Seaman, Continental Navy), 806
 Mitchell, Jeremiah (Master), 219 (*Lincoln*)
 Mitchell, John (Capt.), 465n (*Rover*)
 Mitchell, John (Seaman in *Reed*), 33, 34n
 Mithon de Genouilly, Claude, Comte de (Capitaine de vaisseau, French Navy), 549 (*Saint-Michel*)
 Miton. *See* Mithon de Genouilly
 Moar, Nathan (Capt.), 332n, 480
 Mobile, W. Fla., 109; American access to, 141; Willing Expedition and, 109
 Mobile Bay, W. Fla., 423
 Mobjack Bay, Va., 250, 469; inward-bound vessels, 860, 862; prize taken off, 860
Modesty, sloop: scuttled by *Richmond*, 861
 Molasses: as cargo, 23n, 27, 46n, 60, 62, 68n, 123, 134, 171, 186n, 207, 219n, 236, 248n, 252n, 300, 465–66, 495n, 696, 858; as provisions, 101, 102
 Mollineau, — (Capt.), 451, 453n
 Molloy, Anthony James Pye (Capt.; Comdr., RN): and command of *Trident*, 552, 553n; and condition of *Senegal*, 183, 184 and n; in Caldwell's squadron, 280n; orders for, 279, 280n (*Trident*; *Senegal*)
Molly, 582
Molly, Virginia State trading schooner, 431 and n, 432 (John Archer)
Molly, schooner: captured by *Daphne*, 198 and n (John Collier)
Molly, British transport ship, 193n (Samuel Mitchenson)
Molly, Maryland State trading sloop: cargo of, 385, 396 and n; letter of marque and reprisal for, 359; master for, 360, 385; on loading of, 359; voyage of, 359–60, 385, 396 (Daniel Deshon; Robert Conway)
Monarch, HMS, 664, 665n (Joshua Rowley)
Monmouth, HMS, 624, 689n (Thomas Collingwood)
 Monroe/Munroe, Andrew (Seaman, Continental Navy), 762–64 and n, 765 and n, 772 and n
 Monsigny, Pierre Alexandre, 685n
 Montagu, John (Vice Adm., RN; Gov. and Commander-in-Chief, Newfoundland), 647–48; and capture of Miquelon and St. Pierre islands, 651; and operations of American privateers, 494n; and retention of naval reinforcements, 647–48; **from:** Lords Commissioners of the Admiralty, 650–51; William Saunders, 494
 Montaudoin, — (French merchant), 724
 Montauk, N.Y., 358
 Montbas, Gabriel-François-Xavier Barthon, Marquis de (Lieutenant de vaisseau, French Navy), 15–16, 16–17 and n (*Étourdie*)
 Montbas, Louis Barthon, Vicomte de (Garde de la marine, French Navy), 627, 634, 640n
 Monte Cristi, Spanish Santo Domingo: 22, 23n
 Monteil, François-Aymar, Baron de (Capitaine de vaisseau, French Navy), 549 (*Conquérant*)
Montgomery, Massachusetts privateer brigantine: armament of, 464, 465n; commissioning of, 351n, 465n; ordnance of, 351n; owners of, 465n; size of crew of, 351n, 465n; whereabouts of, 464; **captures:** *Defiance*, 440 and n; *Warbourn*, 351 and n (Nathan Brown)
Montgomery, Continental Navy frigate: destruction of, 189, 191n, 500, 501n; sails from, 40, 41–42n, 50 and n (John Hodge)
Montgomery, Pennsylvania Navy ship: burned, 392; capture of barge from, 392; John Gilfroy serves with, 391–92; mutiny on board, 392 (William Allen)
Montgomery, Massachusetts privateer sloop: captured by *Cabot*, 351n; **captures:** *Polly*, 350–51 (William Steward)
 Montgomery, Hugh (Capt., Pennsylvania Navy), 391, 393n, 447n
 Montgrand, Jean-François-Joseph, Chevalier de (Garde de la marine, French Navy), 569 (*Caméleon*)
 Montresor, John (Capt., British Army Corps of Engineers): Journal, 168, 285; reports arrival of convoy, 98n
 Montserrat, British West Indies, 55, 57
 Moor, John (Seaman, Maryland Navy), 354
Moore, ship, 343
 Moore, — (merchant at New York), 250n, 316
 Moore, Daniel (Capt.): and engagement with Barry's flotilla, 125, 126n (*Alert*)
 Moore, Henry (Seaman, Continental Navy), 792
 Moore, James (Pvt., Continental Army), 101
 Moore, Patrick (merchant at Martinique), 149, 150n, 178; **to:** Nathaniel Shaw, Jr., 178–79
 Moore, Patrick (officer in Massachusetts privateer brigantine *Favourite*), 328
 Moore, Philip (merchant at Boston), 343 and n, 438, 439n
 Moore, Robert (Seaman, Continental Navy), 589, 794
 Moore, Thomas (Capt., Pennsylvania Navy), 391, 447n
 Moore, William (Master), 819, 829n (*Sally*)
 Moors, 817
 Morain, Jean (Master), 13n (*Bernardo*)
 More, John (seaman), 476

- Moreau, Ignace (Master), 27n (*Marianne*)
 Moreau, Jack (Seaman, Continental Navy), 801
 Morel, J.B. (Drummer, Continental Navy), 752
 Morgan, George (Col, Continental Army; Deputy Commissioner General of Purchases, Western District; Agent for Indian Affairs), 75
 Morgan, J. (Master), 46n, 69n (*Eagle*)
 Morgan, James (Capt.), 248n
 Morgan, John (Seaman, Continental Navy), 732, 795, 812
 Moriceau, ——— (French merchant), 734
 Moriès du Castellet, Pierre de Cheylan, Comte de (Capitaine de vaisseau, French Navy), 568 (*Hector*)
 Morin, Guillaume/Guillaume (Continental Marines), 806, 815
 Morlaix, France, 685, 708, 761
Morning Post and Daily Advertiser (London): 1778: May 8, 705n
Morning Star, sloop: captured by *Beaver*, 358 and n, 404 (Peter Woglom)
 Moroney, ——— (Irish merchant at Bilbao, Spain), 529
 Morrell, ——— (French merchant), 725
Morrice and Wallace, sloop: captured by *Tartar*, 300 and n (Nicholas Martin)
Morris, Continental letter of marque ship (formerly *Rebecca*), 318n; Pollock and name of, 289; Pollock refits, 13n; Robert Elliott appointed lieutenant of marines in, 9. See also *Rebecca* (William Pickles)
 Morris, ———, 467 and n
 Morris, Charles, Jr. (Registrar, Admiralty Court of Nova Scotia), 137, 237
 Morris, Gourveneur (New York Delegate to Continental Congress), 103n, 192, 193n, 368n, 468
 Morris, John, Jr. (Clerk, Pennsylvania General Assembly), 447
 Morris, Mary White, 246
 Morris, Robert (Pennsylvania Delegate to the Continental Congress; Member, Committee for Foreign Affairs, Marine, Commerce): and appointment of Schweighauser, 508; and cargo of *Henrietta*, 260; and cargo of *Lively*, 386 and n; correspondence of, with John Ross, 523 and n; Gálvez directs letter to, 290; home of, in Philadelphia, 495; and instructions concerning cargo, 495, 496n; and John Paul Jones' rank, 103; and meeting John Hancock, 209; money for, 495; and Morrises of Morrisania, N.Y., 103n; and possible purchase of *Robert*, 208, 209n; sale of goods owned by, 260; and transporting tobacco to France, 167n; and voyage of *Henrietta*, 281; **to**: John Brown, 209, 430; **from**: John Bradford, 208–9, 260, 280–81, 438–39, 495; Don Bernardo de Gálvez, 271; John Green, 245–46; James Searle, 430–31; John Wendell, 103
 Morris, Thomas (former Continental Agent at Nantes, France), 287, 290n; alcoholism of, 544n; and cork for *Ranger*, 562; commission paid to, 566; death of, 544n; dismissal of, as Continental agent, 508, 689n; misconduct of, 544; on performance of, as Continental agent, 689n; powers of, 508; and prize money of *Lexington*, 544; prize of *Ranger* and, 523, 524n
 Morris, William (Lt., Continental Marines), 710, 711n, 744, 776 and n; appointment of, 753–54 and n; service of, with *Ranger*, 754n; **to**: John Paul Jones, 753–54
 Morris, William (Seaman, Maryland Navy), 354
 Morrisania, N.Y., 103 and n
 Morrison, Amos (seaman), 235
 Mortemarte, Henri de Victurnien Rochechouart, Vicomte de (Garde de la marine, French Navy), 569 (*Fleche*)
 Morton, E. (Steward, Georgia Navy), 100
 Mosquito Coast, 141, 144n
 Moultrie, William (Brig. Gen., Continental Army), 265, 436; **from**: Charles Cotesworth Pinckney, 265, 435–36
 Mount Gibraltar [Rock of Gibraltar], Spain, 714, 715
 Mount Hope, R.I., 254
 Mount Hope Bay, R.I., 283 and n, 443, 497
 Mount of the Apes [Jebel Musa at Ceuta], 714, 715
 Moutier, ——— (French blacksmith), 722
 Mowat, Henry (Comdr., RN), 137–38, 347–48; **to**: Andrew Barkley, 347–48; Thomas Fitzherbert, 137–38 (*Albany*)
 Mowbray, John (Capt.): accident involving, 127–28, 129n; and advance of Georgia Navy armed galleys, 212, 213n; as commander of *Rebecca*, 230; court of inquiry for, 212; escape of, 138; escapes drowning, 81; on conduct of, and loss of *Rebecca*, 212; on failure of, to destroy *Rebecca*, 212; sends intelligence, 81 and n (*Rebecca*)
 Moylan, James (Continental Commercial Agent, L'Orient, France): and bill from Emmanuel-Yves Bersolle, 541, 542n; and bill from Jean-Baptiste Le Roy, 541, 542n; intelligence from Lisbon and, 667, 668n; on capture of *Dolphin*, 688n; and payment of bill of *Ranger*, 540 and n; and report of capture of American brig, 690; **to**: American Commissioners in France, 613; **from**: John Paul Jones, 541
 Muchmore/Muchamore, Joseph (Volunteer, Continental Navy), 792, 811
 Muchmore, Benjamin (seaman), 216
 Muchmore, Jacob (Quartermaster, Continental Navy), 842
 Muir, John (Maryland Commissary of Stores), 91n, 385 and n
 Mulgrave, Lord [Constantine John Phipps, 2d Baron Mulgrave] (Capt., RN; Lord Commissioner of the Admiralty), 644, 646n. See also Admiralty, British: Lords Commissioners of the Admiralty
 Mull of Cantire. See Kintyre, Mull of
 Mullegans, ——— (served with *Deane*), 732
 Mullock, William (Seaman, Virginia Navy), 119
 Mumford, Lewis (Clerk, Georgia Navy), 100–1, 101
 Mumford, William (Deputy Secretary, Rhode Island Senate), 302
 Munchor/Muncor, Daniel (Boy, Continental Navy), 797, 814
 Munro, Thomas (Master), 859 (*Speedwell*)

- Murphy, Daniel (Capt.), 250n (*Adventure*)
- Murphy, John (Capt.), 659 (*Betsy*)
- Murphy, Pierre/Peiree (Seaman, Continental Navy), 800, 807, 813
- Murphy, Thomas (Seaman, Continental Navy; Continental Marines), 802, 815
- Murray, Alexander (Master), 242 (*Saratoga*)
- Murray, Charles (British Consul, Madeira), 659
- Murray, Jesse (quartermaster), 233
- Murray, John (Col., British Army), 553, 554n
- Murray, William (Cpl., Continental Marines), 797, 807, 808
- Murray, William, 290
- Murray, William, Dr., 753
- Muschetto*, Virginia Navy brig, 740, 741n; captured by *Ariadne*, 119 and n, 741n (John Harris)
- Myer [Myers], Edward (Boatswain's Mate, Continental Navy), 589, 702
- Naile, James (Seaman, Continental Navy), 788
- Nancy*, Connecticut privateer brig: and naval stores, 319; armament of, 125n; at Stonington, Conn., 403; fitting out of, 124–25; notice concerning, 124–25; ordnance of, 125n; owner of, 125n; sailing of, 124–25; size of crew of, 125n (Michael Mellaly)
- Nancy*, schooner: burned by *Hammond*, 446
- Nancy*, schooner: captured by *Portland*, 206–7 (Hugh Smith)
- Nancy*, schooner: captured by *General Mercer*, 350, 351n (H. Underhill)
- Nancy*, ship: captured by *Lizard*, 858 (Edward Johnson)
- Nancy*, Scottish letter of marque ship: **recaptures** (with *Alexander*): *Pearl*, 318 and n (Archibald McLarty)
- Nancy*, Jersey letter of marque ship, 771, 776, 777n, 786; **recaptures**: *Lord Grosvenor*, 786 (Philip Winter, Jr.)
- Nancy*, sloop: recaptured by *Maidstone*, 366 and n
- Nancy*, sloop: captured by *Badger*, 22, 23n (James Howland)
- Nancy*, sloop: captured by *Otter*, 248 and n (Peter Mansten)
- Nanny*, Continental trading bark, 273 and n
- Nanny*, snow: captured by *Raleigh* and *Alfred*, 46n (Anthony Hooper)
- Nansemond River, Va., 480
- Nantasket Roads, Mass., 18 and n
- Nantes*, Massachusetts State trading brigantine, 543, 559, 559 and n (Joseph Chapman)
- Nantes*, France: American prize to sail to, 745; American vessel captured off, 479; and ship with supplies intended for United States, 836n; Boux at, 531; charges for shipping goods to, 770; Continental Commercial agent at, 508, 524n; Continental cutter *Revenge* and, 583; convoys from, 585, 620; *Deane* fitted out at, 722; John G. Frazer and, 710–11n, 744; freight charge to ship to, 728; French naval assistance for American merchants at, 543, 585, 607–8; *Henrietta* and, 245; inward-bound vessels, 54, 56, 171, 323, 387, 450, 502, 548, 693, 862; memorial of American merchant captains in, 543; ordnance shipments and, 510; outward-bound vessels, 121, 122n, 179, 180, 180n, 196 and n, 260 and n, 280, 439, 479, 858, 862; port duties at, 729; Jonathan Williams, Jr., resides in, 558, 559
- Nantucket, Mass., 116
- Nantucket Island, Mass., 219n, 858, 860
- Nantucket Shoals, 322, 323n
- Naquant, Nicholas (Continental Marines), 805, 815
- Narragansett Bay, R.I., 442; British naval blockade in, 786; British warships stationed in, 472 and n; cartel ship and, 187n; escape of *Columbus* from, 400, 401n; frigate *Providence* escapes from, 7n, 227 and n; *Warren* escapes from, 39, 41n
- Narragansett Beach, R.I., 25n, 130n
- Narragansett Passage [Naragansett Channel; West Passage], 401n, 472; British vessels in, 72, 161, 253, 254n; *Columbus* runs aground in, 30, 31n; *Providence* escapes via, 328
- Narrows, The, Delaware Bay, 51 and n
- Nash, Abner (Member, North Carolina House of Commons), 224, 225n
- Nashawena Island, Mass., 320n
- Nason, Robert (Seaman, Continental Navy), 802, 813
- Nassau-Siegen, Charles-Henri-Nicholas-Othon, Prince of, 776 and n
- Natchez District [The Natchez], W. Fla.: British force in, 271; on British warships and, 112, 113; on need for United States to establish post in, 288; on political allegiance of residents of, 10, 108, 288, 292, 325; proposed British post at, 293; residents of, and cost of sending goods up Mississippi River, 288; residents of, and oath of neutrality, 292; sentiment in, for attack on Spanish Louisiana, 370–71, 372; Spanish control in, 244; Willing Expedition and, 108
- Natchitoches, Spanish Louisiana, 324
- Nathaniel Shaw, Jr. & Co.: **to**: Thomas Allon, 434
- Native Americans. *See* Indians; *see also* individual tribes, such as Creek Nation.
- Naushon Island, Mass.: defense of, 263 and n, 348–49 and n; raid on, 263 and n, 266 and n, 275 and n, 283–84n, 304 and n, 348, 349n, 390; Robinson's Hole and, 266n, 284n
- Nautilus*, HM ship-rigged sloop of war, 92 and n, 98n (John Collins)
- Naval architect, 628, 635
- Naval stores: appropriated from hospital ship, 407; as cargo, 68n, 201, 280n, 297n, 334, 466n, 478, 695, 862; at Pittstown, N.J., 175; British frigate takes from prize, 335n; British raid destroys, 285; captured from *Admiral Keppel*, 159; cost of, 418, 730; disposition of Pennsylvania Navy's, 174–75, 175; for *America*, 492; for *Boston*, 588; for Byron's fleet, 644; for d'Estaing's fleet, 716, 717; for Howe's fleet, 172; for John Paul Jones' command, 709, 710; for Leeward Island station, 649; for Maryland Navy vessels, 127, 132; for Virginia Navy vessels, 461; for *Warren*, 327; French to furnish *Ranger*, 692–93; French, to fit out *Indien*, 526–27; from *Columbus*, 104; from Pennsylvania

- Navy galleys, 174–75 and n, 175; guarding of, 174; Marlborough captures, 822; on cost of, 327; Pennsylvania Navy capture and disposition of, 126; quality of, in d'Estaing's fleet, 716, 717; *Ranger* provides *Drake*, 847, 852; relocation of, 381; removal of, 174–75 and n; sale of, 416; salvage of, 393; salvaged from *Duc de Choiseul*, 180, 180n; saved from *Columbus*, 83, 84n; storage of, 334, 389; storage of Maryland Navy, 164; stripped from grounded ship, 400; superintendent of, 222; supply of, for fleet going on expedition to St. Lucia, 407; supply of, for *Ranger*, 779; surgical instruments, 215; to fit out *Indien*, 527; transportation of, 615; unloading of, 154–55 and n;
- Types of: anchor cables, 183, 184; anchors, 24, 127, 135, 183–84, 184, 284, 327, 423, 498, 551, 560, 615, 616, 724, 730, 822, 826; bags, 468; ballast, 599, 603, 604; blocks, 852; boards, 498; boatswain's, 127n; bolt rope, 475; brimstone, 475; cabin stores, 127n, 730; cables, 24, 127, 130, 135, 250, 319, 327, 393, 431, 461, 474, 498; canvas, 34, 59, 68n, 117, 236, 243, 273, 334, 385, 423 and n, 461, 475, 862; cast iron, 440; chain, 215; compass, 34; cook's, 127n; cordage, 24, 27, 117, 135, 144n, 168n, 201, 207, 263, 280n, 298, 319, 334, 446, 862; cork, 562; drum lines, 422; duck, 130, 563; files, 346; fish hooks, 422; fishing line, 475; gunner's, 127n; gunner's stores, 154–55; hand line, 418; hawsers, 319, 454; head line, 475; hearth or stove, 17, 30, 99 and n, 603; hemp, 80, 167, 368, 716, 717; hooks, 327, 475; horn, 469; iron, 99, 105, 106 and n, 129–30, 162–63 and n, 215, 276, 314, 327, 409, 472–73, 489, 862; iron hoops, 563; junk, 127n, 273, 334; lead, 99, 260, 479, 562, 563; linseed oil, 461; marlin spikes, 852; marline, 422; masts, 73, 285, 295, 416, 603, 604, 616 and n, 620, 671, 680; nails, 34, 44, 66, 80, 99 and n, 278–79, 418, 469, 475; needles, 461; oars, 203, 418; paint, 461; paint brushes, 34, 346, 475; palm irons, 243, 461; paper, 34, 419; pig iron, 83, 132, 133n, 459, 551, 560; pintles, 73; pitch, 36n; plank, 257, 497; pump tacks, 44, 99; purchase of, 71; quadrant, 34; ratline, 44, 475; ratline stuff, 422; rattling, 852; rigging, 24, 92, 126, 132, 159, 164, 393, 847; rope, 44, 243, 273, 334, 852; rudder irons, 250; sail needles, 34, 243, 423 and n, 475; sailcloth, 59, 71, 393, 563; sails, 24, 30, 40, 41–42n, 50 and n, 71, 92, 126, 135, 211; saltpetre, 475; scrubbing brushes, 475; sheet lead, 475; spars, 73, 466n; spun yarn, 44, 769; steel, 468; sweet oil, 461; tacks, 270; tallow, 242; tar, 162, 164, 365, 389n, 409, 438, 439, 478; tar brushes, 346; thimbles, 327; three-inch rope, 475; timber, 145–46, 257–58, 498; tin, 180, 180n, 469; tools, 279; turpentine, 164, 242, 389; twine, 66, 243, 423 and n, 431, 461; wrought iron, 83, 440; yards, 73, 671
- Navarro, Don Diego Josef (Gov. and Capitán General, Cuba): allows American officers to travel to New Orleans, 209n; on Americans trading via Havana, 288; and reinforcements for Spanish Louisiana, 112, 113–14, 370, 371, 372, 373; **from:** Don Bernardo de Gálvez, 110–14, 370–72, 372–73
- Navarro, Joseph (Pilot), 512, 514, 529
- Navy, British: accused of inactivity, 668; American frigate entered into, 201n; and Brest fleet, 661, 662; colliers and sailors for, 688n; and Continental frigate *Boston*, 671; departure of frigates of from Lisbon, 667; and d'Estaing's fleet, 593–94, 600–2, 614, 617–18, 618–19, 644–46, 654, 668, 714, 715, 746; and defense of Tobago, 773–75, 773–75 and n; firing of minute guns in, 666n; fleet of, said to be invincible, 668; force of, at Gibraltar, 714, 715; frigates and small craft of, sent to America, 618; and news of war with France, 445; patrols of, in Bay of Biscay, 690; and protection of British maritime trade, 654; and protection for Whitehaven, 592; and protection of English coast, 758; pursuit of *Ranger*, 594; and reinforcing Howe's fleet, 654; and Toulon fleet, 571–72, 573, 594, 610, 611; reportedly, has no ships on African station, 680; rules and customs of, 649; shortage of frigates in, 651–52; ships added to, 308; state of, 305; strength of, in West Indies, 82; support of British Army by, 305;
- Convoys: *Active's*, 773n; *Ardent's*, 434, 435n; arrive at Newport, 303; at Cadiz, 664, 667, 668; *Bristol's*, 416; *Brune's*, 171; composition of, 98 and n; Cork fleet, 696; and Elizabeth Islands raid, 275; escorted by *Ardent*, 434, 435n; escorts for, 72, 74n, 82; escorts to and from Jamaica, 144, 145n, 194, 478, 501–2; for Post Office packet boats, 305; for transports carrying British marines, 339; for transports carrying coal, 339; forage vessels, 72, 171, 285, 316; from Halifax, 339; from Philadelphia and Delaware River, 193 and n, 264–65 and n; from Rhode Island, 72, 74n, 171, 228; *Grampus'*, 699; Gustavus Conyngham and, 667, 668; in Delaware River, 98 and n, 168; London, 194; *Lord Dungannon* and, 745; of victuallers, 72, 316; *Thetis* and, 522, 663; to Barbados, 82; to collect firewood, 124, 275; to North America, 395, 396n; to Philadelphia, 171; to Quebec, 433; transporting troops, 98 and n, 304, 316, 486, 553; transports in, captured, 171; *Winchelsea* escorts, 501–2
- Courts-martial: of Admiral Byng, 69n; convening of, authorized, 649; sentences deserter to death, 548n;
- Hospital ships: 201–2, 407
- Impressment: at New York, 307
- Officers: conduct of, 239; exchange of, 237; on treatment of those under arrest, 749–50; on treatment of cowardly, 69 and n; replacing dead or court-martialed, 649; and responsibility for unlabeled captures, 172
- Prison ships: at Newport, 455 need for more at New York, 202; on conditions in, 485–86; use of old transports as, 202
- Prize Money: crew of *Portland* receives, 424; for British squadron off Charleston, 172; sharing of, 186n; of Gayton's, 586
- Prizes: reporting of, 199, 858–62, 861–63n; on size

- of, 201; on value of cargoes of, 201
- Seamen: desertion of, 306, 698-99; drafts of, 305-6; health of, 339; impressment of, 339; mustering of, 649; mutinous demonstrations by, 434; prisoners of war as, 164, 698-99; punishment of, 398, 434; recruiting of, for galley service, 305-6; replacement of disabled, 339; sailors on colliers as future, 688n; serve with Continental frigate *Randolph*, 231; victual allowance of, 305-6; volunteers serve as, 758; wages of, 305-6
- Ships Building: *Hussar*, 256 and n
- Ships' Condition: *Greyhound*, 172; *Juno*, 239; *Lark*, 239; *Perseus*, 172; *Phoenix*, 172; *Renown*, 172; *Unicorn*, 172; *Vulture*, 172
- Ships Lost: *Hinchinbrook*, 138, 139n, 139-41, 212, 213n; *Rebecca*, 138, 139-41, 139n, 212, 213n; tender of *Carysfort*, 138, 139-41, 139n
- Ships Purchased: *Virginia*, 172
- Ships Refitted: *Carysfort*, 363n; *Fowey*, 202; *Non-such*, 407; *Otter*, 183, 184, 184 and n; *Pigot*, 381; *Solebay*, 183, 184; *Vigilant*, 382n; *Willing Maid* [tender], 391n
- Signals: of Channel fleet, 602; of Howe's fleet
- Station: Channel Fleet: activity of, off Nantes, France, 543; and Byron's fleet, 746-47; command of, 567, 570 and n; and destruction of French fleets, 601; detaching ships from, 614, 618 and n; effort of, to contain French, 567, 570; and French frigates as scouts, 601; and intelligence concerning Brest fleet, 588-89; and junction of French and Spanish fleets, 602; and junction of French fleets, 601; on d'Estaing's fleet and weakening of, 652; on detaching from, 614; on efforts to fit out, 618; on engaging French Navy in battle, 601, 602; on state of, 567, 570 and n; operations, 572, 573; ordered to sea, 746; patrol area of, 558, 559, 560, 601; and protection of British merchantmen, 602; and protection of Great Britain, 601, 614, 619; and protection of Ireland, 601; reinforcing of, 602; rendezvous of, 602; and seizing American vessels, 602; and seizing French merchantmen from East Indies, 601; signals of, 602; to protect Gibraltar convoy, 601; and treatment of Spanish naval vessels, 602;
- Convoys and Cruisers: and pursuit of *Ranger*, 587, 592, 594, 600, 604-5, 606, 616-17, 644, 647, 663, 668, 677; *Thetis* and, 552, 663; treatment of escort ship of at Cadiz, 664;
- Station: East India Squadron, 623n
- Station: Jamaica: convoys from, 501-2; disposition of vessels in, 141, 371, 372-73 and n; and escorting convoys, 141, 144, 145n; on size of area protected by, 141; operations in, 141, 144n; and protection of Jamaica, 195; purchase of vessels for use in, 141; reinforcements for, 141; state of vessels in, 317;
- Operations: *Antelope*, 586; *Active*, 141, 144, 144n; *Aeolus*, 478 and n; and Pensacola, 371, 372-73 and n; *Aeolus*, 398; *Badger*, 22, 23n, 67n; *Bristol*, 143, 145n, 408-9, 416; *Camel*, 143, 145n; *Cupid*, 141, 144n; *Diligence*, 43; *Druid*, 143, 145n; *Florida*, 141, 144n; *Glasgow*, 21-22n, 66-67n; *Hind*, 35, 272 and n; *Hornet*, 141, 144n; *Hound*, 141, 144n, 271, 272n, 288, 290n, 317, 423 and n; *Lady Parker* [tender], 15 and n, 318 and n; *Lowestoffe*, 318 and n; *Niger*, 15 and n, 22, 144, 145n; on Lake Pontchartrain, 371, 373 and n; *Porpoise*, 39 and n, 144, 145n; *Racehorse*, 318 and n; *Southampton*, 15 and n, 39 and n; *Stork*, 96, 141, 144n; *Sylph*, 141, 144n, 271, 272n, 288, 290n, 317; *Vixen* [tender], 15 and n; *West Florida*, 141, 144n, 271, 272n, 288, 290n; *Winchelsea*, 39 and n, 144, 145n, 501-2 and n;
- Nunn's/Ferguson's Squadron: and fort at Manchac, 106-7; and Gálvez, 109; on condition of warships at, 144n; operations against Spanish Louisiana, 106, 107n, 271, 272n, 288, 290n, 317, 371, 372, 73 and n; operations in Mississippi River, 106-7, 112, 113, 114n, 141, 144n, 165, 271, 291-94, 317, 371-72, 373n; and war with Spain, 106, 107n; and Willing Expedition, 271
- Station: Leeward Islands: aggressiveness of warships in, 82; Barrington and, 649; command of, 82; condition of ships in, 649; convening courts-martial in, 649; duties of warships in, 649; and expedition against St. Lucia, 656-57; and French naval escorts for American merchantmen, 46n; Guadeloupe, 364; inspection of Royal Navy facilities at Antigua, 649; inspection of ships in, 649; journal of proceedings in, 649; list of vessels in, 650; mustering of crews in, 649; and protection of Tobago, 773-74, 775n; provisions for, 649; purchase of ships and supplies by commander of, 649; repair of Royal Navy facilities at Antigua, 649; replacement of dead or court-martialed officers in, 649; ships from to be sent to England, 657; strength of force in, 82, 650; supplying merchantmen with stores from Royal Navy's supply at, 649; time at sea in, 649; and want of provisions for British warships, 58; warships to reinforce, 656-57; wine for squadron at, 648;
- Operations: and French territorial waters, 364; *Antigua*, 96-97, 326 and n; *Ariadne*, 46 and n, 59 and n, 60, 61 and n, 61n, 103n, 145n, 185n, 246, 247n, 261, 262n, 267n, 300, 482 and n; *Beaver*, 96-97 and n, 245, 252, 774, 775n; *Ceres*, 46 and n, 59 and n, 60, 61 and n, 61n, 103n, 145n, 185n, 246, 247n, 261, 262n, 267n, 300, 300 and n, 482 and n; *Cygnets*, 364; *Favourite*, 364; *Fly*, 35, 36n, 150 and n; *Pelican*, 326 and n; *Portland*, 35 and n, 136 and n, 294 and n, 300, 300 and n, 424 and n; *Prince of Wales*, 751-52, 754; *Renown*, 424 and n; *Seaford*, 58, 150, 194 and n, 332-33, 333, 683 and n; *Snake*, 45, 102 and n; *Tartar* [tender], 35, 424 and n; *Yarmouth*, 58, 774, 775n
- Station: Mediterranean: and Continental Navy cutter *Revenge*, 571 and n; and Toulon fleet, 571-72, 573;
- Operations: *Proserpine*, 572, 573

- Station: North American: and American remittances to Europe, 344 and n; and American trade, 87 and n, 118, 344 and n; and capture of French merchant vessels, 344; and coastal fortifications in Virginia, 345; collecting naval forces on, 407; command of, 395–96; condition of, 306; dispersed state of, 305; disposition of ships at, 338, 339; and expedition to St. Lucia, 407, 408n; and galleys, 304 and n, 305, 308, 310n; and granting letters of marque at New York, 86; manning fleets of, 677, 690; on adequacy of, 305; on attack on d'Estaing's fleet by, 618–19; on capturing frigates of, to bolster Continental Navy, 189, 192; on copper sheathing and, 172; on disposition of, 305; on lack of frigates and small craft for defense of home waters, 618; on losses suffered by, 242; on number and activity of British warships on, 344 and n; on number of prizes taken by, 344 and n, 858–62, 861–64n; on operations of, in North America, 686–87; on presence of, in Baltic Sea, 688; and security of Halifax, 305; and support of army, 305; and war with France, 334n, 338; and war with Spain, 344n
- Brisbane's/Griffith's Squadron: American privateer evades, 700; and blockade of Massachusetts coast, 263; and blockade of Narragansett Bay, 39, 41n, 68 and n, 786, 787; cannonaded, 400; casualties suffered by, 400; command of, 307–8; and defense of Newport, R.I., 308; and destruction of *Columbus*, 400, 401n; disinformation and, 104; disposition of, 253, 254n, 308, 381, 472; and escape of Continental frigate *Providence*, 239, 253–54 and n, 302–3, 328 and n, 400, 786, 787; and fleet collecting firewood, 124; galleys and, 381; guarding Providence River, 104; on size of, 299; and pursuit of *Warren*, 399; and raid on Bristol and Warren, R.I., 441, 441 and n, 442–44, 444–45n, 455, 456–57 and n, 456n, 457n; and raid on Fall River, 496–97 and n, 497–98 and n; and *Warren*, 399; **Operations:** *Apollo*, 320; *Flora*, 496–97; *Maidstone*, 150, 172–73, 304, 320, 334, 335n, 357
- Collier's/Feilding's Squadron: and attack on Machais, 348; and capture of Miquelon and St. Pierre islands, 651; command of, 159, 160n; and defense of Halifax, 339; and defense of Nova Scotia, 347–48; dispatch of naval reinforcements to, 647; new arrangement involving, 338–39; pay of seamen in, 305–6; and ports in New England, 339; and protection of coal-gathering detachment and colliers, 159, 339; retention of naval reinforcements at, 647–48; and search for rebel vessels, 647; and *Thetis*, 522n; ships transferred from, 338–39;
- Operations:** Albany, 123 and n, 137–38; Ambuscade, 388–89, 494; *Apollo*, 208; Arbuthnot, 186 and n, 195–96; Blonde, 37, 67, 179, 180, 454n, 483, 746n; Buckram [tender], 433; Cabot, 35, 186 and n, 195–96, 387–88 and n, 433, 463 and n; Cabot's tender, 463 and n; Centurion, 226, 280; Diamond, 236, 433–34, 466 and n, 471, 483n; Experiment, 339, 466 and n; Halifax, 228; Hope, 432–33; Orpheus, 67, 104n, 134, 267 and n, 400; Rainbow, 237, 297 and n, 302, 326, 327n, 365, 409, 495; Reasonable, 433–34, 466 and n, 471, 482, 483; Scarborough, 36, 483n
- East Florida Provincial Squadron: armed galleys of, 212–13; captains in advise Patrick Tonyn, 212–13; purchase of vessels for, 212–13; and defense of East Florida, 127–29 and n, 138, 139–41, 139n, 212–13, 362–63; and floating batteries, 363; prize money for seamen in, 213; recruitment of seamen into, 213; ships fitting out for, 363; **Operations:** Hinchinbrook, 153 and n, 212, 265, 858; Rebecca, 212, 265, 858
- Fanshawe's Squadron: on attack on French vessel off Beaufort, N.C., 87 and n; blockade of North Carolina coast by, 87 and n; blockades South Carolina coast, 38; and defense of East Florida, 362; departure of vessel from, 363n; state of, 306; **Operations:** 87 and n, 172, 173n; Carysfort, 38, 39n, 120 and n, 150, 231, 232n, 858–60; Galatea, 136 and n, 150, 153, 362, 859–60; Greyhound, 150; Lizard, 38, 39n, 150, 858–60; Perseus, 38, 39n, 87 and n, 150, 859–60
- Hamond's Squadron: protects Delaware Bay and River, 51; and raid up Delaware River, 298; and raids along Delaware shore, 97, 98n; tender from runs aground and is burned, 63–64; **Operations:** Brune, 28n, 51; Camilla, 51–52 and n; Cornwallis, 51–52 and n; Pearl, 7, 51–52 and n; Vulture, 51; Zebra, 51, 249–50 and n
- Hotham's Squadron: and arrival of French squadron in North American waters, 307; as target of d'Estaing's fleet, 594n; operations against Connecticut raiders, 220, 269 and n; pay of seamen in, 305–6; and saltworks at Manasquan Inlet, N.J., 48–49 and n; **Operations:** Cerebus, 200, 274–75 and n; Crane, 197; Dependence, 19 and n, 197, 412, 421; Diligence, 412; Diligent, 200, 220, 228, 275, 366; Falcon, 366; Fowey, 48–49 and n; Halifax, 19n; Hotham [tender], 31 and n, 248 and n, 340–41 and n, 346 and n, 445, 446n; Neptune, 274–75 and n; Raven, 200, 269 and n, 274–75, 412; Scorpion, 220, 228, 366, 412; Tartar, 197
- Howe's Fleet, 5, 6n; anticipated cruising area of, 79; and arrival of French naval squadron in North American waters, 306; attack on, 517, 518; chase signal for, 271; command of, 173; and convoy to St. Lucia, 656; danger to, 674; and defeating d'Estaing's fleet, 654–55; departure of, from Philadelphia, 236; d'Estaing reportedly to attack, 610, 611, 614, 618; and dispatch of warships to Newfoundland, 647; and embarkation of Convention army, 686; and evacuation of Philadelphia, 236, 421n, 467; and expedition to West Indies, 236 and n;

and forage for British Army, 171; galleys of, and the *mischianza*, 382 and n; and launch of armed galley, 256 and n; manning of, 86; and the *mischianza*, 382–83n; moves down Delaware River, 421n; naval stores for, 172, 407; numbers and location of ships on, 686; on composition of, 660, 661; on condition of, 172; on disposition of frigates attached to, 686; on effect on British opinion of destruction of, 618; on situation of, 567, 570; on size and composition of, 686; on strength of, 660, 661; operations against Connecticut privateer boats, 274–75, 275; and operations in Chesapeake Bay, 134, 172, 686; operations in Hudson River, 197; operations off New England, 172; orders concerning operations, 307–8; passage of, through Delaware Bay, 430 and n; pay of seamen in, 305–6; possible fire ship attack on, 104; prize money for, 172; provisions for, 407; and pursuit of rebel vessels, 647; and raid on Elizabeth Islands, 220, 266 and n; 267 and n, 275 and n, 283–84, 297 and n, 303 and n, 304, 320, 334, 348, 366, 390, 403, 455; and raid up Delaware River, 298 and n, 308–10 and n, 321–22 and n, 358; reinforcements for, 338–39, 618–19, 644–46, 654–55, 660, 654, 661, 673–74; and removal of obstacles in Delaware River, 256 and n; and seizures made by, 172; ships to reinforce, 338–39; signals of captured, 42 and n; signalling by, 239; success of, off New England, 172; supply of naval stores for, 548; and support of British Army in America, 305; thought to be target of d’Estaing’s fleet, 654; threat d’Estaing’s fleet poses to, 618; to join Byron’s fleet, 654–55; transfer of frigates from, 308, 407; vessels detached from, 656–57; vigilance of, 104

Operations: *Andromeda*, 163n; *Apollo*, 96, 264–65 and n, 334, 335n; *Ariel*, 323 and n, 341, 355, 501 and n; armed boats, 321–22; armed galleys, 321–22 and n; *Cerberus*, 366; *Daphne*, 198, 298, 316 and n, 445, 446n; *Dependence*, 197, 421n; *Diligent*, 188; *Dunmore*, 248 and n; *Experiment*, 322–23 and n, 417n, 470–71n; *Greyhound*, 361, 370, 387, 397, 445, 446n; *Haerlem*, 266 and n, 267 and n, 284, 297 and n, 334n, 390, 403, 459 and n; *Hotham’s* tender, 248 and n, 346 and n; *Juno*, 239, 302; *Kingsfisher*, 403; *Lark*, 238–39, 302; *Lizard*, 248 and n; *Orpheus*, 239, 254, 255n; *Otter*, 248 and n; *Pembroke*, 321–22; *Perseus*, 248n; *Pigot*, 496–97 and n; *Philadelphia*, 304 and n; *Porcupine*, 421n; *Solebay’s* tender, 346 and n; *Sphinx*, 266 and n, 275 and n, 283, 297 and n, 334 and n; *Spitfire*, 497 and n; *Thames*, 421, 421n; *Unicorn*, 220, 255n, 266 and n, 275 and n, 283–84, 297, 303, 390, 403, 417n; unidentified tender, 302–3; *Venus*, 255n, 497n; *Viper*, 304, 321–22; *Vulture*, 421n

North American Reinforcing/Byron’s Fleet:

assembling of, 624; command of, 623, 624, 654; composition of, 688–89n, 706, 707n; contrary winds and, 673; and cruising of near Great Britain, 660, 661; and defeat of d’Estaing’s fleet, 654; departure of, from England, 624, 646, 673, 674n; and d’Estaing’s fleet, 705–6, 706, 746; destination of, 660, 661, 673, 705–6 and n; dispatch of, and ability of Britain to meet naval threats elsewhere, 644; dispatch of, and overall British naval strength, 644; dividing of, 706; and Gibraltar, 746; and Halifax, 654–55; Howe’s fleet to join, 654–55; Hyde Parker’s Squadron to join, 691; informing Viscount Howe of, 651; intelligence concerning, 706, 707n; and intelligence of d’Estaing’s fleet, 654–55; mission of, 644; on Byron joining at Portsmouth, England, 646; on composition of, 646; on readiness to sail of, 691; on wintering abroad of, 644; orders to, 624; and protection of West Indies, 655, 706; reinforcing of, 673–74; return of, to England, 655, 706; return of, to England, 655; sailing of, delayed, 691; shortage of frigates with, 651–52; supplying of, 624, 644; to serve with Channel fleet, 746; *Trident* said to be joining, 660, 661; warning about dispatch of, 688

Onslow’s Squadron: accounts of ships in, 199; and capture of *Virginia*, 25–6, 26–7; and Chesapeake Bay, 279, 280n, 305, 370, 394; and Cape Lookout Bay, 224, 225n; command of, 131; condition of ships in, 27, 183–84, 184; disposition of, 183, 184n, 279, 280n, 305; frigates in, 280n; improvising temporary rudder for *Virginia*, 52 and n; location of, 370, 413, 414n; on slaves being allowed on ships of, 199; operational instructions for, 279, 280n; operations, 131, 172, 173n, 183, 198, 224, 225n, 370, 858–62; prizes taken by, 26–27 and n, 184, 199, 858–62; reinforcement of, 305; scouting by, 413; sloops of war in, 280n; supernumeraries in, 199; water for, 183–84; **Operations:** *Ariel*, 255n, 347, 398, 445, 446n; *Dasher*, 98 and n; *Dunmore*, 27, 98 and n; *Emerald*, 8, 25–26, 26–27, 134 and n; *Otter*, 27; *Phoenix*, 27 and n; *Richmond*, 27, 98 and n, 198; *Senegal*, 27, 198; *Solebay*, 27, 198, 340–41 and n; *Solebay’s* tender, 445, 446n; *St. Albans*, 26–27 and n, 98 and n, 224, 225n

Transports and Victuallers: as target of d’Estaing’s fleet, 606; and British evacuation from Philadelphia, 407, 467; collection of, in American waters, 407; convoy for, 193, 522; convoy of forage, 250n; escort for, 594; for British marines, 339; for coal, 339; from New York, 250n; on desertion of seamen from, 305; and raid on Elizabeth Islands, 304, 334 and n; *Ranger* as threat to, 594; and St. Lucia expedition, 407, 408n, 656; signals for, captured, 42 and n; and transportation of army, 421n; unfit for duty, 72

Navy, Connecticut: and accounts, 24; and capture

- of *Weymouth*, 41, 42n; certificate of service in, 485 and n; expenses of, 161; and former brigantine *Minerva*, 24; on appointment of officers for command in, 267; on conduct of officers in, 410; on value of prize captured by, 433; refitting vessels of, 162; reimbursement for clerk wounded while in, 485 and n; sale of supplies of, 161; service of Seth Harding in, 267 and n; stores of, in Massachusetts, 161; use of armed schooner in as packet boat, 270 and n; trading voyages of, 162;
- Operations: *Defence*, 267 and n, 120-21 and n, 493, 332-33, 333 and n, 401-2, 410, 484 and n; *Mifflin*, 358 and n; *Oliver Cromwell*, 120-21 and n, 145, 267 and n, 332-33, 333, 401-2, 410, 484 and n, 493; *Spy*, 351 and n
- Seamen: recruitment of prisoners of war as, 484
- Navy, Continental: accounts for *Trumbull*, 41; Samuel Adams; concern for, 448; advance for recruits of, 771; advances for pay and bonuses of, 748; attack on vessels of, in Delaware River, 285; Board of Treasury issues warrants on eastern Loan Offices for Navy Board of Eastern Dept., 31, 33, 39; *Boston'* crew, 765; British call ships of privateers, 61; and coastal Massachusetts, 263; Gustavus Conyngham's commission in, 525-26; and construction of ship of the line, 39; and d'Estaing's fleet, 618, 654, 660, 6627; disposition of cargoes carried by vessels of, 489; exchange of salutes involving ship of, 527; fitting out vessels of, 48; France and disposition of prisoners on board, 700; French salute for vessels of, 5819; hospitals for, 489; manning of vessels in, 39-40; money owed by, 333; naming of frigate of, 489; need to get ships of to sea, 261; on arming new frigates of, 489, 491n; on capturing Royal Navy frigates to bolster, 189; on composition of, 192, 499, 500; on condition of, 242; on Continental Congress resolution concerning, 410; on disposition of vessels in, 336, 400; on future operations of, 500; on leadership of, 253; on losses suffered by, 189, 400; on management of, 198, 253, 358, 464; on manning ships of, 439; on operations of, 489, 495, 707; on performance of, 208; on reputation of, 299, 490; on situation of, 253; on size of, 191, 311, 350, 499; on state of, 189, 210, 439; pursers in, 314, 315n; recruiting of Continental soldiers into, 196 and n; reduction in size of, 192; reputation of, 544; rules and regulations of, 64, 65n, 130 and n; sailing of vessels of, 489; and shipment of tobacco to France, 474n; ships of the line for, 455 and n; ships of, and transporting private property, 490; ships of, ordered out of French port, 680; signals of, 64;
- Armament: as basis of economic growth, 499; charges against, 399; Continental Marine Committee and, 448 and n; country's financial situation and, 242; in ships of, 7, 47, 491n; recovered from *Columbus*, 24
- Cannon: for *Alliance*, 47; for *Baltimore*, 7; for *Confederacy*, 47
- Courts of inquiry: 134 and n, 203 and n, 299, 368; holding of, 276; into loss of *Columbus*, 312, 315n; and loss of ships, 276; Navy Boards empowered to convene, 315; on holding of, 299 and n, 312; procedures for, 276
- Courts-martial, 295 and n, 299 and n, 368n; and loss of ships, 276; Navy Boards empowered to convene, 315; of Hoysteed Hacker, 500; of Hector McNeill, 489, 491n; of John Manley, 489, 491n, 500; of James Nicholson, 500; of Thomas Simpson, 783; of Thomas Thompson, 411, 482n, 489, 491n, 500; on holding of, 299 and n; procedures for, 276
- Deserters: from *Raleigh*, 122-23; on harboring of, 122; reward for, 122; state government and apprehending, 122-23
- Medicine: supply of, for *Ranger*, 779; surgical instruments for *Ranger*, 779
- Navy Board of Eastern Dept.: and accounts, 25, 41, 90 and n, 115n, 264, 319-20, 490, 491n, 492; and accounts of Washington's fleet, 490, 491n; and actions of John Bradford, 495; advance made to, 65; and *Alliance*, 41, 327, 328n; and appointment of officers, 41; and ballast, 459 and n; and John Barry, 490, 491n; and William Bingham, 411; and John Bradford, 490, 491n; and William Burke, 228; and captured enemy's signals, 42; cash reserves of, 214; and command of Continental Navy vessels, 489, 491n; and commissions, 228, 315; Continental Congress and, 130; and Continental Navy operations, 59 and n, 83-84, 272, 273 and n, 299 and n, 314, 490-91 and n; and Continental Navy signals, 64, 282 and n, 516, 51; contracts let by, 130; and courts-martial and courts of inquiry, 315, 489; and *Deane*, 272, 273 and n; and Barnabas Deane, 90 and n; and death of Samuel Chew, 60, 61n; disinformation and, 104; does not understand extensiveness of Dept., 48; and *Dispatch*, 273 and n; and disposition of cargoes, 210, 245, 350 and n, 489; draws on Nathaniel Shaw, Jr., 490; and expenses of Continental Navy vessels, 60 and n, 227, 315; finances of, 129-30; financial support for, 191; and fitting out Continental Navy vessels, 48, 299, 314, 315, 315n; and French merchantmen, 262; and frigate *Providence*, 227, 299 and n; and getting *Resistance* to sea, 489; issue of clothing by, 473 and n; and John Langdon, 272-73, 490, 492, 492 and n; and loan of provisions, 389; and loss of Continental Navy vessels, 246, 247n, 312; and manning Continental Navy vessels, 314, 315n; and *Mermaid*, 342; and money, 84, 264, 272-73, 296, 492 and n; money for, 130, 314, 327, 379, 448 and n, 460, 489-90; and *Neptune*, 350 and n; officer commended to, 619-20; on activities of, 130; on constitution of, 168; on functioning of, 214; on volume of business of, 214; orders of, issued to Continental Navy officers, 490, 491n, 785; and ordnance, 327, 328n, 357, 489; and packet boats, 269-70, 395 and n; and prisoner of war exchanges, 315; and prizes, 210; purchases of, 130, 162; and *Queen of France*, 245, 489, 490, 491n; and *Raleigh*, 83-84, 314; receipt for, 272; receives money, 39; requests

- money, 48; and *Resistance*, 59 and n, 489, 491n; and revision of rules and regulations of Continental Navy, 41, 130 and n; and John Roche, 40–41, 42n, 146 and n, 273 and n; and sailing of Continental Navy vessels, 312–14, 460, 489; and Salisbury Furnace, Conn., 47; and sending dispatches to France, 37, 278; and Nathaniel Shaw, Jr., 264, 319–20; and ship-building, 48, 455n, 489, 490, 492n; and shipments of clothing to Massachusetts, 473; and sloop *Providence*, 315; staffing of, 7n, 84, 168, 190, 192, 214, 281, 312; supplies for, 105, 472–73; supplies received by, 50, 104; and supplies for *America*, 492n; support for, from Continental Congress, 314; and suspension of Continental Navy officers: 276; and transportation of private property on Continental Navy vessels, 490; and transportation of supplies, 314, 315n, 473, 489, 490, 491n, 492n; and *Trumbull*, 312–14; and unemployed Continental Navy officers serving in privateers, 41; and vessels to transport supplies, 489, 491n; and warrants, 31, 33, 145, 146, 191, 315; and *Warren*, 84; and Washington's fleet, 115n; **to**: American Commissioners in France, 68; John Langdon, 145–46, 272–73; James Lovell, 37–38; Dudley Saltonstall, 295; William Vernon, 327, 379; Abraham Whipple, 186–87; **from**: John Brown, 357; Continental Marine Committee, 39–41, 42, 269–70, 298–99, 312–15, 460, 488–90; John Gallard, 23; Nathaniel Shaw, Jr., 263–64; Samuel Tucker, 517, 671
- Navy Board of Middle Dept.: and accounts, 64; appoints paymaster, 40; and Baltimore, 64, 222, 343 and n; and clerk for Continental Pay Office, 367; and commercial concerns of United States, 222; and Continental agents, 64; and court-martial for James Nicholson, 368 and n; extra duties of, 343 and n; and fitting out *Baltimore*, 368; and inquiry into loss of Continental frigate, 134 and n, 203; and loss of *Virginia*, 134 and n, 203, 368; memorial from members of, 222, 343 and n; and misappropriation of naval stores, 368; money for, 64, 310; John Nixon resigns from, 310, 430, 431n; notice of, 448–49; on duties of members of, 222; and prize money, 182; relocation of, 64, 222, 343 and n; and rules and regulations of Continental Navy, 64, 130 and n; salary and expenses of members of, 222–23n; and ship building, 64, 368; staffing of, 64, 222, 310, 367, 430–31 and n; and Stephen Steward, 367, 368n; and storage of stores, 64; superintendent of naval stores of, 222; and supplies for Continental Army, 65 and n, 87; and suspension of Continental Navy officers, 276; treasurer for, 64, 222, 367; and wages of crew of *Virginia*, 367–68; **to**: John Ashmead, 63; **from**: Continental Marine Committee, 367–68; Henry Laurens, 203; George Washington, 87
- Officers: advance for, 700, 771; appointment of, 40, 42, 146, 151–52 and n, 229, 261, 267, 267 and n, 315, 489, 538, 620, 781; arrest of, 672–73, 678–79, 782–83; and available commands, 50 and n, 221; William Burke as, 229; cashiering of, 276; and command of state navy armed galleys, 181; commands for, 146, 267 and n, 412, 489; commissioning of, 311, 314–15, 588; confinement of, 782–83; courts of inquiry and courts-martial of, 64, 276, 299 and n, 482n, 489, 491n; death of, 681–82; death penalty for, 276; description of petty, 791–807; description of warrant, 791–807; dignity of, 652; discharge of French, 490, 491n; dismissal of, 71, 314, 350; dress of, 652; employment for, 221, 311, 327; and expropriation of supplies, 352; for Continental frigate *Boston*, 516–17; French naval, serving in, 490; lack uniforms, 652; Pierre Landais as, 197; merchant ship masters as, 167; oaths of allegiance of, 449; of *Ranger*, 761; on abuse of French recruits by, 781; on conduct of, 60, 83, 84n, 103, 134, 146–48, 189, 198, 203 and n, 208, 246–47, 295 and n, 299 and n, 314, 350, 358, 368 and n, 481–82, 500, 501n, 782–83; on contracting French, 490; on quality of, 261, 314, 350, 500, 501n; on *Ranger*'s, 776; on treatment of, 314, 350, 500, 652, 678, 749–50; pay and rations of, 23 and n, 64, 221, 314, 791–807; petition of, 489, 491n; and prize money, 182 and n; promotion, 103, 260n; ranking of, vis-a-vis naval officers appointed by George Washington, 314–15; ration allowance of, 64; recruiting of, 97; and recruiting, 267, 490, 781; recruitment by, 781; reimbursement of, 167; seniority among, 229, 314–15; shortage of, 64; suspension of, 276, 411, 412, 500, 672; and transportation of private property on Continental Navy vessels, 490; treatment of, by French officials, 578, 579; unemployment among, 41, 50, 71; volunteers for service as, 710–11n; wages of, 23 and n, 221, 791–807
- Operations: *Alfred*, 59 and n, 61 and n, 62 and n, 146–48, 147–48; *Baltimore*, 473, 474n; *Boston*, 365; *Columbus*, 24, 25n; Continental Marine Committee and, 314; cruises of warships of, 460; *Deane*, 272, 273n, 587 and n; first New Providence expedition, 23 and n; ordered by Continental Marine Committee, 299; *Providence* [frigate], 186–87, 227 and n, 238–39, 253–54 and n, 299 and n, 302 and n, 328 and n; *Providence* [sloop], 302 and n, 314; *Queen of France*, 490; *Raleigh*, 59 and n, 61 and n, 62 and n, 146–48, 147–48, 314, 315n; *Ranger*, 46, 582–83 and n, 587, 589–90, 592–93, 594, 595–96 and n, 600, 605, 606, 613, 617, 643, 647, 663, 664n, 668, 675–76, 676–77, 677–78 and n, 680–81, 692, 699, 700n, 704, 707, 707 and n, 755–60; *Resistance*, 59 and n, 60–61 and n, 60 and n, 62 and n, 259, 260n, 283, 343n, 489; *Revenge*, 440 and n, 536; *Sachem*, 23 and n; *Virginia*, 26; *Warren*, 39–40, 41n, 59 and n, 104n, 115 and n, 123 and n, 130 and n, 134 and n, 314, 315n, 400, 401n, 489; with d'Estaing's fleet, 593
- Ordnance: for *Alliance*, 30, 31n; for packet *Baltimore*, 7; from *Columbus*, 30; salvage of, 277

- Packets: *Baltimore*, 7, 42; *Mercury*, 63
- Pay: advances of, for crew of *Sachem*, 47; back pay for officer, 40–41; concerning back pay, 23 and n, 40–41; and Congress' resolve concerning officers', 40; for discharging officers, 40; for officers and crew of *Virginia*, 43
- Prize agents, 508
- Prize money: accounting of, 738–39; advance on, 700; John Bradford and, 490; and claim of John Gallard for, 23 and n; disposition of, 40; dispute concerning *Revenge's*, 583, 584; distribution of, 182; division of, 210; for *Resistance*, 342, 343n; on distribution of, 583, 584; owed crew of *Lexington*, 543–44; and *Ranger*, 702, 705 and n, 708–9; regulations governing, 167; *Revenge's*, 702, 738–39 and n
- Prizes taken by: *Ann Susanna*, 46n; *Dory*, 63; *Granville*, 46n; *Industry*, 62–63; *Jamaica*, 46n; *Mary*, 40, 465–66 and n; *Mermaid*, 342, 343n; *Nanny*, 46n; *Neptune*, 41n, 59 and n; *Ranger*, 596; *Robert*, 59 and n; *Sally*, 46n; two-mast boat (Fordham), 62–63; two-mast boat (Joseph Vail), 62–63; *Warren*, 314, 316n
- Prizes: and prize agents, 689; condemnation of, 448n; Congress' resolutions concerning, 748; destruction of, 448n; disposition of, 186–87, 679, 689, 693, 698, 702, 776; dispute concerning, 465–66; money from sale of, 167, 448, 465–66; of *Boston*, 710 and n; of *Providence*, 745, 786, 787 and n; of *Ranger*, 600, 605–6, 672–73, 689, 692, 693, 693n, 701–2, 705 and n, 707, 708–9, 747, 756, 776; of *Revenge*, 682 and n, 698, 702, 788; on treatment of captured prize crews of, 667, 668; pretence used for, 682; recapture of, 667, 668; released, 587 and n; treatment of, by Portuguese officials, 666–67, 667; value of, 667, 668
- Seamen: British claim, 698–99; cash advance for, 748; casualties among, 283; charged cost of medicine, 560; clothing for, 560, 748; deserter from British Navy as, 548 and n; desertion of, 146n, 559, 603–4, 604 and n, 616, 685, 698, 711, 752, 753, 762–64, 765, 771, 781, 785, 807–8; disposition of, 277, 733; exchange of, 354–55 and n; execution of, by British, 548 and n; Frenchmen as, 245, 490, 543–44; health of, 254–55 and n, 259, 540n, 542, 590, 771; liberty for, 556; and money for purchasing necessities, 700; mutiny involving, 745, 762–64, 762–64 and n, 765, 771; native land of, 791–808; on need for hospitals to service, 489; pay of, 71, 167, 367, 368n, 543–44, 791–807; physical description of, 791–808; place of residence of, 791–808; and prize money, 543–44, 700, 739 and n; prize shares of, 114–15; punishment, 585, 604; rations of, 314; recruiting of, 42, 495, 556, 684, 690, 781; return from captivity of, 283; serving on *Raleigh*, 791–807, 811–16; shore leave for, 659 and n; supplies for families of, 700; terms of enlistment of, 815; training of, 838; transfer of, between ships, 299
- Ship-of-the-line. See *America*, Continental Navy ship-of-the-line
- Ships building: *Alliance*, 30, 31n, 41, 42n, 50n, 83, 84n, 283 and n, 327, 328n, 480 and n, 489; *America*, 25 and n, 39, 145–46 and n, 191, 192–93n, 257–58 and n, 295 and n, 333 and n, 455 and n, 480, 490, 491–92 and n, 499–500; at Baltimore, 368; *Baltimore*, 367, 368n; *Bowbon*, 489, 491n; *Confederacy*, 18 and n, 30 41, 47, 48n, 83, 84n, 117n, 151, 152, 163n, 221n, 263, 267 and n, 268 and n, 319, 320n, 459 and n, 489, 491n; Continental Navy Board of the Middle Dept. and, 368; frigates, 263, 455n; hull, 490, 491n; in Virginia, 191; on featuring smaller vessels, 192; progress on, 191; *Raleigh*, 333 and n; *Ranger*, 333 and n; sloops, 192; timber for, 368
- Ships fitting out: *Alfred*, 399 and n; American Commissioners in France and, 748; *Baltimore*, 368; *Boston*, 578, 581, 586, 588, 590, 594, 599, 603, 613, 616 and n, 620, 671, 680, 681, 690, 765; *Confederacy*, 327, 328n; *Deane*, 615, 616n; *Drake*, 677; *General Gates*, 41; *Providence* (frigate), 7, 47, 48n, 104, 786; *Raleigh*, 83, 84n, 146, 299, 314, 315n; *Ranger*, 748, 760; *Resistance*, 283, 489; *Revenge*, 739n; sails for, 50 and n; *Trumbull*, 30, 39, 284 and n; *Warren*, 30, 83, 84n, 146, 299, 314, 315n
- Ships lost: *Alfred*, 59, 59 and n, 61, 62 and n, 69, 83, 84n, 103 and n, 144, 145n, 147–48, 185 and n, 189, 191n, 208, 242, 246, 267 and n, 298–99, 350, 400, 481–82; *Columbus*, 30, 31n, 130n, 172, 189, 191n, 242, 312, 315n, 400; *Congress*, 50n, 189, 191n, 500, 501n; *Delaware*, 189, 191n, 358, 359n, 500, 501n; *Effingham*, 189, 191n, 213n, 285, 298 and n, 308, 310n, 321, 322n, 331, 336 and n, 358, 359n, 393, 395n, 400, 500, 501n; *Hancock*, 189, 191n, 500, 501n; in Delaware River, 64; *Independence*, 277 and n; *Montgomery*, 50n, 189, 191n, 500, 501n; *Randolph*, 58 and n, 143–44, 145n, 189, 191n, 198 and n, 242, 350 and n, 358, 359n, 400, 481–82, 765 and n, 774, 775n; *Sachem*, 23 and n; *Virginia*, 19–20 and n, 26, 27n, 52 and n, 65 and n, 66 and n, 172, 189, 191n, 198 and n, 203, 242, 354, 368 and n, 368n, 400, 500, 501n; *Washington*, 189, 191n, 213n, 285, 298 and n, 308, 310n, 321, 322n, 331, 336 and n, 358, 359n, 393, 395n, 400, 500, 501n
- Salutes: involving *Boston*, 671, 705, 741, 742; involving French, 608, 609, 612, 671, 837, 855n; *Ranger's* derisive, at Whitehaven, 758
- Squadrons: John Barry's flotilla, 119, 125–26 and n; Nicholas Biddle's, 198 and n; stores of, 64; surgeons for, 97; Lambert Wickes', 508
- Trading vessels: Continental Commerce Committee and, 281; fitting out of, 281; Leonard Jarvis and, 281; *Mellish*, 281; *Nanny*, 281, 281 and n
- Navy, Danish, 326
- Navy, Dutch: salute to frigates of, 664; and treatment of British frigate, 664
- Station: West Indies, 58
- Navy, East Florida Provincial: and defense of East Florida, 212–13, 362–63 and n; galleys for, 128; and invasion of East Florida, 212–13; Tonlyn and prize money from, 213; vessels purchased for, 231, 232n

- Operations: *Hinchinbrook*, 265 and n; *Rebecca*, 265 and n
- Ships lost: *Hinchinbrook*, 362n, 363n, 436 and n; *Rebecca*, 362n, 363n, 436 and n
- Navy, French: and British attacks on French commerce, 344; and British privateers, 567, 570, 607, 608; and Chesapeake Bay, 346; and convoys, 245, 307, 308n, 543, 549, 550, 560; corvettes of, at sea, 569; and defense of Guadeloupe, 364; frigate of, in company with Continental frigate *Deane*, 667; frigate of, and knowledge of war between England and France, 445; frigate of, boards British warship, 445; frigates fitted out or at sea, 569; frigates of, as scouts and British Channel fleet, 601; frigates of, in the Mediterranean Sea, 569; intelligence intended for, 706; Pierre Landais's commission in, 310; and news of war with England, 445; on armament of vessels of, 567–69; on arrival of squadron of, in North American waters, 306; on location of vessels of, 567–69, 569–70; on operations of, 567, 569–70; on opportunities for, 549, 550; on plans of, 601; on strength of, in West Indies, 82; and operations of *Ranger*, 592; presence of, off French coast, 607–8; registration system of, 684, 684 and n; ships of the line of, at sea, 569; ships of the line of, in the Mediterranean Sea, 569; and reinforcing West Indian squadron, 364; and supplies for John Paul Jones' command, 709, 710; xebecs of, 569
- Convoys: American ships join, 82; arrival of, at Bordeaux, 560; for American merchant ships, 94, 180n, 344, 543, 549, 550, 585, 607–8, 620; in West Indies, 54, 56–57; of American ships, escort for, 54, 56–57, 58n, 180 and n, 245; possible British attacks on, 82; Sartine and, 620
- Fleets:
- Brest: and British attempt to intercept d'Estaing's fleet, 610, 611; and British Channel fleet, 601, 661, 662; composition of, 549, 567–68; and escort for *Ranger*, 526, 527n; and exchange of salutes with *Ranger*, 527; and guards for British prisoners, 709, 710; and Jersey privateers, 755; d'Orvilliers commands, 526, 527n; *Fortunée* part of, 526, 527n; intelligence concerning, 588–89, 614; possible junction with Toulon fleet discussed, 601; sailing of, 661, 662; sailing quality of frigates in, 718, 720; ships in, 549, 550
 - d'Estaing's: American pilots for, 519, 519 and n, 538n; announcement of war with England in, 625, 626; army regiments join, 557, 558; arrival of, in American waters, 407; assistance to Americans by, 517, 518; attack on Howe's fleet by, 517, 518; based in Toulon, 741n; believed to be carrying members of Congress, 567, 570; British attempt to intercept, 610, 611; British frigate and, 714, 715; British intelligence concerning, 617, 618, 654–55; and British water-borne commerce, 518; Byron's fleet and, 654–55, 705–6, 74; and Cadiz, Spain, 741n 6; and Canada, 517–18, 518; characteristics of ships in, 718–19, 719–20; composition of, 614, 618, 652 and n, 654; condition of, 716, 717; council of war of, 626; course of, 622, 623, 626; d'Estaing's authority in, 611–12 and n; damage to, 622, 623, 716, 717; departure of, from Toulon, 567, 569, 610, 611, 618; destination of, 654, 741n, 746; detachment of vessels from, 518, 519, 715; exercises conducted by, 622, 623; French army units sail with, 618; and French sailors in the United States, 524–25; inducements given in to soldiers, 626; location of, 622, 623, 625, 626; naval stores for, 716, 717; number of frigates with, 652 and n; objectives of, 610, 611, 618, 654; on destination of, 567, 570, 606, 614, 617, 618, 652, 673, 674n, 686–87; on destruction of, 644; on prospects of, 660–61, 661–62; on strength of, 660, 661–62; operations of, 517–18, 518–19, 614, 621–22, 622, 623, 625–26, 626, 661, 662; possible Spanish reinforcement to, 673, 674; and protection of coast of United States, 518, 519n; reportedly heading to Cadiz, Spain, 673, 674n; sailing of, 668; sailing quality of frigates in, 718, 720; ships of separated, 625, 626; shortens sail, 622, 623; signals used by, 622, 623; speed of ships in, 718–19, 719–20; and Straits of Gibraltar, 625, 626, 714–15; timing of dispatch of, 660, 661–62; transports French ambassador, 519n; and the West Indies, 518
 - Toulon: British Channel fleet and, 601; British on whereabouts of, 740, 741n; composition of, 568–69; d'Estaing on design of ships in, 718–19, 719–20; intelligence concerning, 571–72, 573; junction with Brest fleet, 601; operations of, 571–72, 572, 573; and rendezvous with Spanish Navy fleet, 572, 573; sailing date of, 593
- Officers: duties of during battle detailed, 629–32, 635–39; duty stations of, on *Languedoc*, 626–33, 633–40; treatment of, in Boston, 296
- Operations: against British privateers, 607, 608; against Halifax, Nova Scotia proposed, 547–48; British intelligence concerning, 593, 594n; escort for *Ranger*, 595, 596; joint with Americans proposed, 547–48; on Toulon fleet's, 593
- Salutes: for frigate, 343
- Seamen: compensation for injured, 716, 717; inducements for soldiers to function as, 626; injury to, 716, 717; recruitment of, 524–25; responsibilities for well-being of, 630, 637
- Signals: used by d'Estaing's fleet, 622, 623
- Squadrons: La Motte-Picquet's: and American waters, 307, 308n; as escort to American merchantmen, 539 and n; escorts convoy of American ships, 180n; operations, 307, 308n; and proposed operation against Halifax, 547–48
- Station: West Indies: *Blanche*, 53, 56; *Diligente*, 16–17, 55, 57, 58n; *Etourdie*, 55, 57; *Protée*, 17n, 53, 56; *Tourterelle*, 53–58; strength of, 549, 550
- Navy, Georgia: bounties paid in, 29; Continental Congress and, 29; control of, 29; disposition of, 45 and n; officers, 28, 29; on advantages enjoyed by, 230, 232n; and operations of Southern Con-

- tinental Army, 77, 81, 230; pay in, 29; paymaster of, 29; pilot boat *Polly*, 858; provisions, 29; and recruitment of seamen, 29; state trading vessel *Peggy*, 858
- Galleys: *Bulloch*, 29 and n, 45 and n; *Congress*, 29 and n, 45 and n; *Lee*, 29 and n, 45 and n; manning of, 28–29, 45 and n; operations of armed galleys of, 45 and n, 53, 77, 81, 101n, 127–28, 128, 129, 135–36 and n, 136, 136 and n, 138, 139 and n, 212, 230–31, 436 and n; *Washington*, 29 and n, 45 and n
- Navy board, 29
- Navy, Maryland: command of, 164; convoy for ship with provisions and, 413; and deserters from French vessels, 182; desertion in, 354; distribution of clothing in, 164; galleys and armed boats for, 164; hospital of, 354; invalids of, and upkeep of mothballed ships, 127; and men from Pennsylvania Navy, 413, 414n; naval stores for, 164; on duties of commodore's clerk in, 164; powers of commodore of, 164; and protection of boats carrying supplies via Chesapeake Bay, 337; and transportation of military stores, 413n; and transportation of supplies, 164, 394, 395n; upkeep of vessels of, 164; vessels of, to be moored in Patapsco River, 126–27
- Galleys, 340: *Conqueror*, 19; *Independence*, 19; and control of Maryland Loyalists, 422; as convoy escort, 413; and attack on *Emerald*, 183, 184n; command of, 181; disposition of, 413, 414n; expenses of, 181; and forwarding of provisions, 221; and illegal trade with British, 422; and Loyalist raids, 422; manning of, 221, 359, 413, 414n, 421–22; and moving supplies across Chesapeake Bay, 181; Pennsylvania Navy sailors to man, 181; and provisions for Onslow's squadron, 183, 184n; and transportation of stores, 394, 395n, 422; and water for Onslow's squadron, 183, 184n
- Officers: commissioning of, 164; pay of, 164, 340; and disputes over rank, 337
- Operations: *Dolphin*, 413; *Independence*, 461; *Plater*, 413
- Seamen and Oath of Fidelity and Support, 19; clothing for, 164; in Continental Army, 354 and n; in jail, 354; pay of, 164; payments to, 164; wages for, 105
- Navy, Massachusetts: and provisions, 409; frigate for, 160 and n; ship building for, 169 and n; Officers: pay and allowances of, 487n; sick, 454
- Operations: *Hazard*, 356–57, 370 and n, 439, 440n; *Massachusetts*, 357 and n; *Tyrannicide*, 211, 255, 256n, 261 and n, 272n, 356, 357n, 700n
- Prize money: withheld, 379; and reimbursement of commercial agent, 357
- Seamen: health of, 255–56; inoculation of, 255; medicine for, 380; mutiny by, 379; pay of, 379; prize money due, 379; quarantine of sick, 380; supplies for
- Ships building: *Protector*, 259
- Ships refitting: *Hazard*, 454; *Tyrannicide*, 409
- Trading vessels: *Adams*, 27–28; captured, 667, 668n; cargo of, 667, 668n; *Dolphin*, 667, 668n; *Pluarne*, 28 and n
- Navy, New York: command of, 284n; galleys for, 367; gunboats built by, 170; pay of officers in, 170; pay of seamen in, 170; re-establishment of, 284n
- Navy, North Carolina: and *Caswel*, 119–20 and n, 462–63n; commissions for officers in, 415, 462, 463n; pay rates in, 462; and Virginia Navy, 119–20 and n
- Navy, Pennsylvania: armed galleys of; attack on remaining vessels of, 285; capture of personnel of, 241 and n; crews for galleys of, 151; galley men of, 359; damage to, from British raid up Delaware River, 381; debts of, 176 and n; desertion in, 241; direction of, 447; discharge of petty officers in, 381; dismantling of vessels of, 174–75, 175; disposition of sick of, 174; galleys of, 249, 321, 331, 381, 447; galleys of, dismantled, 126; impressment of spirits for, 132; landmen in, 249; and manning galleys in Chesapeake Bay, 181, 221, 337 and n, 413, 414n, 421–22, 447; men from, ordered to relocate, 174, 175, 176n; on attitude of superfluous officers of, 175; on dismantling galleys of, 151; on health of seamen in, 174; on naval stores of, 174–75 and n; on state of vessels of, 381; pay of gunner in, 241; stores belonging to, 381; transfer of personnel of, 249 and n; vessels of manned by Continental soldiers, 126
- Board: debts of, 176n; and disposition of cannon, 126; and disposition of naval stores, 126; and disposition of stores, 126; and removal of naval stores, 174–75 and n, 175; and removal of sick seamen, 174–75; and sinking of brig, 126; and sinking galleys, 126; and discharge of officers, 381; and relocation of men in, 381; and relocation of naval stores, 381; and report on state of vessels, 381; and sinking of Pennsylvania Navy vessels, 381 **to**: Thomas Wharton, Jr., 126, 381; **from**: Pennsylvania Supreme Executive Council, 175–76
- Courts-martial, 391–92, 393n
- Officers: age of, 241; bounty for, 174, 175; continuation of, in service, 447; delegation of, and Pennsylvania Supreme Executive Council, 381 and n; discharge of, 174, 175, 176n, 381; memorial of, 381 and n, 447 and n; pay of, 241, 447; relocation of, 174, 175; remonstrance of, 381
- Seamen (Privates), 221: age of, 241; desertion by, 241, 381, 392, 393n; discharge of, 174, 175, 176n; money for disabled, 105; pay of, 176 and n, 241, 447; provisions for, 74, 175, 176n; ration allowed commissary to, 176n; recapture of deserted, 393n; relocation of, 381; to serve as prison guards, 447 and n; victualling of, 447; wages of, 176 and n; whereabouts of, 447
- Ships lost: *Fame*, 51–52 and n
- Ships refitting: armed galleys, 447
- Navy, Rhode Island: armed galleys of and defense of rivers, 254; and transfer of armed galleys to Continental service, 254
- Operations: *Spitfire*, 18, 38, 188, 196, 200, 228, 283, 303

- Navy, South Carolina: Alexander Gillon as commodore of, 264n; on cleaning galley of, 177; stores belonging to, 154–55 and n
- Board of Commissioners [South Carolina Navy Board]: Journal, 177, 387; and appointment of officers, 177, 387; and ordnance and stores, 154–55 and n; to: Philip Sullivan, 154–55; Rawlins Lowndes, 177
- Officers: appointment of, 177, 387; resignation of, 178n
- Operations: *Notre Dame*, 478; *Revenge*, 39n
- Navy, Spanish: galley of, 317; intelligence concerning, 673, 674n; on British treatment of, 602 and possible junction with French fleet, 602, 673, 674n; ships of, sighted, 625, 626
- Fleets: Cadiz: intelligence concerning, 572, 573, 673, 674n; on possible operation against England by, 572; on state of, 664; and rendezvous with French Navy fleet, 572, 573, 673, 674n
- Station: West Indies: and operations of d'Estaing's fleet in, 518; reinforcements for Louisiana from, 112, 113; strength of, 549, 550
- Navy, Virginia: and attack on British trading stations in Africa, 475; courts-martial in, 340; and defense of Ocracoke Inlet, 154; disputes concerning rank in, 337; iron and, 99, 106 and n; and medicines, 34, 279 and n; military stores for, 44, 194, 422–23, 475, 480; naval stores for, 34, 52, 422–23, 475; ordnance for vessels of, 52, 481; and protection of boats carrying supplies, 337, 383; and protection of Eastern Shore, 250, 361; recruiting and, 423, 475; station of vessels in, 480–81; supplies for vessels of, 34, 346, 468–69, 480–81; to guard Cape Charles Channel, 76, 79 and n, 92; to pilot ships from France to safe harbors, 79; wage rates in, 154
- Armed boats: *Liberty*, 92 and n; *Nicholson*, 43–44 and n, 99, 317, 422, 423; construction of, 450 and n
- Board of Commissioners [Virginia Navy Board], 34; Journal, 34, 43–44, 52, 65–66, 76, 79–80, 91–92, 99, 105–6, 119, 194, 242–43, 250, 270, 278–79, 317, 340, 346, 360–61, 422–23, 431–32, 461, 468–69, 474–75, 480–81, 492; and appointment of officers, 34, 76, 106, 250, 251n; and arms and accoutrements for Virginia Navy, 194; authorizes payments, 34; and construction of gunboats, 450 and n; and crew of *Norfolk Revenge*, 480; and discharges from Virginia Navy, 469, 474; and drafting ships' carpenters, 345–46; issues operational orders, 44, 492; and keeper of public store, 34, 43, 44, 66, 80, 99, 106, 119, 194, 242, 243, 270, 278–79, 346, 422, 423, 431, 432, 461, 468, 468–69, 469, 474, 475, 480; and leaves of absence, 194, 250, 346, 480, 492, 493n; and living expenses for officer, 474; and medicines, 34, 279 and ; membership of, 194n; and military stores for vessels 44, 194, 475, 422, 469, 475, 480; and money for Virginia Navy officers, 34, 80, 106, 279, 475, 481; and naval stores for Virginia Navy vessels, 34, 43, 4, 66, 99, 105, 106 and n, 243, 250, 270, 279, 346, 422, 423, 431, 432, 461, 469, 474, 475; and operations of Virginia Navy vessels, 44, 65–66, 76, 80, 250, 469; and ordnance for Virginia Navy vessels, 52, 481; and pay of carpenters, 80; and protection of Virginia Navy vessels, 492; and public rope walk, 80; and results of court-martial, 340; and supplying naval stores, 34, 43–44, 52, 80, 243, 461, 475; and supplying provisions, 52, 414, 194n, 475; and repair of vessels, 481, 492; and salvaged supplies, 480; and state trading vessel, 203; and station of Virginia Navy vessels, 76, 79 and n, 480–81; and supplies for Virginia Navy, 468–69; and supply of provisions, 194 and n, 243, 317, 475; and supplies for shipyard, 79, 346, 461, 468; and transportation of naval stores, 92, 492; and transportation of ordnance and military stores, 43, 44, 360–61; and transportation of provisions, 43, 65, 80, 99, 105–6, 250, 317
- Galley: *Accomack*, 422; *Caswell*, 34, 43, 44n, 119–20, 250, 414–15, 462–63n; *Diligence*, 422; *Henry*, 52, 65, 99; *Hero*, 242, 243, 475, 481 and n; *Lewis*, 270, 462n, 468; *Manley*, 34, 44, 360–61; *Norfolk Revenge*, 243, 278–79, 480; *Protector*, 44, 65, 66n, 250, 462n, 469; *Safeguard*, 80, 492; *Washington*, 250, 251n; command of, 65, 76, 181, 462n; and control of Virginia loyalists, 422; expenses of, 181; and forwarding of provisions, 65, 80, 221; and illegal trade with British, 422; lent to North Carolina, 414; and Loyalist raids, 422; and transportation of ordnance, 44; and transportation of stores, 181, 3; manning of, 181, 221, 359, 421–22; naval stores for, 34, 43, 44, 423, 431, 461; ordnance for, 52, 481 and n 60–61, 422
- Officers: appointment of, 34, 65, 76, 106, 250, 251n; disputes involving rank and, 337; leave of absence for, 80, 194, 250, 346, 480, 492, 493n; living expenses of, 474; pay of, 340, 422; promotion of, 76; resignation of, 340; supplies for family of captured, 119
- Operations: *Henry*, 469 and n; *Hero*, 481; *Liberty*, 212n; *Manley*, 44, 361; *Nicholson*, 43, 44, 250; *Page*, 422; *Peace and Plenty*, 480–81; *Protector*, 250, 469 and n; *Tartar*, 423
- Seamen: blankets for, 34; discharge of, 80, 119, 469; health of, 80, 469; pay of, 154, 340, 422; recruitment of, 475
- Ships building: armed galley *Washington*, 250, 251n; *Dragon*, 34; gunboats, 450 and n; *Tartar*, 52; *Tempest*, 34, 492
- Ships fitting out: *Caswell*, 34, 43, 44n; *Henry*, 52; *Manley*, 34; *Protector*, 44; *Safe Guard*, 80
- Ships lost: *Norfolk Revenge*, 480
- Shipyards: 79–80; carpenters of, 345–46; South Quay, 250; superintendents of, and drafting of carpenters, 346; supplies for, 79, 346, 481, 468
- State trading vessels: *Mayflower*, 476–78; *Molly*, 432 and n; *Peace and Plenty*, 203; *Shore*, 861
- Neadham, Elias (seaman), 235
- Neadham, John (seaman), 234
- Neadham, John, Jr. (seaman), 234
- Neal, — (merchant at New York), 250n, 316
- Neal, Pendock (Capt.): 415, 416n, 446n (*George and Elizabeth*)

- Necessity*, sloop: captured by *Hotham*, 248 and n (Stafford Dickinson)
- Necker, Jacques (French Directeur Général des Finances): and *Boston* and French regulations concerning vessels bringing tobacco into France, 547n, 703; and status of *Boston*, 703; **from**: Comte de Vergennes, 703
- Negroes: as seamen in British merchantmen, 64 *See also* African Americans
- Nelly Frigate*, 800
- Nelly*, schooner: capture of, credited to *Portland*, 206–7 (Richard Davis)
- Nelly*, sloop: burned by *Hammond*, 446
- Nelson, James (merchant at Charleston, S.C.), 859
- Nelson, Jonathan, 257
- Nelson, Mark (Continental Marines), 802, 814
- Neptune*, HM armed brig: and Connecticut privateer boats, 220, 269, 274–75 and n (William Quarre)
- Neptune*, brigantine: capture of, 36, 37n, 108, 110n; departure of, from New Orleans, 107; *Hound* escorts, 317, 318n; return of, to British owners, 107, 244 and n, 317, 318n (John Knowles)
- Neptune*, schooner: captured by *Cochrane*, 672 (Isaac Lee)
- Neptune*, schooner: 169; captured by *Dolphin* and *Cutter*, 169 (William Wallace)
- Neptune*, ship: captured by *Warren*, 39, 41n, 59 and n, 104 and n, 134 and n, 238 and n, 254–55 and n, 350 and n, 400, 401n, 429 and n; cargo of, 350, 400; recaptured by *Orpheus*, 59n, 104 and n, 115 and n, 130, 134, 218, 219n, 254–55 and n, 314, 316n, 400, 429 and n; sickness among prize crew on, 254–55 and n (Joseph Smallwood)
- Neptune*, Roman god, 382
- Nesbitt*, brig: destroyed by *Carysfort* and *Perseus*, 859 (Samuel Smallcorn)
- Nesbitt, Alexander (merchant at Philadelphia): 394; **from**: John Maxwell Nesbitt, 393–94
- Nesbitt, John Maxwell (merchant at Philadelphia): 394; **to**: Alexander Nesbitt, 393–94
- Nesbitt, Jonathan (American merchant in France), 394, 395n, 509n, 510n, 511n, 737n
- Netherlands, United Provinces of: 264 and n
- Nevis, British West Indies, 428
- New Bedford, Mass., 278, 335, 403; arrival of supplies in, 116; cargo of prize moved from, 465–66 and n; fortifications at, 335; inward-bound vessels, 150n; *Marlborough* sails from, 828n; privateer sailing to, 357; prizes arrives at, 123, 130 and n, 400; and prizes, 434; sale of prize ship in, 170n; situation at, 262, 263n; troops mobilized at, 335
- New Bern, N.C., 448, 462, 530
- New Boston, Barnstable County, Mass., 334
- Newbury, N.H., 797, 809n, 738
- Newburyport, Mass.: captured schooner out of, 198n; French ship lands cargo at, 859; inward-bound vessels, 68n, 320, 334 and n, 366n; notary from, 375, 376; outward-bound vessels, 434, 466 and n, 482, 512, 513, 706, 754, 858, 860; privateer out of, 261, 297n, 470–71n; prize sent to, 703n; proceeds from sale and, 570; vessel constructed in, 682n
- New Castle, Del., 97, 173 and n, 236
- Newcastle, England, 261n, 283, 445, 665
- New Castle, N.H., 801, 803, 809n
- Newcome, Daniel (seaman), 235
- Newdigate, John (Capt., Georgia Navy), 100–1, 101, 204 and n (*Congress*)
- New England: British naval squadron off, 305; British Navy warships' success cruising off, 172; French ships reportedly arrive at, 394, 395n; prices in, 393; vessels built in, 351n, 772n
- Newfield [Bridgeport], Conn., 366 and n
- Newfoundland, Canada: *Boston* and British fishery at, 557; British ships to cruise coast of, 647; Viscount Howe to send warships to, 647; inward-bound vessels, 70n, 351n, 654; outward-bound vessels, 529, 683; *Reprisal* founders off, 614; and search for enemy fleet, 647
- Newhall, Henry (merchant at Boston), 199n
- New Hampshire: loan office in, 191; representation of, in Continental Congress, 192; and requirements instituted by Massachusetts for privateers, 78; and sale of naval stores, 416; and Springfield convention, 458n; and troops for Sullivan's command, 456, 458; warrant on loan office of, 145, 146
- New Hampshire House of Representatives: Journal, 416; and sale of naval stores, 416 and n
- Newington, N.H., 797, N17, N45n
- New Jersey: Barry's flotilla retreats to, 125; British Army destroys salt works at Manasquan Inlet and River, 49; called disaffected, 188; loan office of, 64; on British Army retreating through, 467; on establishing Continental post in, 308, 310n; ordnance and ammunition sunk in, 174
- New Jersey Executive Council: 126
- New-Jersey Gazette*: 1778: 23 Apr., 408n; 20 May, 393n; 27 May, 408n, 467; capture of prizes announced in, 408n; condemnation proceedings advertised in, 408n
- New Jersey General Assembly, 126
- New Jersey State Troops, 308, 331
- New London, Conn., 328, 429, 833; arrival of *Lyon* at, 72, 74n; carrying shot to, 429; Eleazar Johnson's knowledge of harbor at, 687; Henry Johnson's knowledge of harbor at, 687; inward-bound vessels, 219n, 400; *Lyon* at, 117n; and manning privateer, 403; Maritime Court at, 62–63; moving Continental frigate to, 284; Nathaniel Shaw, Jr., and, 239n; on quality of harbor at, 686; outward-bound vessels, 150, 391 and n, 446; prison ship at, 24; privateer at, 434; privateer fitting out at, 117n; privateers belonging to, 6; prize taken to, 429; prizes and, 434; *Providence* and, 328; purchases made in, 130; recuperating Continental Navy seaman at, 23 and n
- New London County, Conn., 352–53; arrival of *Lyon* at, 262 and n; Maritime Court at, 62–63
- Newman, August (ship owner): **to**: William Greene, 402–3
- Newman, Henry, 262
- Newman, Thomas (Continental Navy), 807, 816
- Newmarket, N.H., 800, 809n
- New Orleans, La.: and American trade, 288; as base

- of operation for James Willing, 324, 325n; as haven for Americans, 106; as only Spanish frontier with Great Britain, 112, 114; bateaux recalled to, 325n; battery constructed at, 114n; British threaten, 110–14, 271, 288, 290n; British warships at, 112, 113; cost of insurance at, 300; cost of supplies at, 287; defensibility of, 112, 114; departure of British vessels from, 107; fortifications at, 165, 317, 318n, 371, 373; *Hound* at, 106, 291; merchants at, and supplies for United States, 300; merchants at, and supplying British warships, 317; on British residents in, 293; on cost of fitting out ship at, 288; on defense of, 110–12, 113–14, 288, 371–72, 373; on supplies shipped to United States from, 21 and n, 286; William Pickles' voyage to, 209 and n; Point Coupée and, 290n; possible destruction of, 112, 113–14; sketch of, 317, 318n; and supplies for Americans, 291; strength of garrison at, 112, 113, 271, 371, 373; *Sylph* off, 36, 37n; trade of, with United States, 300
- Newport, R.I.: Isaac All's knowledge of, 687; American prisoners of war at, 187, 216–19 and n, 238, 484n; attack on British garrison at, 444, 445n; British Army detachment marches from, 442; British expedition originates from, 441 and n; British military forces at, 686; British naval hospital at, 255; British prison ship at, 23; British prisoners of war paroled to, 417; British raid originates in, 455, 456; British ships stationed at, 253, 254n, 472, 787; captured Continental seaman from, 674n; Convention Army officers paroled to, 190; convoy arrives at, 303; convoy departs from, 85 and n; defense of, 308; *Dispatch* and, 273 and n; exchanged British prisoner sent to, 161 and n; fishermen displaced from, 301; fleet collecting firewood from, 124; forage sent from, 72; Viscount Howe's fleet at, 686; inward-bound vessels, 85, 238; loyalist leaves, 190, 191n; on British naval vessels stationed at, 299; on goodness of harbor at, 686; outward-bound vessels, 85 and n, 358, 674n; and prisoner of war exchanges, 18n, 104, 470; prison ships at, 187, 238; prizes and, 134n, 304 and n, 320, 334, 358, 366n, 400, 417n, 862; and raid on Elizabeth Islands, 266, 267; recaptured ship sent to, 134; Henry Shirley and, 433; victuallers and, 72, 498
- Newport News, Va., 481n
- New Providence Island, Bahama Islands: American capture of, 537; first New Providence Expedition, 23 and n; inhabitants of, and American capture of, 537; news from, 231, 232n; outward-bound ships, 231, 232n; schooner carried into, 209 and n
- Newspaper(s): for American Commissioners in France, 787; on accounts in, concerning *Ranger's* cruise, 710; throwing overboard of, 84; Virginia, and John G. Frazer, 652
- Newton Creek, N.J., 392
- Newtown, Pa., 87 and n
- New York: and Springfield convention, 458n; negotiations with Indian tribes in, 192, 193n
- New York City [and British-held New York], 50; American prisoners of war at, 38n, 464, 485–86; American privateers cruising off, 464; and prisoner exchange, 229; arrival of prizes in, 201; as headquarters of British Army in America, 159, 160n; attack on British Navy at, 517, 518; attack on, by Continental Army as campaign option, 189n; British Army enlistees and, 133; British convoy at, 396n; British forces and, 687; British frigate forced to go to, 73; British military forces at, 686; British naval hospital at, 171; British ordnance transport sent to, 72; British prison ship at, 329; British ship refitted at, 382n; British ship to be fitted out at, 73; British ships-of-the-line at, 307; British warships out of, 346; British warships sails for, 183, 184; Byron's fleet and, 705; Carlisle Commission and, 552 and n; convoy from, 98n, 316; d'Estaing's fleet reportedly bound for, 594n, 606, 617; *Dispatch* and, 273 and n; exchanged prisoners of war arrive from, 200; exposure of Loyalists in, 190; false report in newspapers of, 439 and n; David Freeman arrested en route to, 595; fleet from, 168; French prisoners of war in, 485; Gambier and, 131, 624; granting letters of marque at, 86 and n, 306; hazards to navigation at, 686; Viscount Howe and, 171; impressment by British Navy in, 307; inward-bound vessels, 14, 211, 237, 261, 262, 283, 297, 320, 326, 358, 365, 390n, 400, 434, 435n, 445, 465n, 695, 721; *Lizard* sails to, 127; men serving aboard *Raleigh* from, 805; naval facilities at, examined, 171; naval protection for, 202; news from, 231; on British establishing shipyard at, 304–5; on channel into harbor of, 686; on movement of British army to, 236; on sailing time from Delaware River, 687; on state of royal government in, 86; outward-bound vessels, 92, 231, 285, 316, 674n, 693, 695; prevailing winds and, 687; prison ships at, 202; prizes sent to, 31n, 38, 45 and n, 86, 219n, 231, 304, 323, 346n, 355n, 361n, 362n, 370n, 387n, 397n, 435 and n, 445, 451n, 464, 644, 860, 862; Sandy Hook and, 705; ship built in, 721n; shortages in, 395; *Somerset* ordered to, 73; *St. Alban's* arrival at, 306; *Strombolo* and, 308; suitability of harbor of, for large warships, 686; treatment of American prisoners of war at, 464; vessel built in, 696n; *Virginia* sent to, 92n, 172, 500
- New York Delegates to Continental Congress: to: Horatio Gates, 368–69
- New-York Gazette*: and the *Weekly Mercury*: 1778: 2 Feb., 27n; 6 Apr., 38–39; 20 Apr., 150; 11 May, 329; 25 May, 445–46; 6 July, 370n; 21 Sept., 369n; copy of, forwarded, 242 and n; on loss of *Randolph*, 242 and n; report of capture of American privateer in, 464, 465n
- Nicaragua, 144n
- Niccoli, Raimondo, 612nn
- Nice, —, 467 and n
- Nichol Island, Nova Scotia, 388 and n
- Nicholas, Robert Boyle (Comdr., RN), 650
- Nichols, John (Capt.), 543 (*Success*)
- Nicholson*, Virginia Navy armed boat: cleaning of, 423; mission of, 317 and n; naval stores for, 422, 423n; refitting of, 423; station of, 423; to transport provisions, 44 and n, 99 (Isaac Mercer)

- Nicholson, James (Capt., Continental Navy): and capture of *Virginia*, 19–20 and n, 52n, 500, 859; court-martial of, 134 and n, 368 and n, 500; detached service for, 368n; escape of, from *Virginia*, 20 and n, 26 and n, 65, 167n, 500; and flag of truce, 20; on conduct of, 134 and n, 368; on loss of *Virginia*, 500; on prudence of, 400; and prisoner exchange, 20, 229; and recruiting seamen for *Baltimore*, 42 and n, 167 and n; reports capture of frigate *Virginia*, 19–20; and subterfuge concerning *Virginia*'s crew, 91n; **to**: Continental Marine Committee, 19–20; **from**: Benjamin Caldwell, 229; Maryland Council, 91 (*Virginia*)
- Nicholson, John (Capt., Continental Navy): as pilot for d'Estaing's fleet, 519, 519 and n, 538 and n, 687 and n; travels under assumed name, 519, 519 and n
- Nicholson, Samuel (Capt., Continental Navy), 244, 245n, 732; and American convoy, 260 and n; arrives at Portsmouth, N.H., 253; as commander of *Deane*, 722, 768; and capture of *Illustrious Hero*, 659, 660n; carriage used by, 735; money for, 735; orders board paid, 735; orders for, 272, 273 and n; and shipment of goods from France to United States, 511 (*Deane*)
- Nieul, Arnauld-Claude Poute, Marquis de (Capitaine de vaisseau, French Navy), 549 (*Dauphin Royal*)
- Niger*, HM frigate: Journal, 15, 22; as convoy escort, 144, 145n; off Old Cape Francois, 15; tender of, 318n; **captures**: *Adventure*, 15 and n; *Angelina*, 15; *Jn's Milsey*, 22 and n (Robert Lambert)
- Niles, Robert (Capt., Connecticut Navy) : advance to, 479; capture of, 351n; and command of *Dolphin*, 162; and dispatches for American Commissioners in France, 479; and refitting *Dolphin*, 162 and n; reimbursement for, 479 (*Spy; Dolphin*)
- Ninety Six, S.C., 230, 232n
- Ninnerman, John (Master), 858 (*Peggy*)
- Nixon, John (Member, Continental Navy Board of the Middle Dept.), 203n, 310, 430, 431n
- Noailles, Emmanuel-Marie-Louis, Marquis de (French Ambassador to Great Britain), 368 and n, 555
- Noble, Moses (Seaman, Continental Navy; Continental Marines), 797, 813
- Noble, Moses (shipbuilder): accounts of, 295
- Noble, Reuben (Boy, Continental Navy), 794, 814
- Nocks, Samuel (Seaman, Continental Navy), 793
- Noël, Nicholas, Dr.: disembarks from *Boston*, 516 and n, E8 and n
- Nonsuch*, HM frigate: and expedition to St. Lucia, 407; filling up crew on, 307; and *Providence*, 239 and n; refitting of, 407; station of, 253, 254n, 472; to accompany *Strombolo* to New York, 308; to join Hotham's squadron, 307; whereabouts of, 459 and n; **captures**: *Spitfire*, 441 and n (Samuel Reeve)
- Norfolk, Va., 361n, 370n
- Norfolk Revenge*, Virginia Navy armed galley: provisions for, 243; salvaging supplies from, 480; sinks, 480; stores for, 278–79 and n; warrant issued on behalf of, 279 (Wright Westcott)
- North, Frederick, Lord (British First Lord of the Treasury): Burgoyne criticizes, 741n; Chaumont on intriguing of, 579, 580; and command of North American reinforcing fleet (Byron's fleet), 624n; conciliatory speech of, 192, 193n; and French assistance to the United States, 579, 580; and interception of ship with supplies for United States, 836n; ministry of, and defense of British coast, 740; ministry of, and John Paul Jones' instructions, 740; ministry of, and supporters of American cause, 739; on attacking d'Estaing's fleet, 594; on British intelligence of French naval plans, 593; on command of North American reinforcing fleet (Byron's fleet), 624; on intentions of d'Estaing's fleet, 593, 594n; on likelihood of war between Spain and Great Britain, 674; on operations of Toulon fleet, 593; on possible invasion of England, 673–74; on sailing date of Toulon fleet, 593; on scouting Toulon fleet, 594; petition addressed to, 539; and proposals to Continental Congress, 578, 579; residence of, 593, 594n; and sowing dissension among American Commissioners in France, 579, 580; and spies, 740; and stolen American dispatches, 578–79, 579–80; **to**: Earl of Sandwich, 593–94, 673–74
- Northampton*, Virginia Navy brigantine: and armed escort for craft carrying supplies, 383; lead for, 99; marine discharged from, 66; naval stores carried by, 492, 493n; pilot for, 92; transports supplies, 105–6 (Michael James; Francis Bright)
- Northampton, Pa., 174–75
- Northampton County, Pa., 174, 175
- Northampton County, Va., 44
- North Carolina: agreement of, with Virginia, concerning *Caswell*, 463n; and agreement to protect Ocracoke Inlet, 154; British cruisers and inlets of, 79; and expenses of *Caswell*, 414–15; frigates from Howe's fleet said to be cruising off, 686; government of, and invasion of East Florida, 362; *Hammond* burns vessels at, 446; inward-bound vessels, 248n, 329 and n, 355, 445, 858, 860, 862; money from Continental Congress for, 462; on supply of provisions for army in, 337; on threat to, from British army, 362; outward bound vessels, 245, 316, 446, 752; and protection for *Ferdinand*, 223–25 and ; provisions of, 435; Royal Navy and blockading of coast of, 87; service of Cottineau de Kerloguen to, 223–25 and n; and supplies for Washington's army, 336; support of two Virginia armed galleys by, 120; and tender for *Caswell*, 154; and trade from Virginia, 345; trade of, 80, 154
- North Carolina Executive Council: prisoner of war petitions, 153n; and wages of crew of *Caswell*, 414–15
- North-Carolina Gazette* (*New Bern*), 448n; **1778**: 15 May, 361
- North Carolina General Assembly: and Continental commission for Cottineau de Kerloguen, 225 and n; and defenses for Cape Lookout Bay, 223–25 and n; on entering *Caswell* into North Carolina Navy, 462, 463n; and pay for crew of *Caswell*, 119, 120n; and reimbursement for Cottineau de Kerloguen, 224–25 and n; and reim-

- bursement for Willis Wilson, 463n; and tender for *Caswell*, 119, 120n, 462 and n; and wages of crew of *Caswell*, 414–15 and n; **from**: Richard Caswell, 119–20; Denis-Nicolas Cottineau de Kerloguen, 223–25
- North Carolina Senate, 120n; Minutes, 154
- North Carolina State troops, 341, 342n
- North Kingston, R.I., 190, 191n
- North Ministry, 668, 673–74 and n
- Norton, Elinathan (seaman), 234
- Norton, Melatiah (sail maker), 234
- Norwalk, Conn., 421
- Norwalk Island, Conn., 421
- Norway, 617, 759
- Norwich, Conn., 459; ammunition received at, 429; captured captain formerly from, 692n; *Confederacy* at, 30, 41, 83, 84n, 117n, 151, 152n, 163n, 221n, 263; Continental Navy frigate building at, 30, 41, 47, 48n, 83, 84n, 117n, 151, 152n, 163n, 221n, 263, 489, 491n; on sending naval stores to, 83; privateer owners from, 149; privateer ship fitting out at, 160; supplies forwarded to, 160, 214
- Norwood, Edward (Capt., Continental Army), 33, 34n
- Nostra Senhora de Carmo e Santo Antonio*, Portuguese snow, 329–30 and n (João Garcia Duarte)
- Notre Dame*, South Carolina Navy brig: and British Jamaica fleet, 478; chased by British Navy frigate, 478 and n; escorts prizes, 478; treatment received by, in Santo Domingo, 478; **captures**: *John*, 858; unnamed brigs, 478; unnamed letter of marque ship, 478; unnamed sloop, 478; **captures** (with *Polly*): three unnamed shallops, 478; unnamed snow, 478; **recaptures** (with *Polly*): *Swift*, 478 (William Hall)
- Notre Dame des Charmes*, sloop: captured by *Carysfort* and *Lizard*, 859 (Pierre La Suss)
- Nottingham*, British ordnance storeship, 265n (L. Bowden)
- Nottingham, N.H., 802, 803, 809n
- Nourse, Joseph (Secretary, Continental Board of War), 68, 69n
- Nouvelles Extraordinaires de Divers Endriots*, See *Leiden Gazette*.
- Nova Scotia, Canada: American designs on, 347; as destination of British forces, 687; and clandestine trade with Massachusetts, 5; coal mining operations in, 159; d'Estaing's fleet reportedly to attack, 614; dispatch of American prisoners of war from, 95; inward-bound vessels, 351; on American control of, 499; outward-bound vessels, 375, 376; privateer captured off, 351n; protection of, 347–48; rebellion in, 347–48; and small Massachusetts privateers, 5
- Nowell, Mark (Continental Marines), 794
- Nuestra Señora del Carmen*, ship, 169, 170n; captured by *Carysfort*, 169; recaptured by *Hornett*, 169 (Francisco Bruna/Pruna)
- Nuestra Señora del Carmen*, Spanish Navy sloop, 371, 372, 373n (Miguel Sapiain)
- Nunn, Joseph (Comdr., RN): characterized, 112, 113; correspondence of, 317, 318n; delivers letter, 243; and Gálvez-Fergusson correspondence, 291; letter of, 144n; on British naval presence in the Mississippi River, 165, 317; on initiating hostilities with Spain, 106, 107n, 317; on negotiating with Gálvez, 107; on situation of *Hound*, 317; on warlike preparations at New Orleans, 165; on West Florida residents taking oath of allegiance to Spain, 165; and proposed British post at Manchac, 292; and protection for British subjects, 291, 317; and restoration of *Neptune*, 317, 318n; station of, 106; threatens New Orleans, 288, 290n; **to**: Peter Chester, 106–7; Sir Peter Parker, 317; **from**: Bernardo de Gálvez, 165 (*Hound*)
- Nuton, John (fisherman): **petition from**: 301
- Nutter, Henry (Midn., Continental Navy), 791, 808n
- Nye, Thomas (Master), 63 (*Dory*)
- Nymphé*, French naval frigate: armament of, 335; arrival of, at Boston, 266, 282, 283n, 296 and n, 335; Herman Courter and, 122n; departure of, from Boston, 335; dinner for officers of, 319; forage provided for, 333; money for, 274; passage of, from Spain to America, 266; pilot for, 479 and n; provisions provided to, 333; refitting of, 335, 350n; salute for, 343 and n; size of crew of, 335 and supplies for, 479; (Chevalier de Beaudot de Sainneville)
- Oakeson, Thomas (pilot), 74
- Oaths of allegiance, 449
- Oats, 843
- O'Brien, Michael (seaman), 235
- O'Bryen, John (Lt., RN), 322n (*Ferret*)
- Oconee Tribe [Seminoles], Creek Nation, 363 and n
- Ocracoke Bar and Inlet, N.C., 361, 432; American commerce and, 87; and ordnance for Ft. Hancock, 342; British cruisers and, 79 and n; British warship stationed off, 305; *Caswell* stationed at, 35n, 414; *Caswell* to proceed to, 120 and n; Continental Navy sloop lost at, 277 and n; defense of, 231; French vessels said to frequent, 231; North Carolina, Virginia, and defense of, 154; on British cruisers near, 414; on British Navy ability to patrol off, 231; on defenseless condition of, 120; on need to protect, 80; outward-bound vessels, 198, 300 and n; pilot helps Loyalist privateer into, 153; privateer raid on shipping in, 80; privateer sloop at, 153; prizes captured off, 445, 446n
- Odea, — (merchant at Paimboeuf, France), 563, 779
- Odiorne, Samuel (Seaman, Continental Navy), 589, 702, 795
- Odrum, Love (resident, Natchez District), 325
- Ogeechee River, Ga., 45 and n, 81
- Ogilvie, James (Master), 453n (*John*)
- Oharrow, George (Seaman, Maryland Navy), 354
- Ohio River, 11, 287, 324
- Old Head of Kinsale, Ireland, 841
- Old Topsail Inlet, N.C., 361
- Oliver*, brigantine: captured by *Blaze Castle*, 483, 484n (John McNeal)
- Oliver, Isaac (seaman), 234

- Oliver, James (Boy), 218
- Oliver Cromwell*, Massachusetts privateer brigantine, 133 and n (Richardson)
- Oliver Cromwell*, Pennsylvania privateer ship: captured by *Beaver*, 774, 775n (Harmon Courter)
- Oliver Cromwell*, Connecticut Navy ship: arrives at Charleston, S.C., 493; casualties among crew of, 121, 155, 401; chased by British Navy frigate, 332–33, 333 and n; crossing-the-line ceremony aboard, 102 and n; cruising of, 155; damage to, 121, 155; engagement involving, 121, 155, 156, 157, 159n, 401–2 and n, 410 and n; in company with *Defence*, 493; on bravery of crew of, 155; on quality of crew of, 155; prizes of, 166; **captures**: *Weymouth*, 41, 42n, 267; **captures** (with *Defence*): *Admiral Keppel*, 120–21 and n, 155, 156 and n, 156n, 401–2 and n, 410 and n, 428, 469–70 and n, 484 and n; *Cyrus*, 121 and n, 155, 156 and n, 156n, 401–2 and n, 410 and n, 428, 469–70 and n (Timothy Parker; Seth Harding)
- Olmstead, Ichabod (merchant), 418
- Olney, Joseph (Capt., Continental Navy), 40 (*Cabot*)
- Oman, Henry (fisherman), 302n; Petition of, 301, 302n
- Onancock, Va., 423
- O'Neal, Bernard (Maryland State Agent), 468
- O'Neill, Don Felix (Commandant General of Galicia, Spain), 682 and n, 695, 739n
- Onslow, Richard (Capt., RN), 8, 27n; disposition of squadron of, 305, 307n; and exchange of prisoners of war, 355; identifies vessel, 92n; letter to, 183, 184n; and operations in Chesapeake Bay, 131; orders from, 183; sails for New York, 229 (*St. Albans*)
- Opium, 764, 765
- Oporto, Portugal, 786
- Ord, George (Capt.), 394, 395n (*Retaliation*)
- Orde, John (Comdr., RN), 51 n, 250n (*Zebra*)
- Ordnance: as cargo, 862; cannon recovered from *Duc de Choiseul*, 180, 180n; cannon as cargo, 559; cannon, equipment for, 770; carriages for, 342 and n, 440; carriages for, destroyed, 442; cost of, 327, 730; destroyed, 442; for *Alliance*, 327, 328n; for *America*, 492; for *Deane*, 726–28; for floating batteries, 363; for fort, 476; for fortification at Yorktown, Va., 396–97 and n; for Ft. Hancock, 341–42; for John Paul Jones' command, 709, 710; for refitted ships, 363; for ship *Rebecca*, 287–88, 290n; for Virginia batteries, 345; for Virginia from France, 396–97 and n; held by Pierre Penet, 559; in forts at Whitehaven, 757; inspection of supplies of, in *Languedoc*, 630, 637; ladels for, 440; manufacture of, 357, 489; minute guns, firing of, 666 and n; officers commanding, in *Languedoc*, 626–33, 633–40; in Continental Navy ship, 480; patterns for manufacture of, 357; Pollock obtains from Havana, Cuba, 287–88, 290n; price of, 357; purchase of, 396–97 and n; sale of, 296; salute fired by, 319; shipment of, 327; shipment of, from France to the United States, 510; shot supply for *Ranger*, 779; spiking of, 757–58; sponges for, 440; supplies for, shipped from France to United States, 510; tackles for, 440; transportation of, 413 and n; unspiking of, 769n; value of, shipped in *Duchesse de Grammont*, 767; value of, shipped in *Duc de Choiseul*, 767; Viscount Howe and supply of for East Florida, 363 and n
- American: as cargo, 180, 180n; bow guns, 121; brass cannon, 180, 180n; bursting of, 510; cannon, bursting of, 770; cannon, proving of, 770; cannon, shipping of, 770; cannon, value of, 770; cannon: for frigate *Confederacy*, 83, 84n; carriage guns, 180, 180n; carriages for, 172; contract for, 130; and defense of Connecticut shore, 421; forwarding of, from Rhode Island, 130; from Connecticut, 71; from Hope Furnace, 71 and n; from *Virginia*, 172; iron cannon, 180, 180n; musket balls: imported from West Indies in *Favourite*, 60 and n; on Connecticut coast, 421; protection of, 263; proving of, 510; return of, 68; sinking of, 174; stern chasers, 121; swivels, 137 and n; transfer of, 544; unloading of, 154–55 and n; with Elbert's detachment, 81;
- British: and protection of Jamaican ports, 143; broadsides, 121; size of, for galleys discussed, 128; stern chasers, 121
- Types of: eighteen pounders, 442, 444n, 480, 489, 491n, 499; four pounders, 421, 440, 442, 483n, 854; nine pounders, 444n; six pounders, 444n, 483n, 498n; swivel guns, 137 and n, 440, 442, 444n, 615; three pounders, 440, 481 and n, 483n, 494, 826; twelve pounders, 357, 442, 444n, 483n; twenty-four pounders, 421, 442, 444n, 480, 499; wooden, 323
- O'Reilly, Alexander (Commandant General of Cadiz Province, Spain), 698
- Orient*, French Navy ship of the line, 549 (Comte d'Hector)
- Ornands, Ambrose (Gunner, Virginia Navy), 474
- Orne*, Massachusetts State schooner, 117 (Dennis)
- Orne, William (merchant at Salem, Mass.), 465n
- Orpheus*, HM frigate: boats of, 497; and escape of *Providence*, 239; and raid on Elizabeth Islands, 267; and raid on Fall River, Mass., 497; station of, 253, 254n, 472; **captures** (with *Blonde*): brig *Friendship*, 67; **recaptures**: *Neptune*, 104 and n, 115n, 130 and n, 134, 218, 219n, 254–55 and n, 400, 429 and n (Charles Hudson)
- Ortegal, Cape, Spain, 535, 672, 683
- Orvilliers, Louis Guillouet, Comte d' (Lt. Gén. des Armées Navales, French Navy): and British prisoners, 709–10; commands Brest squadron, 526, 527n; and correspondence of John Paul Jones to Sartine, 539; and escort for *Ranger*, 526, 527n, 531, 533, 538, 542; forwards John Paul Jones' letter to Sartine, 527; in Brest fleet, 549; and *Indien*, 677, 678 and n; and John Paul Jones, 709–10; John Paul Jones consults, 526–27, 542; and John Paul Jones' cruise, 761; letter of, to Sartine, 760; and letters for John Paul Jones, 776; and naval stores for John Paul Jones' command, 709, 710; and operations report for *Ranger*, 681; orders issued by, 575, 577; and ordnance for John Paul Jones' command, 709, 710; and prisoners cap-

- tured by *Ranger*, 677–78; and punishment of royal interpreter, 684; and *Ranger* anchoring at Brest, 542; and *Ranger's* prisoners, 681, 692; and refitting *Ranger*, 692, 693; and salute for *Ranger*, 837, 855n; and Thomas Simpson's confinement, 750, 751n; **to**: Gabriel de Sartine, 676–77, 677–78, 709–10; **from**: Gabriel de Sartine, 684
- Osborn, John (Lt., RN), 144n, 317, 318n (*Florida*)
- Osborne, George (Capt., East Florida privateer sloop *Ranger*), 80, 81n
- Osborne, George Jerry Y. (Capt., Continental Marines), 791 and n, 811, 816n
- Osmon, John (Capt.), 209, 210n
- Ossabaw, Ga., 45
- Ostende, Belgium, 756, 840, 855n
- Otis, Joseph (Brig. Gen., Massachusetts Militia): and British raid on Elizabeth Islands, 348–49; on situation in Barnstable Co., 263 and n; on threat posed by British operations, 263; **to**: Massachusetts Council, 262–63; **from**: Jeremiah Powell, 348–49
- Otis, Samuel A. (merchant at Boston), 296 and n
- Otis & Andrews (Boston merchant firm), 296
- Otter*, HM ship-rigged sloop-or-war: in Onslow's Squadron, 8; lacks anchors, 183–84, 184 and n; and letter for Benjamin Caldwell, 183; refitting of, 183, 184, 184 and n; station of, 183, 184n; tender of, 27 and n, 248, 354, 355n; to sail to New York, 184; **captures**: *Nancy*, 248 and n; *Rebecca*, 861; **captures** (with *St. Albans*): *Fortune*, 861; **recaptures** (with *St. Albans*): *Fortune*, 27 and n (Matthew Squire)
- Owl's Head, Nova Scotia, 388n
- Oxford*, schooner: captured by *Winchelsea*, 39n (Vickry)
- Oxford*, British Army transport: capture of, 267n (Stewart)
- Oxford, Md., 461
- Oyster Bay, N.Y., 268, 269, 275
- Oysters, 358
- Ozanne, Pierre (Sous-ingénieur constructeur, French Navy), 557, 558 and n, 628, 635, 640n
- Pacifique*, ship: former name of *Thamas Kouli Kan*, 578, 579, 580n, 834, 836n (Joseph Hynson)
- Packets, British: *Diligence*, 141; escort for post office, 305; *Grenville*, 59 and n, 60–61 and n, 60 and n, 84n, 194, 195n. 210 and n, 283 and n, 291, 315n; *Lord Hyde*, 168 and n; *Mercury*, 221 and n; *Prince of Orange*, 659, 660n; to be sent to Viscount Howe, 651; *Weymouth*, 41, 42n, 267
- Packets, Continental: *Baltimore*, 7, 42, 43n, 50n, 51, 167, 368 and n, 473; *Dispatch* (brigantine), 59, 116, 273 and n; *Lynch*, 59; *Mercury*, 63 and n; use of Connecticut Navy armed schooner *Spy* as, 270 and n, 351, 479; use of Massachusetts Navy sloop *Dispatch* as, 270n, 395n; use of schooner *Fly* as, 396, 397n
- Padlocks, 468
- Page, Virginia Navy armed galley, 423 and n (James Markham)
- Page, sloop: captured by *Phoenix*, 859 (William Skillin)
- Page, Benjamin (Lt., Continental Navy), 71 and n, 84 and n
- Page, Edward (Continental Marines), 798, 808
- Page, John (Member, Virginia Council), 345, 360, 450
- Page, Mann (merchant at Virginia), 461, 462n
- Page, Samuel (merchant at Salem, Mass.), 70n, 237n
- Pagy, Thomas (seaman), 234
- Pahdrick, Joseph (pilot, Ocracoke, N.C.), 462n
- Paimboeuf, France, 681n, 729, 785
- Pain & Co. (Providence, R.I., merchant firm), 859
- Paine, Joseph (Master), 861 (*Betsy*)
- Paint, 121
- Pakenham, Edward (Lt., RN), 322n (*Viper*)
- Pallas*, French Navy frigate, 568 (Le Breton de Ransanne)
- Pallas*, HM frigate, 593n (Richard King)
- Palliser, Sir Hugh (Rear Adm., RN; Lord Commissioner of the Admiralty), 644, 646n. *See also* Admiralty, British: Lords Commissioners of the Admiralty
- Palmer, Moses (master of arms), 233
- Palmer, Thomas (Gunner's Mate, Continental Navy), 589
- Palmes, Richard (Capt., Continental Marines): arrives at Bordeaux, 616 and n; as messenger, 604 and n, 619, 620; and *Boston* mutineers, 751; carries letters and papers, 516, 517, 554; carries orders for Samuel Tucker, 560; and forcible detention of recruits, 752; return of, to *Boston*, 604 and n; visits American Commissioners in France, 554, 556
- Palmier*, French Navy ship of the line, 549 (Comte de Reals)
- Paper, 34, 419, 474
- Paradis, Alexandre-Davis-Armeny de (Gov., Senegal), 680 and n
- Paradise Lost*, 539n
- Parchar/Parcher, George (Continental Marines), 797, 814
- Parchar/Parcher, Samuel (Steward; Seaman, Continental Navy), 793, 796–97, 811
- Paris, France: John Adams and, 590; John Adams' journey to, 527 and n; John G. Frazer and, 710, 744; Henri-Maximilien Grand and, 835; intelligence from, 673; John Paul Jones and, 776; Musco Livingston arrives in, 538n; and prime meridian, 623n; Jonathan Williams, Jr., to visit, 581
- Parker, Daniel (auctioneer at Boston, Mass.), 17
- Parker, Hyde (1), (Rear Adm., RN), 154, 623 and n, 688n
- Parker, Hyde, Jr. (Capt., RN), 27n, 58n (*Phoenix*)
- Parker, James (Capt., British Army), 382; Journal, 256, 380
- Parker, James (Cpl., Continental Marines), 794
- Parker, James (merchant originally from Norfolk, Va.): **from**: John Lancaster, 201
- Parker, John (Seaman, Continental Navy), 796, 812
- Parker, Sir Peter (Rear Adm., RN): and American privateer attacks on Jamaica, 195; and defense of Manchac, W. Fla., 141; and defense of Pensacola,

- W. Fla., 141; and reinforcements for West Florida, 141, 144; forwards copy of letter, 108n; letter to, 156, 157n; on character of, 195; on disposition of ships under command of, 141, 142; on sheathing British warships with copper, 143; and protection of the Bahamas, 143, 144n; **to**: Philip Stephens, 141–44; **from**: Joseph Nunn, 317
- Parker, Richard (resident of Whitehaven, England), 593
- Parker, Timothy (Capt., Connecticut Navy): as commander of *Oliver Cromwell*, 428, 429n; as former lieutenant under Seth Harding, 18; and capture of *Ceres* and *Admiral Keppel*, 157, 159n, 469–70 and n; dispatches of, 433 and n; and family of Henry Shirley, 156; on conduct of, 410 and n; on his relations with Samuel Smedley, 155, 156n; on humanity of, 428; on personal qualities of, 428; releases prisoners, 145; **to**: Jonathan Trumbull, 155, 156 (*Oliver Cromwell*)
- Parker, William (Capt., RN), 650 (*Deal Castle*)
- Parks, Thomas (Capt.), 70 (*Swift*)
- Parliament, British: act of, concerning America, 118 and n; and authority to issue letters of marque and reprisal, 613; and British conciliatory proposal, 192, 193n; and Carlisle Commission, 552; friends of America in, 439; on John Burgoyne's activities in, 741n
- Parquete, France, 532, 534
- Parr, —, 393
- Parrot/Pirrett, Nickles (Seaman, Georgia Navy), 100, 101n
- Parry, William (Vice Adm., RN), 648, 650n
- Parsons, Edward (Seaman, Continental Navy), 812
- Parsons, James (seaman), 235
- Parsons, John (Seaman, Continental Navy), 702
- Parsons, Thomas (Seaman, Continental Navy), 235, 797
- Pasley, Thomas (Capt., RN), 21–22n, 39n (*Glasgow*)
- Passque Island, Mass., 266n, 284n, 320n
- Passage Du Four, Brest, France, 853, 856n
- Passamaquoddy, Me., 138 and n
- Passamaquoddy Bay, Me., 348 and n
- Passmore, Thomas (Quartermaster; Seaman, Continental Navy), 793, 796, 812
- Passy, France, 394, 395n, 578, 579–80 and n
- Patapsco River, Md., 126–27, 368
- Patience*, brigantine: as prize of *Ranger*, 847–48, 848, 849, 850, 851, 854; British prisoners and, 709–10 and n; captured by *Ranger*, 606n, 677, 678n, 700, 701n, 759, 761n, 847, 856n; Solomon Lowd and, 606n; used as prison ship, 708, 709n, 855 (William Moore)
- Patriarch & Co., 766n
- Patriarch Jacob*, French brig: captured by *Rose*, 329 and n (Pierre Pineau)
- Patrick and Mary*, brig: captured by *Apollo*, 435 and n (Richard Weeden)
- Patterson, John (Master), 859 (*Sally*)
- Pattin, — (Capt.; merchant at Boston), 389
- Patuxent River, Md., 449
- Pauillac, France: *Boston* at, 439n, 516 and n, 771, 772, 772 and n
- Paul Zantzing & Co. (Philadelphia merchant firm), 393
- Payne, Arthur, 669
- Payne, Benjamin (Clerk, Connecticut Lower House), 351
- Paynter, Ephraim (Master), 859 (*Recovery*)
- Payson, Jonathan (merchant at Portsmouth, N.H.), 375, 376, 377n
- Payton, Henry (Seaman, Continental Navy), 671
- Peace and Harmony*, brigantine: captured by *Revenge*, 440 and n, 521 and n, 525, 526n; cargo of, 525, 526n, 536 and n; Gustavus Conyngham on disposition of, 536 and n; sent as prize to Boston, 521 and n, 525, 526n (George Kennedy)
- Peace and Plenty*, British privateer, 668n: **captures**: *Dolphin*, 667, 668n
- Peace and Plenty*, Virginia Navy schooner: command of, 203; and crew of *Norfolk Revenge*, 480; service of, as state trading vessel, 203; supplies for, 243; and supplies salvaged from *Norfolk Revenge*, 480; and transporting tobacco, 203; to transport supplies, 243 (John Dames)
- Peace of Paris (1763), 648
- Pearce, William (Master), 351n (*Swift*)
- Pearl*, British letter of marque brigantine: armament of, 318, 822; as prize of *Marlborough*, 823, 829n; captured by *Marlborough*, 318 and n, 484 and n, 822, 823; recaptured by *Alexander* and *Nancy*, 318 (Peter Branker)
- Pearl*, HM frigate: Journal, 7; escorts convoy, 98n; Gen. Howe's letters and, 51 and n; operations of, 7 and n; **captures** (with *Cornwallis* and *Camilla*): *Fame*, 51, 52n (John Linzee)
- Pearl, John (Capt.), 745 and n (*Thomas & Henry*)
- Pearse, — (Capt.; of Kingston, Jamaica), 39
- Pearse, Timothy (Master), 858 (*Enterprize*)
- Pearson, George (Continental Asst. Deputy Quartermaster), 126 and n
- Pease, Joseph (Lt., Connecticut Navy), 155, 156 and n, 156n
- Peck, Amaziah (seaman), 217
- Peck, Benjamin (master's mate), 218, 237–38, 254, 255n
- Peck, John (seaman), 235
- Peck, John (shipbuilder at Boston), 490
- Peck, Joseph (seaman), 234
- Peckham, John (Lt., Maryland Navy), 353
- Peel, Benjamin (Prize Master, Continental Navy), 521 and n, 571 and n, 788 and n
- Peele, Jonathan, Jr. (merchant at Salem, Mass.; ship owner), 351n, 465n, 697n
- Peggy*, brig, 394, 395n: captured by *Reprisal*, *Lexington*, and *Dolphin*, 395n (Thomas Attridge)
- Peggy*, brigantine: captured by *General Mercer* and *Hawke*, 350, 351n (Jackson)
- Peggy*, schooner: captured by *Suffolk* (with unnamed privateer boat), 358 and n, 404 (Charles Cameron)
- Peggy*, schooner: captured by *Favorite*, 206–7 (Aaron Purbeck)
- Peggy*, British transport ship, 193n (Robert Ball)
- Peggy*, British transport ship, 193n (Hamilton Foster)
- Peggy*, ship, 314, 410 (James Kennedy)

- Peggy*, ship: captured by *Daphne*, 316 (Elisha Lathrop)
- Peggy*, sloop: captured by *Hotham* (*Preston's* tender), 31 and *n* (Jean Forest)
- Peggy*, sloop: captured by *Hinchinbrook*, 858 (John Ninneman)
- Peggy & Katey* [*Peggy & Kitty*], brig: captured by *Tartar* (*Portland's* tender), 35 and *n* (William Roundtree)
- Peirce, Isaac, 438
- Peirson, Samuel, 302n
- Pelican*, HM armed brig, 45, 46n, 326 and *n*, 650; **captures** (with *Antigua*): unidentified schooner, 326 and *n* (John O. Hardy; John P. Ardesoif)
- Peliet, — (French merchant), 726
- Pellerin, France, 733
- Pelloutier, — (French merchant), 727
- Pellsons, — (Seaman, Continental Navy), 702
- Peltier-Dudoyer, Jean (merchant at Nantes), 180n
- Pelton, Samuel (Master), 435n (*Robert*)
- Pemberton, Samuel (Massachusetts Justice of the Peace), 247
- Pembroke*, HM armed schooner tender (*Roebuck's* tender) [formerly Pennsylvania Navy armed boat *Thunder*], 321–22
- Pendleton, Amos (seaman), 235
- Pendleton, John (seaman), 235
- Penet*, Massachusetts State trading snow, 543, 559, 559 and *n* (John Harris)
- Penet, Pierre (merchant at Nantes, France), 558–59, 559, 559 and *n*; **to**: Benjamin Franklin, 558–59, 559
- Penhallow, Samuel, Jr., 167
- Penikese Island, Mass., 303 and *n*, 320 and *n*, 390
- Pennington, — (ship owner), 721n
- Pennsauken Creek, N.J., 75 and *n*
- Pennsylvania: Barry's flotilla and, 125; called disaffected, 188; Delaware as "three lower counties" of, 7 and *n*; prize from, 329n
- Pennsylvania Evening Post* (Philadelphia): **1778**: 6 Aug., 375
- Pennsylvania Farmer*, sloop: captured by *Loyal Subject*, 150 (Benjamin Allen)
- Pennsylvania General Assembly, 447 and *n*; Minutes, 447
- Pennsylvania Ledger or the Philadelphia Market-Day Advertiser*: **1778**: 18 April, 241n; 9 May, 316; 16 May, 369; and account of British raid up Delaware River, 310n, 332n
- Pennsylvania Packet, or the General Advertiser* (Lancaster): **1778**: 8 Apr., 34n, 63–64; 15 Apr., 20
- Pennsylvania State Prison, 380
- Pennsylvania Supreme Executive Council, 174; Minutes, 105, 131–32, 174–75, 181; and delegation of Pennsylvania Navy officers, 381; and direction of Pennsylvania Navy, 175, 447; and discharge of Pennsylvania Navy officers, 175, 381; and discharge of Pennsylvania Navy petty officers, 381; and disposition of Pennsylvania Navy naval stores, 174, 175; and disposition of Pennsylvania Navy ordnance, 174, 175–76; and disposition of Pennsylvania Navy vessels, 175–76; and manning armed galleys in Chesapeake Bay, 221, 249 and *n*, 337 and *n*; and payment for disabled seaman, 105; and payment for provisions for Pennsylvania Navy, 174; Pennsylvania Navy officer's opinion of, 175; and rations for John Hazelwood, 181; and reimbursement for impressed rum, 132; and relocation of Pennsylvania Navy men, 174–75, 175, 381; and resolution concerning using Pennsylvania Navy seamen to man armed galleys of Virginia and Maryland, 181n; **to**: Bartrem Galbraith, 447; Henry Laurens, 249; Pennsylvania Navy Board, 175–76; **from**: Continental Board of War, 221; Penobscot, Me., 802
- Penrose Point, N.J., 75
- Pensacola, W. Fla.: American access to, 141; as British naval base, 10; detachment of British troops from, 271, 291–92; French Navy operations against, 518; *Hound* and *Sylph* at, 317; meeting with Indian leaders at, 363; naval protection for, 141; on American capture of, 288; outward-bound vessels, 93; packet boat from Jamaica and, 141; said to lack provisions, 109; sentiment in, for attack on Spanish Louisiana, 370–71, 372; Spain and operations against, 518; supplied with provisions from Manchac, 10; *West Florida* at, 109
- Percy, Charles (Capt., West Florida Provincials), 292
- Perdido Bay, W. Fla., 423 and *n*
- Pereira, John Ignatius de Oliveria (ship owner), 329, 330n
- Pereness, Maturant (Continental Navy), 805
- Perkins, Andrew (merchant at Norwich, Conn.): **from**: Nathaniel Shaw, Jr., 117
- Perkins, Ezekiel (seaman), 217
- Perkins, Jabez (Prize Agent, Connecticut Navy), 155, 156n, 162
- Perkins, Nathaniel (Private, Continental Marines), 590
- Perkins [Pirkins], William, 702
- Perle*, French Navy corvette, 568
- Persano, Francesco (Seaman, Continental Navy), 788
- Perseverance*, schooner: captured by *Defiance*, 706
- Perseus*, HM frigate: cruises off South Carolina, 38; damage to, 172; on prizes captured by, 151 and *n*; **captures**: *Réfléchi*, 859; *Sachem*, 23, 48n; **captures** (with *Carysfort*): *Bourbon*, 859; *Hetty*, 859; *Marquis de Pezay*, 859; *Nesbitt*, 859; *Thomas*, 859; *Woodcock*, 859; **captures** (with *Lizard*): *Bourbon*, 248n; *Glanure*, 248n; **captures** (with *Roebuck*): *Defense*, 232n (George Keith Elphinstone)
- Peters, J. (Master), 821, 822, 829n
- Peters, Richard (Secretary, Continental Board of War), 221, 337n: **to**: George Washington, 336–37
- Petersburg, Va., 699
- Petit Camarade*, brig: burned by *St. Albans*, 861; captured by *St. Albans*, 27 and *n* (M. Sylverieux)
- Pettauger, 129 and *n*
- Petty, Bernard (Lt., Continental Army), 136 and *n*, 138
- Pewter, 767
- Philadelphia*, HM armed galley: on building of, 305, 307n; on mission of, 305, 307n; and raid up

- Delaware River, 321–22; runs aground, 321 and n (Robert Aitchinson)
- Philadelphia, Pa.: as destination for d'Estaing's fleet, 594n, 606, 617, 686–87; as residence of Continental Navy seaman, 698; British Army enlistees and, 133; British army reportedly blocked up in, 521; British convoy at, 396n; British defenses at, 168; British evacuation of, 236 and n, 383n, 407, 460, 461n, 467, 495; British forces and, 686–87; British military forces at, 685–86; British raiders return to, 322; capture of, by British, 222; Sir Henry Clinton arrives at, 316; Continental Army raid near, 168; Continental Navy Board of the Middle Dept. at, 222; Continental Navy ships fitting out at, 23; crews of captured British transports escape to, 696n; defenses up river from, 176; family of Patrick Brown at, 260; forage ships go to, 72; George Forten and, 398–9; Nathaniel Galt's desire to visit acquaintances in, 3679; John Gilfroy deserts to, 392; inward-bound vessels, 64, 285, 380n, 693, 696; and the *mischianza*, 382–83n; news from England arrives at, 221; on attack on by Continental Army, 188–89 and n; on British evacuation of, 394, 395n; outward-bound vessels, 96, 334, 659; prize sent into, 219n; residents of Delaware trade with British in, 405; shipbuilding at, 358, 455n, 745n; shipment of forage to, 171
- Philbrook, George, 258
- Philbrook, William (Seaman, Continental Navy; Continental Marines), 801, 813
- Phillipon/Phillipon, Augustin (Continental Navy), 806, 815
- Phillips, John (Pvt., Continental Army), 102
- Phillips/Phillips, Thomas (Lt., Pennsylvania Navy), 391, 393n
- Phillip, — (merchant in Nantes, France), 729
- Phillips, Isaac (Capt., Member, Massachusetts Board of War): attends board meeting, 117, 169, 274, 282, 301, 333, 356, 365, 380, 389, 399, 409, 428, 438, 454, 479; and cargo of prize, 389; and refitting *Hazard*, 365 and n; and repairs to state trading schooner, 479 and n; and unloading of *Hannah*, 334 and n; and unloading state trading vessel, 334 and n
- Phillips, Samuel (merchant at Andover, Mass.), 389
- Phillips, Solomon (Seaman, Maryland Navy), 354
- Phillips, William: and prize claims, 75, 76 and n; **from**: Continental Marine Committee, 76
- Phipps, Charles (Capt., RN), 7n, 52n, 305 (*Ariel*; *Camilla*)
- Phoenix*, HM frigate: availability of, 202; forced to West Indies, 73, 74n, 172; provisions needed by, 172; repairs to, 58; return of, to North American station, 58; **captures**: *Genevieve*, 27 and n, 859; *Page*, 859; *Recovery*, 859; *Sally*, 859; **destroys**: *Betsey*, 859; *Polly*, 859 (Hyde Parker, Jr.)
- Phoenix*, Massachusetts privateer schooner, 330; **captures**: *Nostra Senhora de Carmo e Santo Antonio*, 329, 330n (Joseph Cunningham)
- Picadd, — (French merchant), 733
- Pickering, John, Jr. (Speaker, Massachusetts House of Representatives), 464, 465n; **from**: Timothy Pickering, Jr., 197–98, 358
- Pickering, Timothy, Jr. (Col., Continental Army; Member, Continental Board of War): letter of, 367n; on conduct of Continental Navy officers, 358; on management of Continental Navy, 358, 464; on prospects for a well-supplied Continental army, 197; return home of, 261; **to**: John Pickering, Jr., 197–98, 358; **from**: Mansel Alcock, 5; William Pickman, 463–64; George Williams, 261
- Pickles, William (Capt.): and arming ship *Rebecca*, 288; and command of *Rebecca*, 12; appointed by Pollock commander of *Morris*, 9; arrives at New Orleans, 12, 13n; on *Rebecca* as potential warship, 9; set ashore by mutinous crew, 12, 13n; voyage of, to New Orleans, 209 (*Norton*; *Rebecca*; *Morris*)
- Pickman, Elizabeth (Betsey) Leavitt, 464
- Pickman, William (merchant at Salem, Mass.), 463–64, 465n; **to**: Timothy Pickering, Jr., 463–64
- Picot, Charles, Chevalier de Dampierre (Capitaine de Vaisseau, French Navy): and American ships joining French convoys, 82; **to**: Gabriel de Sartine, 81–83
- Pierce, Richard (Pvt., Continental Army), 33
- Pierre, — (Agent for Contractor General of France), 544, 546
- Pierre Pere & fils (Bordeaux merchant firm), 861
- Pigot*, HM armed galley: assists *Haerlem*, 459 and n; and British raid on Bristol and Warren, R.I., 455, 456n; and British raid on Fall River, Mass., 496–97, 497; covers embarkation of British troops, 443; on damage done to, 498; reportedly sunk, 496 and n; station of, 381 and n, 472; and Taunton River, 443; **captures**: *Spitfire*, 457 and n (Henry Edwyn Stanhope)
- Pigot, Robert (Maj. Gen., British Army): and act of reconciliation, 786; and American attack on Newport, 417 and n; and defense of Newport, 308; and destruction of American boats, 417 and n; and raid on Elizabeth Islands, 220; and raid on Fall River, Mass., 497, 498n; and raid on Warren and Bristol, R.I., 444, 445n; and supplies for American prisoners of war, 187 and n
- Pihan, — (French locksmith), 722
- Pike's Bluff, Ga., 135
- Pilman, Nathaniel (shipwright), 295
- Pilot(s): and Annisquam harbor, 255; bill for, 769; bonus for Virginian, 345; and British raid on Warren and Bristol, R.I., 441n, 441n, and Continental frigate *Boston*, 653, 705; at Ocracoke Inlet, 80, 414–15 and n, 462; deceiving of, 361; exchange of, 354; for d'Estaing's fleet, 519, 519 and n, 687; for dispatch boat, 743, 744n; hire of, 780; in Connecticut Navy, 24 and n; *Marlborough* and, 680; on credulity of, 361; on fidelity of, to American cause, 361; *Ranger* and, 582, 596, 605; reimbursement for, 479; secrecy concerning, 519, 519 and n; HM frigate *Stag* and, 587; *Thetis* utilizes, 617; want of, and loss of *Virginia*, 368, 500
- Pilot boats: 185, 247
- Pilote*, French merchant ship, 719, 720
- Pimento, 409n
- Pinckney, Charles Cotesworth (Col., Continental Army): and supply wagons, 265; on planned in-

- vasion of Georgia, 265; **to**: William Moultrie, 265, 435–36
- Piper, William (Seaman, Virginia Navy), 469
- Piracy/Pirates: American privateersman accused of, 512, 513, 529; French letter of marque on taking of, 766 and n; John Paul Jones characterized as, 595; Machais, Me., as place practicing, 348; privateersmen stigmatized as, 5, 159; seizure of ships of neutrals characterized as, 311; United States accused of, 311–12; Willing expedition accused of, 93
- Piragua, 93, 94n, 129 and n
- Piscataqua River [Piscataway; Portsmouth Harbor], N.H.: British warship to cruise off, 339; inward-bound vessels, 180, 529; Langdon's Island in, 426n; outward-bound vessels, 375, 376, 417, 529; *Ranger* and, 592, 595; vessel built in, 377n, 721n
- Pitcher, Jonathan (Lt., Continental Navy), 652, 771n, 777
- Pitman, Joseph (master-at-arms), 216
- Pitman, Mark (Quartermaster, Continental Navy), 122, 795, 812
- Pitman, William (fisherman): Petition of, 301
- Pittman, — (Capt.), 486
- Pitts, John (Member, Massachusetts House of Representatives), 486
- Pitt's Landing, Va., 862
- Pittstown, N.J., 126, 174–75 and n, 175, 381
- Planks, 341
- Plater*, Maryland Navy armed boat, 91, 413 and n (Richard Murrow)
- Plater, George (Maryland Delegate to the Continental Congress), 220
- Platt, Ebenezer Smith (American prisoner), 669, 670n
- Platt, Jeremiah (merchant at Hartford, Conn.), 170n, 471n
- Pleasant River, Me., 798, 809n
- Pléiade*, French Navy frigate, 569 (Joseph Martelly de Chautard)
- Pleville Le Pelley, Georges-René, Chevalier (Lt. de vaisseau, French Navy), 621, 622 and n, 627, 634, 640n
- Pleyade*. See *Pléiade*
- Pliarne*, Massachusetts State trading ship: captured by *Brune* and *Galatea*, 28 and n (Samuel Green)
- Pliarne, Emmanuel Michel de (French merchant at Alexandria, Va.), 28
- Plougonvelin, France, 535n
- Plume, William, 119
- Plunkett, Thomas (Capt., Continental Marines), 42, 43 and n, 43n; **from**: Continental Marine Committee, 43
- Plurien, Guillaume (Seaman, Continental Navy), 806, 815
- Pluto*, Massachusetts privateer brigantine, 464, 465n (John Hill)
- Plymouth, England: Continental Navy frigate *Boston* reportedly taken to, 439 and n; frigates to return to, 522 and n, 589; Mill Prison at, 669; naval base at, 624n; privateer arrives at, with French prisoners, 766 and n; prize sent into, 752, 754 and n
- Plymouth, Mass.: Admiralty Court session at, 169, 466n; Continental agent at, 76n; Simeon Deane reportedly arrives at, 266 and n; outward-bound vessels, 409n; pig iron from, 83; James Warren to return to, 130
- Plymouth Sound, England: Byron's fleet at, 740, 741n; Byron's fleet to remain at, 691; Channel fleet to visit, 746; ships to rendezvous if, 624
- P. Lys & Co. (British merchant firm), 440n
- Pocasset River, R.I., 196 and n
- Poidras, — (Capt.), 509 (*Duchesse de Grammont*)
- Poidras, — (French merchant), 728
- Point Coupée, W. Fla., 12, 290n
- Pointe-à-Pitre, Guadeloupe, French West Indies, 696
- Pointe de Prêcheur, Martinique, French West Indies, 16–17
- Pointe des Salines, St. Lucia [Ste.-Lucie], French West Indies, 53, 55–56
- Point Judith, R.I.: *Columbus* driven ashore at, 172, 191n, 400; fishermen from, and privateering commission, 301, 302n; *Syren* goes aground off, 238n; *Syren* wrecked at, 31n; vessel captured off, 429; whaleboats attack from, 442, 459
- Point of Ayre, Isle of Man, England, 843
- Poiron, — (French merchant), 562, 728
- Poirou, — (French merchant), 728
- Poison, 765
- Pole*, Br. letter of marque ship, 644n: **captures**: *Prince and Liberty*, 644 and n (J. Maddock)
- Pollard, Peter (Capt.), 69, 70n, 410–11 and n (*Independence*)
- Pollock, Oliver (Continental Commercial Agent, New Orleans): accounts of, 286–90; and American trade with Cuba, 288; arrest of, urged, 94, 271; bill of sale involving, 251–52; and captured cargo, 93; credit of, 11–12; debts of, 502; estimate provided by, 287–88; financial situation of, 288; and Don Bernardo de Gálvez, 9–13; Gálvez and funds for, 10; Gálvez and surrender of officers of, to British, 370, 372, 373n; and goods and property seized by Willing Expedition, 108, 110n, 272n, 324, 493; insurance for cargo and, 287; and legitimacy of prize, 290; money for, 287–90; on activity of British warships in Mississippi River, 11; on British military activities, 12; on Cape François as storage place for goods enroute to New Orleans, 12; on Don Bernardo de Gálvez and British threats, 288; on James Willing's charges against, 502; on money expended by, for bateaux, 502; on need for United States to send troops to West Florida, 288; on shipments down Mississippi, 12; on United States support for Bernardo de Gálvez, 288; on value of goods captured by Willing Expedition, 9; proceeds from sale of captured property and, 493; purchase of vessels by, 287; purchases of goods by, 12, 13n, 287; recommends future expeditions stop at Point Coupee for intelligence, 12; and sailing of bateaux, 286–87, 290n; and sale of prizes, 10; and sale of seized slaves, 93; sells slaves seized by Willing Expedition, 10; and ship *Rebecca/Morris*, 287–88, 290n, 318n; and shipment

- of Continental goods, 11–12, 21, 286–90 and n; situation of, 286–90; and Spanish protection, 287, 288; and supplies for United States, 300; and support of Willing Expedition, 502; **to**: Continental Commerce Committee, 9–13, 20–21, 300; Continental Marine Committee, 286–90; James Willing, 502; **from**: James Willing, 493
- Polly*, brig: captured by *Hazard*, 380
- Polly*, brig: captured by *Lizard*, 858 (Clement Conyers)
- Polly*, brig: destroyed by *Phoenix*, 859 (Ebenezer Jenkins)
- Polly*, brig, 721 and n (B. McDavid)
- Polly*, South Carolina letter of marque brigantine: **captures** (with *Notre Dame*): three unnamed shallops, 478; unnamed snow, 478; **recaptures** (with *Notre Dame*): *Swift*, 478
- Polly*, schooner: burned by *Hammond*, 446
- Polly*, schooner: captured by *Hinchinbrook*, 858 (John Adams)
- Polly*, schooner: captured by *Montgomery*, 350–51 (Andrew Arthur)
- Polly*, schooner: captured by *Hotham*, 31n (Augustin Blanchard)
- Polly*, schooner: captured by *Hinchinbrook*, 858 (Thomas Dickison)
- Polly*, schooner: captured by *Carysfort* and *Lizard*, 858 (Baxter Downs)
- Polly*, schooner: captured by *Suffolk* (with unnamed privateer boat), 358 and n, 404 (George Hallock)
- Polly*, schooner: captured by *Rainbow*, 302 and n; recaptured by *Rainbow*, 365 and n (Ignatius Weber)
- Polly*, sloop, 180: captured by *Blonde*, 180
- Polly*, sloop, 860: captured by *Emerald*, 860 (Thomas Bell)
- Polly*, sloop: captured by *Fly*, 150 and n (Eleany Cobb)
- Polly*, sloop: captured by *Unicorn*, 218–19 and n (Thomas Gyon)
- Polly and Hannah*, sloop: captured by *Mifflin*, 404 (David Shadder)
- Ponsar, — (notary public, St. Pierre, Martinique), 375, 376, 377
- Pontaniou Prison, Brest, 750
- Pontchartrain, Lake, La.: American operations near, 107; British force on, 436; British naval vessel on, 271, 272n, 288, 290n, 371, 373 and n; British warship and American access to, 141, 144n; garrison for post at, 292; *West Florida* and, 107, 371, 373 and n; Willing Expedition and raids across, 291
- Ponte, Leonard (Seaman, Continental Navy), 806, 815
- Pont-l'Abbé, France, 541
- Pool, David (boatswain), 233
- Pool, England, 351n
- Popasquash Point, R.I., 441, 441 and n, 442, 456, 457n, 472 and n, 496–97
- Pope, Charles (Lt. Col., Continental Army), 378, 379n, 460
- Porcupine*, Pennsylvania Navy Guard Boat, 241 (Robert Tatnall)
- Porcupine*, HM frigate: arrival of, at Chester, Pa., 285, 286n; arrival of, in Delaware River, 306; detention of, 307; fires at American cavalry, 421; return of, to England, 338 and n; voyage of, 285 (William Clement Finch)
- Porée, Charles (Master), 861 (*Hector*)
- Porpoise*, HM ship-rigged sloop-of-war, 144, 145n (Thomas Haynes)
- Port Antonio*, British naval storeship, 58 (William McCulloch)
- Port Antonio, Jamaica, 195, 375
- Port-au-Prince, St. Domingue., 398, 860
- Porter, 250n, 262, 298, 323, 756
- Porter, Alexander (Del. farmer), 97, 98n
- Porter, David (Capt.), 105
- Porter, David (Master), 242 (*Delight*)
- Porterfield, Boyd (Capt., British Army), 48–49 and n; **to**: Sir Henry Clinton, 48–49
- Port L'Abbée, France. *See* Pont-l'Abbé, France, 541
- Portland*, HMS: Journal, 35, 46n, 136, 294, 300, 424; assigned to Leeward Island station, 650; at English Harbour, Antigua, 35; captures of *Tartar* credited to, 136n; crew receives prize money, 35 and n; encounters *Diligente*, 16–17; prize money for crew of, 424; rate of, 650; tender of, 294 and n; **captures**: *Ark*, 206–7 and n; *Maria*, 35 and n; *Nancy*, 206–7 and n; *Nelly*, 206–7 and n; *Success*, 35 and n; *Swallow*, 424 and n; *Victory*, 424 and n; *William*, 206–7 and n, 424 and n (Thomas Dumaresq)
- Portland*, sloop, 99–100 and n (T. Bayley)
- Portland, England, 575, 577
- Portland, Me., 97 and n, 123
- Port Morant, Jamaica, 318
- Portpatrick, Scotland, 604, 617 and n, 663
- Port Penn, Del., 369n, 378
- Port Royal, Jamaica, 318
- Port Royal, S.C., 265n, 858, 860
- Portsmouth*, schooner: captured by *Solebay*, 861 (Richard Talbot)
- Portsmouth*, New Hampshire privateer ship, 529; armament of, 166, 296, 297n, 322, 427n; bond for, 166–67; captured by *Experiment*, 167n, 322–23 and n, 417n; commission for, 166; construction of, 426–27; launch of, 427n; outfitting of, 296; release of crew of, 416–17 and n; size of crew of, 166, 322, 427n; **captures**: *Mercury*, 529, 530n (John Hart; Thomas Roach)
- Portsmouth, England: British fleet off, 706; British naval force fitting out in, 610, 611; Adm. John Byng executed at, 69n; deposition taken in, 833; dockyards at, 624n and escape of American prisoners, 745; fleet at, 624n; fleet sails from, 646; Forton prison at, 119 and n; George III and, 618, 624 and n; Gibraltar convoy and, 601; *Monarch* arrives at, 664; prize brought into, 833; victualler from, 434, 435n; Virginia surgeon's instruments pawned in, 740
- Portsmouth, N.H., 795: arrival of *Deane* at, 260 and n, 261 and n, 262 and n, 266 and n, 273 and n; Continental Navy ship building at, 25 and n, 39, 41n, 145, 146n, 295 and n, 425–26 and n, 455

- and n; *Flamand* and, 191, 285, 311n; Eleazar Johnson's knowledge of harbor at, 687; Henry Johnson's knowledge of harbor at, 687; John Langdon from, 679; master of Continental packet arrives at, 59; men serving with *Raleigh* from, 798, 799–801, 802, 803–36; merchant at, 193n; on harbor at, 686; outward-bound vessels, 862; privateers belonging to, 46; privateers constructed at, 426–27 and n; prize at, 261; *Raleigh* at, 59, 61, 62, 83; Thomas Simpson from, 679
- Portsmouth, Va., 481; crew of *Independence* and, 201n, 277; flag of truce from, 8; fort at, 92 and n; John Goodrich from, 201n; James Nicholson obtains flag of truce at, 20 and n
- Portugal, 330, 587, 626, 666–67
- Postillon*, brig: captured by *Ariel*, 861 (William Blau)
- Potash, 754
- Potomac Creek, Va., 468
- Potomac River: moving supplies to, 383 and n; obtaining vessels in, 386; on sending vessels safely to, 413; provisions collected at, 449; safety of vessels in, 386
- Potomack*, schooner: captured by *Hammond*, 445–46, 447n (Jeremiah Gellot)
- Potter, James (attorney at Antigua), 452, 453n
- Potter, John (merchant at South Kingston, R.I.): **to**: William Vernon, 459
- Potter, Richard (Capt.), 117 and n (*General Putnam*)
- Potter, Richard (Master), 233
- Potter, Samuel (resident of Whitehaven, England), 593
- Potts, Jonathan, Dr. (Deputy Director-General of Hospitals for the Middle Department), 393, 394n
- Potts, William (Capt., Pennsylvania Navy), 447n
- Poughkeepsie, N.Y., 40
- Poullin, — (merchant, Saint-Brieuc, France), 509
- Pourée, Eugene, 21 and n
- Pousette, Francis, 244, 245n
- Powel, John (Seaman, Continental Navy), 800, 813
- Powell, Jeremiah (President, Massachusetts Council), 458n: **to**: Joseph Otis, 348–49
- Powell, John (Capt.), 683n (*Active*)
- Powell, Thomas, 454
- Powell, William (merchant at Boston), 859
- Powers, Ichabod, Jr., 420
- Powers, Pierce (Midn., Continental Navy), 759, 761n, 846
- Pownalborough, Me., 199n, 800, 809n
- P. Paynter & Son (Bermuda merchant firm), 859
- Pray, Ebenezer (Carpenter's Yeoman; Carpenter's Mate, Continental Navy), 793, 796, 812
- Prêcheur, Le, Martinique, 16–17
- Prescott, James (Member, Massachusetts Board of War), 274, 282, 356, 365, 478
- Prescott, Richard (Maj. Gen., British Army), 192, 193n, 455, 456n, 785 and n
- Presher, William, 419
- Preston*, HMS: captures credited to, 341n, 346 and n; and expedition to St. Lucia, 407; tender of, 31 and n, 248 and n, 346 and n; to reinforce British squadron in Chesapeake Bay, 305 (Samuel Up-pleby)
- Preto, R. (Capt.), 682 and n (*Maria*)
- Prevost, Salomon (Capt.), 822, 823, 829n
- Prevost, Augustine (Brig. Gen., Br. Army; Military Commander, E. Fla.): and defense of East Florida, 213, 230, 363 and n; and loyalist refugees, 213, 230, 363; on American naval advantages, 230, 232n; on invasion of Georgia by, 265; **from**: Thomas Brown, 81
- Prevost, James Mark (Maj., British Army), 231, 232n, 363 and n
- Price, John (Seaman, Maryland Navy), 354
- Prichard/Pritchard, Peter (Lt., Continental Marines), 736
- Priest, John, 244 and n
- Priest, William (boatswain's mate), 216
- Prime meridian, 623n
- Prince, — (merchant at Annapolis Royal, Nova Scotia), 495n
- Prince, Benjamin (Seaman, Continental Navy), 122, 805, 814
- Prince, Job, Jr. (Capt.; merchant at Boston, Mass.; ship owner): as owner of privateers, 438, 439n, 808n; carries letter, 30, 31n and commission for privateer, 148–49; to store naval stores, 334 and n; **to**:; Massachusetts Council, 148–49
- Prince and Liberty*, brig, 644: captured by *Pole*, 644
- Prince Edward Island [St. John's I.], Nova Scotia, 160 and n
- Prince of Orange*, British packet boat: captured by *Revenge*, 659, 660n (William Story)
- Prince of Wales*, HMS, 648; prize crew from, 752; **captures**: *Duc de Choiseul*, 751–52 and n; *Cardoqui*, 754; *Lord Camden*, 412 (Benjamin Hill)
- Princess Royal*, HMS, 688 and n (William Blair)
- Pringle, J. J., 710–11n, 744
- Pringle, Thomas (Capt., RN), 208, 650 (*Ariadne*)
- Prisoner Exchanges: American prisoners request, 485–86; Connecticut and Massachusetts dispute over, 484 and n; Lord North urges, 674; negotiations for, 87 and n, 161, 254–55, 354–55, 416–17; of British sailors captured by John Paul Jones, 676–78, 694, 709, 747, 755; of John Brown for Peter Jenkins, 237; of Paul Flynn and William Judd, 267 and n; of Tobias Furneaux for John Manley, 161, 315; of Charles Lee for Richard Prescott, 192; of Continental Navy officers, 161, 200; of *Virginia*'s crew, 229, 354; prisoners taken by Continental Navy frigate *Boston* to be held for, 557; proposed, 104, 237–38, 460, 694; and *Royal Bounty* cartel vessel, 18n, 95; mentioned, 674n
- Prisoners, of Americans: abuse of, charged, 369; *Boston* and, 557; British army sergeant, 358 and n; captured in *Cyrus*, 433; capture of, 124, 267n; capture of, from Long Island, 163; captured by *Ranger*, 599, 600, 677, 707, 758, 681 and n, 708, 709n, 599, 709–10, 756; captured in European waters, 694; cartel vessels and, 18n, 428; confined to guard ship, 123; Convention army, 686; crewmen of *Admiral Keppel* as, 470; dispute over, between Connecticut and Massachusetts; disposition of, 152, 153n, 700, 786, 681 and n; escape of, 380, 738 and n; French guards for, 709, 710; French neutrality and, 692; from *Albany*, 123; guards for,

- 447 and n; held in Boston, 238; held in brigantine *Patience*, 708, 709n; held in Lancaster, Pa., 487; held in New London, 24 and n; in *Drake*, 599; John Paul Jones and, 708–9, 709–10, 756; loyalist's treatment as, 369; on suffering of, 355; parole of, 119, 417, 433; prize used to confine *Ranger's*, 855; recruitment of, into Connecticut Navy, 484; release of, 398, 470; *Reprisal's*, 694 and n; Royal Navy seamen, 63–64; sent to Wilmington, Del., 64; and service with *Randolph*, 231; Brig. Gen. Smallwood and, 33; status of, 707; taken by *Defence*, 18; transfer of, 460; transportation of, to America, 708–9, 747, 685
- Prisoners, of British: allowance of, restricted, 448 and n; at Halifax, 36n; at New York, 588; bounty hunters and, 745 and n; boys, 315; British officers and responsibility for, 172; William Burke and, 228; captured in British raid on Warren and Bristol, R.I., 443, 444n; and cartel vessels, 17, 18n, 95, 306, 307n; case of Isaiah Robinson and Nathaniel Galt, 87 and n, 367, 467; citizens as, 455, 456; confined in jails, 36n, 187; condition of escaped, 699; confined in prison ships, 23, 187, 329; confined in provosts, 187n; disease among, 202, 464, 254–55, 187, 693, 329, 485, 429; disposition of, 163, 164 escape attempts by, 448 and n, 755, 782, 785; escape of, 241, 588, 680n, 745; forced into British service, 698–99; former, as crew of French warship, 335; French, 77, 329, 485; from *Revenge*, 674 and n; from *Virginia*, 229; half-rations and, 782, 785; held at Newport, R.I., 216–19 and n, 95, 429 in Forton and Mill prisons, 448 and n, 669–70, 693, 745; John Paul Jones and, 708–9; lack of money of, 486, 669–70; list of, 216–19 and n; paroles for, 238; Pennsylvania Navy personnel as, 241 and n; and prison ships, 202; quality of, 95; and raid on Selkirk's estate, 675–76; rations for, 163, 448 and n, 669; release of, 416–17; relief fund for, 669–70; removal of, 306; security of, taken by privateers, 86; sent to England from Rhode Island, 95; and service in Royal Navy, 163–64, 698–99; situation of, 238; and subscription for poor widow, 753; supplies for, 187, 429, 486; support of family of, 119 and n; transfer of, 202; treatment of, 208, 485–86; Virginia Navy captain as, 119 and n
- Prison ships: British: at Newport, R.I., 23, 187, 216–19 and n, 329
- Pritchard, George (Mate), 218
- Privateers and Letters of Marque, American: activity of, in West Indies, 82, 375, 773, 195; application for, 148–49, 301–2 and n; attempts to sink British brig, 753; black men serve with, 195, 375; bond for, 166; British expedition destroys, 285; capture by, protested, 375–76, 376–77 and n; captures by, 261 and n, 262 and n, 739, 283 and n, 62–63, 69–70 and n, 123 and n, 123–24 and n, 131, 169, 169–70n, 187, 199 and n, 283 and n, 297–98 and n, 318 and n, 323, 324n, 375, 390 and n, 404 and n, 439–40 and n, 458, 467, 478, 483–84 and n, 819, 820, 821, 824, 825; and capture of British ships off New York, 467; carry prizes into Martinique, 692; commissioning of, 70n, 242, 359, 453–54; commissioning of, by American Commissioners in France, 555; commission requested, 301, 402–3; Continental Navy ships referred to as, 617; and Danish West Indies, 451; destroyed in raid up Delaware River, 321–22 and n; disarming of, 578, 579; during Seven Years War, 367; exchanges salute with Continental frigate *Boston*, 666; former British ships as, 700; French ship reportedly, 171 and n; Frenchmen serve with, 195; from French West Indies, 195; from Martinique, 376, 377; and Jamaican vessels, 195; list of crew of, 233–35; manning, 268, 335; military stores for, 440; mulattoes serve with, 195; and neutral shipping, 311–12; numbers of British warships said to thwart, 82; off mouth of Mississippi River, 291; on British humanitarian assistance to, 530; on cruise of, 283; on effect of, on Continental Navy, 253; on exchange of captain of, 315; on French treatment of prizes of, 646–47; on investing in, 393; on misconduct of, 311–12 and n; on state of, 261; on suppressing, 305; on treatment of ships of allies by, 311–12; operations of, in Newfoundland waters, 494; operations of, off Jamaica, 143, 144–45n; ordnance for, 440; ordnance supplies for, 440; polyglot nature of crews in, 195; prize of, retaken, 208; prizes of, 375; prizes of, at New Bedford, Mass., 335; reparations for misconduct by, 312; reported capture of collier by, 688 and n; reportedly operating near the Texel, 688; reportedly sunk, 369 and n; rules and procedures to be followed by, 311–12; sailing of, 247; shortage of seamen for, 439; signaling system as defense against, 195; sinking of, 660; sinking of, alleged, 369 and n; Spaniards serve with, 195; stifled by presence of British fleet, 5, 6n; strips prize, 753; threat of, to Jamaican station, 144n; vessel captured by, retaken, 203 and n, 366 and n
- Vessels: *Lion*, 692
- Privateers and Letters of Marque, Connecticut: capture of, 275, 471 and n; whale boats as, 200, 275, 445
- Vessels: *Adams*, 169, 170n; *American Revenue*, 14, 351 and n, 297, 179n, 226, 227n; *Beaver*, 337–58, 357–58 and n; *Chatham*, 458; *Fessey*, 390 and n; *General McDougall*, 471 and n; *General Putnam*, 6 and n, 403–4, 434 and n, 233–35, 239 and n, 117n, 159, 214–15 and n; *General Washington*, 471n; *Lyon*, 124 and n; *Nancy*, 124–25 and n, 403; *Ranger*, 179n; *Retaliation*, 390 and n; *Revenge*, 14 and n, 351 and n, 297, 179n, 226, 227n; *Suffolk*, 358 and n; *Trumbull*, 149, 149–50n, 179n, 215n
- Privateers and Letters of Marque, Delaware: *Adventure*, 250n
- Privateers and Letters of Marque, Georgia: *General Gates*, 143, 145n; *Revenge*, 696 and n
- Privateers and Letters of Marque, Maryland: commissions for, 78
- Vessels: *Buckskin*, 216, 219n; *Johnson*, 474; *Molly*, 359, 359–60; *Rising Sun*, 25; *Saratoga*, 474n; *Willey & Minta*, 474
- Privateers and Letters of Marque, Massachusetts:

- and altering old commission, 454; at Boston, 335; at New Bedford, 335; bond required of, 77, 78; and coal mining operations at Nova Scotia, 159, 160n; commissioning of, 77, 78; controversy involving, 696–97, 697 and n; prisoners captured by, 47, 78; crew abandons, 388; cruising ground of, 464; engagement of, with British Navy armed brig, 387–88 and n; illegal seizures by, 696–97, 697 and n; manning of, 77, 78, 464; prisoners captured by, 78; prizes of, at Boston, 335; sale of share of, 328; size of crew of a, 453; state bonds for, 47; suing owners of, 330; threaten Nova Scotia, 159, 160n
- Vessels: *America*, 411 and n; *Angelica*, 247 and n; *Black Prince*, 464, 465n; *Black Snake*, 123 and n, 351 and n; *Bunker Hill*, schooner, 432–33 and n; *Bunker Hill*, ship, 464, 465n; *Cente-Pea/Centipede*, 351 and n; *Civil Usage*, brigantine, 297 and n; *Civil Usage*, schooner, 297 and n; *Congress*, 199 and n; *Cumberland*, 37n, 61–62 and n, 283 and n, 335, 439, 440n, 746n; *Cutter*, 169 and n; *Dolphin* (Fettyplace), 70 and n; *Dolphin* (Leach), 169 and n, 350; *Eagle*, brigantine, 424 and n; *Eagle*, schooner, 116n; *Fair Play*, 683 and n; *Fancy*, 670 and n; *Fanny*, 37n, 527, 529–30n, 746n; *Favourite*, 328 and n, 149 and n, 161 and n, 178, 179n; *Franklin*, 148–49, 464, 465n; *General Arnold*, brigantine, 6 and n; *General Arnold*, schooner, 262 and n, 391 and n; *General Hancock*, 268 and n, 472; *General Lincoln*, 62 and n; *General Mercer*, 350, 351n, 527, 529–30n; *General Mifflin*, 438, 439n; *General Montgomery*, 350–51 and n, 387–88 and n, 409 and n, 463 and n; *General Washington*, 69–70 and n, 699–700 and n; *Greyhound*, 389 and n, 495 and n; *Hammond*, 136–37 and n; *Hampden*, 150 and n, 490, 695, 696n; *Hannah and Molly*, 199 and n; *Hawke*, 350, 351n, 512, 513, 529; *Hornett*, 169, 170n; *Independence*, 69, 70n, 410–11 and n; *Lion*, 692, 696–97 and n; *Lively*, 70 and n, 123, 124n; *Lydia*, 236–37 and n; *Lyon*, 77 and n, 261 and n, 351 and n, 464, 465n; *Mars*, 6 and n; *Mary*, 464, 465n; *Minerva*, 176–77 and n; *Montgomery*, brigantine, 350–51 and n, 439, 440n, 464, 465n; *Montgomery*, sloop, 350–51 and n; *Oliver Cromwell*, 133 and n; *Phoenix*, 329, 330n; *Pluto*, 464, 465n; *Rattle Snake*, 123 and n; *Reprisal*, 217–18, 219n, 237, 238n, 255n, 808n; *Revenge*, 169, 170n; *Rival*, 465n; *Rover*, 464, 465n; *Satisfaction*, 798, 809n; *Spring Bird*, 124n; *Success*, 70 and n; *Terrible*, 70 and n; *Terrible Creature*, 439, 440n, 464, 465n; *True Blue*, 216, 218, 219n, 238 and n, 255n; *Warren*, 464; *Washington*, 453–54 and n, 483 and n; *Wexford*, 439, 440n, 470–71n
- Privateers and Letters of Marque, New Hampshire: *General Sullivan*, 46 and n, 301–2 and n; *McClary*, 216–17, 219n, 416–17 and n; *Portsmouth*, 416–17 and n, 426–27 and n, 296, 297n, 322–23 and n, 166–67 and n
- Privateers and Letters of Marque, New Jersey: stifled by presence of British fleet, 5, 6n
Vessels: *Chance*, 408n
- Privateers and Letters of Marque, Pennsylvania: destroyed in British raid up Delaware River, 331; engagements involving, 774, 775n; prizes of, and French ports, 555; rules concerning salutes involving, 608, 609, 612, 613
Vessels: *Mary & Elizabeth*, 393, 394n; *Oliver Cromwell*, 774, 775n; *Rattlesnake*, 143, 145n; *Re-taliation*, 395n
- Privateers and Letters of Marque, Rhode Island: burned, 442; commission for, 402–3; and engagement with British armed galley, 442, 444n; whale-boats as, 442
Vessels: *Blaze Castle*, 483; *Congress*, 268 and n; *Diamond*, 700n; *Fairfield*, 123, 124n; *General Arnold*, 402–3; *General Sullivan*, 302n; *Greenwich*, 150 and n, 304 and n; *Marlborough*, 318 and n, 323 and n, 453, 482, 483n, 483–84 and n, 817–28, 828–31n; *Sally*, 483
- Privateers and Letters of Marque, South Carolina: *Defiance*, 603; *Enterprize*, 603; *Fair American*, 155n; *General Moultrie*, 154–55 and n, 177, 232n; *Hope*, 265 and n, 858; *Polly*, 478 and n
- Privateers and Letters of Marque, British and Loyalist: capture French privateer, 766 and n; capture of, 536n, 667; capture three vessels, 690; captures made by, 248 and n, 447, 721 and n; cruising in North Carolina waters, 361, 435; desertion of Royal Navy seamen to, 306; expedition against Jersey, 755; fitted out at Barbadoes, 447; French Navy and, 567, 570; from Dominica, 695; from Jersey, 690; Viscount Howe and commissioning, 86; in North American waters, 35, 329; operate off Spain, 690; operations of, off Jamaica, 141, 144n; and Spanish neutrality, 690; William Tryon and commissioning, 86 and n; value of cargoes captured by a, 447
Vessels: *Active*, sloop, 248, 249n, 683 and n; *Admiral Keppel*, 120–21 and n, 155, 156n, 157, 159 and n, 166 and n, 401–2 and n, 410 and n, 428, 469–70, 484 and n; *Ann*, 695, 696n; *Antigua Planter*, 391 and n; *Barbary Packet*, 691, 692n; *Britannia*, 536, 537n; *Cochrane*, 672 and n; *Cyrus*, 121, 145 and n, 155, 156, 166 and n, 401–2 and n, 410 and n, 428, 433, 469–70 and n, 484; *Delight*, 94; *Elizabeth*, 391 and n; *Ellis*, 644, 696 and n; *Friendship*, 143, 144–45n; *George*, 151 and n, 699, 700n; *Hannah*, 248 and n; *Harlequin*, 696 and n; *Hawke*, 652, 653n; *Hope*, 521 and n, 525, 526n, 536 and n; *Jonathan*, 699–700 and n; *Juno*, 693 and n; *Kitty*, 824, 825, 826, 830n; *Levant*, 85, 86n, 248n, 415; *Lord Sandwich*, 318; *Loyal Subject*, 150, 329 and n, 445, 446n; *Lydia*, 35, 36n, 695, 696n; *Maccaroni*, 721 and n; *Martha*, 326, 327n, 516, 517, 556, 670n, 710 and n, 762, 764n; *Nancy*, 771 and n, 776, 777n; *Peace and Plenty*, 667, 668n; *Pearl*, 318 and n, 484 and n, 822, 823, 829n; *Rebecca*, 9, 13n, 107, 108, 109, 110n, 244, 287–88, 289, 290n, 317, 318n, 502; *Rose*, 134 and n, 329 and n, 391 and n, 171 and n, 502; *Sally*, ship, 660 and n; *Sally*, sloop, 644; *Thomas*, 143, 144–45n; *Tom*, 464, 465n; *Toms*, 695, 696n; *True Briton*, 391 and n; *Union*, 447, 652, 653n
- Privateers and Letters of Marque, Antigua: *Fansy*, 294 and n; *Harlequin*, 696 and n; *Surprize*, 294 and n

- Privateers and Letters of Marque, Bermudian: *Hammond*, 435 and n, 415, 416n, 361 and n, 446, 447n
- Privateers and Letters of Marque, East Florida: and defense of East Florida, 363; and river navigation, 363
Vessels: *Ranger*, 80, 81n, 153 and n; *Tonyn's Revenge*, 415, 416n
- Privateers and Letters of Marque, Guernsey, 721; *Active*, 151 and n; *Mary*, 40, 41n, 169, 303, 465–66 and n, 537 and n
- Privateers and Letters of Marque, Jamaica: *Gayton*, 318 and n, 536–37 and n
- Privateers and Letters of Marque, Jersey, 721, 755; *Bazeley Brigg*, 497n; *Defiance*, 706 and n; *Nancy*, 771, 776, 777n, 786; *Vulture*, 766 and n
- Privateers and Letters of Marque, New York Loyalist: commissions for, 415–16; crews of, reportedly impressed, 415–16; cruising off South Carolina coast, 415, 416n
Vessels: *General Howe*, 171 and n; *George and Elizabeth*, 361 and n, 415, 416n, 445, 446n; *Loyal Subject*, 150, 329 and n, 445, 446n; *Tryon*, 415, 416n, 445, 446n
- Privateers and Letters of Marque, Scotland: *Alexander*, 318 and n; *Nancy*, 318 and n
- Privateers and Letters of Marque, Tortola: at St. Thomas, 451; on misconduct of, 452; *Rose*, 152, 452, 453n
- Privateers and Letters of Marque, French: arrival of, in Boston, 282; British capture, 766 and n; and Grenada, 94; ordnance of, 282; *Vengeance*, 559 and n
- Prize Agents, American, at Nantes, France, 508; appointed by George Washington, 75, 76 and n; Silas Deane as, 583n; Joseph Gardoqui & Sons as, 583; William Hodge as, 583 and n, 584; Jackson, Tracy and Tracy, 570–71; Lacoute & Co., 570–71; Michel Lagoanere, 571; Lagoanere & Cie., 571; John Ross as, 583n, 584
- Proserpine*, HMS: carries dispatches to Gibraltar, 572 and n; and intelligence concerning French fleet, 573, 673, 674n; ordered to Gibraltar, 573; orders for, from Lords Commissioners of the Admiralty, 573 (Evelyn Sutton)
- Protecteur*, French Navy ship of the line, 568; damage to, 716, 717; in first squadron, Toulon fleet, 568; masts and sails of, 621, 622; sailing qualities of, 718, 719 (Chevalier d'Apchon)
- Protector*, Massachusetts Navy frigate: armament of, 160; building of, 169 and n; construction of, 160 and n, 259
- Protector*, Virginia Navy galley: and defense of Mobjack Bay, 250; cleaning of, 469; officer transfers from, 462n; operations of, 469; repair of, 469; station of, 250, 469; supplies for, 44, 250, 431; transports supplies, 66n, 6565 (John Thomas)
- Protée*, French Navy ship of the line: armament of, 549, 567; captain of, 567; cruising off Martinique, 53, 56; escorts British warships, 364; escorts convoy, 94 and n; and French territorial waters, 364; in Brest fleet, 549, 568; location of, 567; station of, 549 (Chevalier de Dampierre; Comte de Cherisey)
- Provence*, French Navy ship of the line: in first squadron, Toulon fleet, 568; sailing qualities of, 718, 719 (Chevalier de Champourcin)
- Providence, La*, Continental bateau, 12, 13n
- Providence*, Continental Navy frigate: advances for crew of, 71; armament of, 786; blankets for crew of, 104 and n; blockaded, 68 and n; carries newspapers to France, 68; and celebration of Franco-American alliance, 187; clothing for officers of, 652; crew of, complimented, 239; damage to, 239, 328, 786, 787; damage to, in chase, 786; dignity of officers of, 652; discipline in, 186; encounters *Duchesse de Grammont*, 786, 787n; engagement involving, 302–3, 328; escape of, 238–39, 253–54 and n, 299 and n, 302–3 and n, 328, 400, 489; escapes from Narragansett Bay, 7n; fitting out of, 47, 48n, 71, 104n; in France, 495, 496n; manning, 7, 71, 196, 786; Marine Committee wants it to get to sea, 39; naval stores from, 327; on survivability of, 189–90; ordered by Marine Committee to break out of Narragansett Bay, 42 and n; orders to, 186–87, 312, 400; ordnance manufactured for, 357 and n; prize crew from captured, 786, 787n; prize vessel to keep company with, 745; prizes captured by, 186–87; pursuit of by HMS *Experiment*, 786, 787n; refitting of, 786, 787; rigging of, 786; sailing of, 71, 83, 130 and n, 227; sailing speed of, 786; sinks unidentified tender, 302–3; size of crew of, 786; transfer of crew of, 299; whereabouts of, 328 and n; Whipple detained in, 84; **captures**: *Lord Grosvenor*, 745, 786, 787 and n; **recaptures**: *Lord Grosvenor*, 786 (Abraham Whipple)
Officers of: **to**: Abraham Whipple, 652, 776–77; **from**: Abraham Whipple, 771
- Providence*, Continental Navy sloop: armament of, 537; clothing furnished to, 315; controversy involving prize of, 465–66 and n; disbursements for, 315; and dispatches for France, 269, 270n, 278, 314; in second New Providence Expedition, 537 and n; whereabouts of, 314, 315n; **captures**: *Mary*, 169, 303, 465, 466n, 537 and n; **recaptures**: *Tryall*, 167 (John Peck Rathbun)
- Providence, R.I.: blockaded, 786; brig built in, 692n; and celebration of Franco-American alliance, 187; *Columbus* sails from, 172, 312; Continental Navy ship at, 308; Continental Navy to procure cannon from, 47; escape of *Warren* from, 399; fireships at, 30; John Burroughs Hopkins in, 146n; Massachusetts Militia to march to, 263; naval blockade of, 308; naval stores at, 71; outward-bound vessels, 85, 123, 860; and pig iron, 83, 129–30; prize from, 207; resident of, dies, 429; road leading to, 442; ship brought into, 85; ship re-fitted at, 700; signal guns fired in, 444; troops dispatched from, 456
Providence Co., R.I., 429
Providence Gazette; and Country Journal: 1778: 11 Apr., 85; 18 Apr., 41 n, 134; 25 Apr., 187; 9 May, 302–3; 23 May, 429; 30 May, 483–84; on British raid on Bristol and Warren, R.I., 457n
Providence River, R.I.: British blockade of, 68n, 104, 787; Continental Navy ships in, 39, 41n, 400;

- frigate *Providence* and, 68, 186; frigate *Providence* escapes from, 785, 787
- Provisions: abundance of at Jamaica, 195; as cargo, 20, 22n, 49, 131, 144n, 178, 196, 207, 236, 248, 268, 289, 298, 323, 358, 362, 375, 389, 409, 446, 467, 478, 483, 521n, 697n, 702, 858, 860; bill for, 418; British army reportedly lack, 521; British operation to collect, 97; captured from *Admiral Kappel*, 159; *Caswell* lacks, 414; collection of, 97–98; Connecticut Navy borrows, 162; Continental Navy officers' ration allowance of, 314; convoy brings to Philadelphia, 316; cost of, 419, 730; delay in schooner carrying, 435; destruction of, 49, 49n, 322, 331; disposal of, 327; distribution of, in Maryland Navy, 164; for armed galley *Congress*, 100–1 and n, 101–2 and n; for army in Southern states, 337; for *Boston*, 560, 588, 663, 671, 690; for British Army enlistees, 133; for British naval squadron, 128; for Byron's fleet, 644; for *Caswell*, 250, 414; for Continental Army, 359, 413; for Continental frigate, 284; for Continental Navy, 472–73; for cruise of privateer, 483n; for d'Estaing's fleet, 687; for *Deane*, 728–29, 733; for fleet going on expedition to St. Lucia, 407; for force of Carolina loyalist refugees, 213; for Leeward Island station, 649; for Onslow's squadron, 183; for *Ranger*, 515, 563–64, 692–93, 748, 760, 778, 779, 838, 854, 855; for retainers of Carlisle Commission while on *Trident*, 552; for *Revenge*, 664; for Rhode Island privateer, 402; for sick seamen, 437; for *Trumbull*, 284; for Virginia Navy vessels, 52, 317, 422, 475; forwarding of, 359, 413; French to furnish, 692–93; fresh, and sick seamen, 256; from Massachusetts Navy ships, 428; garrison at Ft. Tonyn and, 230; given to prisoners of war, 486; gun captains and fitness of on *Languedoc*, 630, 637; Howe's army reportedly lack, 521; illegal trade in, 405–6; inspection of, 327, 616; landing of, 451; Loyalist vessel and purchase of, 369; *Marlborough* provides prize vessel with, 822, 823, 826; on ration of for prisoners of war, 486; owned by North Carolina, 435; pickling of meat, 448; preservation of, 359; price of, 194; protection of American, 460; *Raleigh* in need of, 84; return of rations, 204 and n; sale of excess, 161; shipment of, from Wilmington, N.C., 435; shortage of, 231; storage of, 317; supply of, for ships, 624; transfer of, from victualler, 354; transportation of, 181, 221, 317, 413, 449, 468; whereabouts of, 413
- types of: apples, 858; bacon, 49, 49n, 99, 317, 337, 359, 378n, 475; beef, 49, 77, 100, 101, 102, 132, 148, 204, 249, 323, 327, 418, 437, 438, 467, 733, 822, 823, 838, 854, 855; bread, 132, 148, 161, 162, 194 and n, 249, 303, 409, 418, 422, 438, 454, 462, 475, 822, 823, 860; butter, 249, 484, 564; candles, 100–1, 102, 132, 438; cattle, 174; cheese, 14, 159, 250n, 298, 323, 484, 565, 682, 703n; cider, 19n, 860; codfish oil, 65; coffee, 20, 131 236, 162, 289, 314, 333, 362, 419, 858, 860; corn, 22n, 49n, 97–98, 231, 334, 389; fat, 161; fish, 65, 144n, 337, 386, 449, 512, 513; flour, 105, 162, 207, 249, 276, 298, 314, 323, 409, 438, 446, 454, 462, 472–73, 475, 489, 563, 860, 862; fowl, 437, 564; fruit, 825; grain, 49; guinea fowl; ham, 14, 298, 323; livestock, 409, 564; loaf sugar, 323, 333; meat, 314, 359, 448; molasses, 101, 102, 204; oil, 565; onions, 19n, 221 and n, 446, 858, 860; peas, 438, 486, 564; pepper, 14; peppers, 298; pork, 52, 99, 100, 132, 148, 162, 204, 249, 303, 317, 323, 383, 389, 413, 418, 435, 438, 446, 449, 467, 468, 475, 494, 563, 564, 823, 862; potatoes, 19n, 565, 860; raisins, 249, 565; rice, 100, 102, 204, 213, 231, 303, 334, 409, 436, 446, 454, 484, 563, 822, 825, 858; salt, 44, 100, 102, 204; salt meat, 337, 486; sauerkraut, 249, 484; shad, 413, 414n; sheep, 333; ship's bread, 150, 194 and n; sour oatmeal, 486; sugar, 162, 284, 314, 418, 438, 454, 564, 565, 858, 862; tea, 180, 196, 314, 564, 860, 862; tripe, 484; vinegar, 418, 438
- Provost, Augustine (Brig. Gen., British Army), 178 and n
- Prudence*, brigantine: captured by *Rançar*, 376, 377 and n; case involving, 375–76, 376–77 and n; false papers of, 375, 376, 377n (Miller Johnston)
- Prudence*, sloop: captured by *Favorite*, 206–7 (John Wood)
- Prudence Island, R.I., 441, 441 and n
- Prudent*, snow: captured by *Lion*, 692, 697 and n (François Rouxel [Rochell, Roushall])
- Prukard, — (served with *Deane*), 732
- Public Advertiser* (London): 1778: 7 Apr., 536–37; 10 Apr., 548; 6 May, 668; 9 May, 692n; May 7, 683n; May 8, 674
- Public Ledger* (London), 740, 741n
- Pugardeau, — (French butcher), 731
- Pulteney, William (resident of Tobago), 775
- Pungoteague Creek, Va., 396 and n
- Punta Manatí, Cuba, 408–9 and n
- Purbeck, Aaron (Master), 206 (*Peggy*)
- Pursers: creation of post of, 314, 315n
- Purviance, Robert (Continental Agent, Maryland; merchant at Baltimore): 343, 500, 501n
- Purviance, Robert and Samuel, Jr. (Continental Agents, Maryland; merchants at Baltimore), 176–77 and n, 242; to: John Cushing and Samuel White, 176–77
- Purviance, Samuel, Jr. (Continental Agent, Maryland; merchant at Baltimore), 343, 500, 501n
- Pusey, Thomas (Pvt., Royal Marines), 33
- Puysegur, Antoine-Hyacinthe-Anne de Chastenet, Comte de (Eng. de vaisseau, French Navy), 628, 635, 640n
- Pye, Thomas (Vice Adm., RN), 648, 650n
- Quadrant, 34, 737
- Quadreau, Patris (Seaman, Continental Navy), 815
- Quality, Joseph (Lt., Pennsylvania Navy), 391, 393n
- Quarme, William (Lt., RN), 19n (*Halifax*)
- Quartermaster Department: employees of, 66n, 80n, 116n, 126n, 175n, 342n, 449n; and forage supplies, 336; on expenses of, 191, 192n
- Quartermaster stores: cost of, 436; destruction of, 285, 322, 331; for Washington's army, 336; pro-

- tection of, 460; Southern Continental army needs, 436; transportation of, 336, 361, 436; Types of: blankets, 461; camp kettles, 436; can-tees, 436; tents, 361, 383, 436, 460
- Quebec*, British transport ship, 193n
- Quebec, Canada, 122 and n, 433, 440n, 614n
- Queen Anne's Co., Md., 133n, 413, 450n
- Queen of France*, Continental Navy frigate [formerly *Brune*]: armament of, 245; arrival of, at Boston, 281 and n, 473; arrival of, at Cape Ann, 260 and n, 261 and n; arrival of, in United States, 253n; as cruiser, 490; cargo of, 253 and n, 260, 489, 491n, 539n; departure of, from France, 245, 522; feared captured, 253 and n; formerly *Brune*, 539 and n; French naval escort for, 245, 522, 523n, 539 and n; French officers serving aboard, 490; French seamen aboard, 490; in convoy, 180n, 260n, 522; mission of, 490; on crew of, 245; purchase of, 658 and n; sailing qualities of, 490, 539 and n; situation of, 522 (John Green)
- Queen's Creek, Va., 423; and provisioning *Liberty*, 92; galley ordered to, 65–66 and n; *Safeguard* and, 80; Virginia Navy vessels to return to, 76, 105–6
- Queenstown, Md., 132
- Quelee, Henry (Continental Marines), 807, 815
- Quessnoy de Saint Sauveur, Jean-Henri, Chevalier du (Garde de la Marine, French Navy), 558n
- Quiberon, France, 522, 779
- Quiberon Bay, France: American convoy and, 245, 260n; expenses of *Deane* and, 733; outward-bound vessels, 180; pilotage fees at, 729; *Ranger* at, 538, 596, 681
- Quick's Hole, Mass., 263, 303, 320 and n, 334 and n, 390
- Quin, John (Surgeon's Mate, Continental Navy), 800, 811
- Quornon, Jean (Continental Marines), 806, 815
- Rabateau/Rabbateau, — (Brevet Lt., French Navy), 627, 634, 640n
- Racehorse*, HM armed sloop, 143, 145n; **captures**: unidentified schooner, 318 and n (James McNamara)
- Rachael*, schooner: captured by *Carysfort*, 859 (Mark Burnham)
- Racklyeft, Joseph. *See* Ratcliffe, Joseph
- Radé, — (French merchant), 722
- Rae, Robert (Lt. Col., Continental Army), 135, 136n, 138
- Raffin/Rafin, —, 730
- Rainbow*, HM frigate: Journal, 237, 297, 302, 326, 409, 495; accompanies prize, 365; *Arbutnot* tender to, 186n; execution held aboard, 548; on engagement involving, 358, 359n; **captures**: *Hancock*, 548 and n; *Polly*, 302 and n; **recaptures**: *Elizabeth*, 237, 365 and n, 380 and n; *Henrica Sophia*, 788n; *Martha*, 326, 327n, 365 and n; *Mary*, 297; *Polly*, 365 and n; unnamed sloop, 495; **recaptures** (with *Arbutnot*): *Eagle*, 409 (Sir George Collier)
- Rainsford Island, Mass., 356, 380; and sick crew of *Tyrannicide*, 255–56 and n, 274; as quarantine island, 255–56 and n; hospital on, 454
- Reasonable*, HMS: Master's Log, 433–34, 466, 471; arrival of, at Halifax, 305; in company with *Diamond*, 433, 434n, 471; in company with *Experiment* and *Diamond*, 466 and n; transfer of, 338–39; **captures** (with *Diamond*): *Fly*, 433–34 and n; *General McDougall*, 471 and n; *Sally*, 466 and n, 482, 483n (Thomas Fitzherbert)
- Raleigh*, Continental Navy frigate: Capt. John Adams in, 68; and *Alfred*, 208, 210–11n; arrival of, at Boston, 146, 146 and n; arrival of, at Portsmouth, N.H., 61, 83, 103; at Boston, 261; and capture of *Alfred*, 68, 69n, 103, 146–48, 189, 208, 261, 262n, 267 and n, 350n, 400, 481–82; cleaning hull of, 84; command of, 299, 299 and n, 412 and n, 490, 491n, 500, 501n; construction of, 425, 426n; crew of *Granville* and, 69n; cruise of, 69; deserters from, 122–23; in construction of, 25 and n; list of crew of, 791–808 and n, 811–16 and n; manning of, 84, 314, 315n; muster roll, 791–808, 808–9n; on actions of, 500, 501n; operations of, 500; ordered to Boston, 314; outfitting of, 299, 314, 315n; prizes taken by, 69; pursued, 69, 400; refitting of, 83; sailing qualities of, 147–48; seamen discharged from, 123; size of crew of, 68; term of service of crew of, 84; visits Gorée, 680 and n; visits mouth of Gambia River, 818; whereabouts of, 412; **captures** (with *Alfred*): *Ann Susanna*, 46n; *Eagle*, 46n; *Granville*, 46 and n; *Jamaica*, 46 and n; *Nanny*, 46 and n; *Sally*, 46 and n, 361 (John Barry; Thomas Thompson)
- Officers of: **to**: Printer of *Independent Chronicle*, and the *Universal Advertiser*, 246–47
- Ramel & Chauset, 728
- Ramsey Bay, Isle of Man, England, 587, 842
- Ranear*, American privateer sloop: **captures**: *Prudence*, 376, 377 and n (Fontaineau)
- Randel, James (Continental Marines), 803
- Randel, John (Continental Marines), 803
- Randolph*, Continental Navy frigate: armament of, 206; called privateer, 206; casualties aboard, 210, 211n, 400, 482, 740; destruction of, 58 and n, 143–44, 145n, 189, 192, 193n, 198, 206–7, 208, 210, 211n, 231, 242, 254, 350 and n, 400, 465n, 481–82, 740, 744, 765, 774, 775n; engagement involving, 210, 211n, 358, 465n, 482, 774, 775n; make-up of crew of, 231; marines mistakenly reported as being from, 537 and n; size of crew of, 207; squadron led by, 143–44, 145n, 210; survivors from, 143–44, 145n, 765 and n (Nicholas Biddle)
- Ranger*, Connecticut privateer brigantine, 178, 179n; **captures**: unidentified ship, 178, 179n (Kenyon)
- Ranger*, schooner: captured by *Beaver*, 252
- Ranger*, Continental Navy ship: Log: 837–55; accounts of, 515, 541, 542n, 562–66; advance for officers and crew of, 700, 748; armament of, 592, 600, 605; arrival of, at Nantz, 596; arrival of, in France, 46n, 526; as example of American naval vigor, 707; at Brest, 676, 677; Beutre/Beutis and, 734; bottom of, 582; boy returns to, 539–40, 540n, 541, 83; and British maritime insurance rates, 674 and n; British pursuit of, 587 and n,

- 594, 600, 605, 616–17, 643, 644, 647, 663, 664n, 677; capture of, in 1780, 754n; casualties aboard, 605, 759, 846, 852; combustibles used by, 597–99; construction of, 25 and n, 40, 41n, 425, 426n, 427n; and *Cumbras*, 600, 604–5, 756; cutter of, 582; d'Orvilliers and, 527, 531, 533, 538–39, 542, 837, 855n; damage to, 847, 848; deception involving, 582; demonstrates vulnerability of English coastal towns, 758; description of, 582, 592; detains British fishing boat, 756; engagement with *Drake*, 600, 606, 617, 675–76, 747, 756, 758–60, 846–847, 848, 856n; flies British flags, 582, 839; flies Dutch flag, 839; flies French flag, 839; French assistance to, 592, 692–93; French naval escort for, 531–33, 533–34; John G. Frazer and cruise of, 744, 538–39, 542, 573–76, 576–78, 592, 596, 838, 840, 855n; John Gell on departure of, from Scottish waters, 663; and *Hussar*, 582–83n, 587 and n, 843, 855; in disguise, 538, 542, 582, 839n; and *Lord Chatham*, 662–63 and n, 693 and n, 707; official account of cruise of, 747, 749n, 755–60; on probable course of, 605; on sailing qualities of, 575, 577; ordnance of, 427n, 582, 592, 605; and *Patience*, 708, 709n; position of, 587; prisoners captured by, 599, 677–78, 678, 707, 709–10, 738, 847, 855; prize agent for, 523, 524n, 689, 693 and n; prizes of, 523, 524n, 600, 605–6, 606, 665, 673, 678, 689, 701, 707, 709 and n, 747, 749n, 776, 782, 847, 849, 850, 851, 852, 853, 854, 855; provisioning of, 563–64, 748, 760, 854, 855; and raid on estate of Earl of Selkirk, 594, 595, 643, 644n, 704, 846, 855n; and raid on St. Mary's, 758; John Roche relieved of command of, 40, 42n; and salute from d'Orvilliers, 527, 837; and Whitehaven raid, 589–90, 592, 595, 596, 597–99, 600, 643, 668, 677, 699, 700n, 757–58, 761n, 845, 854, 855n; reaction to cruise of, 707; refitting of, 692–93, 760, 837–838, 840, 855n; repair of, 748; report on cruise of, 700, 701n, 744, 755–60; rescue of crewman of, 837; sailing of, 787; Schweighauser and, 760, 761n; ships destroyed by, 677; supplying of, 541, 562–66; towing of, 532, 534; tows *Drake*, 678, 852; training of Continental Marines aboard, 838; unable to pass Ushant Island, 541, 542 and n; volunteers for service in, 710–11n; ward room, 837; David Wentworth Wendell serves with, 103n; Jonathan Williams, Jr., and prizes of, 523, 524n, 709 and n; **captures**: a brig, 600; *Dolphin*, 596, 756, 760n, 840, 855n; *Drake*, 600, 605, 606 and n, 668, 677, 680, 692, 707, 747, 758–59, 846–847; *George*, 523, 524n; *Lord Chatham*, 596, 597n, 613, 707, 756, 760n, 842; *Patience*, 605, 677, 678n, 759, 761n, 847, 856n; **sinks**: *Dolphin*, 677, 840, 855n; unnamed schooner, 677, 756, 843; unnamed sloop, 677, 756, 844 (John Paul Jones)
- Alterations to: adjusting trim, 840; altering, mending, and replacing sails, 538, 837, 838, 840, 841, 848, 849, 850; ballast added, 538; careened, 526, 539, 837, 838; masts, 526; steward room added, 837; yards reduced, 538
- Crew: advance of money for, 700, 748; advancement of, 755; clothing for, 562, 748, 760; com-
position of, 582; health of, 542, 838, 855n; morale of, 542; prize money for, 523, 748, 749n; recruitment of, 684; size of, 427n, 592, 600, 605; training of, 838
- Movements: at Camaret, France, 538, 677; cruise of, 574, 576, 605, 617, 704, 747, 755–60, 839–53; cruise to France, 46; departs Brest, 573–74, 576, 596, 755; departs Camaret Bay, 532, 533–34, 538, 541, 542, 574, 576; location of, 526, 592, 672, 673; return to Brest of, 692–93, 853–54; runs aground, 532, 534; to Brest, France, 538, 542, 678, 707; to Camaret Bay, 526, 531, 533, 538, 542, 837
- Officers: advancement of, 755; on officers of, 761, 776; shortage of, 678; and Thomas Simpson's conduct, 750; tutoring for children of, 540; **petition of**, 782–83
- Officers and crew: **to**: John Paul Jones, 693
- Supplies for: ammunition, 564; candles, 515; firewood, 515; lampblack, 515; military stores, 563, 854; musical instruments, 515; naval stores, 562–63; planks, 515; provisions, 515, 563–64
- Ranger*, E. Fla. privateer sloop: armament of, 80; forced service aboard, 153 and n; raid on Ocracoke Inlet by, 80, 81n; size of crew of, 80; **captures**: Bermudian sloop, 80; French brig, 80; unidentified brig, 231, 232n; unidentified schooner, 153 and n; **burns**: unidentified sloop, 153 (George Osborne)
- Rankin, Andrew (Continental Marines), 804, 814
- Ranson, Henry (seaman), 235
- Rapicaud/Rabbicaud, —, 244, 245n
- Rappahanock River, Va., 423, 860, 862
- Rasin, — (French merchant), 723
- Ratcliffe, Joseph (Boy, Continental Navy), 539–40 and n, 838, 855n
- Rathbun, John Peck (Capt., Continental Navy): and capture of New Providence, 537n; and capture of ship *Mary*, 40, 41n, 41n; and cargo of *Mary*, 465–66; delivers money, 214; and dispatches for France, 278; and libeling of *Mary*, 169; **from**: John Bradford, 465–66 (*Providence*)
- Rathlin Island, Northern Ireland, 847, 856n
- Rations: allowed Commodore of Pennsylvania Navy, 181 and n; candles as, 204; drawing of, 356; for Georgia Navy armed galley *Congress*, 100–1 and n, 101–2 and n; provisions as, 204; soap as, 204
- Rattle Snake*, South Carolina Navy armed schooner, 154–55 and n, 387 (John Drew; James Woodhouse)
- Rattle Snake*, Massachusetts privateer sloop, 123 (Joshua Stone)
- Rattle Snake*, Pennsylvania privateer ship, 143; **captures**: tender of HMS *Bristol*, 143, 145n (David McCulloch)
- Raven*, HM ship-rigged sloop-of-war: Journal, 200, 269, 274–75; attempt by boats of, to capture American armed galley, 200n; capture of tender of, 268; engages American armed boats, 200; and Connecticut privateer boats, 274–75; location of, 268; ordnance of tender of, 268; repairs to, 200; station of, 412 and n (John Stanhope)

- Raynor, John (Capt., RN), 51; **from**: Benjamin Caldwell, 270–71, 430 (*Isis*)
- Read, George (Speaker, Delaware Council), 407
- Read, James (Paymaster, Continental Navy Board of Middle Dept.): appointed, 40, 64, 65n
- Read, Thomas (Capt., Continental Navy): command of, 473; and hemp for rigging, 368; receives cannon for *Baltimore*, 7; and tobacco for France, 473; **from**: Continental Marine Committee, 167 (*Baltimore*)
- Read, William (seaman), 217
- Reading, Pa., 175
- Reals, César-Henri de Boscail, Comte de (Capitaine de vaisseau, French Navy), 549 (*Palmier*)
- Reaston, Thomas (merchant at Kingston upon Hull, England), 409n
- Rebecca*, brigantine: captured by *Otter*, 861
- Rebecca* [Morris], British letter of marque ship, 9, 13n; armament of, 108; arming of, 287–88, 290n; captured by Willing expedition, 107, 108, 110n, 244; Gálvez and, 107, 109; held at New Orleans, 107; negotiations concerning status of, 107; re-named *Morris*, 289; restoration of, to British owners, 244, 317, 318n; Spanish flag on, 317, 318n; valuation of, 289, 502 (John Cox)
- Rebecca*, ship, 13n, 36 (William Pickles)
- Rebecca*, sloop: captured by *Lizard*, 858 (John Forbes)
- Rebecca*, East Florida Provincial armed sloop: abandoned, 230; and advance of Georgia Navy galleys, 128, 136, 212, 213n; armament of, 230; capture of, 138, 139, 139n, 212, 213n, 230, 265, 362 and n, 363n, 436; crew of, return to St. John's River, 139; location of, 128; on Americans manning, 231; part of Jordan's flotilla, 127–29 and n; and planned attack on Sunbury, Ga., 265; and protection of East Florida, 362–63; provisions for, 127; **captures** (with *Hinchinbrook*): *Betsy*, 858; *Hope*, 265n, 858 (John Mowbray)
- Reconciliation, Act of, 786
- Recottillon/Recottilon, — (French merchant), 564, 723, 725, 727
- Recovery*, sloop: captured by *Phoenix*, 859 (Ephraim Paynter)
- Red Bank, N.J., 222, 223n, 392, 393n
- Reddall, Ambrose (Capt., RN), 71, 73n, 95 (*Grampus*)
- Redeaux, Charles (Seaman, Continental Navy), 802
- Redfield, Frederick (surgeon's mate), 234
- Red Lion Creek, Del., 51, 52n
- Redman, Benjamin (Seaman, Continental Navy; Continental Marines), 798, 813
- Red River, 324
- Reed*, schooner, 33, 64 (James Donovan)
- Reed, Benjamin (Lt., Continental Navy), 590; John Adams on, 619, 620n; as *Boston's* first lieutenant, 671 and n; and burial of Peter Cavey, 690, 691n; health of, 670 and n; and plot to seize *Boston*, 764 and n; rank of, 619; sends regards, 670 and n
- Reed, Charles, 419
- Reed, Richard (attorney), 115 and n
- Reedy Island, Del., 307–8, 369 and n
- Reedy Point, Del., 51
- Réfléchi*, brig: captured by *Perseus*, 859, 863n (François Coitard)
- Réfléchi*, French Navy ship of the line: armament of, 549; part of the Brest fleet, 549 (Comte de Cillart de Souville)
- Register, Ship's, 512, 513
- Reid's Bluff, Ga., 435
- Reine Blanche*, brig: captured by *Carysfort* and *Lizard*, 858 (Pierre Levant)
- Reis, Jacob, 8n
- Renard*, French Navy xebec, 569
- Renaud*, snow: captured by *Glasgow*, 21–22n
- Renik, —, 565
- Renommée*, French Navy frigate, 568 (Marquis de Verdun de La Crenne)
- Renout, Francis (merchant at Curaçao), 859
- Renown*, HM frigate, 172, 202, 424 and n (John Botham; George Dawson)
- Reo, François (Continental Navy), 805
- Reprisal*, Massachusetts privateer brigantine, 237, 238 and n, 808n; captured by *Unicorn*, 217–18, 219n, 255n (James Brown)
- Reprisal*, American privateer schooner: **captures**: *Dispatch*, 20, 21n, 93, 94n, 244, 245n (Joseph Calvert)
- Reprisal*, Continental Navy ship, 65 and n, 614, 615n; **captures** (with *Lexington* and *Dolphin*): *Peggy*, 394, 395n (Lambert Wickes)
- Requin*, French Navy xebec, 569 (Baron de Barbazon)
- Resistance*, Continental Navy brigantine: armament of, 186, 210; arrives at Martinique, 59, 60, 62; and Boston, 259, 261 and n, 283 and n; command of, 315, 489; engagement of, with *Grenville*, 60–61 and n, 60 and n, 62 and n, 210 and n, 283, 291, 294n, 314, 315n; escapes capture, 259; letters carried in, 411; smallpox among crew of, 259; transports crewmen from *Alfred*, 350; voyage of, 259; **captures**: *Mermaid*, 343n; *Sally*, 186 and n; unidentified schooner, 60; unidentified sloop, 60 (William Leeds; Samuel Chew)
- Résolue*, French Navy frigate, 568 (Chevalier de Pontevès Gien)
- Retaliation*, Pennsylvania privateer brig, 395n (George Ord)
- Retaliation*, Connecticut privateer schooner: **captures** (with *Fessey*): *Liverpool*, 390 and n; *True Love*, 390 and n (Asa Fuller)
- Revell/Ravell, John (Capt.), 465n (*Warren*)
- Revenge*, Continental Navy cutter: as Continental Navy vessel, 536; as target of British Navy, 571 and n; and Cadiz, Spain, 682 and n; and Corruna, Spain, 682, 698, 743n; captured crewmen enroll in, 659; Continental Congress and encouragement for crew of, 536; crew and officers of, and disposition of *Henrica Sophia*, 788; crew of, and prize money, 702; crewmen from taken prisoner, 674 and n; cruise of, 583; disposition of prizes of, 525, 526n; ethnicity of officers of, 659, 660n; expelled from Spain, 525, 743n; fitting out of, 521; fraudulent sailing of, 580n; French marines said to be onboard, 659; jailing of prize crew from, 641, 642, 711, 712; location of, 571; manning of, 521, 536,

- 667, 668; morale of crew of, 526; movements of, 521, 525, 525 and n; on composition of crew of, 659; prize money and crew of, 521, 536, 583 and n, 584, 739 and n; prizes of, 525–26, 525–26 and n, 571, 625 and n, 679, 682 and n, 698, 702; provisions for, 664; purchase of, 659, 660n; pursuit of, 667, 668; refitting of, 739n; salute to, 664, 665n; status of, 525–26; support for, 525–26; **declaration of officers and crew of**, 788; **captures**: *Betsey*, 521 and n, 525, 526n, 659; *Black Prince*, 521 and n; *Carbonere*, 702, 703n; *Countess of Morton*, 702, 703n; *Fanny*, 521 and n, 525, 526n, 659; *Gracieux*, 521 and n, 641, 642, 643n; *Henrica Sophia*, 788 and n; *Hope*, 521 and n, 525, 526n, 536; *Maria*, 682, 702, 703n; *Peace & Harmony*, 440 and n, 521 and n, 525, 526n, 659; *Prince of Orange*, 659, 660n; *Tapley*, 625 and n, 702, 703n; **burns**: *Enterprise's* tender, 521 and n, 525, 526n, 536 and n (Gustavus Conyngham)
- Revenge*, South Carolina Navy galley: **captures**: *Glasgow Packet*, 39n (Thomas Pickering)
- Revenge*, Connecticut privateer sloop: departure of, from Martinique, 178; refitting of, 178; **captures** (with *American Revenue*): *Lovely Lass*, 14 and n, 178, 179n, 226, 227n, 262 and n, 297, 351 and n (Joseph Conkling)
- Revenge*, sloop: captured by *Winchelsea*, 39n (Dean)
- Revenge*, Massachusetts privateer sloop, 169, 170n; **captures**: *Mary Ann*, 169 (Isaac Freeborn)
- Revenge*, Georgia privateer sloop, 696 and n (Sampson)
- Revere, Paul (Lt. Col., Massachusetts State troops), 343 and n
- Reward*, ship, 296
- Reynolds, John (Seaman, RN), 92
- Rhode, Stephen (Private, Willing Expedition), 325
- Rhode Island (island) [now Aquidneck Island], 59, 496; Bristol Ferry battery on, 18, 19n; British raid on Bristol and Warren, R.I., and, 455, 456n; Continental squadron at, in 1776, 23; convoy from, 228; prize sent into, 150n; Viscount Howe and, 171; Viscount Howe on relocating from, 171
- Rhode Island (state): American prisoners of war and, 306; and Springfield convention, 458n; command of Continental troops in, 188n; confiscation of loyalist property in, 190, 191n; loss of military stores of, 458; on neglect of, 190; on situation of, and appointment of John Sullivan, 190; outward-bound vessels, 125, 207, 696, 699; prizes sent into, 328; support of, 458
- Rhode Island Council of War: and exchange of prisoners of war, 161, 315; and supplying American prisoners of war, 187; and transfer of armed galleys to Continental service, 254; examination of loyalist by, 191n; **Resolves**, 161; **to**: Charles Waller, 104
- Rhode Island General Assembly, 301
- Rhode Island Militia: and British raid on Warren and Bristol, R.I., 442–44; and celebration of Franco-American alliance, 187
- Rhode Island State Artillery, 187, 188n
- Rhode Island State Troops: at Bristol, R.I., 444, 445n; and British raid on Bristol and Warren, R.I., 456; Regiments: Second, 283n, 444, 445n, 456; Stanton's, 187n
- Ribiers, Louis-Joseph, Chevalier de (Lt. de vaisseau, French Navy), 626, 633, 640n
- Rice: as cargo, 15n, 35n, 36n, 44, 102, 153, 171, 184, 207, 231, 232n, 334, 409, 447, 484, 666, 667, 668n, 672, 679, 690 and n, 696, 706, 721, 822, 825, 858; as trading commodity, 28; destruction of, 537; for Samuel Elbert's command, 178; Georgia Navy galley and, 178; *Providence* captures, 537; sale of, in Martinique, 184; shipment of, to West Indies, 209; supply of, and Continental Army, 65
- Rice, John (Capt., Pennsylvania Navy), 447n
- Richards, —, 827
- Richards, George (Clerk, Continental Navy), 771n, 777
- Richards, John: appointment of, as lieutenant, Virginia Navy, 106
- Richards, John (seaman, *Reed*), 33
- Richards, Peter (Prize Master), 217
- Richardson, — (Capt.), 133 (*Oliver Cromwell*)
- Richardson, Archibald (Asst. Virginia State Agent), 203 and n
- Richardson, James (Seaman, Continental Navy), 122, 795, 812
- Richardson, Robert (Master), 31n (*Adventure*)
- Richardson, Robert (Capt.), 439, 440n, 464, 465n (*Terrible Creature*)
- Richardson, Thomas (Capt., Continental Commissary): **from**: Maryland Council, 386
- Richardson, William (Master), 700n (*Woodcock*)
- Richie*, schooner: captured by *Hind*, 272 (Adams)
- Richmond*, HM frigate: and blockade of Chesapeake Bay, 279, 280n; and capture of *Virginia*, 20n; departure of, from Chesapeake Bay, 370; joins *Emerald*, 98; operational instructions for, 279, 280n; protects British victualler, 183; pursues ships, 98; station of, 198, 199n; to lay in Hampton Road, 183; **captures**: *Alexandrine*, 861; *Basquacse*, 329 and n; *Good Hope*, 27 and n, 861; unidentified sloop, 329n; unnamed sloop, 861; **captures** (with *Senegal*): *Hector*, 27 and n; **captures** (with *Solebay*): *Lydia*, 27 and n, 861; **burns**: *Modesty*, 861; **destroys**: unnamed sloops and schooners, 861 (John Lewis Gidoin)
- Ridley, James (Capt.), 446n (*George and Elizabeth*)
- Ridley, Matthew (British merchant), 739–40 and n; **to**: Arthur Lee, 739–40 and n
- Riga, Latvia, 617
- Riley, Eliphalet (Master), 446n (*Litchfield*)
- Rinns of Galloway, Scotland, 600n
- Riou, Pierre (Royal Interpreter at Brest): as prize agent, 662–63 and n, 693 and n; John Paul Jones on, 693n and prize ship *Lord Chatham*, 662–63; punishment of, 684; recruiting by, for *Ranger*, 684; reprimand of, 684; supplies prize crew, 663
- Ripley, John (seaman), 234
- Risdon, G. (British merchant), 669
- Rising Empire*, Massachusetts State prison ship: boat for, 380 and n; naval stores for, 273, 274n, 334; whereabouts of, 274n (William McClure)
- Rising Sun*, sloop: captured by *Hotham* and *Solebay's* tender, 341n, 346 and n, 445, 446n (George Rowan/Roan)

- Ritchie, Robert (merchant at Philadelphia), 523
Rival, Massachusetts privateer snow, 465n (William Ross)
 Rivereau, — (French merchant), 723
 Rivington's *The Royal Gazette* (New York). See *Royal Gazette* [Rivington's] (New York)
 Roach, Thomas (Capt.), 166–67, 322, 323n (*Portsmouth*)
 Roanoke Inlet, N.C., 398 and n
 Roanoke Island, N.C., 501
 Robenson, Anthony, 419
Robert, sloop 435: burned by *Hammond*, 446; captured by *Hammond*, 435 and n (Samuel Pelton)
Robert, snow: arrives at New Bedford, Mass., 115 and n, 123, 134 and n, 314, 316n; captured by *Warren*, 59n, 115 and n, 123, 130, 169, 238 and n, 400, 401n; carries Dutch papers, 400; exchange of crew of, 238; libeling of, 169; manning of, 208; purchase of, 208; size of, 169 (James Hall)
 Roberts, Daniel (Maj., Continental Army), 135, 136n, 138
 Roberts, George (Private, Continental Marines), 589
 Roberts, James (ship owner at Liverpool, England), 144n
 Roberts, John Carr (Carpenter's Crew, Continental Navy), 799, 812
 Roberts, John (ship owner at Liverpool, England), 144n
 Roberts, Richard (Master), 822, 829n
 Roberts, Timothy (boy), 216
 Roberts, William (merchant at Nansimond, Va.), 861
 Robertson, Alexander (Capt., British Army), 49
 Robertson, Robert (Seaman, Continental Navy), 813
 Robien, — (ship owner), 463n
 Robin Gray (African king), 824
 Robins, Roger (seaman), 234
 Robins, Roger, 419
 Robins, William (Master), 404 (*Betsy*)
 Robinson, — (Purser, RN), 460, 461n, 487 and n
 Robinson, — (Master), 606 and n (*Mary Ann*)
 Robinson, Isaiah (Capt., Continental Navy): and command of galleys on Chesapeake Bay, 337; confinement of, 65 and n; exchange of, 367, 460–61, 487; on abilities of, 337; on British detention of, 337; on possible exchange of; on status of, 460, 487; release of, 87 and n, 337 and n, 367, 467, 468n; and transportation of supplies via Chesapeake Bay, 367
 Robinson, James (Capt., Continental Navy), 23, 48n (*Sachem*)
 Robinson, John (Seaman, Georgia Navy), 100, 101
 Robinson, Joseph (Lt. Col., South Carolina Loyalist Regiment), 231, 232n
 Robinson, Robert (Continental Navy), 805
 Robinson's Hole, Mass., 266, 283, 284n, 390
Robuste, French Navy ship of the line: armament of, 549; part of the Brest fleet, 549 (Comte de Grasse du Bar)
 Roche, — (French blacksmith), 563
 Roche, J. (served with *Deane*), 733
 Roche [Roach], John (Capt., Continental Navy): command for, 146 and n, 489; lieutenantancy for, 489; money paid to, 426n; on situation of, 489; paying off of, 40–41, 41–42n, 146 and n; wages of, 40–41, 41–42n, 273 and n
 Rochebernard, France, 834
 Rochechouart, Etienne-Pierre, Vicomte de (Chef d'escadre, French Navy), 549 (*Duc-de-Bourgogne*)
 Rochefort, France, 342, 398, 475, 476n
 Rochel, John (Master Joiner, South Quay Shipyard), 80
 Rock of Elser. See Ailsa Craig, Scotland
 Rock of Elza. See Ailsa Craig, Scotland
 Roderique Hortalez & Co. (French firm), 198n, 310, 311n, 344 and n
 Rodier, Sieur (Brest wigmaker), 684
 Rodney, Caesar (Gov., Delaware): and captured seamen, 34n, 135; and dispersal of Loyalist force, 379n; and disposition of prize and its cargo, 34n, 286; on value of prize, 250n; **to**: John Dagworthy, 286; **from**: John Dagworthy, 135
Roebuck, HMS: and flag of Viscount Howe, 382n; crewmen of, captured, 33, 34n; and the mischianza, 382 and n; salute fired by, 383n; tender of, 33, 34n, 63–64 and n; **captures** (with *Perseus*): *Defiance*, 232n (Andrew Snape Hamond)
 Roger McCallister & Co. (Maryland merchant firm), 859
 Rogers, George (Capt.), 354–55 and n, 861 (*Shore*)
 Rogers, James (Volunteer), 218, 238, 254, 255n
 Rogers, John (Capt.), 354–55 and n, 861 (*Defiance*)
 Rogers, John (Master): **from**: Maryland Council, 396 (*General Smallwood*)
 Rogers, Matthew (Seaman, RN), 179
 Rogers, Thomas (seaman), 233
 Rogers, William (Capt.), 471n, 700 and n (*General Washington*)
 Rogers & Allen (Cape Ann, Mass., merchant firm), 859
 Rogers & Co. (Bristol, Eng., merchant firm), 351n
Roland, French Navy ship of the line, 549 (Comte de Larchantel)
 Rolland, Edward (Capt.), 464, 465n (*Bunker Hill*)
 Rollings, John (Continental Marines), 804
 Rollins, George (Cpl., Continental Marines), 797, 799, 814
 Romain, Cape, S.C., 858, 860
 Rope maker, 779
 Ropewalk, 80
Rose, Tortola privateer sloop, 452, 453n; **captures**: *Splatt*, 152 (John Adams; James Ledlar)
Rose, British letter of marque ship: armament of, 134n, 391n; encounters *Winchelsea*, 502; size of crew of, 391n; tonnage of, 391n; **captures**: *Dolphin*, 134, 171 and n; *Friendship*, 391 and n; *Patriarch Jacob*, 329 and n; *Speedwell*, 329 and n (James Duncan)
 Rose, Abraham (Sailing Master, RN), 15n, 22n (*Lady Parker*)
 Rose, Alexander (merchant at Boston), 262n, 391n
 Rose, Alexander (merchant at Charleston, S.C.), 404 and n

- Rosière d'Artois*, ship: captured by *Lizard* and *Galatea*, 859, 863n (D'Archambaut)
- Ross, David (merchant at New Orleans), 107
- Ross, George (British merchant at New Orleans), 244
- Ross, George (Capt.), 468; **from:** Thomas Johnson, Jr., 468 (*St. Louis*)
- Ross, Hercules (ship owner), 537
- Ross, John (American merchant at Nantes, France): accounts of, 657–58; advance given to, 657–58; American Commissioners in France and debts of, 658; as prize agent for *Ranger*, 523, 689; and cargo of *Queen of France*, 245; correspondence of with John Paul Jones, 689; credit of, 658; and goods shipped for Robert Morris, 260, 261n; and goods shipped on public account, 657–58; on conduct of, 430; on Franco-American alliance, 522; on John Paul Jones purchasing Selkirk's plate, 704 and n; on John Paul Jones writing Earl of Selkirk, 704 and n; on reputation of John Paul Jones, 704; orders of, to *Queen of France*, 245; and prizes of Continental cutter *Revenge*, 583n, 584; and purchase of *Queen of France*, 539n, 658 and n; purchases made by, 657–58; and registry of *Henrietta*, 430; sends John Paul Jones published report on cruise of *Ranger*, 704; and situation of John Paul Jones, 776; and supply of porter, 705; and voyage of *Henrietta*, 281 and n; and Willing, Morris & Co., 523, 523 and n; **to:** John Paul Jones, 522–23, 689–90, 704, 705; **from:** American Commissioners in France, 657–58; John Paul Jones, 538–39
- Ross, Robert (British merchant at New Orleans), 325n; **to:** Anthony Hutchins, 324–25 and n
- Ross, Thomas (Paymaster, Georgia Navy), 29
- Ross, William (Capt., Pennsylvania Navy), 447n
- Ross, William (Capt.), 464, 465n (*Rival*)
- Ross & Co. (London merchant firm), 858
- Rosseter, Timothy (surgeon), 233
- Rossignol*, French Navy corvette, 568
- Rouault, — (merchant at St. Malo, France), 861
- Roundy, Uriah (seaman), 235
- Rout, — (French merchant), 725
- Roux Brothers (merchant firm at Marseille, France), 743
- Rouxel [Rochell, Roushall], François (Master), 697, 697 and n (*Prudent*)
- Rover*, Massachusetts privateer sloop, 464, 465n; captured by *Sphinx*, 465n (John Mitchell)
- Rowan, — (Capt.), 209
- Rowan, George (Master), 445, 446n (*Rising Sun*)
- Rowland, Andrew (merchant at Hartford, Conn.), 170n
- Roxbury, Mass., 168, 214
- Royal American Gazette* (New York): **1778:** 2 *Apr.*, 19; 16 *Apr.*, 125–26; 23 *Apr.*, 171; 19 *May*, 391
- Royal Bounty*, cartel ship: controversy involving, 306, 307n; and exchange of prisoners, 95; return of, demanded, 95; seizure of, 95; to be sold, 17, 18n (Thomas Compton)
- Royal Gazette* [Rivington's] (New York): **1778:** 11 *Apr.*, 85; 18 *Apr.*, 134; 2 *May*, 247–48; 4 *Apr.*, 31; ship offered for sale in, 134n
- Royal George*, HM transport ship, 659, 660n (Joshua Kneeshaw)
- Royal Oak*, HMS, 688n (Henry F. Evans)
- Royal Pennsylvania Gazette* (Philadelphia): **1778:** 7 *Apr.*, 51–52 and n
- Rudolph, Tobias (merchant at Head of Elk, Md.), 105–6 and n
- Ruelliere, — de La (French Consul at Madeira Island, Portugal), 697, 697 and n
- Rumsey, — (former Capt., British Army; Adjutant, Willing Expedition), 107, 109, 110n
- Rumsey, Charles (Col., Maryland Militia), 413, 414n
- Rumsey, James (former Capt., British Army; Adjutant, Willing Expedition), 436, 437n
- Rundlet, George (Seaman, Continental Navy; Continental Marines), 803, 814
- Rundlet, Satchwell/Satchewel/Satchivel (Continental Marines), 122, 801, 814
- Rush, Ireland, 555
- Russel, Harris (Seaman, Georgia Navy), 100, 101
- Russell*, HMS, 688n (Francis S. Drake)
- Russell, Joseph, Jr. (merchant at New Bedford, Mass.), 434
- Russell, Thomas (merchant at Charleston, S.C.), 404 and n
- Russia, 156
- Rutcliff [Racklett], Benjamin (Seaman, Continental Navy), 590
- Rutgard, John (Master), 404 (*Katherine*)
- Rutson, William (merchant at Liverpool, England), 465n
- Ryan, Michael (Private, Continental Marines), 589
- Rye Creek, N.Y., 188 and n
- Saavey, William, 257
- Sabens, Cesar (seaman), 235
- Sable, Cape, Nova Scotia, 454n, 470–71n
- Sabron, Vicomte de (French Army officer), 27n, 73
- Sachem*, Continental Navy sloop, 47 (James Robinson)
- Sachusset Point, R.I., 304 and n, 334n
- Sacks, J. (served with *Deane*), 733
- Saddles, 509
- Safeguard*, Virginia Navy armed galley: and transportation of naval stores, 492; escorts supply ship, 105–6; fitting out of, 80; leave of absence for officer of, 492, 493n; operational orders for, 492; seamen from discharged, 119; to protect *Gloucester*, 492; to transport supplies, 80 (George Elliott)
- Sage, Elias (seaman), 235
- Sagittaire*, French Navy ship of the line, 568, 718, 719 (Comte d'Albert de Rions)
- Sail maker, 779
- Sainneville, Nicolas-Antoine, Chevalier de Beaudot de (Lt. Comdt., French Navy), 274, 282 and n, 349, 350n, 428 and n; and provisions for *Nymphe*, 333, 334n (*Nymphe*)
- St. Albans*, HMS: Journal, 8; anchored in Hampton Roads, 8; and capture of *Virginia*, 20 and n; and construction of replacement rudder, 52 and n, 92 and n; arrives at New York, 201; condition of, 306; and expedition to St. Lucia, 407; leaves

- Chesapeake Bay, 183; leaves Hampton, Va., 201; prisoners of war transported by, 229, 354–55 and n; pursues French ship, 224, 225n; pursues ships, 98; sails for New York, 183, 229; station of, 201n; tender of, and capture of unidentified polacca, 98, 99n; whereabouts of, 306; **captures**: *Adventure*, 861; *Arc En Ciel*, 27 and n; *Defiance*, 355n; *Duke of Grafton*, 861; *Hawke*, 861; *Holt*, 861; *Jean André*, 27 and n, 861; *Shore*, 355n; *Virginia*, 91n; **captures** (with *Emerald*): *Alexandrine*, 27 and n; **captures** (with *Otter*): *Fortune*, 861; **captures** (with *Solebay*): *Vicomte de Veaux*, 27 and n, 861; **recaptures** (with *Otter*): *Fortune*, 27 and n; **burns**: *Defiance*, 861; *Petit Camarade*, 861; *Shore*, 861; unnamed schooner, 861; **destroys**: *Arc en Ciel*, 861 (Richard Onslow)
- St. Ann*, schooner: captured by *Lizard* and *Galatea*, 859 (Frederick Dewitt)
- St. Augustine, E. Fla.: fort at, 363; inward-bound vessels, 416n; on sending prizes into, 172, 231; outward-bound vessels, 77, 297 and n, 365, 389n, 439; privateer out of, 80; prize sent into, 120 and n, 858, 860; prize sent to, 152, 858; prizes carried into, 683 and n; prizes sent into, 38, 45, 151, 248n; and provisions for Jordan's squadron, 128; troops from, and invasion of Georgia, 265; vessel condemned at, 438
- St. Barbe, William (Capt.), 659, (*Fanny*)
- St.-Barthélemy [St. Barts; St. Bartholomew], French West Indies, 35n, 207
- St. Bee's Head, Cumbria, England, 843
- Saint-Cézaire, Antoine de Cresp, Chevalier de (Capitaine de vaisseau, French Navy), 569 (*Chimère*)
- St. Christopher [St. Kitts], British West Indies, 58, 64, 145, 178
- St. Clair, Nathan (of Baltimore Co., Md.), 19
- Saint-Cosme-Sainte-Eulalie, Antoine-Stahislas-Xavier de Curières de Castelneau, Chevalier de (Lieutenant de vaisseau, French Navy), 569 (*Aimable*)
- St. Croix, Danish West Indies: inward-bound vessels, 152, 153; outward-bound vessels, 219n, 226n, 860; prize ship owner in, 219n; seat of government in, 326n
- St. Domingue, French West Indies, 196 and n; inward-bound vessels, 280n; outward-bound vessels, 248, 858; ship reportedly cleared to, 836n; ship said to be bound for, 180
- Saint-Esprit*, French Navy ship of the line, 549, 776 and n (Montperoux Roquefeuil)
- St. Eustatius [Statia], Dutch West Indies: captured captain citizen of, 692n; Count van Bylandt's squadron at, 58n; inward-bound vessels, 35n, 152, 245, 248n, 326, 346, 361n, 370 and n, 377n, 397, 432, 445, 858, 860, 862; on sending merchant vessel to, 394; outward-bound vessels, 248n, 272, 355, 364, 400, 858, 860, 862; seaman at, 152
- St. François*, French snow: captured by *Dunmore*, 248 and n (François Durand)
- St. Georges Bank, 417n
- St. George's Cay, Belize, 141, 144n
- St. George's Channel, 756
- St. Helena Island, S.C., 120n
- St. Helen's, Isle of Wight, England, 602, 706
- St. Iago*, French ship, 171; captured by *General Howe*, 171 and n (Joseph Vantesse)
- St. Jacque*, brigantine, 287 (Surget)
- St. Jean*, French snow: burned by *Ariel*, 398 and n
- St. John River, New Brunswick, 137–38 and n, 160, 347–48 and n
- St. John's, Antigua, 35n, 136, 424
- St. John's, Newfoundland, 409, 494, 512, 513, 517, 518
- St. John's Island, Nova Scotia. *See* Prince Edward Island, Nova Scotia
- St. Johns River, E. Fla.: British force advances as far as, 230; fortification on, 232n; prize sent to, 858; settlements on, 212; South Carolina Loyalist regiment and, 231, 232n
- St. Kitts. *See* St. Christopher
- St. Lawrence, Newfoundland, 494 and n
- St. Louis*, schooner, 468 and n (George Ross)
- St. Lucia [St.-Lucie], French West Indies: British attack on, 656–57; British expedition to, 407, 408n, 656, 657n; British frigate cruising off, 53, 55–56; on British occupation of, 656–57
- St. Lucia, Jamaica, 143
- St. Malo, France, 510, 575, 577, 697n, 769, 770, 834, 862
- St. Martin [Sint Maarten], Dutch/French West Indies, 207, 248n, 603
- St. Mary Island, Scotland, 594, 675, 758
- St. Mary's Co., Md., 468, 862
- St. Mary's River, E. Fla., 81n, 230, 232n, 265, 435
- St. Mathieu, France, 839
- St. Mathieu Point, France, 574, 576
- Saint-Michel*, French Navy ship of the line, 549 (Comte de Mithon de Genouilly)
- St. Peter*, American privateer ship, 775n (Samuel Chace, Jr.)
- St. Pierre, Martinique, 40, 375, 376, 696; American merchantmen protected in convoys from, 54, 56, 58n; American privateers ordered to anchor in galleys roadstead of harbor of, 15–16; American warships at, 60; convoys from, 53–54, 56, 94; harbor full of American privateers, 55, 57; inward-bound vessels, 359, 360n; *Lion* at, 697n
- St. Pierre and Miquelon Is., French North America, 409 and n, 651, 862
- Saint-Sauveur, Grégoire Le Henault de (Lieutenant de vaisseau, French Navy), 558n
- St. Simons Island, Ga., 212
- St. Simons Sound, Ga., 363n
- St. Thomas, Danish West Indies, 58n; court session held at, 451; custom house at, 451; inward-bound vessels, 862; outward-bound vessels, 858, 860; privateering and, 451
- St. Vincent, British West Indies, 648, 774
- St. Vincent, Cape [São Vicente, Cabo de], Portugal, 572, 573
- Saintes, Îles de, French West Indies, 364
- Sakonnet Passage [Eastern Passage], R.I., 304 and n, 334n, 366 and n, 444, 445n, 459 and n, 472 and n; American brig run ashore in, 72, 73n;

- British expedition and, 403; British ships stationed in, 72, 253, 254n; *Pigot* stationed in, 381 and n
- Sakonnet Point, R.I., 334 and n
- Sakonnet River, 200
- Salamander*, Pennsylvania Navy Guard Boat, 241 (Charles Lawrence)
- Salem, Mass.: crewman In *Raleigh* from, 803; and crews of privateers, 464; inward-bound vessels, 236, 237n; prisoners of war bring seized cartel ship to, 95; privateer at, 261; privateer captain from, 465n; privateers from, 5, 123, 133, 137n, 180, 208, 297n, 351n, 453, 695; prizes arrive at, 123
- Salem, N.H., 798, 809n
- Salisbury, Mass.: frigate *Alliance* building at, 30, 31n, 41 and n, 47, 48n, 83, 84n, 316n, 465n, 480 and n, 489, 491n
- Salisbury Furnace, Salisbury, Conn., 47, 48n
- Sally*, brig: captured by *Glasgow*, 39 and n
- Sally*, brig: captured by *Raisable* and *Diamond*, 466 and n, 482; recaptured by *Marlborough*, 482, 483n (Thomas Clouston)
- Sally*, brigantine: captured by *Wexford*, 439, 440n (George Innis)
- Sally*, brigantine: burned by *Hammond*, 361, 448n; captured by *Raleigh* and *Alfred*, 46n, 361, 448 and n (Edward Marshall)
- Sally*, schooner: captured by *Resistance*, 186 and n; in company with *Cabot*, 196; recaptured by *Cabot* and *Arbuthnot*, 186 and n
- Sally*, schooner: as prize vessel, 819–21, 822, 829n; captured by *Marlborough*, 819, 829n; returned to master, 821, 823, 829n (William Moore)
- Sally*, British transport ship, 193n
- Sally*, ship: captured by *Bristol*, 218, 219n (James Jefferys)
- Sally*, British letter of marque ship, 660 and n (Samuel Smith)
- Sally*, Rhode Island privateer sloop, 127 and n; **captures**: *Louisa*, 483, 484n (Lemuel Bishop)
- Sally*, sloop: captured by *Phoenix*, 859 (Luther Burges)
- Sally*, sloop: captured by *Hotham*, 248n (Jeremiah Hagerty)
- Sally*, sloop: captured by *Phoenix*, 859 (John Patterson)
- Sally*, British letter of marque sloop, 644 and n; **captures**: unnamed vessel, 644; **destroys**: unnamed privateer, 644 (Wilkinson)
- Salmon, John (seaman), 234
- Salt: as ballast, 385; as cargo, 21n, 27, 69, 80, 99n, 116, 120n, 123, 151, 152, 186n, 196n, 219n, 226n, 248, 248n, 261, 280n, 302, 341, 341n, 346n, 355, 361, 365n, 377n, 385, 391, 396, 400, 415, 429, 445, 446, 448n, 463n, 467, 698, 699, 702, 721, 858, 862; John Bradford and sale of, 410; cargo of, saved, 448n; destroyed by British at Squam [Manassquan] Inlet, 48–49, 49, 49n, 49n, 74; for Samuel Elbert's command, 178; for Virginia Navy, 44; Georgia Navy galley and, 178; needed for Continental Army, 62n; purchase of, 448; storage of, 448; use of, as preservative, 448
- Salt works: destruction of, 48–49, 49, 49n, 74, 303
- Saltonstall, Dudley (Capt., Continental Navy): and capture of of *Industry*, 62–63; two-mast boat (Fordham), 62–63; two-mast boat (Joseph Vail), 62–63; cash paid to, 418, 420n; Continental Navy appointment of, 151–52 and n; and courts-martial, 295; and getting *Trumbull* over sandbar, 31n; ordered to Boston, 295; and return of chartered sloop, 284; and returns, 295; **to**: Barnabas Deane, 284; **from**: Continental Navy Board of the Eastern Dept., 295 (*Trumbull*)
- Saltonstall, Joseph L. (seaman), 235
- Saltonstall, Nathaniel (First Lt.), 233
- Saltonstall, Winthrop (Register, New London Co. Maritime Court), 62–63, 404
- Salutes: American warships and exchange of, 527, 535; on rules concerning, 612–13
- Salvert, Louis-Alexis Perier, Comte de (Capitaine de vaisseau, French Navy), 557, 558 and n, 640n
- Salvert, Louis-François-Achile Perier de (Volunteer, French Navy), 627, 633, 640n
- Sambro, Cape, Nova Scotia, 494
- Sammour/Samour/Lamour, Jacque (Continental Marines), 807, 815, 816n
- Samouzly, Claude (Cpl., French Army), 627, 634
- Sampson*, brig: captured by *Portland* and tender *Tartar*, 35 and n (Timothy Jarvis)
- Sampson, — (Capt.), 696 and n (*Revenge*)
- Samson, Simeon (Capt., Massachusetts Navy): accounts of, 356, 357n; and mutiny on *Hazard*, 379; on prize captured by, 398–99, 439, 440n; and operations with *Tyrannicide*, 77, 255, 256n; rations for, 356; and release of prisoner of war, 398–99; **to**: Massachusetts Council, 398–99 (*Hazard*)
- Sanborn, Abraham, 257
- Sanders, — (served with *Deane*), 732
- Sands, Ray (Lt. Col., Rhode Island Militia), 327, 328n, 459 and n
- Sandwich*, brig, 136
- Sandwich, Lord [John Montagu, 4th Earl of Sandwich] (First Lord of the Admiralty): as Lord Commissioner of the Admiralty, 572; and British Navy attack on d'Estaing's fleet, 594, 618, 644–46; and Byron's fleet wintering abroad, 624, 644; and command of reinforcements sailing to North America, 623, 624; and defense of English home waters, 593–94, 614, 618, 652; and destination of d'Estaing's fleet, 594n, 614, 617–18, 652; efforts of, fitting out Channel fleet, 618; and intelligence concerning d'Estaing's fleet, 593, 614, 617–18, 652 and n; and intercepting ship with supplies for United States, 836n; on lack of available frigates, 651–52; and sailing of Byron's fleet, 623, 624 and n, 644–46, 651–52 and n, 674n; and sailing of ships from Portsmouth, 624 and n, 646; **to**: Lord George Germain, 651–52; Augustus Keppel, 614; Philip Stephens, 644–46; **from**: George III, 617–18, 623; Lord North, 593–94, 624, 673–74; Philip Stephens, 624
- Sandy Hook, N.J.: bar at, 171; British expedition and, 48–49 and n; Byron's fleet and, 705, 706n; *Eagle* departs from, 131; outward-bound vessels, 85; Viscount Howe at, 173, 305; Viscount Howe's departure from, 306

- Sanno, Peter (Seaman, Continental Navy), 807, 816
- San Sebastián, Spain: prize brought into, 512, 513, 529, 641, 642, 714n
- Sansum, Philip (Virginia Recruiting Officer), 361 and n
- Santa Maria*, sloop: captured by *Carysfort* and *Lizard*, 858 (James Spencer)
- Santa Teresa*, Spanish packet, 12, 13n
- Santander, Spain, 512, 513–14
- Santee River, S.C., 858
- Santo Domingo (Spanish West Indies), 478
- Santoña, Spain, 513, 514
- São Miguel Island, 659, 660n
- Sapelo Island, Ga., 45 and n, 81, 127
- Saqui des Tourres, Jean-Joseph-Louis-Charles-Hillarion (Lt. de vaisseau, French Navy), 628, 635, 640n
- Saratoga*, Maryland privateer brig, 242, 474n (Alexander Murray)
- Sardine*, French Navy corvette, 569 (Chevalier de Villages)
- Sargent, Paul Dudley (Col., Massachusetts Militia; merchant at Boston), 37n, 61–62, 424n
- Sarjeant, John (resident of Whitehaven, England), 592
- Sartine, Antoine-Raymond-Jean-Gualbert-Gabriel de (French Secretary of State for Marine): and American prizes, 646–47, 776 and n; and assistance for injured seaman, 716, 717; and assistance for injured workman, 716, 717; and British prisoners captured by Americans, 677–78, 681 and n, 692, 694, 707; and dispatch of frigate *Flore*, 715; and French naval protection for American merchantmen, 558, 559, 586, 607–8; and *Indien*, 527, 539, 677, 678 and n; John Paul Jones writes to, 526–27, 539; and naval stores for d'Estaing's fleet, 716, 717; on Orvillier's letter to, 760; and operations report for *Ranger*, 681; and protection for American merchantmen, 620; and protection for American ships in Spain, 625; reportedly sends French marines aboard Continental Navy frigate, 667; and return of French sailors from United States, 524–25; and salute for Continental Navy vessels, 581; and treatment of *Boston*, 585; and *Zephyr* as *Ranger*'s escort, 542; **to**: American Commissioners in France, 608–9; Conrad-Alexandre Gérard, 524–2; Arnaud de La Porte, 646–47, 692–935; Comte d'Orvilliers, 684; Comte de Vergennes, 607–8; Jacques-Pierre Vigne-Buisson, 612–13; **from**: American Commissioners in France, 585, 694; Chevalier de Dampierre, 16–17, 81–83, 364; Comte d'Estaing, 557–58, 558, 714–15, 715, 716, 717–19, 719–20; Chevalier de Bernard de Marigny, 531–33, 533–35, 573–76, 576–78; Comte d'Orvilliers, 676–77, 677–78, 709–10
- Satisfaction*, Massachusetts Privateer sloop, 798, 809n (John Wheelwright)
- Saumarez, James (Lt., RN), 381 and n (*Spitfire*)
- Saunders, Celey (Capt., Virginia Navy), 34, 66, 346 (*Tempest*)
- Saunders, William (Capt., Virginia Navy), 34, 44, 360–61 and n (*Manley*)
- Saunders, William (resident, Placentia, Newfoundland): **to**: John Montagu, 494
- Saurey, Miles (linen draper at Plymouth, England), 669, 670n
- Savage, Samuel Phillips (President, Massachusetts Board of War): attends board meeting, 117, 168, 274, 282, 301, 333, 356, 365, 380, 428, 438, 454, 478; **to**: American Commissioners in France, 349; William and Godfrey Hutchinson, 356–57; **from**: Thomas Smith, 99–100
- Savage, Thomas (Capt.; Member, South Carolina Navy Board), 230, 232n
- Savannah, Ga.: arrival of South Carolina Navy armed galley at, 265; Elbert's detachment marches from, 81; fire at, 45 and n; galley stationed at, 45; outward-bound vessels, 679; pilot boat based in, 858; prize captured off, 858; provisions reportedly sent to Georgia backcountry from, 231; transporting supplies to, 265
- Savory, — (Master), 153
- Saybrook, Conn., 200, 352
- Saybrook Bar, Conn., 31n
- Scallon, W. (Seaman, Continental Navy), 788
- Scarborough*, HM frigate, 347, 348n; Journal, 36; captures: *Abigail*, 36 and n (Andrew Barkley)
- Scates, John (Seaman, Continental Navy; Cpl., Continental Marines), 799, 813, 814
- Scates, Joshua (Continental Marines), 799
- Schoultz, John (merchant at Lunenburg, Germany), 186n
- Schuyler, Philip (New York Delegate to Continental Congress; Maj. Gen., Continental Army), 192, 193n, 368n
- Schuylkill River, Pa., 189 and n, 249, 460, 467
- Schweighauser, Jean-Daniel (Continental Commercial Agent, Brittany Region, France): appointment of, as commercial agent, 524n, 689, 689 and n, 690n; as William Lee's representative, 689 and n; authority of, 708, 709n; and blankets for *Deane*, 726; and cargo of lead, 479n; John Paul Jones and, 748; on character of, 689; and prizes, 689, 708; and *Ranger*, 562, 689, 708, 748, 760, 761n; shipment of tobacco and, 473, 474n; and Jonathan Williams, Jr., 524n, 708, 709n; **to**: John Paul Jones, 689; **from**: Arthur Lee, 508
- Scilly Islands, England, 756
- Scollay, John, 479
- Scorpion*, HM ship-rigged sloop-of-war: Journal, 220, 228, 366; assists plundered vessel, 366; operations involving, 220, 228, 366 and n; repairs to, 366; station of, 412 and n (Philip Browne)
- Scotland: men from, aboard *Raleigh*, 805; outward-bound vessels, 483; reports in, concerning cruise of *Ranger*, 744; ship built in, 440n; *Thetis* sails along coast of, 617, 663
- Scott, — (Capt.), 720–21
- Scott, Charles (Continental Marines), 732
- Scott, George (Seaman, Georgia Navy), 100, 101
- Scott, Michael (Seaman, Maryland Navy), 354
- Scott, William (Master), 695, 696n (*Waddel*)
- Scranton, Noah (captain of the hold), 233
- Screenen, James (Brig. Gen., Georgia Militia), 45 and n, 102n

- Scriggens, William (seaman), 216
- Scudder, Nathaniel (New Jersey Delegate to the Continental Congress), 220
- Scull, William (Capt., Continental Army), 337, 338n
- Sea Flower*, schooner: captured by *Unicorn*, 219 and n (Joseph Joy)
- Seaflower*, schooner: captured by *Congress*, 199 (Joseph Wheeler)
- Sea-Flower*, sloop: captured by *Mifflin*, 404 (Isaac Seidmore)
- Sea-Flower*, sloop: captured by *Beaver*, 358 and n, 404 (George Webster)
- Seaford*, HM frigate, 58n; Journal, 194, 333; assigned to Leeward Island station, 650; chases *Defence*, 333 and n; chases *Oliver Cromwell*, 332–33, 333 and n; operations of, 194, 333; pursues American privateer, 683; rate of, 650; **captures**: *Betsy*, 194 and n; *General Washington*, 70n; *Hampden*, 150 and n, 695, 696n; **recaptures**: *Free Briton*, 683 and n (John Colpoys)
- Seamen: American: difficulty in finding, 439; exchange of, 543; on capture of, 543; on treatment of as prisoners of war, 543; on wages of, 439; French: return of, from United States, 524–25
- Searle, James (merchant at Philadelphia), 430–31 and n; **to**: Robert Morris, 430–31
- Sears, Isaac, Col. (merchant and ship owner at Boston), 6n, 59, 60n, 70n, 471n, 700n; **to**: Nathaniel Shaw, Jr., 6
- Seward [Seward], John (Prize Master, Continental Navy): **to**: Benjamin Franklin, 662–63
- Seward, William (Seaman, Continental Navy), 792
- Seawards, Benjamin (Seaman, Continental Navy; Continental Marines), 796, 813
- Sedey, John (Boy, Continental Navy), 805
- Séduisant*, French Navy xebec, 569 (Comte de Forbin La Barben)
- Seggell, Benjamin (seaman), 218
- Seguin Island, Me., 326, 327n
- Seidmore, Isaac (Master), 404 (*Sea-Flower*)
- Seix, Michael (Capt., British Army), 443, 444n
- Selkirk, Earl. *See* Hamilton, Dunbar [4th Earl of Selkirk]
- Selkirk, Lady. *See* Hamilton, Helen [Countess of Selkirk]
- Sellars, Tobias (Continental Marines), 792
- Sellman, J. (Lt.), 149
- Senegal*, HM ship-rigged sloop-of-war: and capture of *Virginia*, 20n; command of, 552; departure of, from Chesapeake Bay, 370; and recruits for Howe's army, 133 and n; station of, 183, 198; to guard Cape Charles, 183; to join *Otter*, 183; watering of, 183, 184n ; **captures**: *Louisa Ulrica* [*Louisa Ulrique*], 27 and n, 861; **captures** (with *Richmond*): *Hector*, 27 and n, 861; **burns**: *Tonnere*, 27 and n, 861 (Anthony James Pye Molloy)
- Senegal, Africa, 46n, 69, 680n, 682 and n
- Sensible*, French Navy frigate: armament of, 568; arrival of, in America, 266 and n; carries Simeon Deane to America, 121, 200 and n; departure of, from Casco Bay, 121; in Brest fleet, 568; intelligence sent via, 121; location of, 568 (Chevalier de Marigny)
- Sensible*, ship, 287 (Jean Vincent)
- Serin*, French Navy corvette, 568
- Serle, Ambrose (Private Secretary to Vice Adm. Howe), 49–50, 338; Journal, 49–50, 338
- Serringer, Joseph (Drummer, Continental Navy), 793
- Sestora, — (Capt.), 149
- Setchel/Setchels, Jonathan (boatswain's mate), 234, 419
- Seth Jenkins & Co. (Nantucket merchant firm), 859
- Sevey, Aaron (seaman), 216
- Seward, James (seaman), 216
- Seward, John (Prize Master), 216
- Seward, Richard (Seaman, Continental Navy), 794
- Shackford, Josiah (Lt., Continental Navy), 246, 791, 802, 811
- Shadder, David (Master), 404 (*Polly and Hannah*)
- Shakespear, Stephen (merchant at West Florida), 36, 37n, 244 and n
- Shaler, Timothy (Capt.), 408 and n (*Chance*)
- Shannon's Point, Ga., 45 and n
- Shapleigh, Edward (Seaman, Continental Navy), 842, 855n
- Shark*, HM sloop, 58, 650 (John Chapman)
- Shark, N.J., 49
- Shark River, N.J., 74
- Shattuck, William (merchant at Boston), 262n, 391n, 483n; **to**: Massachusetts Council, 453–54
- Shaw, George (Seaman, Continental Navy; Continental Marines), 122, 803, 813
- Shaw, Nathaniel, Jr. (Continental Agent, Connecticut): accounts of, 60, 61, 264, 319–20, 418–20; ammunition for, 429; and *American Revenue*, 14; and ammunition for *Trumbull*, 402; as ship owner, 14, 125n, 149, 161, 178, 179n, 239n, 328; and *General Putnam*, 117 and n, 160, 239n; and goods imported on Continental account, 59–60 and n, 149; and John Lamb, 59–60 and n, 61; Marine Committee sends funds to, 39; money drawn on or by, 6, 490; money owed to, 179 and n, 226–27; on debts owed to, 6; and prizes and their cargoes, 14, 226, 227; purchases of, or made for, 6, 117, 160, 263, 402; and receipt, 402; and *Trumbull*, 149, 263, 402; **to**: Continental Navy Board of the Eastern Dept., 263–64; Andrew Perkins, 117; Jonathan Trumbull, 124; **from**: Thomas Allon, 403–4; John Bradford, 59–60; Samuel Cardoll, 259; Samuel Champlin, Jr., 14; John Lamb, 149, 328; Patrick Moore, 178–79; Isaac Sears, 6; Josiah Waters, 60–61, 160–61, 214–15, 226–27
- Shaw, Thomas (Seaman, Continental Navy), 792
- Sheer hulks, 256n
- Sheers, 581 and n, 590
- Sheete, Joseph (Capt.), 530 (*Heart of Oak*)
- Sheffield, John (Carpenter's Mate), 234
- Sheftall, Mordecai (Georgia Assistant Deputy Commissary General of Issues), 100, 102n, 204
- Sheldan, Alexander (seaman), 217, 237, 254, 255n
- Shell Point, N.C., 225n
- Shelly, Reuben (seaman), 235
- Shelsick, Isaac (resident of Whitehaven, England),

- 593
 Shelter Island, N.Y., 72, 85n, 124
 Shephard, John (Master), 169 (*Henry*)
 Sherburne, Nathaniel, 416
 Sherman, Joseph: **to:** William Greene, 402–3
 Shillaber, Robert (ship owner, Danvers, Mass.), 137n
 Shingles, 375, 376
 Ship Chandler, 779, 780n
 Ship Harbour, Nova Scotia, 388 and n
 Ship Island, W. Fla., 423n
 Ship Shoal Inlet, Va., 432 and n
 Shipwright(s), 160, 259, 295
 Shirley, Henry: as prisoner of war, 428; capture of, 156, 428, 469–70; and exchange of prisoners of war, 470; family of, 156, 428–29; reputation of, 433; **to:** Jonathan Trumbull, 428–29, 469–70
 Shirley, Mrs. Henry, 429
 Shirley, William (Gov., Dominica), 316n
 Shoemaker, 780
 Shoes, 91, 144n, 159, 456, 669, 767, 768 and n
 Shore, sloop: captured and burned by *St. Albans*, 355n, 861 (George Rogers)
 Shores, John (Boy, Continental Navy), 814
 Shores, John (Continental Marines), 798
 Shores, Peter (Lt., Continental Navy), 246, 736, 791, 811
 Shoud, Richard, 419
 Shreve, Israel (Col., Continental Army), 49n
 Shriver, Henry (merchant), 174, 175n and n
 Shubrick, Thomas (Capt., Continental Army), 177
 Shuldham, Lord [Molyneux, Baron Shuldham] (Vice Adm., RN), 624 and n
 Sibbles, George (Capt.), 416n, 446n (*Tryon*)
Sibylle, French Navy frigate 568, (Kerhouan Mahé)
 Sidey, John (Boy, Continental Navy), 814
 Signals, American: false fires as, 282 and n; flags as, 839; of Continental Navy, 516, 517; used by *Marlborough*, 818, 819
 Signals, British: chasing, 271; day and night signals for transports under convoy, 42; false fires as, 450; signal lights, 450
 Signals, French: firing gun as, 839; for *Tourterelle's* convoy, 54, 56; in *Languedoc*, 622, 623
 Silk, Robert (British merchant), 669
 Simmons, Thomas (Capt.), 123 and n (*Lively*)
 Simony de Broutiers, Louis-Marie, Comte de (Garde de la marine, French Navy), 627, 633, 640n
 Simpson, James (Lt., Pennsylvania Navy), 391, 393n
 Simpson, John (Seaman, Continental Navy), 122, 801, 812
 Simpson, Southy (Col., Virginia Militia), 421, 422n
 Simpson, Thomas (Lt., Continental Navy): and accounts of *Ranger*, 541, 542n; arrest of, 672–73, 678–79, 748, 749, 782, 856n; as prize master of *Drake*, 853, 856n; and careening *Ranger*, 837, 855n; charges against, 750, 782; and command of *Drake*, 605–6, 678, 701–2, 782; compliments to, 710; conduct of, as officer, 782; confinement of, 681, 749–50, 782–83; court-martial of, 678–79, 748, 783; exhorts prize crew, 701–2; Le Roy offers services to, 540 and n; on character of, 782; on guilt of, 750; on John Paul Jones as commander, 678; on safety of *Drake*, 701; on service of, 679; petition on behalf of, 782–83; regards sent to, 744; removal from command, 672, 681, 701, 760, 782; return of, to the United States, 783; treatment of, 749–51; **from:** John Paul Jones, 605–6, 672; **to:** American Commissioners in France, 678–79 and n, 749–51
 Sincour, Duncan (seaman), 844
 Sinepuxent, Md., 314, 489, 491n
Singe, French Navy xebec, 569 (Vicomte de Vintimille)
 Singleton, Joshua (Lt., Virginia Navy), 65, 99, 469 and n (*Henry*)
 Singolton, Phillip (Seaman, Continental Navy), 788
 Sirmot, Patrick (seaman), 233
 Skagerrak, 688n
 Skillin, William (Master), 859 (*Page*)
 Skillirn, William (Capt.), 474 (*Willey & Minta*)
 Skimmer, John (Capt., Continental Navy), 114, 115n; Continental Navy commission for, 314–15 and n; on bravery of, 439; on rank of, 314–15; service of, in Washington's fleet, 315n (*General Gates*)
 Skins, 439
 Slade, Samuel (carpenter), 216
 Slattery, Thomas (clerk), 233
 Slaves: as cargo, 93, 94, 171, 294, 416n, 825, 826; as ship's carpenters, 177; carrying off of, 773; fugitive, and recovery of, in Somerset Co., Md., 8; *Marlborough* captures, 823, 824; purchase of, 296; restitution for seized, 244; sale of, at New Orleans, 10; seized by Americans in schooner *Dispatch*, 20; seizure of, by Willing's Expedition, 36, 37n; to be sold with confiscated plantations in Ga., 45 and n
 Sloper/Slooper, John (Seaman, Continental Navy; Cpl., Continental Marines), 122, 796, 813
 Smallcorn, Samuel (Gunner, Continental Navy), 791
 Smallcorn, Samuel (Master), 859 (*Nesbitt*)
 Smallpox: aboard *Ranger*, 540n, 542, 855n; among American prisoners of war, 254, 429; inoculation for, 609; outbreak in Boston, 30, 84, 168, 214n; outbreak in *Defense*, 155, 157; outbreak in *Resistance*, 259; *Tyrannicide* and, 247, 255, 256n
 Smallwood, Joseph (Master), 59n, 104, 134n, 238 (*Neptune*)
 Smallwood, William (Brig. Gen., Continental Army): and British army evacuation of Philadelphia, 460, 461n; British prisoners sent to, 64; collects provisions, 97–98; and exchange of Isaiah Robinson, 460–61, 487 and n; and intelligence concerning British fleet, 421n; and movements of British army, 460, 461n; on Americans collaborating with the enemy, 378–79n; orders foraging expedition, 7n; and protection of American supplies, 460; and punishment of American collaborators, 378–79n; scouts British naval movements, 460; **to:** William Augustus Atlee, 33, 34n; George Washington, 97–98, 377–78, 460–61; **from:** George Washington, 487
 Smedley, Samuel (Capt., Connecticut Navy): as

- commander of *Defence*, 428, 429n; and capture of *Ceres* and *Admiral Keppel*, 469–70 and n; dispatches of, 433 and n; on conduct of, 410 and n; on his relations with Timothy Parker, 155, 156n; on humanity of, 428; releases prisoners, 145; **to**: Jonathan Trumbull, 157 (*Defence*)
- Smith, ——— (Capt.), 60
- Smith, Agrippa (seaman), 234
- Smith, Burrell (seaman), 234
- Smith, Daniel (Continental Marines), 801, 814
- Smith, David (Seaman, Continental Navy), 590
- Smith, Edward (Lt. Col., British Army), 580n
- Smith, Elias (Capt.), 465n (*Black Prince*)
- Smith, Hugh (Master), 136n, 206 (*Nancy*)
- Smith, Isaac (merchant at Boston), 75, 76 and n, 765 and n, 858; **from**: Continental Marine Committee, 76
- Smith, Jabez (Lt., Continental Marines), 259, 260n
- Smith, Jacob, 258
- Smith, James (Seaman, RN), 497
- Smith, James (Seaman, Continental Navy), 702
- Smith, James (Seaman, Maryland Navy), 353
- Smith, James (Master), 358n, 404 (*Jacob*)
- Smith, Jesse (Pvt., Continental Army), 102
- Smith, Jesse (seaman), 234
- Smith, John (Capt.), 297n (*Civil Usage*)
- Smith, Joseph (Capt.), 85 (*Victory*)
- Smith, Joseph (seaman), 234
- Smith, Josiah (Surgeon, Continental Navy), 788 and n
- Smith, Josiah (Commissioner, South Carolina Navy Board), 177, 387
- Smith, Lemuel (seaman), 235
- Smith, Nathaniel (Maj., Maryland State troops), 413
- Smith, Paschal Nelson (merchant and ship owner at Boston), 6n, 70n, 471n, 700n
- Smith, Robert (Continental Navy agent at Edenton, N.C.), 277, 277 and n; **from**: Continental Marine Committee, 277
- Smith, Robert (first mate), 233
- Smith, Roger (Commissioner, South Carolina Navy Board), 177
- Smith, Samuel (Surgeon's Mate, Continental Navy), 792, 811
- Smith, Samuel (Master), 153n, 859 (*Favourite*)
- Smith, Samuel (seaman), 235
- Smith, Samuel (Capt.), 653 (*Hancock and Adams*)
- Smith, Samuel (Capt.), 660 and n (*Sally*)
- Smith, Samuel, Jr. (seaman), 234
- Smith, Silas (Capt.), 169 and n (*Cutter*)
- Smith, Sylvanus (quartermaster), 233
- Smith, Thomas (Pvt., Royal Marines), 33
- Smith, Thomas (Seaman, Continental Navy), 799, 812
- Smith, Thomas (Pennsylvania Loan Officer Commissioner), 412
- Smith, Thomas (Virginia State Agent): and appointment of captain for Virginia State trading vessel, 203; and case of sloop *Portland*, 99–100; draws money on Massachusetts Board of War, 99–100; and fitting out Virginia State trading vessels, 203, 212; and money for Virginia State trading vessel captain, 203; and operations of Virginia State trading vessels, 203, 211–12, 432; and proceeds from sale of prize, 99–100n; and shipment of tobacco, 203 and n, 211–12; **to**: John Archer, 432; John Dames, 203; James Gray, 211–12; Samuel Phillips Savage, 99–100
- Smith, Thomas (Capt.), 367, 368n
- Smith, William (Member, Continental Navy Board of the Middle Dept.; Continental Navy agent, Baltimore; former Maryland Delegate to the Continental Congress): and appointment of Schweighauser as commercial agent, 508; and inquiry into loss of *Virginia*, 134, 202, 203; and shipment of iron, 162–63; appointment to Continental Navy Board of the Middle Dept., 310, 311n, 430, 431n; as Continental Navy agent, 311n; Gálvez directs letter to, 290n; payment for, 105; payment to, 472; purchases by, 162, 276; reimbursement for, 276, 277n; resignation from Continental Navy Board of the Middle Dept., 431n; **to**: Joshua Huntington, 162–63; **from**: Continental Marine Committee, 105; Don Bernardo de Gálvez, 271–72n;
- Smith, Zebediah (Capt., Connecticut Navy), 162 and n (*Spy*)
- Smith & Co. (Boston merchant firm), 859
- Smith & Co. (Charleston, S.C., merchant firm), 858
- Smith & Co. (Virginia merchant firm), 362n
- Smith Island, Va., 862
- Smith Point, Va., 862
- Smithtown, N.Y., 366
- Snake*, HM ship-rigged sloop-of-war: Journal, 45, 102; assigned to Leeward Island station, 650; masts of, damaged, 102; whereabouts of, 45; **captures**: *Betsey*, 45, 206–7 and n; *Friendship*, 102 and n, 206–7 and n (William Young)
- Snell, Polly (passenger), 415
- Snelle, Edward (Master), 216
- Snider, Mark (Seaman, Continental Navy; Continental Marines), 796, 813
- Snowball, Jacob (Master), 126n (*Mermaid*)
- Soap, 102
- Society of Masons, 761–62n
- Solano y Bote, José (Gov., Santo Domingo), 478 and n
- Solebay*, HM frigate: Journal, 340–41; as convoy escort, 354, 355n; and blockade of Chesapeake Bay, 279, 280n, 370 and n; capture credited to, 346 and n; departure of, from Chesapeake Bay, 370 and n; disposition of, 354, 355n; exchange of captured crewmen of, 355; lacks anchors, 183, 184 and n; naval stores needed by, 135; operational instructions for, 279, 280n; station of, 198; to guard Cape Charles, 183; and unloading provisions, 354, 355n; watering, 183, 184n; **captures**: *Portsmouth*, 861; **captures** (with *Hotham*): *Gascon*, 341n, 346 and n; *Rising Sun*, 341n, 346 and n; **captures** (with *Richmond*): *Lydia*, 27 and n, 861; **captures** (with *St. Albans*): *Vicomte de Veaux*, 27 and n, 861 (Thomas Symonds)
- Tender of: boarded by French frigate, 445; leaves Chesapeake Bay, 370 and n; misidentified, 346 and n; **captures**: *Gascon*, 445, 446n

- Solitaire*, French Navy ship of the line, 549 (Marquis de Briquerville)
- Solomon (King of Israel), 499, 501n
- Soltar, Thomas (Seaman, RN), 33
- Solway Firth, 596, 617
- Somerset*, HMS: availability of, for sea duty, 202; and expedition to St. Lucia, 407; health of crew of, 202; ordered to New York, 73; and protection for New York, 202; station of, 72, 74n, 253 (George Ourry)
- Somerset Co., Md., 201, 422n, 461
- Somersworth, N.H., 798, 799, 802, 809n
- Sophia/Sophie*, French brigantine, 280n; captured by *Centurion*, 280 and n (Florence)
- Soret, — (French block maker), 722
- Soulange, Claude-René-Paris, Comte de (Capitaine de vaisseau, French Navy), 549 (*Bizarre*)
- Sound of Jura, Scotland, 617 and n
- Source, L'*, schooner: captured by *Dunmore*, 98, 99n (Joseph Ratty)
- Southampton*, HMS: **captures**: *Unity*, 39 and n (William Garnier)
Tender of: aids in capture of *Angelina*, 15 and n; **captures**: *Swallow*, 96 and n
- Southampton Co., England, 833
- South Carolina: British warships cruising off, 415, 416n, 686; Continental Commerce Committee sends money to, 285; government of, and invasion of East Florida, 362, 363n; invasion of East Fla. by troops from, 212–13, 356n, 362; inward-bound vessels, 116, 248n, 329, 391 and n; on threat to, from British army, 362; outward-bound vessels, 15n, 102, 171, 207, 219n, 334, 447, 548, 672, 680; prize taken to, 85; wages of seamen in, 231
- South-Carolina and American General Gazette* (Charleston): 1778: 21 May, 415–16; 28 May, 478
- South Edisto Island, S.C., 860
- South Kingston, R.I., 190
- South Quay, Va., 336, 337n, 414, 432n, 435; outward-bound vessels, 446; shipyard at, 79–80
- South West Pass, La., 93, 94n
- Spain: British privateers and, 690; Conyngham on disposal of prizes in, 698; disposal of American prizes in, 698, 702; *Flore* sent to, 626, 715; and French naval operations in the West Indies, 518; and salute afforded *Revenge*, 664; and war with Great Britain, 106, 107n, 288, 317, 674; neutrality of, 291, 690; oath of allegiance to, 165, 291; on relations of, with Great Britain, 94, 291, 294n; outward-bound vessels, 248n; possible invasion of England by, 673–74; protection for American ships in, 625; *Revenge* denied entry into, 525; shipment of American goods under protection of, 287, 288; territorial waters of, 512, 513–14; treasure fleet of, 535
- Spain, Court of: on declaration of war by, 674; on hostility toward England of, 674; ; on sincerity of, 674; and *Revenge's* capture of *Gracieux*, 521 and n; and United States acquisition of West Florida, 288
- Spain, Supreme Council of War, 529, 711, 712
- Spanish Fort [Post] at Aux Arcs, Spanish La., 12, 21
- Spanish River, Nova Scotia, 159, 339
- Sparing, Robert (Seaman, RN), 434
- Sparkes & Co. (merchant firm at Limerick, Ireland), 409n
- Specie, 679
- Speedwell*, bateau, 286–87, 289, 290n, 324, 325n (Paul Conand)
- Speedwell*, sloop: captured by *Mifflin*, 404 (James Holt)
- Speedwell*, sloop: captured by *Lizard* and *Galatea*, 859 (Thomas Munro)
- Speedwell*, sloop: captured by *Rose*, 329 and n (James Robertson)
- Spencer, Conway (Midn., RN), 98
- Spencer, Henry (Lt., RN), 45
- Spencer, James (Master), 858 (*Santa Maria*)
- Spencer, Robert (Seaman, Continental Navy), 122, 793, 803, 812
- Spencer's Inlet, S.C., 38
- Spencer's Island, S.C., 858
- Spently/Spensley, John (Seaman, Continental Navy; Continental Marines), 795, 812
- Spermacetti, 695
- Sphinx*, HM frigate: Journal, 334; as convoy escort, 72, 74n, 366; boats from, set *Columbus* on fire, 25n; movement of, 472; raid involving, 275; and raid on Elizabeth Islands, Mass., 266, 283, 297, 320, 334 and n, 403; station of, 472 (Alexander Graeme)
- Spies, 740
- Spincer, John (Prize Master), 233
- Spinks, Richard, 418
- Spinley, John (Seaman, Continental Navy), 122
- Spinney, George (Carpenter, Continental Navy), 800, 812
- Spirits: as cargo, 250n, 298; for Virginia Navy vessel, 431; served at dinner for French naval officers, 319 and n; shipment of, 324
- Types of: brandy, 236, 237n, 248, 365, 419, 563, 858, 862; claret, 61, 62; gin, 62, 563, 820, 821–22, 822; grog, 319n; porter, 250n, 262, 298, 323, 756; punch, 319n; rum, 15n, 27, 46n, 60, 62, 66n, 94, 123, 132, 134, 171, 207, 219n, 226n, 249, 262, 262 and n, 268, 284, 331, 362, 380 and n, 391, 394, 408, 408 and n, 409n, 416n, 418–19, 429, 438, 445, 478, 479, 495n, 563, 821, 858, 862; 23n; whiskey, 132, 164; wine, 46n, 61, 62, 66n, 237n, 248, 250n, 298, 358, 365, 408, 408 and n, 446, 483, 565, 858, 862
- Spit-fire*, boat: burned by *Hammond*, 446
- Spitfire*, Rhode Island Navy schooner-rigged armed galley: Journal, 18, 38, 162, 188, 196, 200, 227–28, 254, 283, 303; armament of, 443, 444n; as prize, 472 and n; boats from, set fire to sloop at Bristol Ferry, 18, 19n, 38 and n; captured by *Non-such*, 441 and n, 443, 444n; crew of, captured, 443, 444n, 457; destruction of, wished for, 254; fitting out of, 188; on transfer of, to Continental service, 254; operations of, 18, 19n, 38 and n, 188, 196, 200, 254, 283, 303; provisions for, 162, 188, 303 and n; reportedly captured by *Pigot*, 457

- and n; station of, 188, 227–28, 254; Gen. John Sullivan and use of, 188, 228, 254; supplies for, 162; tonnage of, 444n; watering of, 188; wood for, 188 (Joseph Crandall)
- Spitfire*, HM armed galley: assists *Haerlem*, 459 and n; attack on, 442, 443; and British raid on Bristol and Warren, R.I., 455, 456n; and grounding of *Pigot*, 497 and n; entry of, into Newport, R.I., harbor, 442; station of, 72, 74n, 253, 254n, 381, 472 and n (James Saumarez)
- Spithead, England: British fleet reportedly parades at, 668; Byron's fleet and, 655, 740, 741n; inward-bound vessels, 71; ships from naval base at, 624, 646; *Trident* to return to, 552
- Spiwood, Nehemiah (Seaman, Continental Navy), 794
- Splatt*, schooner, 152, 153n; captured by *Rose*, 152 (Jacob Wyatt)
- Spooner, Ephraim (merchant at Plymouth, Mass.), 411n
- Spottiswoode, John (resident of Tobago), 775
- Sprackett, William (seaman, *Reed*), 33
- Sprague, Joseph (merchant at Salem, Mass.), 169n
- Spring Bird*, Massachusetts privateer schooner: **captures**: *Two Brothers*, 124 and n (James Dennis)
- Springer, John, 419, 429
- Springfield, Mass., 458 and n
- Spry, Thomas (Lt., RN), 51, 52n (*Cornwallis*)
- Spry Harbor, Nova Scotia, 453 and n
- Spurrier, W. (merchant at London), 70n
- Spuyten Duyvil [Spitting Devil] Creek, N.Y., 197 and n
- Spy*, Connecticut Navy armed schooner: captured by *Bazely Brigg*, 479n; Connecticut General Assembly's loan of, 351; crew for, 162; on expenses of, 479; on money advanced to officers of, 479; pay for crew of, 479; refitting of, 162, 351; use of, as packet boat, 270 and n, 351, 479; voyage of, to France, 351n, 479 and n (Robert Niles)
- Spy*, HM ship-rigged sloop-of-war, 494n (Samuel Warren)
- Squam Inlet, N.J. *See* Manasquan Inlet, N.J.
- Squan Beach, N.J., 48–49 and n
- Squibb, Joseph (seaman), 234
- Squire, Joshua (seaman), 233
- Squire, Matthew (Comdr., RN), 184 and n; in Caldwell's squadron, 280n; orders for, 183, 279, 280n; **from**: Benjamin Caldwell, 133 (*Otter*)
- Squire, Samuel (Commissary, Connecticut Navy), 162
- Squires, — (Prize Master, Continental Navy), 536
- Stacey, William (Master's Mate, RN), 335; **to**: Walter Griffith, 169, 335
- Stackpole/Stacpole, Ebenezer (Quartermaster, Continental Navy), 802, 812
- Stacpole, Charles (Continental Marines), 801
- Stacy, William (Seaman, Continental Navy), 589
- Stag*, HM frigate, 587, 588n, 647 and n (Robert P. Cooper)
- Stamford, Conn., 19 and n, 268
- Stanhope, Henry Edwyn (Lt., RN), 381 and n (*Pigot*)
- Stanley, Edward (British Secretary of Customs), 583n
- Stanley, John Wright (merchant at New Bern, N.C.), 434 and n
- Stanton, Phineas (Prize Master), 233
- Stanton, Thomas (seaman), 235
- Stap, Randall (Master), 653n (*Union*)
- Staple, Jotham (Seaman, Continental Navy), 802
- Staples, Mark (Seaman, Continental Navy), 702
- Staples, Simon (Seaman, Continental Navy), 590
- Stapleton, George (Pvt., Continental Army), 102
- Staplin, Edward (seaman), 234
- Starks*, Massachusetts State trading schooner, 117, 334, 428 and n, 438
- Starks, John (Brig. Gen., Continental Army), 498n
- Starling, John, 421, 422n
- State Street, Boston, Mass., 440
- Staten Island, N.Y., 236
- Staves: and production of gunpowder, 389; as cargo, 162, 207, 329, 334, 375, 376, 389, 409n, 423n, 445, 466n, 667, 668n, 697n, 862; James Willing burns, 108
- Stebbins, Samuel, 479
- Steel, Thomas (Master), 85, 86n (*General Gates*)
- Steel, William (Gunner, Pennsylvania Navy), 241
- Steele, William (Lt., Virginia Navy), 80 and n, 474, 475n
- Stenger, Christian (Capt.), 738 and n (*Dolphin*)
- Stephen Cross & Co. (Massachusetts shipbuilding firm), 160n, 169 and n
- Stephens, John (seaman), 234
- Stephens, Joseph (servant to John Adams), 516 and n
- Stephens, Philip (British Secretary of the Admiralty): and appointment of Byron to command North American reinforcing fleet, 624; and instructions from the Lords Commissioners of the Admiralty, 651 and n; and intelligence concerning French Navy, 572 and n, 573, 589 and n; and Keppel's reports, 602, 603n; and letter of Lords Commissioners of the Admiralty, 706 and n; and letter to Robert P. Cooper, 587, 588n; letters of, 173; and naval stores for Leeward Islands station, 649; on diverting *Thetis* from convoy duties, 605n; and orders from Lords Commissioners of the Admiralty, 691, 746 and n; and provisions for Leeward Islands station, 649; and return of Byron's fleet to England, 655; and secret business of Lords Commissioners of the Admiralty, 646; and secret instructions for Samuel Barrington, 657n; to forward letter, 594; **to**: Sir Frederick Haldimand, 613–14; William Fraser, 647; Earl of Sandwich, 624; **from**: Samuel Barrington, 751–52, 754; John Botterell, 592, 606; George Collier, 365; James Crawford, 604–5; John Gell, 594, 616–17; Walter Griffith, 71–73, 95; Viscount Howe, 171–73, 304–7, 321–22, 407–8; Peter Parker, 141–44; Earl of Sandwich, 644–46; James Young, 58
- Stephenson, Cato (Seaman, Continental Navy), 798
- Stephenson, Isaac (resident of Whitehaven, England), 593
- Stephenson, John (resident of New Orleans), 371, 372, 373n

- Sterling, Archibald (Master's Mate, RN), 15n, 22n (*Vixen*)
- Steuken, Friedrich Wilhelm, Baron von (Volunteer Inspector General; Maj. Gen., Continental Army); and Inspector General's department, 197n, 487n; recommends Pierre Landais, 197, 310, 311n; voyages in *Flamand*, 310; **to**: Henry Laurens, 197
- Stevens, Benjamin (merchant at Portsmouth, N.H.), 192, 193n, 257, 501 and n
- Stevens, James (Lt., Pennsylvania Navy), 392
- Stevens, John (Master), 859 (*Chance*)
- Stevens, Moses (Continental Marines), 796
- Stevens, William (Carpenter, Continental Navy), 793–94
- Stevens, William (Cook, Continental Navy), 796, 811
- Stevens, William, Jr. (Continental Navy), 795
- Stevenson, John (Master), 149
- Stevenson, William, 262 and n, 523 and n, 539 and n, 542
- Steward, Daniel (Seaman, Continental Navy), 812
- Steward, John (Master's Mate and Prize Master, Continental Navy), 842
- Steward, Stephen (Agent for Continental Marine Committee; shipbuilder): accounts of, 368; and cargo for Continental ship, 42; and cargo for Maryland State trading vessel, 396n; and Continental Navy Board of the Middle Dept., 368; and inquiry into loss of *Virginia*, 134, 202, 203 and n; and pay for crew of *Virginia*, 167 and n, 367–68; **from**: Henry Laurens, 202
- Steward, Stephen, Jr. (merchant at Baltimore), 396n
- Steward, William (Capt.), 351n, 388n (*General Montgomery*)
- Stewart, David (merchant at Baltimore), 394, 395n
- Stickney, Anthony, 257
- Stiell, William (Lt. Col., British Army), 291–92
- Stiles, Ezra (President, Yale College), 192, 193n
- Stiles, Joseph (Capt., Pennsylvania State Commissary of Military Stores), 174
- Stirk, John (Col., Continental Army), 102n
- Stocken, Timothy (seaman), 235
- Stocker, Ebenezer (ship owner), 434n
- Stodder, David (Commissioner of the Continental Shipyard, Gosport, Va.): and construction of Continental Navy frigates in Va., 89 and n; employment of, by state of Va., 89, 90n; and preservation of materials for building ships, 89; and reimbursement for ship frames, 75, 89; and warrant for James Maxwell and Thomas Loyall, 89; **from**: Continental Marine Committee, 89
- Stokes, Martine (Master), 351n (*Warbourn*)
- Stone, Gabriel (Continental Marines), 799
- Stone, William (seaman), 235
- Stonington, Conn., 403
- Stono River, S.C., 858
- Stony Brook, Long Island, N.Y., 163
- Storehouses, 281, 442
- Storer, Ebenezer, 75, 76 and n; **from**: Continental Marine Committee, 76
- Stores, military. *See* Military stores.
- Stork*, brig, 68n (Philip Aubin)
- Stork*, HM ship-rigged sloop-of-war: Journal, 96; off Spanish Santo Domingo, 22, 23n; return of, to Jamaica, 141; service of, at Pensacola, 141, 144n; to reinforce naval flotilla at West Florida, 141, 144n (Francis L'Montaus)
- Stormont, Lord [David Murray, 7th Viscount Stormont] (British Ambassador to France): 579, 580, 694 and n
- Storrs, Joshua (merchant at Richmond, Va.), 34
- Story, William (Clerk, Continental Navy Board of the Eastern Dept.), 214, 281 and n; **to**: William Vernon, 214
- Strachan, Alexander Glass, Dr., 201n
- Strachey, Henry (Secretary, Howe Peace Commission), 338 and n
- Straits of Gibraltar, 740, 741n; British attempt to intercept d'Estaing's fleet at, 610, 611; British frigates to cruise in, 572; d'Estaing's fleet and, 572, 573, 714–15, 741n; location of vessel in relation to, 574, 576; *Revenge* captures prize off, 521 and n
- Stranraer, Scotland, 600n, 604
- Stratford, Robert (Cmdr., RN), 650
- Stratton, James (Lt., British Army Corps of Engineers), 125–26
- Straughan, William (Capt.), 738 and n (*Lord Chatham*)
- Street, Robert (soldier), 218
- Strombolo*, HM fireship: and New York, 308; and raid on Warren and Bristol, R.I., 442, 444n; refitting of, 73, 74n; whereabouts of, 308, 459 and n (Samuel Wittewronge Clayton)
- Stuart, Henry (British Deputy Superintendent of Indian Affairs, Southern District), 108, 110n
- Stuart, John (Col., British Army; Superintendent of Indian Affairs, Southern District): message of, to Creek Nation, 363 and neutrality of Creek Nation, 363 and n; on provincial unit commanded by, 292, 294n; on state of British-Indian relations, 292; unit raised by, 232n
- Stubbs, Joseph Cook (seaman), 235
- Stubs, Benjamin (Seaman, Continental Navy), 792
- Studholme, Gilfred (Maj., British Army; Brigade Major, Halifax, Nova Scotia), 137, 138n, 160 and n
- Sturdy Beggar*, armed brig, 231, 322
- Styren, Wallace (pilot, Ocracoke, N.C.), 462n
- Styron, George (pilot, Ocracoke, N.C.), 462n
- Subtile*, French Navy corvette, 568
- Success*, Maryland State trading brig, 543 (John Nichols)
- Success*, schooner: captured by *Portland*, 35 and n (James Burrows)
- Success*, Massachusetts privateer schooner, 70n; **captures**: *William and Polly*, 70 and n (John Fletcher)
- Success*, sloop: burned by *Hammond*, 446
- Suffolk*, Connecticut privateer boat: **captures** (with unnamed privateer boat and *Mifflin*): eight whaleboats, 404; **captures** (with unnamed privateer boat): *Delancy*, 358 and n, 404; *George*, 358 and n, 404; *Jacob*, 358 and n, 404; *Peggy*, 358 and, 404; *Polly*, 358 and n, 404 (Ebenezer Dayton)

- Suffolk, Lord [Henry Howard, 12th Earl of Suffolk] (British Secretary of State for Northern Dept.), 592, 595n, 647; **from**: Henry Ellison and William Brownrigg, 595; Inhabitants of Whitehaven, 592–93
- Suffolk, Va., 43, 203, 250, 860, 862
- Suffren de Saint-Tropez, Pierre-Andr , Bailli de (Captain de vaisseau, French Navy), 568 (*Fantasque*)
- Sugar, 6, 14; as cargo, 20, 27, 31, 64, 94, 134, 171, 262n, 289, 298, 362, 375, 391, 409n, 416n, 471n, 478, 858, 862; captured by John Barry, 91n; John Barry purchases for George Washington, 91n; price of, 418; supply of, sent to Continental Army, 66n
- Sukey, schooner: captured by *Lizard*, 248 and n (Isaiah Keele)
- Sullivan, James (Lt., Maryland Navy), 353
- Sullivan, Nathan (Seaman, Maryland Navy), 353
- Sullivan, James (Seaman, Continental Navy), 796, 813
- Sullivan, John (Maj. Gen., Continental Army): and arrival of New Hampshire troops in Rhode Island, 196n; and attack on British garrison at Newport, 445n; and British raid on Bristol and Warren, R.I., 456–57; command of, 188n; and disposition of *Spitfire*, 188 and n, 228, 254; and exposure of loyalists, 190; and flatboats, 457; on ability of, 190; on adequacy of force commanded by, 254; on British raid on Fall River, Mass., 496; on purchase of Rhode Island Navy armed galleys, 254; on situation of Rhode Island and, 190; on taking Rhode Island Navy armed galleys into Continental service, 254; and recruitment of Continental soldiers into Continental Navy, 196; **to**: Henry Laurens, 253–54, 456–57, 496; **from**: Abraham Whipple, 196
- Sullivan, Philip (Capt.), 154–55 and n (*General Moultrie*)
- Sullivan's Island, S.C., 44, 45n
- Sultan, HMS, 689n (John Wheelock)
- Sultane, French Navy frigate, 569 (F lix-Magdelon de Gineste)
- Summers, Peter (merchant), 174, 175n
- Sunbury, Ga.: attack expected, 53; British attack on, 265; Georgia Navy armed galleys and, 45, 101n, 231; outward-bound vessels, 858; prize captured off, 858; prizes sent to, 178, 231; stores arrive at, 362; supplies to be sent to, 436 and n; transportation of supplies to, 230
- Supreme Council of War, Spain, 529, 711, 712
- Surgeons, 97; surgeon's instruments, 740; surgeon's stores, 730
- Surinam [Dutch Guiana], 446, 692n, 696
- Surprise*, Antigua privateer schooner: **captures** (with *Fansej*): unidentified schooner, 294 and n (James Morres)
- Susquehanna River, 249, 338n
- Sussex Co., Del., 421
- Sutor, James (Boatswain, Georgia Navy), 100
- Sutton, Evelyn (Capt., RN) **from**: Lords Commissioners of the Admiralty: 573 (*Proserpine*)
- Swaine, Barney (Master), 219
- Swallow*, sloop: captured by *Portland*, 424 and n (Joseph Davidson)
- Swallow*, sloop: captured by *Southampton*'s tender, 96 and n (Kohue)
- Swansea, Mass., 19n
- Sweat, John, 795
- Sweat, Pompey (Seaman, Continental Navy), 795, 813
- Sweden, 710, 852
- Sweeney, Richard (Seaman, Continental Navy), 814
- Sweetzer, Stephen (Seaman, Continental Navy), 794
- Swift*, ship, 416n; captured by unnamed privateer, 409; recaptured by *Bristol*, 409; recaptured by *Notre Dame* and *Polly*, 478 (William Loft)
- Swift*, HM ship-rigged sloop-of-war, 460, 461n, 487n (George Keppel)
- Swift*, snow: arrival of, in Boston, 261 and n; as prize of *Tyrannicide*, 247 and n; captured by *Tyrannicide*, 211 and n, 255, 256n, 261 and n, 351 and n, 389 and n; cargo of, 389 (William Pearce)
- Swiney, William (Comdr., RN), 58n, 650 (*Comet*)
- Swombly, Moses (Continental Marines), 122
- Sydebotham, William (ship owner), 323n
- Sylph*, HM ship-rigged sloop-of-war: and British demands concerning Willing Expedition, 271, 272n; and communication with British residents of Spanish Louisiana, 293; fugitive Negroes and slaves on board, 36, 37n; in Mississippi River, 109, 110n, 166n; and intercepting Spanish shipment of money, 371–72, 373 and n; and Manchac, 141, 292, 294n; and New Orleans, 110–12, 113, 114n, 288, 290n, 371, 372, 373n; on effect of operations of, 109, 110n; on threat represented by, 165, 166n; protects West Florida, 141, 144n; return of, to Pensacola, 293; state of, 317, 318n; whereabouts of, 317 (John Fergusson)
- Sylphide*, French Navy corvette, 568 (Le Saige de La Mettrie)
- Sylvierieux, M. (Master), 27n, 861 (*Petit Camarade*)
- Sylvester, Abner (Capt.), 334
- Symonds/Simons, Edward (Capt.), 70 and n (*William and Polly*)
- Symonds, Thomas (Capt., RN), 135, 279–80 and n (*Solebay*)
- Syndercombe, Gregory, Rev. Dr. (Rector of Askerwell), 669
- Syren*, brig, 738 (James Renolls)
- Syren*, HM frigate: destruction of, 238n; Furneaux and, 161; iron hearth salvaged from, 30, 31n; pig iron taken from, 327; wrecked, 31n (Tobias Furneaux)
- Taboureaux, — (French merchant), 724
- Taffia, 289
- Talbot, Richard (Master), 861 (*Portsmouth*)
- Talbot [Talbut], Thomas (Capt., shipbuilder at Norfolk, Va.), 75
- Taliaferro, Charles, 461, 462n
- Tallow, 161
- Tamier, John, 731
- Tangier Island, Va., 183, 184n
- Tangier Shoal, Va., 183
- Tangier Sound, Md., 8

- Tanner, Helyer (Master, Continental Navy), 733
 Tanner, John (Quartermaster, Continental Navy), 798, 812
 Tantiguigin, John (seaman), 234
Tapley, brig: captured by *Revenge*, 570, 625 and n, 702, 703n; cargo of, 625n; reportedly ordered seized by Spanish government, 625 and n; sent into Cadiz as prize, 625 and n; value of, as prize, 703n (Holt)
 Tar: as cargo, 365, 389n, 409, 439, 667, 668n
 Tarleton, John (merchant at Liverpool, England), 144n
 Tarleton, Thomas (merchant at Liverpool, England), 144n
 Tarpaulin Cove, Mass., 390
Tartar, HM frigate, 197 and n (Cornthwaite Omanney)
Tartar, Virginia Navy ship, 52; court-martial held aboard, 340; iron work for, 423; military stores for, 469; naval stores for, 422; provisions for, 194n; seamen transferred to, 469; supplies for, 243, 432, 475 (Richard Taylor)
Tartar, HM sloop tender (tender of *Portland*): **captures**: *Dolphin*, 294 and n; *Eagle*, 424 and n; *Morrice and Wallace*, 300 and n; *Nancy*, 136; *William*, 35 and n
 Tartola, British West Indies, 152
 Tatnall, Robert (Capt., Pennsylvania Navy), 241 (*Porcupine*)
Taunton, ship, 721 and n (P. Stanton)
 Taunton River, Mass., 254, 443, 457
 Taxes, 344
 Taylor, —, 731
 Taylor, — (merchant), 64
 Taylor, John (Lt., Virginia Navy), 243 and n
 Taylor, John (Master), 861 (*Adventure*)
 Taylor, John (Master), 46n (*Ann Susanna*)
 Taylor, Joseph (Master and ship owner), 861
 Taylor, Richard (Capt., Virginia Navy): bond entered into by, 475; brother of, 243n; leave of absence for, 194; and money for recruiting, 475; and naval stores for *Tartar*, 422, 423n, 461; and ordnance for *Tartar*, 52; and supplies for *Tartar*, 194, 432 and n, 475; and survey of Cape Charles, 92 and n; (*Tartar*)
 Taylor, Thomas (Quartermaster, Continental Navy), 846
 Taylor, William, 420
 Taylor Harbor, Nova Scotia, 482
 Taylor Head, Nova Scotia, 453 and n
 T. Case & Co. (merchant firm at Liverpool, England), 830n
 Tea, 14; as cargo, 219n, 262, 298, 860, 862; captured by John Barry, 91n; purchased for George Washington, 91n
 Teams, 162–63
 Tebbets, Simeon (Sgt., Continental Marines), 804
 Tebbitts, Jeremiah (boatswain), 216
 Teissier/Tessier, Jean (merchant at Nantes, France), 723, 728, 859
 Tellar, William (merchant), 733
Tempest, Virginia Navy ship: blankets for, 34; building of, 52, 492; naval stores for, 34, 66, 346; necessities for, 34; supplies for, 474 (Celey Saunders)
 Tenerife Island, Canary Islands, Spain, 817, 828n; inward-bound vessels, 788; prizes sent to, 525, 526n; *Revenge* and, 521
Terpsicore, French Navy frigate, 568 (Teyssier Des Farges)
 Terrey Rocks [Tiree or Tyree Island, Inner Hebrides, Scotland], 617 and n
Terrible, Massachusetts privateer schooner, 70n; **captures**: *Dove*, 70 and n (John Conway)
Terrible, British transport ship, 193n
Terrible Creature, Massachusetts privateer brigantine, 464, 465n; **captures**: *Connection*, 439, 440n (Robert Richardson)
Terror, Pennsylvania Navy Guard Boat, 241 (James Erwin)
 Texel, Netherlands, 688 and n
 Thacher L., Mass., 255, 256n
Thamas Kouli Kan, ship: armament of, 836; captured by *Hector*, 578, 579, 580n, 836n; cargo of, 834; deposition concerning, 833–36 and n; nationality of crew of, 834–834; papers of, 834, 835; registry of, 834; size of crew of, 834; tonnage of, 834 (Noël Le Peru)
 Thamas Kouli Kan [Nadir Shah] (King of Persia), 836n
Thames, HM frigate: Journal, 421; as convoy escort, 201, 202n, 395, 396n; disposition of, 202 and n; fires at American cavalry, 421; on expedition involving, 97, 98n (Tyringham Howe)
Thames, British armed transport ship, 193 and n (J. Moodie)
 Thames River, England, 659
 Thatcher, Josiah (Master), 36n (*Abigail*)
 Thayer, John (Seaman, Continental Navy), 788
Thetis, HM frigate: as convoy escort, 522; as escort for troop convoy, 605n; departure of, from Glasgow, 663; departure of, from Greenock, 663; lacks crew, 617; ordnance of, 647; position of, 647; pursues *Ranger*, 616–17, 663, 664n; and *Ranger*, 594, 600, 605, 643, 644n, 647; sails along Scottish coast, 663; sickness in, 617; to escort convoy, 663; to escort transports, 594; volunteers serve with, 617 (John Gell)
Thomas, British letter of marque ship, 143, 144n; **captures** (with *Friendship* and *Byron*): *General Gates*, 143, 144–45n (James Barton)
Thomas, ship: captured by *Carysfort* and *Perseus*, 859 (William Earle)
 Thomas, — (Capt.), 18, 19n, 38
 Thomas, Charles (Capt.; Superintendent, Public Rope Walk, Warwick, Va.), 80
 Thomas, John (Lt., Virginia Navy), 250, 431 (*Protector*)
 Thomas, John (marine, *Reed*), 33
 Thomas, Nicholas (Speaker, Maryland House of Delegates), 461 and n
 Thomas, Richard (fisherman): **Petition**, 301
 Thomas, William (Master), 370n (*Dolphin*)
 Thomas, William (seaman), 478
 Thomas Adams & Co. (Virginia merchant firm), 248n
Thomas & Henry, snow: captured by *Cumberland* and

- Fanny*, 745 and n (John Pearl)
- Thompson, Charles (Capt., RN), 650
- Thompson, John (Wagon Master, Bucks Co., Pa.), 176n, 381 and n
- Thompson, Samuel (seaman), 216
- Thompson, Solomon (seaman), 217
- Thompson, Thomas (Capt., Continental Navy): arrival of, at Portsmouth, 46 and n, 61 and n, 62 and n; and capture of *Alfred*, 46 and n, 60, 83, 146–48 and n, 189, 192, 208, 209n, 246, 261, 262n; and command of *Raleigh*, 412n; court-martial of, 103n, 299 and n, 411, 482n, 489, 491n, 500; and court of inquiry, 210–11 and n, 314; William Ellery's opinion of, 189; expenses of, 769 and n; on conduct of, 68, 69n, 83, 103, 146–48 and n, 189, 192, 208, 209n, 210–11n, 214, 246, 299, 400, 481–82, 500, 501n; on cruise of *Raleigh* and, 46 and n, 243n, 694 and n; on public clamor concerning, 214, 246, 350; on punishment of, 208; papers of, 816n; report of, concerning capture of *Alfred*, 83; and sale of *Dolphin*, 769n; signs discharge certificates, 122–23; suspension of, from command, 299, 411, 500, 501n (*Raleigh*)
- Thompson & Campbell (merchant firm from Jamaica), 409n
- Thomson, Charles (Secretary of the Continental Congress), 181n, 312
- Thomson, Nathaniel (Prize Master), 14, 226, 227n
- Thorndike, Larken (merchant at Salem, Mass.), 465n
- Thornton, Jonathan (Clerk, Pennsylvania Navy), 392
- Thornton, Robert (Private, Pennsylvania Navy), 241
- Thorp, Edward (Seaman, Continental Navy), 792
- Three Friends*, brig, 335 and n
- Three Friends*, schooner: captured by *Ariel*, 445, 446n (Jonathan Coffin)
- Three Friends* [*Trois Amis*], ship, 342, 343n, 439, 495, 496n (Hall)
- Thresher, William (Quarter Gunner; Seaman, Continental Navy), 804, 812
- Throll, John (Lt., Virginia Navy), 250, 251n
- Thunderer*, East Florida Provincial Navy galley, 231, 232n
- Thwing, Nathaniel (Lt., Continental Marines), 791, 811, 816n
- Thwing, Samuel (ship owner and ship's agent): **to:** Massachusetts Council, 453–54
- Tibbals, Joseph (seaman), 234
- Tibbets, Paul (Seaman, Continental Navy), 800
- Tibbetts, Charles W. (editor), 808, 816n
- Tibbits, Ichabod (Continental Marines), 801, 814
- Tibbits, Paul (Seaman, Continental Navy), 812
- Tibbits, Simeon (Continental Marines), 814
- Tibby, — (French merchant), 729
- Tiffidy, Ephraim (seaman), 234
- Tiley, Thomas, 420
- Tillinghast, Daniel (Col., Continental Agent, Rhode Island): and arms for privateer boat, 302; and grape shot for *Trumbull*, 429; and money for *Providence*, 227; and money for recruitment, 84; and money for William Vernon, 379 and n; on conduct of Continental Navy lieutenant, 71 and n; **from:** Abraham Whipple, 84
- Tillinghast, Henry Hendren, Dr., 160, 161n, 226, 227n
- Tillinghast, John (Lt., Connecticut Navy), 155, 156 and n, 428, 429n, 470 and n
- Tillinghast, Thomas (Col., Rhode Island Militia), 187, 188n
- Tillman, John (Capt., North Carolina State troops), 225n, 341, 342n
- Timber: as cargo, 31, 375, 376; care of, 368; for shipbuilding, 169; seasoning of, 145–46
- Tims, David (Master), 859 (*Hetty*)
- Tin, 262
- Tina, David (Continental Marines), 804, 814
- Tinicum I., Pa., 189 and n
- Tiree Island [Terrey Rocks], Inner Hebrides, Scotland], 617 and n
- Tisdale, William (Judge, Admiralty Court, North Carolina), 332 and n, 480
- Titcomb, Jonathan (Brig. Gen., Massachusetts Militia), 482, 483n
- Tiverton, R.I., 254, 496
- Tobacco: as cargo, 15n, 22n, 27, 31, 80, 85, 96, 96n, 131, 136, 150, 153, 167n, 178, 198n, 203, 207, 211–12, 245, 248n, 294, 297n, 300, 300 and n, 316 and n, 320, 323, 326, 329, 341n, 346, 359, 361n, 365, 366n, 370 and n, 385, 387, 389n, 394, 396, 397, 398, 445, 447, 450, 466n, 482, 484, 548, 551, 665, 667, 672, 683, 690 and n, 693, 696, 706, 721, 751, 754, 820, 834, 858, 862; as Continental remittance to France, 42, 43n; as payment for workmen, 225; as trade goods, 825, 826; contract for delivery of, 203n; destruction of, 322, 331; for *Ranger*, 779; for use of officers and crew of *Boston*, 545, 546–47; from James River region, 86n; market for, 185; on loading of, 203; on price of, 185, 394; regulations concerning vessels bringing into France, 544–46, 546–47 and n; sent to Europe, 343n; shipment of, 87, 203, 211–12, 473; to repay loan, 78; Virginia state supply of, 211
- Tobago, British West Indies, 648; American raids on, 773; Americans reportedly to capture, 740, 773–74; British army garrison on, 774; British army reinforcements for, 774; commerce of, 773, 774; inhabitants of, and sloop to defend, 774–75 and n; inward-bound vessels, 692n; outward-bound vessels, 683; prizes sent into, 94; Royal Navy and protection of, 773–75 and n; ship repair facilities at, 774; value of, 774
- Tobey, Joseph (Seaman, Continental Navy), 793
- Tobey, Peter (Seaman, Continental Navy), 793
- Tobey, Samuel (Master), 358n, 404 (*George*)
- Tobin, — (French merchant), 724
- Tod, John (Seaman, RN), 68
- Todd, Henry (ship owner), 248n
- Todd, Stephen (British merchant), 669
- Tohoureaux, — (French merchant), 564
- Toiletries: Hair Powder, 90, 91n
- Tom*, British letter of marque ship, 464, 465n; **captures:** *Warren*, 464, 465n (John Lee)
- Tomkins, Robert (Capt., Virginia Navy), 52 (*Henry*)
- Tomlinson, John (Pvt., Continental Army), 101

- Toms*, British letter of marque ship, 695, 696n (Houghton)
- Toms River, N.J., 467
- Toney, Peter (seaman), 164
- Tonnant*, French Navy ship of the line: in first squadron, Toulon fleet, 568; lieutenant de vaisseau serves on, 558n; on design of prow of, 718, 719; on sailing qualities of, 718, 719; request of, to shorten sail, 621, 622; taking on water, 621, 622, 625, 626 (Chevalier de Bruyères-Chalabre)
- Tonnere*, ship: burned by *Senegal*, 27 and n (L. Dessau)
- Tonyn, Patrick (Gov., British East Florida): and arming Carolina loyalist refugees, 213; and constructing floating batteries, 363; and Creek Nation support for East Florida, 363; and fitting out vessels, 363; and galleys for East Fla. Provincial Navy, 128; on British Navy and protection of East Florida, 362–63; on British policy toward Creek Nation, 363; on expenses incurred by, 213; on his share of prize money, 213; on mobilizing residents of East Florida, 363; and purchase of vessels for East Fla. Provincial Navy, 212–13; and supporting loyalist refugees, 213; **to**: Lord George Germain, 212–13, 362–63; **from**: Thomas Brown, 44–45; Thomas Jordan, 127–29
- Tonyn's Revenge*, East Florida privateer sloop, 415, 416n (Peter Bachop)
- Tools, 269
- Topsail Inlet, N.C., 448n
- Torrey, Michael (seaman), 234
- Tortola, British West Indies, 660, 691, 740
- Tory Island, Ireland, 848, 856n
- Toulon, France: borer at, 716, 717; coast guard at, 641n; Silas Deane departs from, 610, 611; d'Estaing's fleet departs from, 618, 654; French Navy fleet at, 549, 550; Gérard departs from, 610, 611; intelligence concerning fleet from, 571–72; and supplies purchased for Silas Deane, 519, 519 and n
- Toulouse, France, 762
- Tournet [Tourounet], Pierre (Master), 27n, 859 (*Genevieve*)
- Tournois, Emanuel de (Capt.): criticizes government of San Sébastian, Spain, 641, 642; legal proceedings involving, 711–12, 712–14 and n; monetary demands of, 641, 642; protests release of prize crew, 641, 642 (*Gracieux*)
- Tourounet [Tournet], Pierre (Master), 27n, 859 (*Genevieve*)
- Tourterelle*, French Navy frigate: armament of, 568; boat from, assists American privateer, 55, 57; in Brest fleet, 568; location of, 568; patrols off Martinique, 53, 55; sights British naval vessels at St. John's, Antigua, 55, 57 (Chevalier de La Laurencie)
- Toussin, Jany (Seaman, Continental Navy), 815
- Towell, Mark (Master), 858 (*Friendship*)
- Towns, George (Seaman, Continental Navy), 807, 816
- Townsend, Richard (Capt.), 699–700 (*Jonathan*)
- Townsend, Solomon (Capt.), 740
- Tracy, Jared (merchant at Boston), 61, 62
- Tracy, John (merchant at Newburyport, Mass.), 170n
- Tracy, Nathaniel (merchant at Newburyport, Mass.), 70n, 470–71n
- Trader's Increase*, schooner: captured by *Ariel*, 355
- Traite des Prises ou Principes de la Jurisprudence François, Concernant les Prises, qui se Font sur Mer*, 694
- Transportation: of supplies by boat, 337; on cost of, 402; on creating system of, 336–37; on moving supplies by land, 336–37; use of carts for, 402
- Trason, Emmanuel (soldier), 218
- Travis, Champion (Commissioner, Virginia Navy Board), 34, 43–44, 52; attends board meeting, 65, 76, 91, 99, 105, 119, 194, 242, 250, 270, 278, 317, 340, 346, 360, 422, 431, 461, 468, 474, 492
- Treadwell, James (mate), 219
- Treasury, Continental, 490
- Treasury, Lords Commissioners of, British, 213, 773
- Treaties, Franco-American, 122n, 266 and n, 270n, 282, 349, 499, 522, 527, 585
- Trefethen [Trefathom], Joseph (Seaman, Continental Navy), 589
- Tremignon, Barthélémy-Achille-Evard de (Capitaine de vaisseau, French Navy), 549 (*Alexandre*)
- Trenton, N.J., 331, 391, 393n; Pennsylvania Navy crews at, 174–75, 175, 176n; prisoner of war in jail at, 248
- Trevett, John (Capt., Continental Marines; prize agent for Continental Navy sloop *Providence*), 465–66, 537n
- Trevett, Samuel (merchant at Marblehead, Mass.), 70n
- Trident*, HMS: at St. Helens, England, 586; to reinforce Howe's fleet, 660, 661; transports Carlisle Commission to America, 552 and n, 586, 660, 661, 662n (John Elliot)
- Trigal, Julian (Seaman, Continental Navy), 805, 815
- Trinity Harbor, Newfoundland, 647
- Tripe, William (seaman), 216
- Tripper, Daniel (ship owner, Guernsey Island), 766n
- Tripper, Elisha (ship owner, Guernsey Island), 766n
- Triton*, brig, 116 and n; captured by *Hancock* and *Franklin*, 116n (Thomas Brinton)
- Triton*, French Navy frigate, 568 (Comte de Ligondes de Rochefort)
- Triton*, British victualler ship, 434, 435n (Job Keyburn)
- Trois Amis (Two Friends)*, ship, 260n, 473, 474n
- Trondheim, Norway, 574, 576
- Troopships, 572, 573
- Tropic of Cancer, 102 and n, 817
- True Blue*, Massachusetts privateer schooner, 238 and n; captured by *Venus*, 216, 218, 219n, 255n (Lawrence Furlong)
- True Blue*, ship, 695, 696n (William Batty)
- True Briton*, British privateer ship: **recaptures** (with *Elizabeth* and *Antigua Planter*): *Exchange*, 391 and n (George Marshall)
- True Love*, schooner: captured by *Fessey* and *Retaliation*, 390 and n (Charles Moulton)
- Trueby, Samuel (seaman), 233

- Truly, Bennet (resident, Natchez District), 325
- Trumbull*, Continental Navy frigate: accounts of, 418–20; ammunition for, 429; John Deshon and, 71; fitting out, 39; getting out of Connecticut River, 30, 284 and n, 312–14; and getting over Saybrook bar, 30, 312–14; interference in affairs of, by Connecticut officials, 30, 31n; officers of, and expropriation of supplies, 352; payment of bills for, 90; provisions for, 418; returns for, 295 and n; sailing of, 489; Nathaniel Shaw, Jr., and money for, 263; sloop chartered for use of, 284; **captures**: *Industry*, 62–63; two-masted boat (Fordham), 62–63; two-masted boat (Joseph Vail), 62–63 (Dudley Saltonstall)
- Trumbull*, Connecticut privateer sloop, 149 and n, 150n, 179n (Henry Billings)
- Trumbull, Jonathan (Gov., Connecticut): and command of *Confederacy*, 151–52, 220–21 and n; and crew of *Cyrus*, 484; and crew of *Lyon*, 124; and dispatches for American Commissioners in France, 479; and dispatches for France, 270n; and disposition of prizes, 402; and getting *Trumbull* out of Connecticut River, 312–14; and getting *Trumbull* over Saybrook Bar, 31n; letter from Continental Committee for Foreign Affairs to, 395n; and loan of packet boat, 351; newspapers for, 155; on capture of *Admiral Keppel*, 484; on disposition of cargo of prize ship, 484; on money advanced to officers of *Spy*, 479; on Seth Harding, 18; and packet boat to France, 270 and n; and use of *Spy* as packet boat, 270 and n; and Henry Shirley, 433; and Henry Shirley and family, 156, 429; solicits command for Seth Harding, 266–67; **to**: American Commissioners in France, 479; Continental Marine Committee, 18, 266–67; Samuel Eliot, Jr., 484; **from**: Connecticut Delegates in Congress, 220–21; Continental Marine Committee, 151–52, 270; Samuel Eliot, Jr., 401–2, 433; William Greene, 457–58; Timothy Parker, 155, 156; Nathaniel Shaw, Jr., 124; Henry Shirley, 428–29, 469–70; Samuel Smedley, 157
- Trumbull, Joseph (Col. and Commissary General, Continental Army), 358n
- Truscott, William (Cmdr., RN), 650
- Tryal*, sloop, 332 and n, 480; on sale price of, 167–68; proceeds from sale of, 167–68; recaptured by *Providence*, 167
- Tryon*, New York privateer brig: armament of, 446n; cruising off South Carolina coast, 415, 416n; drives American privateer on shore, 445; size of crew of, 446n; speaks with *George and Elizabeth*, 445 (George Sibbles)
- Tryon, William (Royal Gov., New York; Maj. Gen., Provincial Troops): and British conciliatory proposal, 192, 193n; and issuing letters of marque, 86 and n, 306; **from**: Viscount Howe, 86
- Tubb, William (Seaman, Continental Navy), 804
- Tubbs, John, 419
- Tubbs, Stephen (seaman), 234
- Tuck, — (served with *Deane*), 732
- Tucker, Benjamin (Acting Master, Continental Navy), 670 and n, 671 and n, 685 and n
- Tucker, Mary Gatchell: **from**: Samuel Tucker, 670
- Tucker, Samuel (Capt., Continental Navy), 703; and advance to recruits and officers of *Boston*, 771; as commander of *Boston*, 710; and cleaning *Boston's* bottom, 550; and cruising orders for *Boston*, 619, 620; and delivery for Abigail Adams, 619, 681; departure of, 744; and deserters from *Boston*, 604 and n, 753; and disposition of *Martha*, 516; and French Farmers-General, 547n, 551, 703; and iron cooking hearth for *Boston*, 603; and letter from John Adams, 590; and Musco Livingston, 584; and obtaining anchors, 551; and officers for *Boston*, 516–17, 584; and operations of *Boston*, 556–57; and plot to seize *Boston*, 754, 764–65, 783–85; and provisions for *Boston*, 616; and recruiting, 752, 762, 771; and refitting *Boston*, 690; and regulations concerning foreign vessels bringing tobacco into France, 544–46, 546–47 and n; and reports of forcible detention of recruits on *Boston*, 752; and sea-readiness of *Boston*, 560; and visit to French governor, 741; health of, 670; instructions of, 516, 517; instructions to, 516, 517, 556–57, 560; on careening *Boston*, 535; on companionship of, 619; on cruise of *Boston*, 771; on delay in sailing of *Boston*, 765; on his corresponding with John Adams, 681; on how busy he is, 590; on refitting *Boston*, 620; on seniority of, 314–15; on situation of, 671; on trim of *Boston*, 603; pinnace sent for, 745; prepares *Boston* for sailing, 516; responsibilities of, 590; return of, to America, 670; stays on *Boston*, 620; **to**: John Adams, 590, 681–82, 764–65; American Commissioners in France, 516–17, 554, 603–4, 620, 771; Continental Navy Board of Eastern Dept., 517, 671; Mary Gatchell Tucker, 670; **from**: John Adams, 619–20; American Commissioners in France, 556–57, 560, 584; John Bondfield, 752, 772, 783; J.C. Champagne, 741–42; John G. Frazer, 753; Musco Livingston, 781, 783–85 (*Boston*)
- Tuder, Samuel (shipbuilder at Poughkeepsie, N.Y.), 40, 41–42n; **from**: Continental Marine Committee, 50
- Tullaghan Bay, Ireland, 848, 856n
- Tupper [Tuper], Benjamin (Col., Continental Army), 75, 76 and n
- Turkan, John (Seaman, Continental Navy), 795, 812
- Turks and Caicos Islands, Bahamas, 141, 144n, 248n
- Turner, Edward Kitchen (Dr.), 282, 454
- Turner, Israel (Capt.), 667–68 and n (*Dolphin*)
- Turner, Luther (Master), 27, 28n (*Adams*)
- Turner, Zephaniah (Auditor General, Maryland), 105, 132, 133n, 359 and n
- Turpentine, 366n, 389, 721
- Turtle*, Bushnell's submarine, 24 and n
- Tuscany, Grand Duke of, 612nn
- Tuskar Rock in St. George's Channel, 842, 855n
- Twigg, Daniel (seaman), 235
- Two Brothers*, schooner, 97, 124 (Thomas Loudon/Lowder)
- Two Brothers*, armed schooner: captured by *Duke of Portland*, 691, 692n; disposition of prize money from sale of, 738 (William McBride)

- Two Brothers*, British transport ship, 193n (Jonathan Hardwick)
- Two Friends*, schooner: captured by *Ariel*, 355 (Jonathan Coffin)
- Two Friends*, ship, 343
- Two Friends*, sloop, 66–67n; captured by *Glasgow*, 66–67n
- Two Sisters*, British ship, 265n
- Twombly, Moses (Seaman, Continental Navy; Continental Marines), 804, 814
- Tyack, William (seaman), 235
- Tybee I., Ga., 44, 45n, 362
- Tyler, William (Capt.), 786 (*Lord Grosvenor*)
- Tyrannicide*, Massachusetts Navy brigantine, 282; **Log**, 77, 127, 133, 211, 247, 282; alterations to, 301 and n; anchors in Annisquam harbor, 255; arrival of, in Boston, 357 and n; avoids contact with British frigate, 255; cleaning of, 77; crew of, hospitalized, 437; crewmen of, as invalids, 437; cruise of, 272n, 379 and n; disposition of military stores in, 274; disposition of sick crew of, 255–56 and n; encounter *Lion*, 697n; encounters British Navy frigate, 77; encounters Massachusetts privateer *Oliver Cromwell*, 127; escorts prize, 211n; fires thirteen-gun salute, 282; firewood for, 399; fresh provisions for, 256; gunpowder in, 274; health of crew of, 333, 334n, 380; in company with *Hazard*, 379 and n; landing of, at Boston, 282; medicine for crew of, 282; money to care for sick of, 256; naval stores for, 409; on cruise of, 255; on health of crew of, 255–56, 437, 438n; ordnance of, landed, 282; provisions for, 438; provisions for sick crewmen of, 454; provisions from, 428 and n; provisions off-loaded from, 409, 410n; refitting of, 282; repairs to, 438; return of, to Massachusetts waters, 255; rum supply for, 438; sick of, 356, 437, 454; storm damage to, 127; supplies for sick crewmen of, 274; unmanned, 255; **captures:** *Lonsdale*, 700n; *Swift*, 211 and n, 255, 256n, 261 and n, 351, 389 and n (Jonathan Haraden)
- Tyree Island [Terrey Rocks], Inner Hebrides, Scotland], 617 and n
- Tyrell, Richard (Rear Adm., RN), 648, 650n
- Underhill, H. (Master), 350, 351n (*Nancy*)
- Underwood, John (seaman), 217
- Unicorn*, HM frigate: Journal, 266, 283–84, 297, 303, 320, 390, 403; convoy of, 275; damage to, 172; in company with *Haerlem*, 390 and n; and raid on Elizabeth Islands, 220, 266, 283–84, 297, 303, 304, 320; and raid on fort on Naushon Island, 390; raid involving, 275; repairs needed by, 73; runs aground, 403; station of, 73, 472; **captures:** *McClary*, 216–17, 219n, 417n; *Polly*, 218–19 and n; *Reprisal*, 217–18, 219n, 255n; *Sea Flower*, 219 and n; **burns:** unnamed schooner, 266 (John Ford)
- Union*, British transport ship, 193n (Andrew Bryson)
- Union*, British letter of marque ship, 447, 652, 653n (Randall Stap)
- Union*, British transport ship, 193n (William Wallis)
- Union*, sloop: captured by *Haerlem*, 219 and n (John Fryers)
- United States: allies for, 499; and alliance with France, 555; arrival of French squadron at, 306; as possible destination of Toulon fleet, 572, 573; financial support for, 578, 579; France and commerce of, 620, 661, 662; France and independence of, 522, 612; French Navy and protection of coast of, 518, 519; Great Britain and independence of, 499, 610, 611; independence of, proclaimed, 437; intelligence from, 521; loans from Europe for, 344; on cost of war to, 208; on debt of, 208; on finances of, 344; on French carrying war to, 661, 662; on future strength of, 499; on possibility of Great Britain signing treaty with, 661, 662; on sending *Drake* to, 747; on supporting agriculture in, 499; on supporting commerce in, 499; on trade of, 585, 744; on treaty with France of, 522; outward-bound vessels, 721; produce of, and French vessels, 481; reputation of, in Europe, 499; shipment of military stores to, 578, 579; shipment of supplies from France to, 509, 510, 511, 551; Thomas Simpson to be sent to, 748; warning to, concerning Byron's fleet, 688
- Unity*, brig: captured by *Defiance*, 706
- Unity*, schooner: captured by *Southampton*, 39 and n (Hilton)
- Unkas, Daniel (seaman), 234
- Unzaga y Amezaga, Don Luis de (Gov., Spanish Louisiana), 10, 13n
- Uppleby, Samuel (Capt., RN), 31n (*Preston*)
- Ushant Island [Île d'Ouessant], France: British Channel fleet and, 572, 573; British Gibraltar convoy and, 601; *Drake* and, 678, 701, 853; *Fortunée* and, 575, 577; *Ranger* and, 541, 542 and n, 672, 673, 701, 759, 852, 853, 856n
- Utile*, ship, 693 and n (Pierre Jeaneard)
- Vail, Joseph (Master), 63
- Vaillant*, French Navy ship of the line: in first squadron, Toulon fleet, 568; on sailing speed of, 718–19, 720; sailing qualities of, 718, 719 (Marquis de Chabert Cogolin)
- Valbelle, Compagnie de (French Army), 641n
- Valentine & Co., 120n (ship-owning firm)
- Valin, René Josué (French writer), 694, 695n
- Vallaine, — (French craftsman), 722
- Valley Forge, Pa., 119 and n, 408 and n
- Vallie, — (French painter), 723
- Van Bibber, Abraham (merchant at Baltimore; former Virginia State Agent at St. Eustatius), 432n, 474
- Van Bibber, Isaac (Maryland State Agent; merchant at Baltimore), 360 and n, 385, 474
- Van Dyke, John (Maj., Provincial Troops), 51 and n
- Van Dyke, Nicholas (Continental Congress Delegate from Delaware), 182 and n; **from:** Continental Marine Committee, 182
- Van Slucie/Vandersluys, — (French innkeeper; merchant), 733, 780 and n
- Vandervort, John (seaman), 235

- Varlo, Philip (Commissioner investigating case of *Thamas Kouli Kan*), 833
- Varnum, James Mitchell (Brig. Gen., Continental Army), 90, 91n, 119
- Vashon, James (Lt., RN), 172–73 and n
- Vaudreuil, Louis de Rigaud, Comte de (Capitaine de vaisseau, French Navy), 549 (*Actif*)
- Vaudreuil, Louis-Phillipe de Rigaud, Marquis de (Capitaine de vaisseau, French Navy), 549 (*Fendant*)
- Veaux, Vicomte de, 861
- Velical point, 719, 720 and n
- Vengeance*, French privateer ship, 559 and n
- Venice, Italy, 536n
- Venus, brigantine, 543 (Samuel Dunn)
- Venus*, HM frigate: Journal, 440–41; boats of, and raid on Fall River, Mass., 497; condition of, 308; crewmen from *Flora* sent to, 497n; ordered to New York, and raid on Warren and Bristol, R.I., 441, 441 and n, 442, 443–44 and n, 444n; 308; station of, 72, 74n, 253, 254n, 472; **captures**: *True Blue*, 216, 218, 219n, 255n (William Peere Williams)
- Vergennes, Charles Gravier, Comte de (French Minister for Foreign Affairs): and discord among American Commissioners in France, 579, 580; and French naval protection for American merchantmen, 585, 586, 607–8, 620; on relations between France and United States, 620; and status of *Boston*, 547n, 703, 704n; **to**: American Commissioners in France, 586, 620, 696–97, 697; Jacques Necker, 703; **from**: American Commissioners in France, 585; Jacques-Donatien Le Ray de Chaumont, 578–79, 579–8; Gabriel de Sartine, 607–8
- Verges, — (French merchant), 722
- Vernon, William (Member, Continental Navy Board of the Eastern Dept.), 7 and n, 47–48; and business of Continental Navy Board of the Eastern Dept., 214; and contract for producing cannon, 130; correspondence of, with Continental Navy Board of the Eastern Dept., 327; and increasing membership of Continental Navy Board of the Eastern Dept., 192; money for, 71, 103, 129, 327, 379; and money to settle debts of *Providence*, 227n; on absence of, from Boston, 214; on Franco-American treaty, 400; on losses suffered by Continental Navy, 400; on need to send multiple copies of letters, 455; on size of Continental Navy frigates under construction, 489; and re-joining Continental Navy Board of the Eastern Dept., 327; request for money by, 83, 84; return of, to Boston, 168; and setting cost of supplies, 104; and smallpox epidemic, 84, 168; Abraham Whipple and, 84 and n; **to**: John Adams, 399–401, 455; James Warren, 70–71; **from**: Continental Navy Board of the Eastern Dept., 327, 379; William Ellery, 189–91, 278; Hoysteed Hacker, 24; John Potter, 459; William Story, 214; James Warren, 30–31, 83–84, 103–4, 129–30, 146, 168; Abraham Whipple, 227
- Vernon, William, Jr., 84 and n, 103, 516 and n
- Verrel, William (seaman), 218
- Versailles, France, 590
- Very, Ephraim (Boy), 218
- Very, Joseph (seaman), 218
- Vialis, Jean-Baptiste aîné (Capitaine de vaisseau, French Navy), 569 (*Gracieuse*)
- Vialis de Fontbelle, — (Capitaine de vaisseau, French Navy), 569 (*Engageante*)
- Vickery, John (Midn., Continental Navy), 745 and n
- Vicomte de Veaux* [formerly *Anonyme*], French armed ship: capture of, 73, 74n; captured by *Solebay* and *St. Albans*, 27 and n, 861; captured crew of, 73; and voyage to Virginia, 305, 307n; (Pierre Donat de La Garde)
- Victoire*, French Navy ship of the line, 569 (Albert de Saint-Hippolyte)
- Victor*, brig tender, 359n (Michael Hyndman)
- Victory*, sloop: captured by *Portland*, 85 and n, 424 and n (Joseph Smith)
- Vienna, Va., 386 and n
- Vierge de Carmel, La*, sloop, 287 (Lassas)
- Vigilant*, HM armed ship: armament of, 382n; commissioning of, 382n; former transport ship, 382n; and the *mischianza*, 380; misidentified, 382n; on function of, 382n; refitting of, 382n; salute fired by, 383n; size of, 382n; size of crew of, 382n (Christian Brabazon)
- Vigne-Buisson, Jacques-Pierre Guillaume de la (Capitaine de vaisseau, French Navy; Commandant de la Marine of the Port of L'Orient), 612–13; **from**: Gabriel de Sartine, 612–13
- Vilaine River, France, 834, 835
- Villages, Jean-François-Alphonse-Gabriel, Chevalier de (Lt. de vaisseau, French Navy), 569 (*Sardine*)
- Ville de Paris*, French Navy ship of the line, 549 (Comte de Guichen)
- Villiers, Don Baltasar de (Commandant, Spanish Arkansas), 108, 110n
- Vincent, Nicholas (Capt., RN), 58n, 650, 775n (*Yarmouth*)
- Vincent, Pierre (Cpl., French Army), 627, 633
- Vineyard Sound, Mass., 263 and n, 303 and n, 334, 390, 455, 456n
- Vinning, Thomas, 115
- Viper*, HM armed schooner: Journal, 74–75, 298, 304, 321; and American cavalry, 321; escorts troop convoy, 304; expedition involving, 75; and expedition up Delaware River, 298, 321–22; fired on, 75; goes aground, 75; in Delaware River, 304; supports grounded galley, 304 (Edward Pakenham)
- Virginia*, Continental Navy frigate: becomes British warship, 201n, 501n; British repair, 500; capture of, 66 and n, 167n, 189, 191n, 201n, 242, 368n, 500, 501n; 65 and n; captured by *Emerald*, 26 and n, 27 and n, 43 and n, 859; captured by *St. Albans*, 91n; crew of, 91; crewmen of, escape capture, 167n; description of, 26; escorted by *Emerald* into Hampton Roads, 8; exchange of members of crew of, 66 and n, 354–55 and n; first lieutenant of, 91n; grounding of, 65; has to be towed by *Emerald*, 20 and n; inquiry into loss of, 134 and n, 202, 203; leaves Marine officers and

- fifteen men in tender, 43 and n; leaves officers and seamen behind in tender, 42; loss of rudder by, 92n; on capture of, 191–92, 198, 400; on disposition of, as prize, 172; pay for crew of, 167 and n; prisoner exchange involving crew of, 229; purchased into the Royal Navy as HMS *Virginia*, 26n; repairs to, 66 and n; replacement rudder for, 92 and n; runs aground, 27n, 167n; sailing qualities of, 26; sails from Annapolis, Md., 43 and n; tender of, 167n; Tucker mistakenly believes to be in African waters, 682 and n; wages of crew of, 367, 368n (James Nicholson)
- Virginia*, HM frigate: commissioning of, 201n; formerly Continental Navy frigate *Virginia*, 201n, 501n; Maryland loyalists reportedly enroll in, 201; temporary rudder being made for, 52 and n (John Orde)
- Virginia: agreement of, with North Carolina, concerning *Caswell*, 462, 463n; bonus for pilots in, 345; British Navy and trade of, 686; clothing supplies accumulate in, 336–37; coastal fortifications for, 345, 396–97; Continental ships building in, 75, 89 and n, 191; contract for tobacco involving, 211; contract of, concerning shipment of tobacco, 203 and n; credit for, 78–79; and defense of Chesapeake Bay, 181n, 33; delegates in Congress of, and money from prize, 99–17; and employment of David Stodder, 89, 90n; establishment of batteries in, 345; export of tobacco from, 279; and fort at Yorktown, 476 and n; French armed merchantmen and, 305, 307n; importation of European goods into, 279; inward-bound vessels, 27n, 67n, 85, 96, 134, 171, 248 and n, 248n, 249n, 362, 391, 434, 445, 446, 447n, 858; Musco Livingston and commercial vessel of, 751; military stores for, 396–97 and n, 432 and n; on supply of provisions for army in, 337; outward-bound vessels, 85, 96, 248n, 294n, 300n, 323, 326, 329n, 387, 397 and n, 398, 445, 450, 665, 693, 706n, 858, 860; prize captured off, 858; prize from, 207; and protection of foreign shipping, 396–97 and n; purchases in France by, 78–79; reinforcements for Continental Army from, 476; repayment of loan by, 78; seamen's wages in, 212; ship built in, 170n, 700n; shipment of goods to, from France, 79; shipping military stores to, 397n; State trading vessels of, 211–12 and n; and supplies for Continental Army, 65, 66n, 367; supply of blankets said to be property of, 461; *Thamas Kouli Kan* and, 834; trade involving, 279
- Virginia Capes, 248n, 446, 500. *See also* Cape Charles, Va.; Cape Henry, Va.
- Virginia Council, 34 and n; Journal, 345, 360, 396–97, 431, 450; and bonus for pilots, 345; and case of sloop *Portland*, 99–100; and fort at Yorktown, Va., 396–97; and items referred to Virginia General Assembly for consideration, 345–46; letters from, 652; and order on Continental Congress, 106n; and promotion of Virginia Navy officer, 76
- Virginia Eastern Shore, 345
- Virginia Gazette*, 201 and n; **1778**: 29 May, 476n
- Virginia House of Delegates: and agreement to protect Ocracoke Inlet, 154; and bonus for pilots, 345; and coastal fortifications, 345; and drafting of ships' carpenters, 346; and reinforcements for Continental Army, 476; and restoring public credit, 476; **from**: Patrick Henry, 345–46
- Virginia Navy Board. *See* Navy, Virginia: Board of Commissioners.
- Virtuous Orphan*, privateer schooner: captured by *Diamond*, 218, 219n
- Vixen*, HM schooner tender [*Southampton's* tender], 15 and n, 22 and n (Archibald Sterling)
- Vordin, Jeremiah (soldier), 218
- Voynce, — (French merchant), 562
- Vulture*, Jersey privateer ship, 766 and n (Peter Cabot/Chabot)
- Vulture*, HM ship-rigged sloop-of-war, 51, 172, 421 (James Feattus)
- Wabash River, Illinois Territory, 109, 110n
- Wachapreague Inlet, Va., 432 and n
- Waddel*, ship, 695, 696n (William Scott)
- Wade, Joseph (Capt., Pennsylvania Navy), 51 (*Fame*)
- Wade, Richard (pilot, Ocracoke, N.C.), 462n
- Wade, Valentine (pilot, Ocracoke, N.C.), 462n
- Wadsworth, Jeremiah (Continental Commissary General of Purchases), 87 and n; **from**: Miller & Tracey, 61–62
- Wagon master, 175, 176n
- Wagons: expropriation of, 405; and forwarding of provisions, 413; impressment of, 126, 383, 413; on need for, 265, 336–37; on use of, 413; and relocation of men of Pennsylvania Navy, 381; and removal of forage, 97–98; and removal of gunpowder, 274; and removal of sick, 174–75, 175; requisitioning of, 282 and n; and transportation of stores, 174–75 and n, 336–37, 383, 393
- Waid/Weid, Andrew (Master), 14 and n, 297, 298n, 351 and n (*Lovely Lass*)
- Wait, Aaron (merchant at Salem, Mass.), 495n
- Walden, — (merchant), 562
- Walden, Thomas (Carpenter, Continental Navy), 837, 855n
- Walker, John (merchant at Norfolk, Va.), 361n, 446n
- Walker, Thomas (Member, Massachusetts Board of War): attends board meeting, 117, 168, 274, 282, 301, 333, 380, 389, 409, 428, 438, 454, 479
- Walker, Thomas (Member, Virginia Council), 431, 450
- Wall, James (seaman), 235
- Wall, John (Continental Marines), 797
- Wall, John (seaman), 235
- Wall, Samuel (seaman), 216
- Wallace, Sir James (Capt., RN), 339, 340n (*Experiment*)
- Wallace, William (Midn., RN), 482
- Wallace, William (Liverpool, England), 669
- Wallace, William (Master), 169 (*Neptune*)
- Wallbeoff, Thomas (Lt., RN), 460–61 and n, 487 and n (*York*)
- Waller, Charles (British Commissary of Prisoners, Newport): and exchange of prisoners of war,

- 237–38, 254–55; and list of prisoners held at Newport, 219; and return of *Royal Bounty*, 95; on treatment of American prisoners of war, 254–55; proposed prisoner exchange and, 104; **to**: Nicholas Cooke, 254–55; **from**: Nicholas Cooke, 237–38; Rhode Island Council of War, 104
- Wallingford, Samuel (Lt., Continental Marines): death of, 600 and *n*, 754*n*, 759, 846; and raid on Selkirk estate, 643, 644*n*; and raid on Whitehaven, 589, 757, 760*n*; replacement for, 754*n*
- Walls, John (Seaman, Continental Navy), 813
- Walmsley, John (lawyer), 711, 712
- Walnut Hills, W. Fla., 108
- Walpole, Robert, 625, 659
- Walsteame, A. (Prize Master, Continental Navy), 570
- Wandersluys, — (merchant at Paimboeuf, France), 564
- Warbourn*, brigantine: captured by *Montgomery*, 351 and *n* (Martin Stokes)
- Ward, Charles (Seaman, Continental Navy), 842
- Ward, Joshua, Jr. (merchant at Salem), 351*n*, 465*n*
- Ward, Richard (Seaman, Continental Navy), 794
- Ward, Samuel (merchant at Salem, Mass.), 169*n*, 465*n*
- Ward, William (Coxswain, Continental Navy), 792, 797, 811
- Wardell, John (Master), 391*n* (*Exchange*)
- Wardell, Nathaniel (Capt.), 453–54, 483*n* (*Washington*)
- Warner, Seth (3d Lt.), 233
- Warren*, Continental Navy frigate: arrival of, in Boston, 400; at Boston, 261; breaks out of Narragansett Bay, 39, 41*n*, 399; and cargo of *Neptune*, 210 and *n*, 400; crew of, health, 254–55 and *n*; cruise of, 123; damage to, 399–400; desertion among crew of, 146*n*; exchange of crewmen of, 238, 254–55 and *n*; fitting out of, 299, 327; manning, 70–71, 84, 314, 327, 399–400; officers of, 327, 328*n*; on condition of, 146; on satisfaction of crew of, 70–71; on transfer of seamen to, 299; on voyage of, 399–400; operations of, 489, 500; ordered to sea, 299; ordnance manufactured for, 357 and *n*; outfitting of, 30, 314, 315*n*; pay for crew of, 30; prizes of, 210 and *n*, 314, 316*n*; pursuit of, 399; purser for, 130; sailing of, 327; sails of, 71; to transport goods from Cape François, 40; volunteer with, 238; **captures**: *Neptune*, 39, 41*n*, 59 and *n*, 104 and *n*, 130 and *n*, 134 and *n*, 238, 254–55 and *n*, 350 and *n*, 400, 401*n*, 429 and *n*; *Robert*, 59 and *n*, 115 and *n*, 123, 130 and *n*, 134 and *n*, 169, 238, 400, 401*n*; unidentified snow, 39, 41*n* (John B. Hopkins)
- Warren*, Washington's Fleet schooner, 48*n*, 115 and *n*, 228; captured by *Liverpool*, 37–38 and *n*, 228 (William Burke)
- Warren*, Massachusetts privateer schooner, 464; captured by *Tom*, 464 (John Revell)
- Warren, Benjamin (Capt.), 261 and *n*, 351 and *n*, 697 (*Lyon/Lion*)
- Warren, James (Speaker, Massachusetts House of Representatives; Member, Continental Navy Board of Eastern Dept.; Maj. Gen., Massachusetts Militia): absence of, from Boston, 146, 281 and *n*; and appointment of purser, 130; and cost of fitting out *Providence*, 71; and dinner for French Navy officers, 296; and fitting out *Raleigh*, 146; and functioning of Continental Navy Board of the Eastern Dept., 214; health, 30; and money for John Langdon, 48; on cannon and iron heath for *Alliance*, 30–31 and *n*; on cost of blankets, 104; on cost of living in Boston, 130; on interference in naval affairs by Connecticut officials, 30, 31*n*; on Marine Committee and extensiveness of Eastern Dept., 48; on money for purchases, 130; on ordnance for *Confederacy*, 83; on over-gunning a frigate, 47; on possible price-gouging, 129–30; on sailing of *Providence*, 130; on seamen deserting, 30; and ordnance for *Alliance*, 47–48; purchases made by, 130; return home of, 130; and sail cloth at New London, 30; and sending dispatches to France, 278; signs for Navy Board, 37, 312; to send blankets and money to William Vernon, 48; to supply money, 48, 71; and *Trumbull*, 71; and voyage of frigate *Providence*, 30, 31*n*; whereabouts of, 70, 214; **to**: Samuel Adams, 296, 319; William Bingham, 411; John Gill, 146–48; John Langdon, 48; William Vernon, 30–31, 47–48, 83–84, 103–4, 129–30, 146, 168; **from**: Samuel Adams, 448; William Vernon, 70–71
- Warren, John (Capt.), 696–97, 697 and *n* (*Lion*)
- Warren, R.I., 417; British raid on, 441, 441 and *n*, 442–444, 444–45*n*, 455, 456, 457–58; burning of, 441, 442; damage done to, 442, 455, 456, 457–58; magazine at, destroyed, 458
- Warren Neck, R.I., 442
- Warren River, R.I., 254, 442
- Warricks, Gourdin (seaman), 234
- Warwick Neck, R.I., 161, 302, 441, 444, 445*n*, 472
- Washington*, American privateer brig, 186*n*; **captures**: *York*, 186*n*
- Washington*, Massachusetts privateer brigantine: armament of, 453, 483 and *n*; captured by *Blonde*, 454*n*; captured by *Blonde*, *Diamond*, and *Scarborough*, 483 and *n*; commissioning of, 454, 483*n*; fitting out of, 453–54; owner of, 483*n*; provisions in, 483*n*; size of crew of, 453, 483 and *n*; tonnage of, 453, 483 and *n* (Nathaniel Wardell)
- Washington*, Continental Navy frigate: at Bordentown, N.J., 222, 223*n*; destruction of, 189, 191*n*, 285, 298 and *n*, 308, 310*n*, 321 and *n*, 336 and *n*, 358, 359*n*, 393, 395*n*, 500, 501*n*; scuttled, 223*n*; Thomas Read commands, 473 (Thomas Read)
- Washington*, Georgia Navy armed galley: attack on, feared, 356 and *n*; and capture of *Hinchinbrook*, *Rebecca*, and a “watering” brig: 138, 139, 141*n*; defense of, 178 and *n*; operations of, 135–36 and *n*, 136 and *n*; ordered to defend Sunbury, Ga., 53 and *n*; Nickles Parrot serves with, 101*n* (John Hardy)
- Washington*, Rhode Island Navy armed galley: armament of, 442, 444*n*; destruction of, 442, 456, 457*n*; Gen. John Sullivan and use of, 254; on transfer of, to Continental service, 254
- Washington*, Virginia Navy armed galley, 120 and *n*,

- 152, 153n, 423 and n (Goodrich Boush; John Forster)
- Washington, George (Gen., Continental Army), 7n; and British evacuation of Philadelphia, 467; and case of Isaiah Robinson and Nathaniel Galt, 87 and n, 367, 487; 467, 468n; gives command to William Burke, 228; goods purchased for, 90; and guarding stores at Head of Elk, 413; letter of, to Pennsylvania Navy Board, 126 and n; and manning John Barry's flotilla, 90, 119; naval captains appointed by, 211n; on boats to be used to transport supplies, 367; on controlling Loyalists, 151; on destruction of Continental Navy vessels in Delaware River, 336; on dismantling galleys on Delaware River, 151; on disposition of vessels in Delaware River, 336; on establishing post in New Jersey, 308, 310n; on exchange of British prisoners of war, 487; on moving supplies, 98n; on parole of British prisoners of war, 487; on rank of naval officers appointed by, 314–15; on treatment of captured Loyalists, 487; on trying Loyalist pilot, 378n; and options for 1778 campaign, 188–89 and n; prize claims of, 75, 76n; purchases made for, 90, 119; and Isaiah Robinson, 65 and n; and supplies for Continental Army, 66n; supplies offered to, 65 and n; and Washington's Fleet, 115n; **to**: John Barry, 119; Continental Board of War, 367; Continental Navy Board of the Middle Dept., 87; William Howe, 467; Joseph Kirkbride, 151; Henry Laurens, 336; William Smallwood, 487; **from**: John Barry, 90; Philemon Dickinson, 308–10; Marquis de Lafayette, 188–89; Richard Peters, 336–37; William Smallwood, 97–98, 377–78, 460–61
- Washington's Fleet: accounts of, 115, 490; William Burke and, 228; captures made by, 228; ranking of captains of, 350
- Wasson, John (Clerk, Connecticut Navy), 428, 429n
- Water: for Continental Navy frigate *Boston*, 772; Onslow's squadron lacks, 183, 184; watering of: *Favourite*, 149 and n; *Senegal*, 183, 184n; *Solebay*, 183, 184n; Rhode Island Navy galley *Spitfire*, 188
- Waterford, Ireland, 693, 841
- Waterman, John, 233
- Waterman, William (Lt., Continental Marines), 771n, 777
- Waters, Daniel (Capt., Continental Navy), 163, 200, 437, 489, 491n
- Waters, Josiah (merchant at Boston): and accounting error, 214; as agent for Nathaniel Shaw, Jr., 214–15, 226–27, 434; and cargo of *Lovely Lass*, 226, 227; and *Favourite*, 60 and n; and *General Putnam*, 160, 434; laments death of Capt. Samuel Chew, 61; money draft on, 160; and money sent to Nathaniel Shaw, Jr., 214, 226; on economic climate, 227; **to**: Nathaniel Shaw, Jr., 60–61, 160–61, 214–15, 226–27
- Waters, Peter, 8n
- Waters, William (Seaman, Continental Navy), 805, 813
- Waters, William, 8n
- Watkin, William (Capt., Pennsylvania Navy), 391, 393n, 447n
- Watkins, James (Pvt., Royal Marines), 33
- Watkins, James (Seaman, RN), 33
- Watkins, Thomas (Seaman, Continental Navy), 795, 808, 812
- Watson, Hugh (seaman), 844
- Watson, Johannes (Capt., Virginia Navy), 422, 423n (*Diligence*)
- Watson, Joseph (Master), 35n, 206 (*William*)
- Watson, Marston (1st Lt.), 529 (*Hawke*)
- Watson, Samuel (Lt., Georgia Navy), 100, 204 and n
- Watson, Samuel (seaman), 217
- Watson, Timothy (Carpenter's Crew, Continental Navy), 804, 812
- Watson, William (former Continental Agent at Plymouth, Mass.), 76 and n, 411n
- Watson's Creek, N.J., 322
- Watt, David (Master), 46n (*Jamaica*)
- Watt, James (Comdr., RN): **from**: Andrew Snape Hammond, 163–64 (*Delaware*)
- Watts, — (Capt.), 762–64, 765, 783
- Watts, Robert (mate), 238
- Watts Island, Virginia, 862
- Waymouth, Nicholas (Continental Marines), 794
- Weare, Meshech (President, New Hampshire): **to**: Naval Officer Commanding at Halifax, Nova Scotia [Charles Feilding], 416–17 and n; **from**: Massachusetts Council, 78
- Weatheral*, ship: destroyed by *Lizard*, 858
- Weatherlike, George (seaman), 234
- Weaver, Richard (Seaman, Continental Navy), 795, 812
- Webb, Constant (seaman), 234
- Webb, Foster, Jr. (Paymaster and Muster Master for Western Shore of Virginia), 340 and n, 422, 423n
- Webb, Joel (lt. of marines, *General Putnam*), 233
- Webb, William, 211–12
- Webber, Ignatius (Master), 302 and n, 365n (*Polly*)
- Webster, — (served with *Ranger*), 738
- Webster, George (Master), 358n, 404 (*Sea-Flower*)
- Wedgood, Jese (Continental Marines), 800
- Wedgood, John (Continental Marines), 814
- Weeden, Richard (Master), 435n (*Patrick and Mary*)
- Weeks, Benjamin (Capt.), 393, 394n (*Mary & Elizabeth*)
- Weeks, Pelatiah (Seaman, Continental Navy), 792
- Weeks, Samuel (Seaman, Continental Navy), 799
- Weecket Island, Mass., 275 and n
- Weilhelm, Hendrik [Henry Williams] (Bosun's Mate, Continental Navy), 801
- Welch, Hezekiah (Lt., Continental Navy), 516 and n, 670 and n, 671 and n
- Welch, Paul (Seaman, Continental Navy), 800
- Wellfleet, Mass., 487n
- Wells, George (shipbuilder at Baltimore), 368
- Wells, Me., 797, 801, 809n
- Wells, Nathaniel (Seaman, Continental Navy), 846, 852
- Welsh, David (Lt., Continental Navy), 721 and n, 741 and n
- Welther & Porte (merchant firm at Alicante, Spain), 742, 743

- Wendell, David Wentworth (Midn., Continental Navy), 103n, 854, 856n
- Wendell, John (merchant at Portsmouth, N.H.), 103 and n; **to:** Robert Morris, 103
- Wereat, John (Continental Agent, Georgia), 281
- Wescott, Richard (Col., New Jersey militia; ship owner), 408 and n
- Weser River, Belgium, 688n
- West, Benjamin (Capt.), 688n
- West, Samuel (Speaker, Delaware General Assembly), 407
- West Caicos Island, Turks and Caicos Islands, 21–22 and n
- West Chester, England, 786
- Westcott, Wright (Capt., Virginia Navy): money for, 279; and ordnance for *Henry* armed galley, 481 and n; and salvaging supplies from *Norfolk Revenge*, 480; stores and, 278–79 and n (*Norfolk Revenge*)
- Western Passage. *See* Narragansett Passage
- West Florida, HM armed sloop: and British demands concerning Willing Expedition, 271, 272n; and garrisoning post at Manchac, 292, 294n; as threat to New Orleans, 271; part of flotilla protecting West Florida, 141, 144n; patrols lakes, 107; reinforcements for, 107; threatens New Orleans, 288, 290n; whereabouts of, 109, 371, 373 and n; Willing Expedition and, 109 (George Burdon)
- West Florida: Assembly of, 293, 294n; election in, 293; on American control of, 499; on military forces in, 107; on protecting inhabitants of, 291; protection of, 141, 144, 145n; residents of, and oath of allegiance to Spain, 107–7, 165, 291; residents of, flee to Louisiana, 106; state of, 106–7; United States acquisition of, 288; Willing Expedition and British property in, 108
- West Florida Governor's Council, 141, 291–92, 293
- West Florida Royal Refugees, 292, 294n
- West Indies: on number of British warships in, 82; on prices of goods from, 393; on vessels best for conducting trade with, 185; outward-bound vessels, 151, 560; *Protée* in, 549, 550; Spanish Navy and operations in, 518; trading voyages to, 162
- British: as possible destination of French fleet, 572, 573; attack on contemplated, 654; British expedition to, 236 and n, 656, 687; British merchant ships captured in, 745; British naval reinforcement and, 619; British privateer cruising in, 644; Byron's fleet and, 655; Connecticut state vessels ordered to, 162; d'Estaing's fleet and, 517, 518, 618, 741n; *Flamand* and, 285
- French: American-commissioned privateers from, 195; protection for American vessels given in, 94; intelligence from, 744; inward-bound vessels, 31, 85, 144n, 824
- Leeward Islands: destruction of defenses of, 518; French operations against, 518; ransom to be demanded from, 518
- Windward Islands: , 69, 300; French operations against, 518.
- West Point, N.Y., 170, 171n, 248
- Westport River, Mass., 131n
- Wexford*, Massachusetts privateer brigantine: armament of, 470n; becomes Loyalist privateer *Loyal Subject*, 470–71n; captured by *Experiment*, 470–71n; owner of, 470–71n; size of crew of, 470–71n, 470n; tonnage of, 470–71n; **captures:** *Sally*, 439, 440n (John Fletcher)
- Wexford, Ireland, 840, 855n
- Weyman, Samuel (Seaman, Continental Navy), 812
- Weymouth, HM Post Office packet sloop: captured by *Oliver Cromwell*, 41, 42n, 267 (Paul Flynn)
- Weymouth, Lord [Thomas Thynne, 3d Viscount Weymouth] (British Secretary of State for the Southern Dept.): and orders for Channel fleet, 746–47; intelligence sent to, 673; and protection of Gibraltar convoy, 601; **from:** Lord Grantham, 525, 625, 695; Sir John Hort, 530, 659; Herman Katencamp, 682
- Whaleboats, American, 412, 459 and n; **capture:** unnamed brig, 429; unnamed schooner, 429
- Whaleboats, British, 442
- Whalen, John (Seaman, Continental Navy), 702
- Whaley, Jonathan (seaman), 233
- Wharton, John (Member, Continental Navy Board of the Middle Dept.): and inquiry into loss of *Virginia*, 203n; memorial of, 222, 343 and n; salary and expenses of, 222 and n
- Wharton, Joseph (merchant at Philadelphia), 382, 383n
- Wharton, Thomas, Jr. (President, Pennsylvania Supreme Executive Council): attends meeting of council, 105, 131, 174, 181; illness and death of, 249n; and service of Pennsylvania Navy privates on Chesapeake Bay, 249 and n, 337 and n, 338n; **from:** Pennsylvania Navy Board, 126, 381
- Wheat, 97–98
- Wheaton, Charles (seaman), 218
- Wheaton, Joseph (master-at-arms), 217
- Wheeler, Joseph (seaman), 233
- Wheelwright, John (Lt., Continental Navy; Capt., *Satisfaction*), 791, 808n, 809n
- Whim*, ship, 124n; captured by *Fairfield*, 123 (Dominick French)
- Whipple, Abraham (Capt., Continental Navy): as former captain of *Columbus*, 23n; and attack on *Nancy*, 776–77; and clothing for officers serving under, 652; and commissioning officer, 7; and debts of *Providence*, 227; and discipline in crew of frigate *Providence*, 186; escape of ship of, 68, 186, 253–54 and n; fooled by British letter of marque ship, 771 and n; and forwarding letters and dispatches, 68, 787; on British act of reconciliation, 786; on conduct of, 186–87, 771, 776–77; on conduct of Continental Navy lieutenant, 71 and n; on reputation of, 771; operational orders to, 42n, 186–87, 785; and recruiting, 7, 84, 196; sailing of *Providence* and, 130; unknown to William Ellery, 189–90; whereabouts of, 84; **to:** Robert Edmunds, 745; Benjamin Franklin, 785–87; John Paul Jones, 787; Officers of Continental Navy frigate *Providence*, 771; John Sullivan, 196; Daniel Tillinghast, 84; William Vernon, 227; **from:** Continental Navy Board of the Eastern Dept., 186–

- 87; John Deshon, 7; Officers of the Continental frigate *Providence*, 652, 776–77 (*Providence*)
- Whipple, Robert (Armorer, Continental Navy), 794, 811
- Whipple, William (Brig. Gen., New Hampshire Militia): as possible new member of Continental Navy Board of the Eastern Dept., 190, 192; and New Hampshire's representation in Congress, 192; on composition of Continental Navy, 499; serves on Continental Congress Marine Committee, 253n; service of, in Continental Congress, 253n; **to**: Josiah Bartlett, 253; **from**: William Ellery, 191–92, 499–501
- White, Aaron (seaman), 218, 254, 255n
- White, G. W. (ship owner), 416n
- White, Jacob (Lt., Continental Navy), 284 and n, 352, 353n
- White, John (Col., Continental Army), 102n; and capture of *Hinchinbrook*, *Rebecca*, and a "watering" brig, 138; command of, as reinforcement, 178; and disposition of prizes, 178; and landing on Frederica I., Ga., 136 and n; **from**: Samuel Elbert, 178
- White, John (seaman), 234
- White, Joseph (Armourer/Seaman, Georgia Navy), 100, 101
- White, Joseph (Master), 861
- White, Nathan (seaman), 217
- White, Samuel (merchant at Boston), 170n, 808n; and fitting out privateer, 268; Christopher Leffingwell to settle with, 268; and *Minerva*, 176–77; owns privateer, 809n; **from**: Christopher Leffingwell, 268; James Lockwood, 472; Robert Purviance and Samuel Purviance, Jr., 176–77
- White, William (Master), 351 and n (*Hector*)
- Whiteaker, James (Sgt., Continental Marines), 794
- White Cliffs, W. Fla., 110n
- Whitehaven, England, 845; alarm in, 699; American merchantmen carried into, 665; and alarm about *Ranger*, 606; attempted burning of ships in harbor of, 600; expedition against, 589–90, 596; fort at, captured, 597; David Freeman and expedition against, 592; inward-bound vessels, 699; John Paul Jones's knowledge of, 596; meeting of citizens of, 592; *Neptune* from, 134; on attempt to burn shipping at, 597, 757–58; on motivation of John Paul Jones for attacking, 708; outward-bound vessels, 400, 759; preparedness of, 643; raid on, 677, 757–58; *Ranger* and, 643, 644n; *Ranger*'s expedition against, 592, 595, 704; reports in, concerning cruise of *Ranger*, 744; response to raid in, 683; security of, 597; shipping at, 592; ships from, 700
- Inhabitants of: **to**: Earl of Suffolk, 592–93
- Whitehead, Nova Scotia, 432–33 and n
- White Hill, N.J., 321, 331
- Whitehouse, Ebenezer (Continental Marines), 798, 814
- Whitelock, John (Cpl., Continental Marines), 793
- Whiting, Thomas (Lt. Col., Virginia Militia; 1st Commissioner, Virginia Navy Board): attends board meeting, 34, 242, 250, 278, 317, 340, 346, 360, 422, 431, 468, 474, 480, 492
- Whitley, Moses (Capt., East Florida Rangers), 129 and n
- Whitney, Peter, 420
- Whitrow, James (Cooper, Continental Navy), 794
- Whittemore, Joseph (Seaman, Continental Navy), 813
- W. Hubbard & Co. (merchant firm at North Carolina), 316
- Wickes, Lambert (Capt., Continental Navy), 580n; and agency for prizes made by, 508; death of, 614, 615n; foundering of vessel commanded by, 614, 615n; on number of prisoners captured by, 694 and n (*Reprisal*)
- Wicklow, Ireland, 842, 855n
- Wicomico River, Md., 468, 469, 862
- Widger, John (Capt.), 742 and n (*Ann*)
- Wild Cat*, Connecticut armed galley: engagement of, with *Raven*, 269 and n
- Wilkins, Thomas, 219
- Wilkinson, Stephen (Seaman, Virginia Navy), 469
- Willard, Julius (carpenter's mate), 234
- Willet, Daniel (Seaman, Continental Navy), 674n
- Willey and Minta*, Maryland privateer schooner, 474 (William Skillfirm)
- William*, brig: captured by *Cabot*, 463 and n
- William*, brigantine: captured by *Chance*, 408 and n
- William*, brigantine, 248 (Callan)
- William*, Massachusetts State spy schooner, 117
- William*, schooner: recaptured by *Bristol*, 416 and n (Gilbert Kellam)
- William*, sloop: captured by *Portland*, 206–7, 424 and n; captured by *Portland*'s tender *Tartar*, 35 and n (Joseph Watson)
- William and Polly*, brigantine: captured by *Success*, 70 and n; size of, 70 and n (Edward Symonds)
- William Cunningham & Co. (ship-owning firm, Glasgow), 672n
- Williams, Benjamin (seaman), 234
- Williams, Charles (Seaman, Continental Navy), 792
- Williams, Ezekiel (Connecticut Deputy Commissary General of Prisoners), 24
- Williams, George (Member, Massachusetts Board of War), 197, 198n, 351 and n, 465n; and memorial of Massachusetts Navy officer, 487 and n; and repairs to Massachusetts state trading schooner, 479 and n; attends board meeting, 117, 169, 274, 282, 301, 356, 365, 479; owns privateer, 351n; **to**: Timothy Pickering, Jr., 261
- Williams, Henry, 333
- Williams, Henry (merchant at Salem, Mass.), 465n
- Williams, James (pilot, Ocracoke, N.C.), 462n
- Williams, John (Seaman, Continental Navy), 801
- Williams, John (Sgt., Continental Marines), 793
- Williams, John (lt.), 453
- Williams, Jonathan, Jr. (American merchant in France; former Continental Commercial Agent): accounts of, 509n, 510n, 511n, 580–81, 616; and American Commissioners in France, 581, 615–16, 685; as Continental Commercial agent, 508, 524n, 580–81, 621, 689 and n; assists John Paul Jones, 542, 685, 708, 776; Benjamin Franklin's grand-nephew, 524n; code used by, 761–62n; commission of, 510, 730, 767, 768, 768n, 769,

- 770, 780; correspondence involving, 523, 542, 581; and credit for John Paul Jones, 776; and cruise of *Ranger*, 704; and dispatch of Thomas Simpson to America, 750; drafts of, 580–81; and fitting out *Deane*, 722–37; health of, 523, 542; and memorial of American merchant captains, 543, 558, 559 and n; money for, 616; and William Morris, 753–54 and n; on assistance for needy American seamen, 665; on his actions, 708–9 and n; on sale of American prize by French Admiralty court, 665; on supplies he has on hand, 615; and prize money for crew of *Ranger*, 523, 524n; and prize money owed crew of *Lexington*, 543–44; and prizes of *Ranger*, 689, 709 and n; purchases made by, for *Ranger*, 562–66; and refitting *Drake*, 685; and repair of arms, 581; and salary of Lt. Boux, 531 and n; and shipment of supplies to the United States, 510, 615, 709 and n; and supplies from Holland, 615; and supply of paper for *Ranger*, 563; visits John Paul Jones, 761; and workmen's terms of employment, 581; **accounts**, 722–37, 767–68n, 768, 769, 770, 778–80; **to**: American Commissioners in France, 580–81, 615–16, 685, 708–9; Benjamin Franklin, 543–44, 665; John Paul Jones, 523; **from**: John Paul Jones, 542, 776
- Williams, Lydia Pickering, 198n
- Williams, Robert (Seaman, Continental Navy), 122, 804, 813
- Williams, Stukeley (2nd Lt.), 217
- Williams, William (Master's Mate, RN), 752
- Williams, William, 294
- Williams, William (pilot, Ocracoke, N.C.), 462n
- Williamsburg, Va., 654, 862
- Williamson, — (merchant at South Carolina), 232n
- Williamson, Thomas (Capt.), 706n (*Caswell*)
- Williamson, Walter (Seaman, RN), 33
- Williamson's Liverpool Advertiser and Mercantile Chronicle*: 1778: 10 Apr., 548; May 1, 644; 15 May, 695–96
- Williby, Samuel (seaman), 234
- Willing Expedition: and British threats against New Orleans, 288; cost of maintaining, 288; desertions from, 294, 493; engagement involving detachment from, 292; Gálvez and surrender of officers of, to British, 370, 372, 373n; and Manchac, 289, 436; morale in, 324, 436, 493; movement by, 436; mutiny of men in, 493; officers appointed for, 289; on assistance to from Don Bernardo de Gálvez, 291; on courtesies shown to by Spanish, 325n; on effectiveness of, 493; on goods captured by, 324; on operations of, 291, 324; on purpose of, 493; on retreat of, 324; on situation of, 287–90; on value of, 324; operational plan of, 436; prizes captured by, 271, 272n, 370, 372; proceeds from sale of captured property, 493; and raids into British West Fla., 291; and supplies for Continental Congress, 324
- Willing, James (Capt., Continental Army): and advice of Don Bernardo de Gálvez, 436, 437n; bill of sale involving, 251–52; British demands concerning, 94, 110, 112, 113, 271; considers waters of Mississippi under Spanish forts to be Spanish territory, 36; departure of, from New Orleans, 10–11; deprecations by command of, 106; expects restitution of Negroes/slaves on board *Sylph*, 36; expedition of, and British attack on New Orleans, 110, 113; journal of, 108, 109n; on conduct of Oliver Pollock, 493; on effect of British warships in Mississippi River, 109, 110n; on expedition of, 9–12, 13n; on his situation, 108–9; on letter of, 502; on Thomas McIntire, 108, 109n; on operations of command of, 108–9; on *Rebecca* as potential warship, 9; on taking prizes on Mississippi River, 36 and n; operations of command of, 106; orders of, 493; prepares to leave Louisiana, 324; and proceeds from sale of captured property, 493; seeks reinforcements, 109; size of detachment commanded by, 108, 109; and supplies needed by United States, 287; **to**: Continental Marine Committee, 108–9; Don Bernardo de Gálvez, 436–37; Oliver Pollock, 493; **from**: Oliver Pollock, 502
- Willing, Morris & Co. (Philadelphia merchant firm), 523 and n, 524n
- Willing, Thomas (merchant at Philadelphia), 523
- Willing Maid*, schooner, 391n
- Willoughby Point [Willoughby Spit], Va., 26, 329n, 862
- Wills, Nathaniel (Seaman, Continental Navy), 759
- Wills, Robert (Seaman, RN), 434
- Willson, John (Master, Pennsylvania Navy), 392
- Willson, John (Capt.), 262 and n, 391n (*General Arnold*)
- Willson, Samuel (Prize Master), 216
- Wilmington, Del., 64, 369
- Wilmington, N.C., 152
- Wilson, Edward (Boy, Continental Navy), 814
- Wilson, John (Seaman, Virginia Navy), 469
- Wilson, Richard (Boatswain, Continental Navy), 854, 856n
- Wilson, Willis (Capt., Virginia Navy): advance made by, 414–15; and death of horse, 415; on British cruisers off Ocracoke, 414; and reimbursement for horse, 462, 463n; and state of *Caswell*, 119–20 and n; and tender for *Caswell*, 119–20 and n; and wages for crew of *Caswell*, 119–20 and n, 414–15; **to**: Richard Caswell, 414–15; **from**: Richard Caswell, 462 (*Caswell*)
- Winchelsea*, HM frigate, 39n; Journal, 501–2; as convoy escort, 144, 145n, 501–2; encounters *Rose*, 502; **captures**: unnamed sloop, 502 (Nathaniel Bateman)
- Winchester, Josiah (Continental Navy), 805
- Winder, Levin (Capt., Continental Army), 449 and n
- Windmill Hill, R.I., 442
- Windship, Amos, Dr. (Continental Navy Surgeon), 208, 209n, 214 and n
- Windward Islands, British West Indies, 69, 300, 518
- Wine: as cargo, 21n, 27 and n, 69, 262, 429, 483, 698, 702, 703n, 772, 858, 862; for sick seamen, 333; served at dinner for French naval officers, 319n; supply of, sent to Continental Army, 66n
- Winey, Jacob (ship owner), 412
- Winslow, — (Private, Willing Expedition), 325

- Winter, Philip, Jr. (Capt.), 777n, 786 (*Nancy*)
 Winthrop, John (merchant at Boston), 424n
 Winyah Bay, S.C., 44
 Witchel, Robert (mate), 476
 Woglom, Peter (Master), 358n, 404 (*Morning Star*)
 Wolfeboro, N.H., 801, 809n
 Wood [Woodd], David [Davis] (Seaman, Continental Navy), 590
 Wood, John (Capt.), 512, 513, 529 (*Britannia*)
 Wood, John (Master), 206 (*Prudence*)
 Wood, Seymour (merchant at Philadelphia), 858
 Wood: as cargo, 163, 208; types of: camwood, 318 and n; fustic, 721; logwood, 208, 721; mahogany, 208, 721; plank, 341
 Woodberry, Azariah (Master), 43n
 Woodbrige, —, Rev., 328
Woodcock, ship: driven ashore by *Carysfort* and *Perseus*, 859
Woodcock, former British transport ship, 700 and n (William Richardson)
Woodland, British victualler ship, 193n (Thomas Manners)
 Woods Hole, Mass., 263, 275
 Woodstock, Will (Seaman, Continental Navy), 792
 Woodward, Asa (seaman), 235
 Woodworth, Jonathan (Lt., Continental Marines), 7 and n, 771n, 777
 Wool, 471n
 Wooster, Benjamin (Continental Marines), 799
 Worcester, Massachusetts, 595, 597n
 Wordsworth, Richard (Collector of Customs, Whitehaven, England), 592
 Wormsted, Benjamin, 115
 Worster, Benjamin (Continental Marines), 815
 Worster, Philip (Seaman, Continental Navy; Continental Marines), 799, 813
 Worthen, Isaac (Continental Marines), 804, 814
 Wraxall & Co., (merchant firm at Bristol, England), 380n
 Wren, Thomas, Rev., 541n, 669; **to**: David Hartley, 540–41
 Wright, Amos (Master), 200 and n
 Wright, Charles, 19
 Wright, Charles (seaman), 235
 Wright, James (Royal Gov., Georgia), 45; **from**: William Brown, 230–31
 Wright, James (Seaman, Continental Navy), 122, 805, 813
 Wright, John (Lt., RN), 27n, 248 and n (*Dunmore*)
 Wright, Obadiah (Loyalist on Long Island, N.Y.), 19 and n
 Wright, Reuben (Master), 200 and n
 Wrightman, George (Lt. Col., Loyal New Englander Regiment), 190, 191n
 Writing supplies, 778
 Wyatt, Jacob (Master), 152, 153n
 Wyer, — (bookbinder in Bordeaux, France), 762, 764, 765 and n, 781, 783
 Wylly, Richard (Member, Georgia Executive Council), 53
 Wyllys, George (Clerk, Connecticut Upper House; Register, Maritime Court for Hartford Co., Conn.), 351, 458
 Wynkoop, Cornelius D. (Col., New York Militia): as New York state commissioner, 498; and construction of gunboats, 269, 498–99n; and defense of Hudson River, 498; **to**: George Clinton, 269; Horatio Gates, 498
 Wynkoop, Jacobus (Commo., New York Navy), 284; **from**: Thomas Conway, 284
 Xerena, Véase Gerena, Conde de, 525 and n, 698–99 and n
 Yardsley, William (Master), 859 (*Kitty Delaney*)
Yarmouth, HMS: and American attempt to conquer Tobago, 774; armament of, 210, 211n, 400; assigned to Leeward Island station, 650; damage to, 58 and n, 198 and n, 210, 211n, 358, 359n; and destruction of *Randolph*, 143–44, 145n, 198 and n, 206–7 and n, 210, 211n, 358, 359n, 400, 465n, 482, 740, 765 and n, 774, 775n; rate of, 650; said to have been mistaken for British transport, 765 (Nicholas Vincent)
 Yarmouth, England. *See* Great Yarmouth, England
 Yates, Charles (Seaman, Maryland Navy), 353
 Yates, Francis (Seaman, Maryland Navy), 353
 Yeaton, Hopley (Lt., Continental Navy), 246, 791, 794, 808n, 811
 Yeaton, John D. (Mate, Continental Navy), 791, 811
 Yeats, Bartholme (Seaman, Continental Navy), 803
 Yeocomico River, Virginia, 860
York, British transport ship, 193n
York, ship 186 and n, 196 and n; captured by *Cabot* and *Arbuthnot*, 186 and n (Barnard),
York, HM armed sloop, 72, 74n, 460, 461n, 487n (Thomas Walbeoff)
 York [Old York], Me., 795, 798, 803, 804, 808n
 York, Pa., 296 and n, 488
 York River, Va., 65–66 and n
 York River Company (Williamsburg merchant firm), 861
 Yorke, Sir Joseph (British Ambassador at the Hague), 688; **to**: William Fraser, 688
 Yorktown, Va., 76n, 91, 345, 396–97, 450
 Youart, J. (Master), 696 and n (*Mermaid*)
 Young, Archibald (Master), 206 (*Friendship*)
 Young, Edward (Capt., Continental Artillery), 100, 138
 Young, George (Capt., Continental Artillery), 135
 Young, Hugh (merchant at Baltimore), 242
 Young, James (Vice Adm., RN): and Barrington, 648; and command of Leeward Islands station, 58n, 82, 83n; complains of want of provisions, 58; and damage suffered by *Yarmouth*, 58; and *Portland*, 16–17; instructions to, 650; on Dutch West Indies squadron, 58; prize list of, 206–7 and n; and repairs to *Aurora*, 775n; return of, to England, 648; sends *Yarmouth* to England, 58; and surveys of coasts and harbors, 648, 650n; and warships forced to West Indies, 58, 172; **to**: Philip Stephens, 58
 Young, James (gunner's mate), 234
 Young, John (Capt., Continental Navy), 476 and n; as commander of *Independence*, 770; and crew of

- Independence*, 277; departure of, from France, 542; and loss of *Independence*, 277 and n; money for, 735; and salvage of cargo, stores, and equipment, 277; and shipment of supplies from France to United States, 510; **from**: Continental Marine Committee, 277 (*Independence*)
- Young, John (Master), 476 (*Mayflower*)
- Young, William (Comdr., RN), 45, 650 (*Snake*)
- Young, William (seaman), 233
- Young & Co. (merchant firm of North Carolina), 355n
- Zákinthos, 667, 668
- Zante. *See* Zákinthos
- Zebra*, HM ship-rigged sloop-of-war: Journal, 249–50; and American militiamen plundering transport, 250 and n; needs coal, 51; provisioning of, 249; station of, 51 and n (John Orde)
- Zélé*, French Navy ship of the line: damage to, 625, 626; and d'Estaing's fleet, 625, 626; in first squadron, Toulon fleet, 568; sailing qualities of, 718, 719 (Comte de Barras de Saint-Laurent)
- Zéphyr*, French Navy frigate, 538–39; armament of, 539 and n, 542 and n, 568; as escort for *Ranger*, 542; in Brest fleet, 568; location of, 568 (Des Barres)
- Zodiaque*, French Navy ship of the line, 549 (Marquis de La Porte Vezins)
- Zubly, John Joachim, Rev., 231, 232n

WESTERN HEMISPHERE,

EASTERN HEMISPHERE,

A MAP of the WORLD, with THE LATEST DISCOVERIES. By SAMUEL DUNN, Mathematician.



OR NEW WORLD.

OR OLD WORLD.

LONDON: Printed for R. SAYER and J. BENNETT, Map and Printseller, at No. 33, in Fleet Street. Published as the Act directs 16 June 1781.