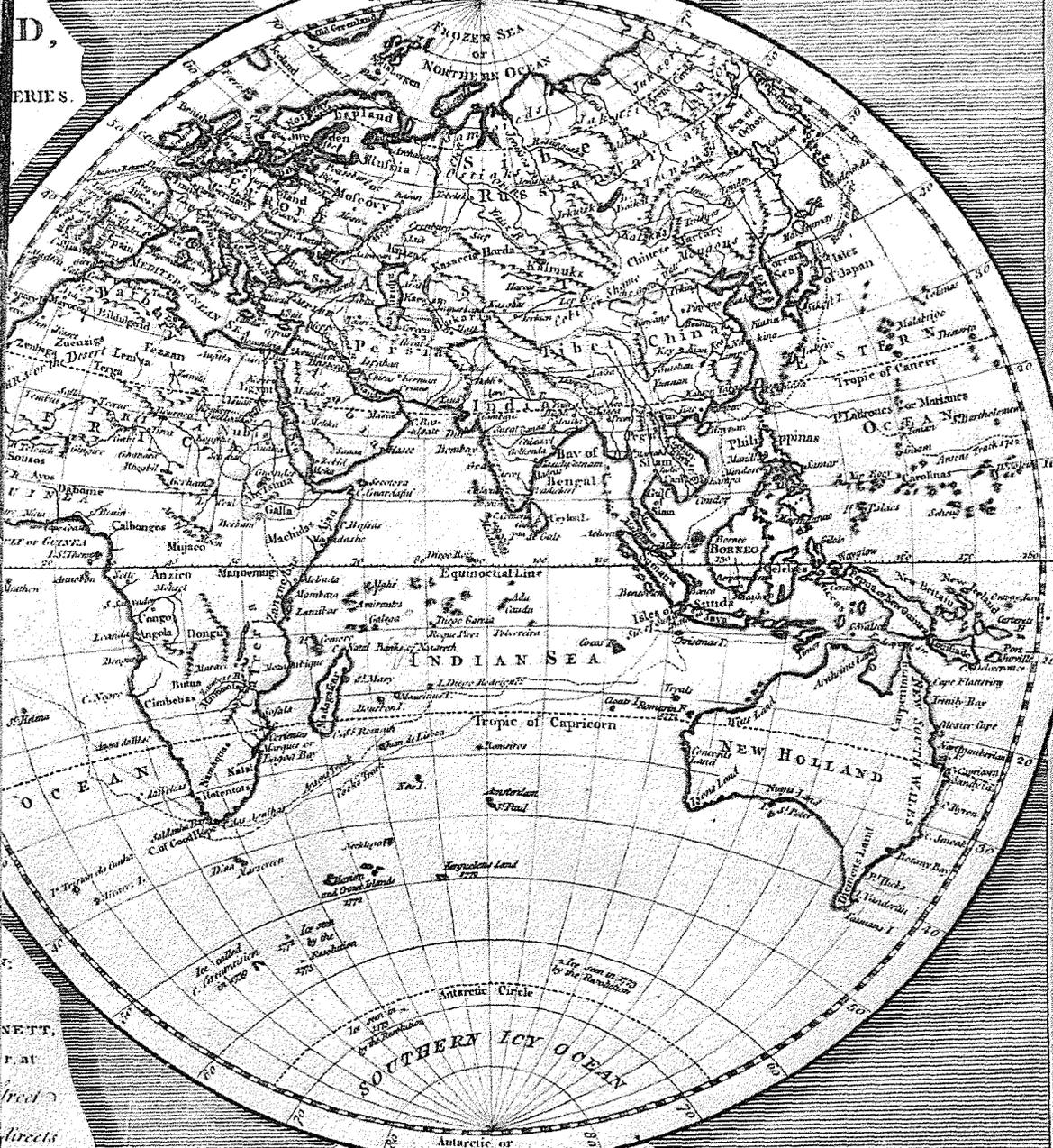


WESTERN HEMISPHERE,

EASTERN HEMISPHERE,

A M
of
W O R L D,
with
THE LATEST
SERIES.
I
S A M E
M a d e

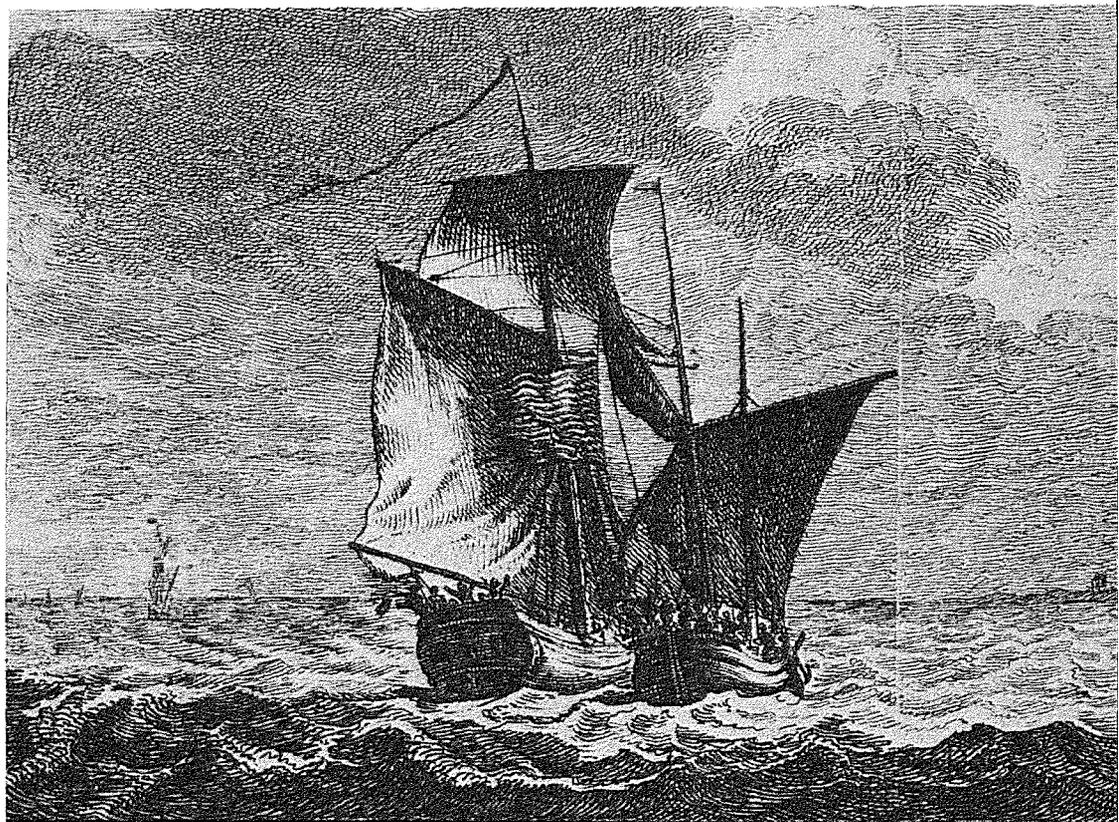


OR NEW WORLD.

OR OLD WORLD.

R. SAYER & NETT,
Map and Printers at
33, in Street
Published as by Directs
16 June

NAVAL DOCUMENTS
OF
The American Revolution



J. K. K. 1777

Een Engelsche Paket-boat door een Americaansche Kaaper gevangen
den 2. Maj 1777.

J. K. K.

Capture of English mail packet Prince of Orange by Continental lugger Surprize, Captain Gustavus Conyngh

NAVAL DOCUMENTS OF
The American Revolution

VOLUME 8

AMERICAN THEATRE: Mar. 1, 1777–Apr. 30, 1777

EUROPEAN THEATRE: Jan. 1, 1777–May 31, 1777

AMERICAN THEATRE: May 1, 1777–May 31, 1777

WILLIAM JAMES MORGAN, Editor

With a Foreword by

PRESIDENT JIMMY CARTER

And an Introduction by

REAR ADMIRAL JOHN D. H. KANE, JR., USN (Ret.)

Director of Naval History

NAVAL HISTORY DIVISION
DEPARTMENT OF THE NAVY
WASHINGTON: 1980

L.C. Card No. 64-60087

Each volume of this series is a reminder of the key role played by the late William Bell Clark, initial editor. Drawing upon his deep knowledge of the Navy 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.

SECRETARY OF THE NAVY'S ADVISORY
COMMITTEE ON NAVAL HISTORY

Whitfield J. Bell, Jr.

Francis L. Berkeley, Jr.

James A. Field, Jr.

Joy Bright Hancock

Caryl P. Haskins

Jim Dan Hill

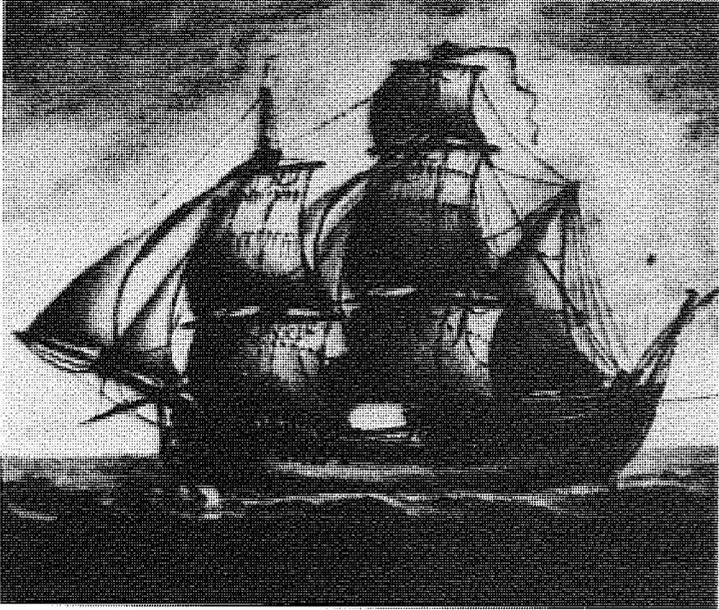
John H. Kemble

Richard W. Leopold

Augustus P. Loring

Forrest C. Pogue

Gordon B. Turner



This drawing and others of similar nature throughout the Volume are from journals kept on board the snow *Minerva*, Nicholas Pocock, Master. (Courtesy of the Mariners Museum, Newport News, Virginia.)

THE WHITE HOUSE

WASHINGTON

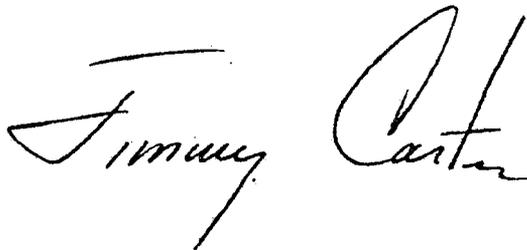
May 22, 1979

FOREWORD

My graduating class at the Naval Academy was honored with an address by Fleet Admiral Chester W. Nimitz, the World War II naval commander in the Pacific. He told us that the Navy must look to the future, ever alert to new ways to use our seapower far from our shores. Reading some of the fascinating documents found in this volume, I recalled his message. These accounts by participants in the Revolutionary War drama make it vividly clear that what Admiral Nimitz urged in June 1946 was exactly what American seamen and ships were doing in 1777 as they carried the war deep into British waters with telling effect.

From this very early period in our national experience to the present, the U.S. Navy has exercised this same capacity to protect our Nation's security in time of war, and, on other difficult occasions, to move to areas of turbulence as a peaceful and stabilizing influence.

The Department of the Navy must be accorded the highest praise for continuing to compile these Naval Documents volumes. They not only enrich the world of scholarship, but also make available to the men and women of the Navy and the American public the source materials of a maritime heritage so deeply rooted in the Nation's struggle for independence. Samuel Eliot Morison, celebrated historian and author, characterized this work as a "great historical enterprise." I fully agree with his assessment.

A handwritten signature in black ink, reading "Jimmy Carter". The signature is written in a cursive, flowing style. The first name "Jimmy" is written in a larger, more prominent script, and "Carter" is written in a similar but slightly smaller script to its right. The ink is dark and the background is plain white.

INTRODUCTION

The court of inquiry report into the loss of the Continental Navy brig *Cabot*, printed in this volume, was released publicly on 19 April 1777. Unnoted in the rush of events was the fact that this date also marked the second anniversary of Lexington and Concord. These first two years of open warfare had experienced unfolding events of singular moment, none with more far-reaching impact than the Declaration of Independence, and the emergence of the new embattled United States of America.

Within weeks of the first exchange of fire between British regulars and local militia, the rebellious colonists took their fight to the water on Lake Champlain and at Machias, Maine. General Washington, in the fall of 1775, set a small schooner offensive in motion against British supply ships making for Boston harbor. Individual colonies moved to form their own navies, privateering was sanctioned, and Congress authorized the beginnings of a Continental or national navy. These were bold and momentous steps in the genesis of American seapower, particularly when launched by an embryo government against the might of the Royal Navy. To be certain, it was not the intention or wildest hope of the most sanguine patriot that these efforts on the water could or would challenge the Royal Navy in the line of battle. But as America's maritime defensive-offensive expanded in size and operational reach, it would annoy, distract, and distress the enemy, and help provide the material means to sustain the light of resistance at home.

Events in the European Theatre during the first five months of 1777, treated here in Volume 8, show clearly that American naval vessels and privateers, out of French ports, were successfully cruising in British home waters in ever increasing numbers. England, in the words of Benjamin Franklin, was being "insulted on her own coasts" much to the discomfort of the North government and the Admiralty. Convoy coverage and search patrols by the Royal Navy had to be intensified.

Capture of the King's mail packet *Prince of Orange* in the English Channel by the Continental lugger *Surprize*, Captain Gustavus Conyngham, was particularly galling. Conyngham unwisely sent his prize into the treaty port of Dunkerque, and this action unleashed a virtual blizzard of diplomatic protests blowing from London to Paris. Of course, on balance, it must also

be recorded that enhanced British naval vigilance netted a bountiful harvest of captured rebel vessels.

Across the ocean in America, defenses on the Delaware were readied to meet the expected sea and land assault on Philadelphia by the Howe brothers. Two more of the new Continental Navy frigates, *Hancock* and *Boston* finally put to sea. Meanwhile, frigate *Randolph*, on her maiden cruise, made her storm-battered way into Charleston. And, as previously noted, *Cabot*, of Commodore Esek Hopkins' original Continental squadron, was run aground and captured.

Manning continued to be a critical problem for the Continental Navy. Captain James Nicholson turned to the press gang to bring frigate *Virginia* up to complement, and found himself deeply embroiled with Maryland authorities and Congress.

British warships and American privateers played the continuing game of pursuer and pursued in the Atlantic and West Indies with a measure of success and failure on both sides. It is noteworthy that one British man-of-war was credited with taking no less than 45 prizes on a winter cruise off Bermuda.

Manuscripts from five depositories heretofore not represented are used in Volume 8—Boston Marine Society; Mariners Museum, Newport News, Virginia; New Hampshire Archives, Concord; Archivio di Stato, Florence, Italy; and Archivio di Stato, Naples, Italy. Unpublished Crown copyright material in the Public Record Office, London, is reproduced by permission of Her Majesty's Stationery Office.

Fortunately, many people who brought their knowledge, experience, and dedication to earlier volumes in the *Naval Documents* series have continued to make large contributions to Volume 8. Included are Mr. and Mrs. Henry J. Scheffenacker, Mr. E. Gordon Bowen-Hassell, Mr. Robert I. Campbell, Miss Joye Leonhart, Lieutenant Junior Grade Dorothy Apple, and Master Chief Petty Officer George K. McCuiston within the Naval History Division; Commander W.E. May, RN (Ret.) in England; Madame Ulane Bonnel in Paris; and Commander Canio Di Cairano, USNR (Ret.) who provided valuable foreign document review and translation services. In 1977, Dr. William S. Dudley joined the Naval History Division staff, and has since played a leading role in readying this volume for publication. Without the input of those named, as well as a legion of supporters unnamed here in the introduction, a work of this magnitude could not go forward. The appearance of each succeeding *Naval Documents* volume is a tribute to this truth.

The death of Walter Muir Whitehill on 5 March 1978 left this nation, the world of letters, and his host of friends poorer by far. As Chairman of the Secretary of Navy's Advisory Committee on Naval History, he enthusiastically and staunchly backed our historical programs including *Naval Documents*. His wisdom, humanity, and sound advice are sorely missed. He has left a legacy of excellence which the distinguished members of the Advisory Committee continue to embrace. For this, we are gratefully indebted.

JOHN D. H. KANE, JR.

DEPOSITORY LOCATION ABBREVIATIONS¹

AAS	American Antiquarian Society, Worcester, Massachusetts
AGI	Archivo General de Indias, Seville
AHN	Archivo Histórico Nacional, Madrid
AMAE	Archives Du Ministère Des Affaires Etrangères, Paris
AN	Archives Nationales, Paris
APL	Service historique de la Marine Archives du Port de Lorient, Lorient, France
APS	American Philosophical Society, Philadelphia
ASF	Archivio di Stato, Florence
ASN	Archivio di Stato, Naples
ASV	Archivio di Stato, Venice
Bda. Arch.	Bermuda Archives, Hamilton, Bermuda
BHS	Beverly Historical Society, Beverly, Massachusetts
BL	British Library, London
BMS	Boston Marine Society, Boston
BPL	Boston Public Library, Boston
ChHs	Chicago Historical Society, Chicago
CL	William L. Clements Library, University of Michigan, Ann Arbor
ConnHS	Connecticut Historical Society, Hartford
ConnSL	Connecticut State Library, Hartford
CUL	Columbia University Library, New York
CW	Colonial Williamsburg, Williamsburg, Virginia
CWM	College of William and Mary, Williamsburg, Virginia
DAC	Dominion (Public) Archives of Canada, Ottawa
DARL	Daughters of the American Revolution Library, Washing- ton, D.C.
DCL	Dartmouth College Library, Hanover, New Hampshire
DUL	Duke University Library, Durham, North Carolina
EI	Essex Institute, Salem, Massachusetts
FDRL	Franklin D. Roosevelt Library, Hyde Park, New York
FTML	Fort Ticonderoga Museum Library, Ticonderoga, New York
HCL	Haverford College Library, Haverford, Pennsylvania
HH	Hempstead House, New London, Connecticut
HL	Hayes Library, Edenton, North Carolina
HSD	Historical Society of Delaware, Wilmington

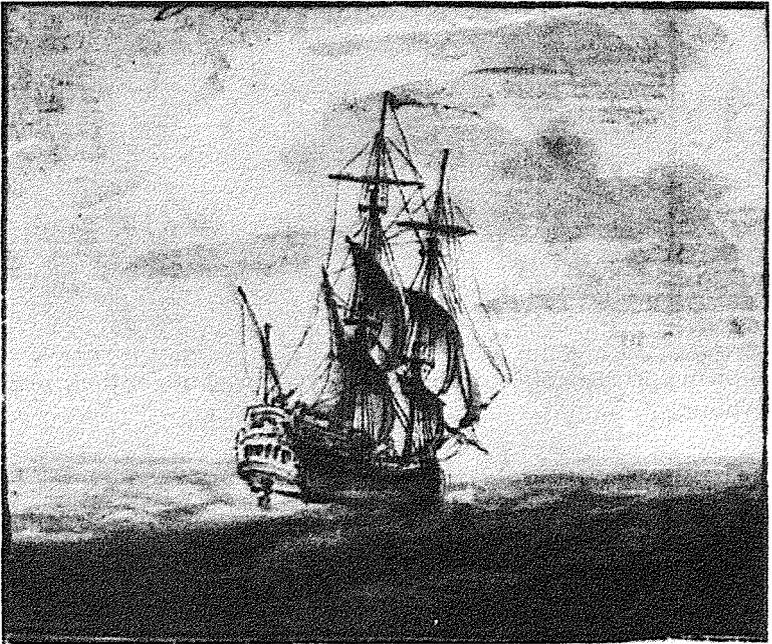
1. The list includes depositories from which manuscripts have been used in this and previous volumes. The Descriptive List of Illustrations includes additional sources from which graphic material has been used in Volume 8.

HSP	Historical Society of Pennsylvania, Philadelphia
HU	Harvard University Library, Cambridge, Massachusetts
HUL	Henry E. Huntington Library, San Marino, California
JCBL	John Carter Brown Library, Providence, Rhode Island
JHUL	Johns Hopkins University Library, Baltimore
LC	Library of Congress, Washington, D.C.
MarbHS	Marblehead Historical Society, Marblehead, Massachusetts
Mass. Arch.	Massachusetts Archives, Boston
MassHS	Massachusetts Historical Society, Boston
MCL	Marietta College Library, Marietta, Ohio
Md. Arch.	Maryland Archives (Hall of Records), Annapolis
MdHS	Maryland Historical Society, Baltimore
MeHS	Maine Historical Society, Portland
MHA	Marine Historical Association, Mystic, Connecticut
MM	Mariners Museum, Newport News, Virginia
MNHP	Morristown National Historical Park, Morristown, New Jersey
Mor. Arch.	Moravian Archives, Winston-Salem, North Carolina
NA	National Archives, Washington, D.C.
NCDAH	North Carolina Division of Archives and History, Raleigh
Neth. Arch.	Netherlands Archives, The Hague
NHA	Nantucket Historical Association, Nantucket, Massachusetts
N.H. Arch.	New Hampshire Archives, Concord
NHCHS	New Haven Colony Historical Society, New Haven, Connecticut
NHHS	New Hampshire Historical Society, Concord
NHS	Newport Historical Society, Newport, Rhode Island
NJHS	New Jersey Historical Society, Newark
NLCHS	New London County Historical Society, New London, Connecticut
NMM	National Maritime Museum, London
N.S. Arch.	Nova Scotia Archives, Halifax
NYHS	New-York Historical Society, New York
NYPL	New York Public Library, New York
NYSL	New York State Library, Albany
Pa. Arch.	Pennsylvania Archives, Harrisburg
PM	Peabody Museum, Salem, Massachusetts
PML	Pierpont Morgan Library, New York
PRO	Public Record Office, London
PS	Pilgrim Society, Plymouth, Massachusetts
PUL	Princeton University Library, Princeton, New Jersey
R.I. Arch.	Rhode Island Archives, Providence
RIHS	Rhode Island Historical Society, Providence
SCDAH	South Carolina Department of Archives and History, Columbia

SCHS	South Carolina Historical Society, Charleston
SCRO	Staffordshire County Record Office, Stafford, England
SI	Smithsonian Institution, Washington, D.C.
UFL	P. K. Yonge Library, University of Florida, Gainesville
UNBL	University of New Brunswick Library, Fredericton, New Brunswick
UNCL	University of North Carolina Library, Chapel Hill
USNAM	US Naval Academy Museum, Annapolis, Maryland
UTL	University of Texas Library, Austin
UVL	University of Virginia Library, Charlottesville
VHS	Virginia Historical Society, Richmond
VSL	Virginia State Library, Richmond
WCLAR	Washington Crossing Library of the American Revolution, Washington Crossing, Pennsylvania
WPL	Public Library, Whitehaven, England
WSL	William Salt Library, Stafford, England
YUL	Yale University Library, New Haven, Connecticut

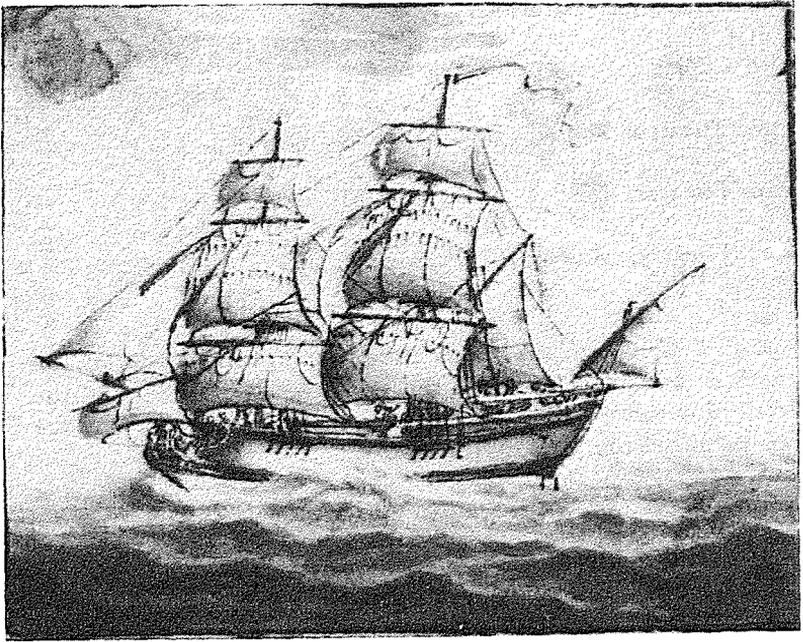
The following private collectors have kindly allowed use of their manuscripts in this volume:

Henry Durand, 8th Baron Hotham, Beverley, England
 Mr. Ronald von Klaussen, New York, New York
 Captain J. G. M. Stone, Annapolis, Maryland



CONTENTS

	<i>Page</i>
Foreword	vii
Introduction	ix
Depository Location Abbreviations	xi
Descriptive List of Illustrations	xvii
Maps and Charts	xix
American Theatre, Mar. 1, 1777–Apr. 30, 1777.....	1
European Theatre, Jan. 1, 1777–May 31, 1777.....	495
American Theatre, May 1, 1777–May 31, 1777.....	885
Appendix	
“List of Vessels seized as Prizes, and of Recaptures made, by the American Squadron, between the 1st of January, 1777, and the 22d of May following, according to the Returns received by the Vice Admiral the Viscount Howe.”.....	1053
Bibliography	1065
Index	1077



DESCRIPTIVE LIST OF ILLUSTRATIONS

	<i>Page</i>
“Een Engelsche Paket-boot door een Americaansche Kaaper ge- noomen, den 2 May A° 1777.”	Frontispiece
Dutch line engraving, drawn by H. Kobell, engraved by S. Fokke, date unknown. Capture of the English packet <i>Prince of Orange</i> by the Continental lugger <i>Surprize</i> , Captain Gustavus Conyngham. (Courtesy of the Edgar Newbold Smith Collection, Philadelphia Maritime Museum.)	
Horn Beaker with Scrimshaw Portrait of Esek Hopkins	29
(Courtesy of the Mariners Museum, Newport News, Virginia.)	
James Hutchinson	60
Portrait in oils, attributed to G.P.A. Healy, date unknown. (Cour- tesy of the Graduate School of Fine Arts, University of Pennsylva- nia, Philadelphia.)	
Jonathan Haraden	106
Miniature portrait in oils, artist unknown, date unknown. (Cour- tesy of the Peabody Museum, Salem, Massachusetts.)	
Captain Samuel Tucker’s Commission in the Continental Navy, 15 March 1777	124
(National Archives, Washington, D.C.)	
Samuel Phillips Savage	168
Portrait in oils, by John Singleton Copley, 1764. (Courtesy of the Kennedy Galleries, Inc., New York.)	
Richard Caswell (purported to be)	229
Miniature portrait in oils on porcelain, artist unknown, date un- known. (Courtesy of the North Carolina Division of Archives and History, Raleigh.)	
“Le Port St. George Dans L’Isle De La Grenade”	261
Engraving, by Canali after Nicolas Ozanne, 1780. (Courtesy of the Mariners Museum, Newport News, Virginia.)	
Vice Admiral Howe’s Sea Chest	314
(Courtesy of The Earl Howe, Buckinghamshire, England. Photo- graph courtesy of <i>The Sunday Times</i> , London.)	

	<i>Page</i>
Continental Navy Brig <i>Cabot</i> taken into the Royal Navy after her capture	373
Detail from "Action off the Coast of France, May 13, 1779," by Thomas Luny, 1779. (Courtesy of the Thomas Coram Foundation for Children, London.)	
Thomas Johnson	423
Portrait in oils, by John Hesselius, c. 1766. (Courtesy of the Collection of the Museum and Library of Maryland History, The Maryland Historical Society, Baltimore.)	
Patrick Henry	423
Miniature portrait in oils, by Lawrence Sully, 1795. (Courtesy of Amherst College, Amherst, Massachusetts.)	
Bernardo de Gálvez	448
Portrait in oils, by José de German Alfaro, c. 1784. (Courtesy of the Instituto Nacional de Antropología e Historia, Museo Nacional de Historia, Mexico City.)	
Draft of Continental Frigate <i>Raleigh</i> , 1779	473
(Courtesy of the Admiralty Collection, National Maritime Museum, London.)	
"A General View of the City of Lisbon the Capital of the Kingdom of Portugal."	505
Line engraving, published by Laurie and Whittle, London, 1794. (Courtesy of the Mariners Museum, Newport News, Virginia.)	
"Le Port de L'Orient"	522
Engraving, by Yves Le Gouz after Nicolas Ozanne, 1780. (Courtesy of the Musée de la Marine, Paris.)	
Henry Howard, 12th Earl of Suffolk	562
Portrait in oils, by Sir Joshua Reynolds, date unknown. (Courtesy of the Earl of Aylesford, Coventry, England. Photograph courtesy of the Courtauld Institute of Art, London.)	
"Poor old England endeavoring to reclaim his wicked American Children."	600
Political cartoon, published by M. Darly, London, 1 April 1777. (Courtesy of the William L. Clements Library, University of Michigan, Ann Arbor.)	

	<i>Page</i>
Jonathan Williams, Jr.	636
Portrait in oils, by Thomas Sully, 1815. (Courtesy of the West Point Museum Collections, United States Military Academy, West Point, New York.)	
View from Gun Wharf, Portsmouth Dockyard	655
Oil, by Dominic Serres, c. 1770. (Courtesy of the Trustees of the National Maritime Museum, London.)	
John Burgoyne	697
Portrait in oils, by Sir Joshua Reynolds, c. 1767. (Copyright The Frick Collection, New York.)	
Marquis de Lafayette	736
Portrait in oils, by Charles Willson Peale, 1777. (Courtesy of the Virginia Historical Society, Richmond.)	
Gustavus Conyngham	826
Watercolor on ivory, or oil on wood, by Louis Marie Sicard [Sicardi], date unknown, published in <i>Letters and Papers relating to the Cruises of Gustavus Conyngham</i> , Robert M. Neeser, ed., New York: Naval History Society, 1915. (Courtesy of the New-York Historical Society, New York.)	
Frederick North, 2nd Earl of Guilford	845
Crayon on paper, by John Singleton Copley, c. 1779. (Courtesy of The Boston Athenaeum, Boston.)	
“An Account of the State and Condition of His Majesty’s Ships and Vessels at Quebec and in the River St. Lawrence this 17th day of May 1777.”	984–85
(Courtesy of the Public Record Office, London.)	
William Whipple	1014
Portrait in oils, by Ulysses D. Tenney, 1873, after John Trumbull, 1789. (Courtesy of the State House, Concord, New Hampshire.)	

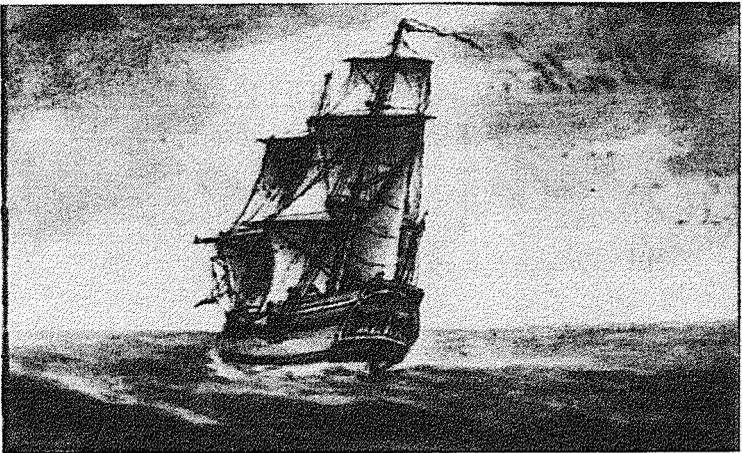
MAPS AND CHARTS

- “A Map of the World, with the Latest Discoveries . . . 1781.” . . . Endsheets
 From Samuel Dunn, *A New Atlas of the Mundane System; or of . . . Geography and Cosmography . . .*, R. Sayer and J. Bennett, London, 1778–1783. (Collections of the Library of Congress, Washington.)

	Page
“Plan de la ville et environs de Williamsburg en virginie-america le 11 mai 1782.”	201
Manuscript plat, 1782. (Courtesy of the Earl Gregg Swem Library, The College of William and Mary, Williamsburg, Virginia.)	
“St. Christophers, or St. Kitts . . .”	334
From Thomas Jeffreys, <i>The West-India Atlas</i> , R. Sayer and J. Bennett, London, 1783. (Collections of the Library of Congress, Washington.)	
“Antigua . . .”	412
From Thomas Jeffreys, <i>The West-India Atlas</i> , R. Sayer and J. Bennett, London, 1783. (Collections of the Library of Congress, Washington.)	
“Part of Devonshire”	785
From <i>Great Britain’s Coasting Pilot</i> , 1785. (Collections of the Library of Congress, Washington.)	
“Plan de la Rade de Dunkerque Levé par Ordre du Roi en 1776 . . . Dressé au Dépôt Général des Cartes, Plans et Journaux de la Marine, 1778.”	873
(Courtesy of the Bibliothèque Nationale, Paris.)	
“A Chart of Port Royal and Kingston Harbours, in the Island of Jamaica . . .”	899
From <i>The Atlantic Neptune</i> , Joseph F. W. Des Barres, London, 1774–1781. (Collections of the Library of Congress, Washington.)	
“Plan of New Orleans the Capital of Louisiana”	960
Drawn by R. Benning, 1761, published in <i>The London Magazine</i> , April 1761. (Courtesy of the Department of Archives and Manuscripts, Louisiana State University, Baton Rouge, Louisiana.)	

AMERICAN THEATRE

From March 1, 1777 to April 30, 1777



AMERICAN THEATRE

From March 1, 1777, to April 30, 1777

SUMMARY

British occupation of Newport and control of surrounding waters continued to trap the Continental Navy ships under Commodore Hopkins' command in the Providence River. Fire ships and other means were tried to harass the British enemy, but without marked success. Criticism of Hopkins mounted, and Congress suspended him from command on 26 March.

American privateers and State Navy vessels on the one side, and Royal Navy ships on the other, were active taking prizes. In the West Indian cruising ground, the roving privateers received succor from the French, Dutch and Danish islands much to the consternation of the British. Munitions and other vital materials were arriving in American ports from France in increasing quantities.

As the ice left the Hudson River and Lakes George and Champlain, preparations were underway for renewal of the conflict in that critical area. In the Delaware, the Pennsylvania Navy, joined by Continental Navy ships, readied the defenses of the water approach to Philadelphia.

Manning remained an acute problem for the Continental Navy. Several commanders turned to impressment. Use of the press brought Captain James Nicholson of the frigate *Virginia* into a serious confrontation with Maryland and Continental authorities.

Randolph, first of the Continental frigates to take the sea, was dismasted and limped into Charleston, South Carolina. Yet, Captain Nicholas Biddle declared his new command to be "the very Best Vessel for Sailing that ever I knew." The brig *Cabot*, one of the original ships in the Continental Navy, ran the British cordon only to be chased aground by H.M.S. *Milford* and abandoned. The enemy got *Cabot* off, and sailed her a prize to Halifax.

The Continental Marine Committee displayed increased impatience with the delays encountered in getting more of the new frigates to sea. This may well have been generated by the Committee's desire to implement its plan for a concerted attack in squadron force against the rich Jamaica sugar fleet departing the West Indies under convoy.

1 Mar. 1777

CHARTER OF THE SCHOONER *Friends Adventure* BY JOHN LANGDON ¹

Memorandum of a Charter party of Affreightment Made and Concluded upon the first day of March A:D: 1777 by and between Nahum Ward of Portsmouth in the State of New Hampshire Merchant, of the One part and John Langdon of said Portsmo Esqr agent for the Continent of the Other part

Witnesseth that the Said Ward (in behalf of himself & partners owners of the Schooner *Friends Adventure*) doth hereby let on Freight to the Said Langdon the Said Schooner *Friends Adventure* & the Said Langdon hath hired the Same on a Voyage to be perform'd with Said Schooner from the Port of Piscataqua to Baltimore in Maryland or some other port in the United States and from such port or ports back to this port and the Said Ward for himself & partners covenants and agrees with the Said Langdon that said Schooner during said Voyage Shall be kept Staunch tight & every way fit for th[is] Purpose – and on her safe return to this port the Said Langdon shall pay to the Said Ward for the hire of the Said Schooner at the rate of Eight Shillings P Ton P Month for each Ton that the Said Schooner Shall Measure according to Carpenters Tonnage & further one Shilling P Ton that Said Vessell shall Measure for the use of Extraordinary Sails which are put on board by said Owners provided the Said S[c]hooner shall perform the said Voyage without being lost or taken by the Enemy in which case the Said Owners Shall not be intitelled to any hire –

1. John and Woodbury Langdon Papers, NHHS.

JOHN LANGDON TO CAPTAIN JOSIAH SMITH ¹

Cap. Josh Smith

Portsmouth March 1st 1777

You haveing the Command of the Schooner *Friends Adventure* in the Service of the United States are to Sail the first fair Wind for Baltimore in the State of Maryland where when it shall please God you arrive call on Mess. Samuel & Robert Purviance Merchants there and to them deliver my Letter and follow their Directions in takeing on board a Cargo of Flour and Iron for this Place there is no doubt but those Gentlemen will give you every Dispatch needful and will supply you with any necessary you may want – I recommend to you the greatest care & good look out to prevent your falling into the hands of the Enemy and also that you use the utmost Frugality and Dispatch in the course of your Proceedings wishing you a prosperous Voyage & a safe return and am your Friend & Director –

Jn^o Langdon
Agent for the States

P S if Collo Whipple should be at Baltimore call on him & know if he has any Commands –

[Endorsed] The above I Acknowledge to be a true Copy of my Orders – which I promise to Observe & follow Josiah Smith

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Saturday March 1st 1777

I have in Obedience to Your Honors directions perus'd the long Memorial from the Committee of Deer Island respecting the Conduct of Nathan Jones & find the greater part of it to be a mixed medly of general Charges of said Jones Conduct in 1775 & of his unfriendly Speeches and Actions before & after the Lexington Battle a principal part of the Complaint arises from his retaking his own Vessel from the hands of said Committee in July 1776 Where they alledge She was placed by the order of Congress or the General Court The several papers purporting Depositions all relate to matters preceding August 1776 and it does not appear that Jones had any opportunity of Cross examining the Deponents and from some hints in the memorial the said Jones, had been already heard upon some or all of them before Henry Gardner Esqr Capt. Browne & Capt Hosmore - That it appears by a Resolve of the General Court in November last that the Committee of Deer Island had liberty to Libel the Sloop in Controversy in the Maritime Court of the Eastern District and since that Time the said Sloop has been condemned in the said Court & an appeal has been made to the Superior Court to be held at York in said County the fourth Tuesday of June next. That since the passing the Treason Act and that for lesser offences against the State, the Rule of Conduct against suspected persons is particularly marked out and that therefore a Letter to the Committee of Deer Island inclosing Copies of said Acts and an exhortation to forgive and forget former injurys and a Vigilant eye on Suspicious persons in future will be all that is at present adviseable for the Council to do on the said Memorial

David Sewall

Read & Accepted. ²

Petition of John Curling ³ late Master of the Ship *Capel* for himself and behalf of his Son William a lad of about fourteen Years of Age; Also of John Bowes late Master of the Snow *Ann* and John Noble a Passenger in said Snow. Also of Daniel McKay late Master of the Brig *John* and also of Joseph Jackson late Master of the Brig *desire*, praying for permission to depart this State in a Brig whereof John Jones is Master bound for Cork.

Read & thereupon Ordered that the Prayer of the within Petition be so far granted that John Curling with his Son a lad about fourteen Years of Age be and they hereby are permitted to take Passage on board a Brig bound to Cork John Jones Commander provided Mr James Horlock (who lately had permission to go to New York) use his best endeavor to get a person released in lieu of the said Curling of equal Rank on his Arrival at New York & that the said Curling be not allowed to carry any Letters or written intelligence with him and the Committee of the Town from whence the said Brig is to Sail are hereby directed to see the Conditions abovementioned be complied with.

On Motion Ordered that Samuel Holten & Benjamin Austin Esqrs be

a Committee to settle Capt [John] Ayres Account respecting the Cartel Vessel's Voyage to Rhode Island & report.

Petition of Matthew Lindsay of York in County of York in behalf of himself & Brigadier Moulton setting forth that he has a Vessel ready for a Voyage to the West Indies praying for Liberty to prosecute such Voyage. Ordered that the said Schooner under the Command of said Matthew Lindsay be and hereby is permitted to proceed on a Voyage to the Island of Martinico or Guadaloupe in the West Indies loaded with Lumber & such other Merchandize as is not prohibited by Resolves of the General Court of this State provided the said Master give Bond with two Sureties in the Sum of One thousand pounds to import into this State Molasses Cotton Wool Linnen Woolen Cloth Salt or Military Stores to the Value of the nett proceeds of his outward bound Cargo within Three months, the Dangers of the Seas & Enemy only excepted – The naval Officer for the Port of York upon such Bonds being given to him in the Name of the Treasurer of the State is hereby to clear out the said Schooner laden as aforesaid accordingly

1. Mass. Arch., vol. 20, 310, 311, 312, 313.

2. See previous Volumes in series for Nathan Jones' difficulties with Deer Island Committee.

3. Mass. Arch., vol. 166, 312.

PAROLE OF ROBERT PORTER ¹

State of the Massachusetts Bay

Council Chamber [Boston] March [1]st 1777

I Robert Porter late Passenger on Board the Brige *Perkins* comanded by Capt Jenkins bound for Bristol was taken by Capt [John] Skimmer & brought into the Port of Boston. being permitted to depart this State by the Hon'ble Council of the State of Massachusetts Bay for New York to procure the Liberation of some Person of equal Rank detained as Prisoner there – giving my Parole of Honor & engaging to do all in my Power to obtain Said Exchange or return myself in five Weeks from the Date hereof – And that I will not directly or indirectly give any Intelligence whatever to the Enemies of the united States or do or say any thing in Opposition to or prejudice of the Measures and proceedings of any Congress or Assemblies for the Said State during the present War or until I am duly discharged.

Witness Tim^o Porter

Rob^t Porter

1. Mass. Arch., Revolutionary Rolls, vol. 8, 178.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 1st March 1777 [A M]

Order'd That the Commy deliver Mr Bruce for Ship *Genl Lincoln* four long Boat Oars & Four Yawl Oars –

Order'd That Mr [Ellis] Gray deliver Mr Bruce one Bolt Canvas No 6 or 7. – & three pounds Twine –

Order'd That Mr Hichborn deliver Mr Bruce one Moses Boat for Ship *Genl Lincoln*

Capt Hopkins deliver'd Honl Mr [Thomas] Cushing the Cable P Ordr 14 Inst wt 43. .0.14 –

Order'd That the Commy deliver Capt Harreden [Jonathan Haraden] as many water Casks as he wants, also 2 m 10d & 2 m 20d Nails –

Order'd That Mr Gray deliver Mr Thomas Four Pieces English Duck & ten pounds Twine for Brig *Tyrannicide* –

Order'd The Comy deliver Mr Thomas Two Pieces Russia Duck – for B *Tyrannicide*

Order'd That the Agents deliver Mr White all the perspective Glasses left, wch came in Bark *John*

Order'd The Commanding Officer at the Castle release & send up to Town the Sloop *Liberty* D Loring Master & suffer other Lumber loaded Vessells to pass unmolested –

1. Mass. Arch., vol. 148, 184–86.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN RICHARD JAMES¹

War Office Boston March 1, 1777

The Brigantine *Count Destaing* of which you are Master being now loaded and ready to sail your Orders are to proceede direct for Martinico where you are to dispose of your Cargo to the best advantage and of your Briga Also provided you can obtain not less then Ten hundred pounds Currency. Invest the whole proceeds in the several Articles in the annex'd schedule giving the preference to those first mentioned, these goods youl Ship in any Vessell or Vessels belonging to the board that may be in Martinico and take passage home together with your Crew if any of your Men will take their discharge in Martinico you may pay them off together with one Months advance pay should they insist upon it. –

Should there be no Vessel in Martinico at your Arrival belonging to the Board, you may Charter a small French Vessel in which you may Ship your effects & come home yourself –

This Vessel must be cleared for Miquelon & Shall upon their arrival here be allowed to purchase any of our produce and be intituled to every other reasonable indulgence

If you can't charter a French Vessel you must continue in Martinico till some Vessel may arrive to take you with your effects for which we shall make proper provision

If you can't sell your Vessel you will purchase as much salt as together with your other effects will be sufficient to load your Briga & come direct home. –

Upon your return you are to make the first Harbour in New hampshire on the Eastern parts of this State from whence you will give the earliest notice to the Board by express – the Board Consent to allow you 5 P Cent Commissions on the sales of your Cargo 2½ P Cent on the Returns & five P Cent on

the sale & return of your Briga together with a Customary priviledge home in proportion to the Burthen of the Vessell you come in.

By order of the Board

Sam^l Philips Savage Prest

Schedule

1000 effective Fire arms fit for Soldiers wth Bayonets	} or in this proportion lay out the Neet proceeds of your Cargo.
500 Soldiers Blanketts	
50 Barrells Powder	
200 ps Ravens Duck or Tent Cloth	
100 ps Russia do	
100 ps Coarse white Linnen	
100 Check't do	
50,000 Flints	
5 Ton Roll Brimstone	
500 lb Twine	
50 Bolts of Ticklenburg	
500 lb sorted Wire mostly Large Coarse Woolen Cloaths Salt to Ballast home.	

I. Mass. Arch., vol. 151, 411-12, Letters from the Board of War, 1776-1780.

JAMES WARREN TO SAMUEL PHILLIPS SAVAGE ¹

Sir.

Plymo March 1. 1777

A schooner Arrived here Yesterday from Alexandria & brings such Accounts of the situation of the Entrance between the Capes, & of the Bay, that I think it next to Impossible for a vessel to get into Virginia or Maryland. to be sure the Chânce is not 1 to 10. there are 7 sail of Men of War & 9 Tenders who ride in different parts of the Bay. & shift their stations. they had taken when he came away 25 sail. Among which I presume are the two Schooners I chartered here, as they had not Arrived at Baltimore. in this way you must fail of geting the necessary quantity of flour. I have two Schooners ready to sail According to your Orders for Baltimore but on this Intelligence shall stay them till further Orders. I have talked with the Master & think it will be throwing these Schooners away to send them this Voayge. I propose to Order them the first wind to Boston where you may put on Board such Cargoes as you think proper, & send them to such places as may Answer some of your purposes. you must have Grain or flour & I think you must get it from the Carolinas. the Other Schooner will soon be ready. I have purchased three hhds rum. shall get two hhds sugar & with the 5 hhds of rum bot of me make A Cargo for her. I designed her for McTomkin, but that I also hear is in one of five Counties in Virginia Maryland & Pensilvania which have revolted to Howe. she must not go there, I believe I shall send her to Carolina. The Schooner I charterd Joshua Bartlett Mr is safe Arrived at Winyaw. I recd three hundred pounds by Doctr

Roberts to whom refer you for particulars of the Sarsaparilla & Am with Respect [&c.]

J Warren

[P. S.] I recd your several Letters by Bartl[et] & shall Execute your orders as well as I possibly can

1. Mass. Arch., vol. 152, 81-81a, Board of War Letters, 1776-1777.

COMMODORE ESEK HOPKINS TO CAPTAIN JOHN PAUL JONES ¹

Sir Onboard the *Warren* March 1st 1777

I receiv'd yours P Express, and do absolutely think that it is Impracticable to get those Vessels fitted and Mann'd for your proposed Expedition and Shall Acquaint the Hon Marine Board with my Reasons – I am Sir [&c.]
Esek Hopkins

P. S. If you have anything to Communicate or to apply to me for, I am always to be found onboard the *Warren* where you will be Safe –
John P. Jones Esqr Boston

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 197, NA.

COMMODORE ESEK HOPKINS TO CAPTAIN JOHN PAUL JONES ¹

Sir Providence March 1st 1777 –

The above is Copy of a paragraph of an Order I received from the hon Marine Board dated 21st Jany ² and in Consequence thereof I am to Request that if you have not You immediately pay the Remainder of the people's Wages Lately under your Command – and likewise to Return to the Several Agents where you may have Sent Prizes a Certificate Attested of all the Men belonging to the Ship *Alfred* and Sloop *Providence* while under your Command, that is Intitled to Prize Money, together with a List of the Officers and the Core they are to Share in, and also the Names of the most deserving Seamen which are Intitled to the dead Shares agreeable to Orders of Congress – and you will likewise deliver either your Books of the Ship *Alfred* and Sloop *Providence*, or an Attested Copy thereof to the Agent John Bradford Esqr as soon as possible – I am Sir [&c.]

Esek Hopkins ³

John P. Jones Esqr at Boston

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 193-94, NA.

2. See Volume 7, 1008-09.

3. Hopkins also wrote to Bradford this date asking him to see that Jones complied, Hopkins Letter Book, 68, RIHS.

OWNER'S BOND FOR THE RHODE ISLAND SLOOP *Polly* ¹

Know all Men by these Presents That I John Brown of Providence in the County of Providence in the State of Rhode Island and Providence Plantations Merchant, am held and firmly bound unto Joseph Clarke Esqr. General Treasurer of said State, in the Sum of Two Thousand Pounds Lawful Money to be paid unto the said Joseph Clarke or to his Successors in said Office for

the Use of said State To which Payment well and truly to be made I bind myself my Heirs Executors and Administrators, firmly by these Presents. Sealed with my Seal. Dated the First Day of March, in the Year of Our Lord One Thousand Seven Hundred and Seventy-Seven.

Whereas Joseph Tillinghast Master of the Sloop *Polly* owned by the said John Brown is permitted by a Resolve of the Council of War of this State, to sail with said Sloop for Port Dauphin in Hispaniola with a Cargo of Fish, Onions, and Hoops. Now the Condition of this Obligation is such That if the said Joseph Tillinghast shall proceed with said Sloop and her Cargo to Hispaniola and shall within Eighteen Months after the Departure of said Sloop lodge in either of Intendants Offices within this State, Certificates from the Proper Offices there in Case any be established or otherwise under the Hands and Seals of three reputable Merchants residing there that the Cargo of said Sloop was there unladed, and shall in all other respects during said Voyage comply with the Regulations and Restrictions which Vessels have heretofore been permitted to sail by said Council of War, and further if the Owner or Owners of said Sloop shall upon her Return give the Refusal of her Cargo to this State, then this Obligation shall be void or else in full Force.

John Brown

Sealed and delivered }
in the Presence of } W^m Tillinghast Elk^a Watson

1. Maritime Papers, Bonds, Masters of Vessels, vol. 3, Part 2, R. I. Arch. Another owner's bond was entered into the same day by Joseph Almy of Tiverton, guaranteeing the return from Hispaniola of the sloop *Lydia*, Ezekiel Dennis, to whom permission to sail had been given on January 5th, 1777, by the Rhode Island Council of War. The *Lydia's* outward cargo was horses and fish.

Providence Gazette, SATURDAY, MARCH 1, 1777

Providence, March 1.

Friday se'nnight [February 21] a party of our troops landed on Rhode-Island, and brought off a quantity of hay and oats. Captain Tyler, in the *Spitfire* galley, attended the landing, and gallantly sustained the enemy's fire from a battery of six guns for several hours, which was briskly returned, but with what effect we have not yet learnt. When the troops had completed the service assigned them, the *Spitfire* drew off; she was considerably damaged in her hull and rigging, and had 7 men wounded, one of them mortally.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY ¹

[Philadelphia] March 1st 1777

Resolved, That Mr William Webb be appointed Paymaster to the Navy and Navy Board for this State

1. Record Group 27, Navy Board Minute Book, vol. 1 (Feb. 13-June 30, 1777), Pa. Arch. Here-

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

[Philadelphia] Navy Board March 1st 1777 -

In consequence of the Resolve of yesterday concerning the purchase of

Fire Ships, The prize Ship *King George*, was only put up for Sale and she was bought by Paul Cox for Eleven Hundred and Five pounds.

Richard Wells Junr presented a petition to the Council of Safety to be continued in his Boat for the purpose of Victualing the Fleet.

Resolved, That the said Wells be continued to ply to Fort Island with provisions daily together with two other Men in said Boat and be allowed Twenty-five shillings P day for himself Boat and hands.

Delivered to [Captain] Hugh Montgomery of the *Effingham* twelve Blankets out of the Council of Safety's Store for which he has given a receipt together with Six Blankets and Three Rugs formerly received.

Resolved, That the Masters of all Shallops belonging to this State under the direction of this Board be allowed Seven pounds Ten Shillings P Month to comemmce from next pay day and the Mate of the *Sally*² be allowed Five pounds P Month.

William Richards Ordered to deliver to John Annis 5 pieces Russia Sail Cloth for a Mainsail for Sloop *Industry* [Thomas] Townsend, Master.

Delivered to Capt. John Hazlewood [Hazelwood], an order from the Council of Safety on Dr Wm Smith for 50 lb Salt Petre.

1. Record Group 27, Navy Board Minute Book, vol. 1 (Feb. 13-June 30, 1777), Pa. Arch. Hereafter cited as Navy Board Minute Book, Pa. Arch.

2. Ammunition sloop *Sally*, Martin Wert, master.

Pennsylvania Evening Post, SATURDAY, MARCH 1, 1777

To be sold, on Wednesday the fifth instant, at six o'clock in the evening, at the Coffee-house, the schooner *Hope*, now lying at Mr. Andrew Hodge's wharf, will carry about five hundred barrels of flour, and sails well. Inventory to be seen at the Coffee-house.

Pennsylvania Gazette, WEDNESDAY, MARCH 5, 1777

New-Jersey, March 1, 1777.

Pursuant to the Directions of an Act of the Council and General Assembly of New-Jersey, lately made and passed intituled, An Act to empower the Marshal of the Court of Admiralty to secure and sell the Prize Vessel or Brigantine called the *Defiance*, and her Cargoe, lately taken by the Militia of this State,

Notice Is Hereby Given, That the said Brigantine called the *Defiance*, with all her Tackle, Apparel and Furniture, now lying at the Mouth of Tuckahoe River, in Great Egg-Harbour Inlet, and the Cargoe of the said Brigantine, consisting of Melasses, Sugar, Coffee, Cocoa, Salt, Cotton, &c. and sundry Whaling Tackle, will be Sold at public Vendue, at the house of John Somers, jun. at Great Egg-Harbour, in the County of Gloucester, on Wednesday the twelfth Instant.

The Sale to begin at ten o'Clock in the Forenoon. The Cash to be paid on the Delivery of the Goods.

Isaac Kay, Marshal.

RICHARD HENRY LEE TO ROBERT MORRIS ¹

Dear Sir,

Baltimore March 1st 1777

As far as I am able to judge, the plan suggested in the inclosed memoir, is admirably fitted to give a decided superiority to our Frigates above those of the Enemy. If you should think so, I know you will push it into execution with the same zeal that animates you in every thing that affects the public. Will not the Churches furnish their bells to make 24 pounders for the *Randolph* & the *Delaware* when they are to be employed against an enemy who mean to exterminate religion and every thing else valuable here! Should the enemy get possession of Philadelphia, they will surely strip the churches of their bells, as a perquisite for their chief Engineer, whereas, if they are lent to us, we shall repay in kind. I hope you will not suffer the enemy to have the honor of getting Philadelphia. I am with truth & esteem [&c.]

Richard Henry Lee

1. Papers CC (Letters Addressed to Congress), 78, XIV, 159-60, NA.

HOLTON JOHNSON TO THE MASSACHUSETTS BOARD OF WAR ¹

Gentlemen

Baltimore March 1st 1777

I this Day Recd Yours of the 17 Inst [*sic*]² in which You write me You want Flower & Pig Iron but with the Advise of Mr Hancock I have given up the thoughts of Loding her With Flower & Iron for home as there was no prospect of her giting out and then the Flower wold be worse[n]ing on hand and Tobacco wold be Better I Tryd all in my power to perswade the Master and Men to prosede the Voige to France but without success but I have shipt as good A Master as any here Capt [Francis] Robins which out [*sic* was] master of A Brig from Boston belonging to Mess[r]s Andrews Foster & Ingraham, Consignd to me and fel in with Pyrets and was Taken in the Bay and sot onshore after burning his Brig I have the Offer of as many men as I want but there Wagers will be higher than the others was shipt for I shall Endeavor to Ship them to have there Discharge in France as my Orders is to have the Brig sold in France Mr Pliarne has Given me Orders to Consign the Brig to Messrs J Gruel & Co Merchts In Nants he showd me his Agreement with You which I thought proper to Obay his Orders as I was dezired by You to Advise & Consult with him and shall Consign the Brig according to his Orders I have got about one thurd of her Cargo On board & purchesd the wind has held so to the North that the Craft has not bin able to Cum up with Tobacco this 10 or 15 Days If the Men of war should Leve the bay before I have her Loded I will gow down in her to Pertomeck and finsh Loding her as Sune as possiible I shall do all in my power for the Interest of the Consernd all the Vessels that is Loded is gow Down to Try to Git out we here there is but one Man of War lays on the Tale of the Hors shew from [&c.]

Holton Johnson

1. Mass. Arch., vol. 152, 80, Board of War Letters, 1776-1777.

2. Mass. Arch., vol. 151, 42, Letters from the Board of War, 1776-1780.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Saturday 1st March 1777. –

Ordered that a Warrant Issue to Capt John Calvert for One hundred and twenty pounds upon Account, for the purpose of Recruiting Seamen for the Naval service – Who gave Bond for his faithfully applying the said Money and rendering a Just and true Account thereof. –

1. Navy Board Journal, 183–84, VSL.

VIRGINIA NAVY BOARD TO CAPTAIN CHARLES THOMAS ¹

Sir,

Inclos'd is a memorandum of Cordage which is wanting for the Brigg *Northampton*. You are desired to have it prepar'd as soon as possible and sent by some good opportunity to the College landing or James Town as that Vessel now waits for it –

Mem. Cordage

1 Cable	8½	Inches	100	Fathoms
2 Coils	3	Inch		Rope
1 do	2½			do
4 do	2			do
6 do	R			Ratline
1 do		bolt Rope	1¼	Inch
1 do		do	1½	do
4 do		Spun yarn		
2 do		Worming		
40 Ce in the whole of houseline Marline and } Hamburg line, of each an equal quantity – }				

(Sign'd) Thomas Whiting 1st Commr

[Williamsburg] 1st March 1777 –

1. Navy Board Letter Book, VSL. Thomas was superintendent of the Ropewalk at Warwick, Virginia.

CAPTAIN JOHN FORSTER TO GOVERNOR RICHARD CASWELL ¹

Sir,

Wilmington March 1st 1777

Agreeable to the orders of your Excellency and the Council, I am now heaving down and preparing the Privateer *Genl Washington* to take her station for the defence of this River, but am much afraid (should even Ball be procur'd in a short time) She will be delayed much longer than I could wish for want of Hands – as from this Port being so long blocked up by the King of England's Ships, most of the Seamen have enlisted in the Land Service of the United States. Before there was a Commission for fitting out Armed Vessels in this State, those who did not enlist have gone to other ports, and the encouragement given in the Merchant service and on board private Vessels of War by our neighboring States, so far exceeded the Continental

pay that were ever so great a number of seamen here, there would be but very little probability of my shipping a sufficiency of men for the *Washington*, but as none are to be got here, I see no prospect of her being Man'd without your Excellency in Council could advise me or fix on some expedient, how men may be shipped with dispatch. Most respectfully I am your Excellencys [&c.]
Jn^o Forster

1. Governors Letter Books, Richard Caswell, 1779-86, Appendix 1777, 338, NCDAH.

JOHN PALMER'S JOURNAL OF A CRUISE IN THE CONNECTICUT
PRIVATEER SLOOP *Revenge*¹

Saterday the 1 Day of March [1777] this morning Clear and at 6 am See a Sail All hands Was Call to make Sail – We Sot our mainsail and Square Sail and Studdind Sa[i]l and Jibb and fliing Jibb and Top Sail and Water Sail and Wringtail our Cour[s]e S W and the Wind to the Northerd a Smart Brease a Going 6 or 7 knots Sot our Top gallant W[hich] Drawd hur Very fast and at 1 P m See hur of or the Decks and at 4 P m Shee hove two and Hawld up hur Courses in order for Battle and at 5 P m We in Musket Shot of hur And Quick found hur Superior force to us – We Gibed and Shee Wore Round and Giv[e] Chaice to us – and fird Several Shot at us and the thirde Shot Shee firde Shee fird away one of our Lanyards and Struck our Starbord bow Gun and Carde a Way the upper Parte of our Porte Sill – Shee Was a twenty Gun Ship for Which We See – We made all Sail for to Git Cleare of hur and Stood Course SbW Till 10 P m and then We hawld our Wind and Stood Course SE till 11 P m and then hove two under fore Sail and So Ends this 24 howers –

1. "John Palmer's Journal of a cruise in the privateer sloop *Revenge* from Stonington, Conn., 22 January 1777, cruise ending at New Bedford, 22 May 1777, Joseph Conkling, commander," MHA. Hereafter cited as John Palmer's Journal, MHA. Palmer was Marine lieutenant on board the *Revenge*.

LIEUTENANT HUGH C. CHRISTIAN, R.N., TO VICE ADMIRAL JAMES YOUNG¹

Copy)
Sir

His Majesty's hired Transport *Albion*
Old Road St Christophers March 1st 1777.

I have the Honour to acquaint You that agreeable to Your Orders I proceeded with the Transports under my Command to the Island of Montserrat, where the Fleet arrived on the 22d Instant [*sic*] – light and Contrary Winds, together with inattention (or the very bad Sailing of the *Diamond* and two of the Briggs) prevented our doing it sooner – the Hessians I found on my arrival had quitted Montserrat on the 12th of this [*sic*] Month and that on the same Evening they were cast on Shore at the NE point of Nevis: – I made the signal to Weigh and arrived in Nevis Road on the Morning following, it was my earnest wish to have Embarked the Troops the same day: but a Variety of delays prevented its being compleated 'till late in the Day following. not finding it possible from the very great Surf and the scarcity of Water to complete the Ships at Nevis: I proceeded to old Road St Christophers, where I found great Difficulty in providing Casks, for those Ships which

had received the Troops: however that difficulty as well as the want of Beds is surmounted, but not without my giving Written Orders to the several Ships to supply those Articles – I found some of them had more than they had occasion for.

Ensign McDonnells Party being received on Board the *Albion* agreeable to Your Order at Antigua rendered it impossible that she cou'd taken in any of the Hessians – The *Rachel* and *Prince William*: as you will perceive by the return which I have the Honor to inclose² were the Ships best Calculated to receive the Troops: for two Reasons: the one the accomodation they could afford, the other its being a means of strengthening very much those Ships, which are in good Order and Commanded by Men, who I much beleive are to be depended upon. – The *Hungerford* has received her proportion agreeable to Your Order.

I found in Nevis Road a Brigg called the *Royal Scepter*, she is Chartered by Government and Laden with Coals. he sailed from Cork on the 24th November last, and says that by Leakes, bad Weather and some other Causes he was constrained to bear up – I gave him an Order to put himself under my Command and he now makes part of the Fleet.

The *Hungerfords* Fore Rigging, proved on our arrival here to be so bad, that they were under the necessity of getting new Shrouds over Head, this caused a delay which has given me some Anxiety; but this Afternoon I am determind to proceed to sea.

It is with Concern that I make mention to You of my real opinion of the Generallity of the Ships. they are ill found and the *Albion*, *Rachel*, *Prince William* and one or two others (excepted) are managed with very little attention: and I much fear, want that degree of Zeal necessary for them to surmount Difficulty's – however Sir you may depend upon my utmost endeavours and I entertain very Sanguine Hopes of reaching New York with the Fleet.

I found at Nevis – Mr Harvey a Midshipman belonging to His Majesty's Ship *Hope* in America who had been taken by the *Boston* Privateer some Weeks since – he then Commanded a Prize belonging to the *Hope* in which he was blown off the Coast – he applied to me for a Passage to New York, and as the *Diamond* is a Ship of which I had some Reason to entertain a Doubt – I therefore placed him in her as a Passenger only with private Instructions to be attentive to the Conduct of the Master of that Ship

Three Vessels whose Names you will perceive in the return mean to continue with the Transports some distance to the Northward I shall most assuredly shew them every possible attention.

I trust and hope that my Conduct will meet with your approbation – I have the Honor to be with respect, Sir [&c.]

Hugh C. Christian

P. S. 7 oClock in the Evening Saturday the 1st of March; notwithstanding my utmost endeavours to remove every possibility of an excuse, Yet the *Hungerford* is in such a Condition that she cannot proceed to sea – her Guns are not Clear, her hold is not Stow'd nor is her Rigging set up – these

omissions I firmly beleive to have been in some degree intentional – I will be on board her to Morrow and see her prepared – when we certainly will sail. –

1. PRO, Admiralty 1/309.

2. Only a meaningless fragment of the return has been preserved.

ACCOUNT OF MARYLAND NAVY SCHOONER *Friendship* IN CURAÇAO ¹

The Schooner *Friendship* John Gibbons Master for Disbursements (in Curacao) To James Smith Dr

1777	To	Negro hire	P..3..-	
Feb. 19	"	Vendue Masters Commission in the Schooner } which endeavour'd to sell at Publick Sales	20..4..-	
	"	Ship Chandlers Bill	30..-..2	
	"	Butchers Do	51..6..2	
	"	Sail makers Do	12..4..-	
	"	30 Punt Load Ballast	22..4..-	
	"	Rum for the People ac Sundries	17..4..3	
	"	Water	5..-..-	
	"	Balance of the Mates Wages on board	123..2..4	
	"	Amot of Capt Gibbons accot for sundries	55..2..-	
	"	paid Capt Gibbons his expences according } to his agreemt on Shipping 34 days @ 8/3	47..6..3	
	"	Isaac Gouverneurs Accot for a Mast, } Carpenters, & Black smiths Work	317..4..4	
	"	Passport	2..-..-	
	"	Entering & Clearg fees	6..4..-	
			<hr/>	
Mar 1	To	Balance of a Sailors Wages	40..6..-	712..6..-
	"	advanced Captain Gibbons	81..4..3	
			<hr/>	
	"	Shoes for the People		122..2..3 7..5..3
				<hr/>
				£842..6..-
		Commission 5 pCent		42..1..-
				<hr/>
				£884..7..-
				Cr.
				£884..7..-
				<hr/>
		Supra		
By Messrs Vanbibber & Harrison				
(Triplicate)		Curacao March 1. 1777		
		Errors Excepted James Smith		

1. Red Book, XVI, Md. Arch.

2 Mar. (Sunday)

DIARY OF DR. JAMES HUTCHINSON ¹[On board the Ship *Sally*]

March 2nd [1777]: This morning the wind strong at West, several small birds of different species came on board the vessel, from this circumstance we flatter ourselves we cannot be very far from land, two of the birds appeared to be snow birds, and two of them not very unlike a partridge in shape and colour, but somewhat brighter, much smaller, their legs being long, slender and yellow. From yesterday morning about two o'clock, till this morning about four, we had a brisk south westerly wind, by which we have made 70 or 80 miles westing, the wind is at present Northwest, yet we are not without hopes that we shall be able to fetch some friendly Port on the continent, tho we are still without any proofs from our observation of having got as far towards America as the Gulf Stream, our latitude is today $32^{\circ}48'$, which is 20 miles further south, than it should be by our reckoning, instead of being further north.

Every occurrence that we can advent to, which can be considered in our favour, proves little enough to keep our ships crew tolerably in good spirits, they have been long praying to put away before the wind, and try to make some Island in the West Indies, in times of peace any ship would have done so long ago, but our case is singular. Our cargo, consisting of lead, clothing, powder, arms, gunlocks and gun flints is considered as being of the last importance to the Congress, our Captain is determined if possible to give a good account of it, and is as desirous as man can be to beat it out to the last, but unfortunately is not in good health, and his nerves being affected by his complaints, he sometimes wants that fortitude which otherwise he would possess, at some periods his spirits are like to sink, under such a series of adversities. The officer who is second in command unhappily has not a single ounce of fortitude or manly perseverance, with the fear of perishing constantly before his eyes, he magnifies every molehill into a mountain, wears the countenance of despair and has long been wishing to let the vessel steer any course that might bring him in sight of a plentiful dinner, be the consequence what it might; to his want of discretion we are in some measure indebted for the hardships we now suffer. While the ship was in port, the Captain being sick, the care of the Ship's stores ex officio fell on him, he was either too lazy or too ignorant to make sufficient for provision for so precarious a passage; and during the voyage when provisions were running low, he seems to have been so much afraid of coming to allowance, that he concealed as long as possible from us, and even from the Captain, the real state of our affairs, and from his fear of eating but little, we were in the utmost danger of having nothing at all to eat, long before this time; the first time he gave the least hint of a probability of a want of bread, was not till he had but one cask and an half remaining, and then it was with the greatest difficulty and entreaties that Dr. Williamson and myself could induce them to think of allowance, they seemed so totally deprived of all power of thinking; we

were not told of the scarcity of our meat till it was reduced much more than our bread, and I sincerely believe, there would have been no examination into this matter at all, had it not been for our resolutely insisting that it should be done, and that we would see what the ships crew had to depend upon, the mate always on being interrogated on the subject of provisions, answering that he had laid in a sufficiency for an East Indian voyage.

It happens however that neither the fears or entreaties, either of his first mate or sailors make any impression on the Captain while he is encouraged to persevere by those of whom he has a better opinion. Another passenger, Dr. Williamson and myself are determined to support the Captain in his attempt to deliver the cargo, in some of the United Colonies, while there is a single ounce of provisions on board the ship, for after they are expended, we apprehend we might eat leather and such other articles as could be found on board, besides we have a dog, cat, pidgeon and some prunes which would probably serve us till we could fetch some of the Maroon Bahama Islands near the Tropic,² where guns and ammunition in abundance would soon procure us a supply of wild fow[e], till we could get in the way of other provisions; as we apprehend we can endure hardships, when there is any necessity for so doing, with as little reluctance as any other persons whatever.

Our other passenger who comes to the continent as an engineer and stiles himself the Chevalier de la Comte Vrecour has long since been praying for the friendly hand of Death to come and rescue him from his suffering and dangers. We have frequently told him his prayers for death are obviously useless, for if the very worst should happen he will only die, and then be sure of the very thing he now prays for. He often lays and sweats in his bed for whole days and nights without rising. We have overheard him talking to his valet, about making use of his pistols, but I apprehend from some specimens I have seen of his fortitude, there is no great danger of his exercising his talent of engineering, by levelling that small piece of ordnance against his own life, tho the want of good soup makes it less comfortable to him at present. He has long since given us to know that America can hardly do without him, yet he certainly would have suffered her to sink under the superior skill of her enemies rather than have brought her deliverance at half so much danger to himself, if his very great ignorance had permitted him to suspect what was to happen during such a tempestuous winter; he often informs me with a great degree of seriousness and gravity that he will [not] return to France by water, but let the expense be what it may, he is determined, after the war is concluded, to go to Europe by land, as the sea is exceedingly disagreeable; I listen to the account he gave me of his resolution and appear highly to approve of his plan; tho I informed him I feared he would meet with unsurmountable difficulties in executing it, he assured me he would be ready to encounter them, however great they might be, for that he was determined nevermore to venture on the ocean; I produced a map of the world, belonging to the Captain, and desired him to point out the particular route he meant to take on his return, as I informed him my

knowledge of Geography did not extend so far, as to know the particular point in which the Old and New Worlds were united by terra firma; he avoided doing this, and endeavoured to convince me by a number of arguments that a knowledge of geography and those kind of sciences, tho they might be proper enough for physicians the faculty of colleges and those kind of beings, yet they were certainly too insignificant to be taken notice of by the gentleman and the soldier; I was struck with the profundity of his knowledge and left him determined on a terraqueous route to Europe.

1. Miscellaneous Manuscript Collection, APS.

2. Probably Watling and Cat Islands and Rum Cay where the "maroons," fugitive slaves, sought refuge.

3 Mar.

JAMES SULLIVAN TO SAMUEL PHILLIPS SAVAGE¹

Sir

Biddeford 3d of March 1777

Mr Benjamin Nason of this Town has been informed that the Honble Board of War wants a Number of White pine Masts and he having Timber Suitable therefor would be glad to get any Number from fifty to Seventy of Twenty Six Inches and under that bigness wth the usual Number of Bow Sprits and Yards'—if you are not already supplied I beg leave to recommend him as a Person whose Contract may be relied upon – he would deliver the Sticks at Falmouth in the summer 1778 if this proposal is agreeable to you a contract may be sent to me and I will See the Counterpart Authenticated and deliver it safe to you when I come up I am [&c.]

Ja Sullivan

1. Mass. Arch., vol. 152, 89, Board of War Letters, 1776–1777.

ELIAS HASKET DERBY TO THE MASSACHUSETTS BOARD OF WAR¹

Committee of War –
Gentlemen –

Salem, 3 March, 1777

I have a Ship of thre Hundred & fifty Tons, & a Brig of two Hundred & Eighty, at Portsmouth, nearly Loaded – I shall be willing to Charter them to the state if the terms will sute me – they have as Cargo upwards of five Hundred Thousands of Boards, Hopes & Staves—about One Hundred Cask of Herren & some Shingles – I am Content you should have the whole paying me the first Cost & Charges – together with five pr Cnt Commishons – or to pay me the price set by this state Clear of any Charge or Commishons – the Vessels you shall have at Nine Shillings pr Ton a Month to take them from the time they were ready to go to Portsmouth – I suppose you have not given more then 8/ but such Vessels Cannot be maintaind at this time for Nine Shillings – The Vessels I Loaded for Cape Frances – Capt Nathal Silsbee was to have had the Management of the Business I think I Can Recommend him as a Person fit for any Business at that Place – the Ship Shall be Dischargd & paid off[f] on the delivery of her Cargo at the Cape – the Brig Shall Likewise be Dischargd & paid Provided she Can be sold to my mind – if not she

must be in pay till her arrivall in this State, & paid of[f] here the state to pay the Charge of Loading, the Wages & Provisions & the Customary Port Charges abroad – the State of Insure 150 £ on each Ship more then the first purchase of them at Vendue on Accto of the Expençe I have been at – I Loaded these Vessels for my Accto but I Suppose the Embargo will Remain till late in the Spring when the Danger will be too great for me to Risk them to go of[f] this Coast – wich is the Only reason of my letting them – the Vessels might soon be put to sea as they have most of their stores now on board – I will part with them as they Cost me & will assist in getting them Out my self if agreabel – I Shall Choose Capt Silsbee Should go in the Ship – the Brig you will appoint a Master – or leave it to me as You like, I have left the Matter with Capt Silsbee any agreement from him shall be Acknowledgd by Your [&c.]

Elias Hasket Derby

1. Mass. Arch., vol. 152, 88–88a, Board of War Letters, 1776–1777.

JOSEPH LAMBERT TO CAPTAIN GEORGE WILLIAMS¹

Sir

Salem March 3d 1777

I received your letter of the 1st Instant informing me that the Board of War would take all the Woollen Goods Pease and Medicines taken on board the Prize Ship *Royal Charlotte*, and desiring I would send them up by the first opportunity; but I think it will be more regular for some person to be here in behalf of the Board to receive the Goods take an Accot of the quantity and see to the Shiping or transporting them to Boston. I should be glad you would send the Invoices which Mr [Miles] Greenwood gave you. There are not Invoices of all the Goods, particularly of the Woollens; I think therefore it will be necessary to fix the Price of them before the delivery of them. I am sir [&c.]

Joseph Lambert

1. Mass. Arch., vol. 152, 87, Board of War Letters, 1776–1777.

JOURNAL OF THE MASSACHUSETTS COUNCIL¹

[Boston] Monday March 3d 1777

Ordered that Joseph Ross Master of the Cartel Vessel *Hawke* now lying in the Harbour of Salem & Andrew Jones a passenger in the same both of whom are now in this Town be forthwith directed to proceed for Salem and to go and keep constantly on board said Vessel while she shall remain within this State – And the Sheriff of this County is hereby ordered to convey the said Ross and Jones onboard said Vessel in Salem Harbour And it is hereby further ordered and directed that no person belonging to said Cartel shall be permitted to come on shore without the special Licence of Council or the Agent by them Appointed to conduct the Exchange of Prisoners and that no person be permitted to go on board said Cartel who is not concerned in the Exchange and that She lays off in the Harbour 'till her departure.

1. Mass. Arch., vol. 20, 314, 315.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN JACOB COLE ¹

War Office,

Capt Jacob Cole, &
Capt Ebenezer Bradford

Boston March 3d 1777

The Ship *General Lincoln* of which you are Master, being now ready to sail, your Orders are to proceed for Charlestown South Carolina, deliver your Cargo to Mr Stephen Bruce to whom you are consigned, receive on Board your Ship a Load of Rice and such other Articles as Mr Bruce may direct –

When you are ready to sail from South Carolina you are to proceed direct for Nantes in the Kingdom of France, deliver your Lett[ers] to Messrs Jacques Gruel & Compy there, and follow their Orders for your further proceedings – As your Ship is to be sold you with your Men are to take your Passage home in the first Vessel coming this Way, for which we shall make proper provision –

If any of your Men will take their discharge in France you may pay them off, giving them one Months advance pay, should they insist upon it – What Money you may want for the payment of your Men & other Disbursements Messrs Gruel & Company will supply but it is recommended to you to be as frugal as possible – You will be careful of the Seamens Receipts for the Money receiv'd –

By order of the Board,

Sam^l Phips Savage, Prest

[1st endorsement] Boston March 8th 1777 I acknowledge the above to be a true Copy of the orders I have rec'd from the Honble Board of War & Promise to obey the same Jacob Cole

[2d endorsement] April 14 1777 The above I acknowledge to be Copy of my sailing Orders in ship *Pliarne* saving that I am to deliver my Cargo to Mr Pliarne or in his Absence to Messrs Alexander Gillon & Co & follow their Directions – & promise to obey the same

P Me Eben Bradford ²

1. Mass. Arch., vol. 151, Letters from the Board of War, 1776–1780.

2. Board of War issued identical orders to Bradford on April 14. Thus, this second endorsement appears on Cole's orders.

JOHN BRADFORD TO CAPTAIN JOHN MOODY ¹

Boston 3rd March 1777

You being master of the Brig *Betsy* wch is in all respects Equip'd for the Sea its my orders you embrace the first fair wind and Sail for Baltimore in Maryland where on your Arrival you are to Apply to the honble John Hancock Esqr presedent of the Congress Who will give you directions for your future proceedings

I hope you will be very Carefull to shun every Vessell You may see and I would have you Run About five miles to the Southward of the Cape Henry

and if possible pass it in the night keeping your Lights Close you may run with Safety by the Chart And Venture to b[illegible] on the horse Shoe and trust your Lead for the Same

I hope your conduct will be such as will entitle You to future employ in the Continental Service. you will take particular Care of your Sails and Riggen and Let nothing Suffer for want of Care

[Endorsed] I acknowledge the Above to be a true Copy of my orders which I promise to follow John Moodie –

1. John Bradford Letter Book, vol. 1, LC.

Boston Gazette, MONDAY, MARCH 3, 1777

Boston, March 3.

Friday last arrived at a safe port, a prize brig¹ with 900 hogsheads of salt, taken by the privateer sloop *Satisfaction*, Captain [John] Stevens, of this port, who was in chase of a sail when this prize left them. – Since which we learn the above Prize is safely moor'd.

By a Person from Plymouth, we learn, That a Vessel arrived there on Friday last from Maryland, the Master of which we hear, reports, That seven of the Enemy's Frigates, with their Tenders were cruising in Baltimore [Chesapeake] Bay, to intercept any Trade that might be carried on at that Place.

We hear a flagg arrived at Marblehead on Tuesday last from Halifax, with ten or twelve masters of vessels – It is said the tories have petitioned this State, that they might return and be received into favor.

1. *Margaret*, John Beddlecome, master, Mass. Arch., vol. 159, 74–77.

JAMES WARREN TO SAMUEL PHILLIPS SAVAGE¹

[Extract]

Plymo: March 3d 1777

This goes p Capt Amos Rider of the Schooner *Brittania* Chartered on your Acct for the Southern States. This Schooner I should have sent directly to Messrs Purveyance at Baltimore had I not been prevented by the Intelligence recd here by A Schooner from thence in a short passage. that Intelligence I gave you by Doct Roberts. it is Since Confirmed by a Vessel from Philadelphia. I am fully Convinced of the Impracticability of getting A Vessel to Baltimore: & have therefore sent her to Boston to receive such Orders as you may think proper to give. I believe the Carolinas are as little Infested with Pirates as any of the southern States. if you should think proper to order her there, the Master is an honest steady Man & equal to the disposition of the Cargo, & is well Acquainted. I have furnished every thing necessary for the Vo[yage] except one or two Inconsiderable Articles, & also paid the advance wages. the Vessel from Philadelphia had A long passage, when he came away the River was Open, & clear of Men of War but the return of them was Expected. flour was at 22/6 rum & sugar very high. . . .

1. Mass. Arch., vol. 152, 84–84a, Board of War Letters, 1776–1777.

GOVERNOR JONATHAN TRUMBULL TO JOHN HANCOCK ¹

[Extract]

Lebanon 3d March 1777

Upon the request of the Marine Comtee we have affixed Norwich as the place of Building a 36 Gun Frigate, and Chatham as the place of Building a 28 Gun Frigate in this State, agreeable to a Resolve of Congress of the 23d Janry and a request of the Marine Comtee of the 28th Janry, and have appointed upon like request Capt Joshua Huntington to superintend Building the Frigate at Norwich, and Capt John Cotton to superintend the Building the other at Chatham.²

1. Papers CC (Connecticut State Papers, 1775-89), 66, I, 293-94, NA.

2. Norwich-built frigate was the *Confederacy*, and that at Chatham the *Bourbon*.

BARNABAS DEANE TO JOSHUA HUNTINGTON ¹

D'r Sir,

Weth[ersfiel]d 3d March 1777

On the Desire of Capt Lester I write you at this time In Regard to Long pine Timber for the Frigate Under Your Direction.² My advice is that there Should be no time Lost in Sending high up on Connecticut River and procuring the Masts Yards and Long pine timber for plank which if not got Down the River in the Springtime Cannot be got at any Other Season. Also that Mr Jonathan Bush is gone up for to get pine Timber for the frigate to be built at Chatham ³ and that he would be a Suitable person to Employ in that Service if you Should think proper to Send.

Please to Excuse the Liberty I have Taken and Believe me to be D'r Sir
[&c.]

Bar's Deane

P.S. Excuse haste the Bearer being Waiting.

1. "Huntington Papers," *Collections of the Connecticut Historical Society* (Hartford, 1923), XX, 54.

2. *Confederacy*.

3. *Bourbon*.

New-York Gazette, MONDAY, MARCH 3, 1777

New-York, March 3.

Since our last, the *Brune* Frigate, Captain [James] Ferguson, arrived from Chesapeak Bay with five Prizes. One of them is a fine new Ship laden with above 500 Hogsheads of Tobacco, from Baltimore, on the Congress's Account *as usual*, and valued at near £20,000 Sterling. She had been but a few Hours from the Harbor, and was taken by the *Preston*, Commodore Hot-ham, in Company with the *Brune*.¹

1. *Farmer*, Benjamin Dashiell, master, with tobacco, staves, etc., taken January 20, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF AMBROSE SERLE¹

[New York] Monday, 3d. [March]

A Brig came in from Santa Cruz, which gave Account, that many American Privateers were cruizing in the West Indies. . . . Much Ice in the North River.

1. Edward H. Tatum, Jr., ed., *The American Journal of Ambrose Serle, 1776-1778* (San Marino, Calif., 1940), 195. Hereafter cited as Tatum, ed., *Serle's Journal*.

MINUTES OF THE PENNSYLVANIA NAVY BOARD¹

[Philadelphia] Navy Board March 3rd 1777 -

Robert Towers directed to deliver to Capt. [Isaac] Roach of the *Delaware Galley* Sundry Grape Shot.

Griffith Jones being well recommended to this Board he is appointed to the Command of the Fire Ship *Strumbello* [*Strombolo*].

An order drawn on William Webb² in favor Elijah Dow for his Account of Iron Work against the *Chatham Gondalo* for £29 10 2½.

1. Navy Board Minute Book, vol. 1, Pa. Arch.
2. Paymaster of Pennsylvania Navy.

PETITION OF RICHARD SMITH TO THE MARYLAND COUNCIL OF SAFETY¹

Head Quarters, Annapolis March 3d 1777.

The humble Petition of Richard Smith to the Honourable the Council of Safety for Leave, Humbly sheweth, That your Petitioner, hath been solicited for to enter on Board the *Conquorer*, which now lies here in the Harbour; And as I have Most honourable Gentlemen, a Father on Board, said Boat, that's first Lieutenant, the Captain offers me a Serjeant's Birth in the Marines, and, as it is not going out of your Honours Service, hopes therefrom that you will indulge me so far, as to get with my Father in said Boat. - And your Poor Petitioner, shall ever be in Duty bound to pray.

Richard Smith

N.B. Gentlemen I have been a Twelve Month in the Service, in Captain [John] Fulfords Company, and has no Objections tarrying therein, only wanting to be with my Father, and hopes Gentlemen, that you will grant me the Favour.

Ric^d Smith

1. Executive Papers, Box 2, Folder 155, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD¹

[Williamsburg] Monday 3d March 1777. -

Capt Charles Thomas this day received Orders for having such Cordage prepared as soon as Possible for the four eighty one feet Gallies that are now Building for the use of this Commonwealth together with proper Cables and Towlines for the same - Also Two hundred and twenty Fathom of Cable laid Rope three and a half Inches for the flat Bottom Boats which are Building for the Transportation of Troops. -

Ordered that Capt Charles Thomas be empowered to Build such Houses as he may think Necessary for the greater Convenience of Carrying on the Business of the Rope-Walk and that the same be done as soon as possible. —

1. Navy Board Journal, 184, VSL.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR. ¹

March 1777 Cape Henry So 85W Distance 38 Leag:
 Sunday 2d At 9 AM Saw a Schooner to Windwd fir'd Several Shot
 to bring her too. At 1/2 past 11 Wore Ship, set the Fore
 Sail & gave Chace
 Fresh gales & Cloudy At 1 PM Came up wth and Brot too
 the Chace a Schooner from Hispaniola bound to Mary-
 land,² at 1/2 past Haul'd the Main Sail up & Brot too
 under the Fore Sail, at 6 More Modt sent a Petty Officer
 & 6 Men onbd the Prize, at 8 Running under an Easy
 Sail the Prize in Co
 Monday 3d at 8 AM Brot too and sent a Boat onboard the Schooner,
 took the Officer & Men out of the Prize and Scuttled her,

1. PRO, Admiralty 51/694.

2. Maryland schooner *Ninety Two*, Jeremiah Rogers, master, with salt and dry goods, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL ¹

March 1777 Cape Henry N77° W 35 Leagues
 Monday 3d at 8 AM saw a Sail to the Westward, made Sail & gave
 chace at 10 fired 2 Six pounders to bring the Chace too,
 which proved to be the Schooner *Edward*, Saml Arnold,
 Master from Baltimore bound to Boston, with Bread &
 flour, sent a petty officer & six Men onboard her.

1. PRO, Admiralty 51/311.

DIARY OF DR. JAMES HUTCHINSON ¹

[On board the Ship *Sally*]

[March] 3rd [1777]: Our observation today agrees very well with our reckoning, so that we have not the least reason to suppose that we have yet arrived at the Gulf Stream, nor have we any other mark of approaching land than those we have observed for some time past. We this day saw a whale, and a large shark, the latter we attempted to take, but without success, during our passage we have frequently met with great numbers of porpoises. The mate has struck several but we were never happy enough to secure one.

There is now remaining a sufficiency of pork for two days allowance, besides which there is no other meat, except a little beef which is so putrid and offensive as to threaten with disease rather than promise any nourishment, and our bread has now become so low, that our allowance for this week is but two ounces per man a day and that exceedingly damaged; I had,

however, instead of bread, made use of some pruans which were when bought designed for my Uncle Pemberton as I knew him to be fond of fruit. I distributed a few to my fellow passengers and they proved of important service to them.

Within the last 24 hours we have passed through very large floats of Gulf weeds, this we have found more or less from longitude 44° or 45° . During the last week, besides the Boston schooner which we spoke we have seen two other vessels, one of them a sloop that appeared to be outward bound, we made signals of distress, but she fled at first sight, as almost every other vessel that we have met with during this passage has done that was in a condition to escape. This afternoon as I was sitting on the quarter deck, with that superlative Genius the French Engineer, he let me know that he had for some time past entertained doubts whether or not our Captain had not lost the way to America, as he had never remembered to have heard of so long a passage. I endeavoured to quiet his fears on this head, and let him know that I apprehended but little danger of our not finding America, the only thing we had to dread was that the winds would not permit us to approach it, we after this had some little conversation about Latitude and Longitude, and the principles of Navigation, during which I acquainted the Officer, that a degree of Longitude was more in the latitude we were agreed to undertake it and as there were three quadrants on board the ship, we proposed to divide; Monsieur le Comte de Vrecour to take one as by three different observations we should be more certain of our latitude. I therefore applied to him for that purpose and began with asking him if engineers were not in general good mathematicians, he answered in the affirmative; I told him I supposed he was well acquainted with this science, he told me he flattered himself he understood it perfectly; I informed him I was happy to hear this as it was of the utmost consequence for our safety, as well as that of the ship and cargo to know our latitude. I therefore offered him a quadrant and begged he would walk on deck and observe by one of the stars, as the night was very fine and serene, he seemed a little confused on this and informed me he had been told that the air near land was very pernicious, and his constitution being very delicate he could not think of going on deck. I assured him medicine had been my study and I would answer for the consequences with regard to his health, he endeavoured to form some other excuse but I assured I would not be put off, he then took a quadrant in his hand, and came up with us.

Doctor [Hugh] Williamson observed the middle star in Orion belt and as Syrius soon after came on the meridian I took this; our French observer had been looking thro the quadrant at different stars but had neither adjusted nor moved the index. I inquired why he did not fix on some star to observe by, but he replied that the quadrant I had given him was an English one, and he did not know how to make use of it. I let him know I was sorry for this and requested him to explain to me the difference between this and the instrument the French made use of for the same purpose, but this he avoided doing. Dr. Williamson's observation differed with mine about 6 miles;

while we were working our observations Dr. Williamson talked to the Chevalier about zenith distance, altitude, declination, etc., but I found that to this genius, who hereafter means to direct American armies and American campaigns, it was all unintelligible jargon; he, however, probably considers it as too insignificant for the gentleman and the soldier.²

1. Miscellaneous Manuscript Collection, APS.

2. On April 12, 1777, Congress resolved: "That the Count de Vrecount be appointed an engineer in the service of the United States of America, with the rank and pay of a colonel," Worthington C. Ford, *et al.*, eds., *Journals of the Continental Congress, 1774-1789* (Washington, 1904-1937), VII, 259. Hereafter cited as Ford, ed., *JCC*.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD¹

Navy Board [Charleston] Monday 3d March [1777]
28th A Letter was wrote to Capt. John Mercier

Capt. John Mercier Sir/ Navy Board 28th February 1777 -

The Commissioners of the Navy direct that you do proceed with all posible Dispatch to Beaufort, Broad River, or Savannah river whichever the Commanding Officer of the Troops (now going to Georgia) may Direct, and you are during the time to have the Troops or Stores on board, to follow the Directions of the Commanding Officer in respect to Landing of them, and by all means Endeavour to Cultivate Harmony, between the Troops and Your Own people - Should you be Obliged to go of[f] the Outside Keep as Close along the shore as you can with Safety, and you are particularly recommended to keep Company with the Other Vessels & give them every assistance in your power during the Passage and by no means to Remain at sea all Night with the Troops on board, if you can possibly get into any one of the Inlets, As soon as the Troops and Stores are Landed, you are to proceed to Beaufort, and there Employ Mr. Black to make such alterations as is necessary to Compleat her for the purpose she is Intended, as soon as that is done and the Vessel Cleared you are to proceed *with the Sloop* to Charles Town, with all possible *dispatch*. You are to Advise the Commissioners by every Opertunity of Every Transaction relating to the Vessel *worth* Communicating to them -

Edward Blake first Commissr

Ordered, *That Capt* [Edward] *Allen be informed that the Com*[missioners] have agreed to take four *Coils of new Cordage & as many water Casks* out of the Different *prizes as may be wanted* for the Different Armed Vessels, and to allow 60/. for each *H'hd.*

Ordered that Mr. Stephen Duvall proceed [to] George Town and that he bring two Guns Landed *out of the Rattle snake* -

1. A. S. Salley, Jr., ed., *Journal of the Commissioners of the Navy of South Carolina, October 9, 1776-March 1, 1779* (Columbia, S. C., 1912), 48, 49. Hereafter cited as Salley ed., *South Carolina Navy Board*.

ALEXANDER GILLON & Co. TO SAMUEL PHILLIPS SAVAGE¹

[Extract]

. . . with pleasure assure you that by a Vessel of ours just arrd frm France with 42,000 wt Pouders, Arms, Gunlocks & Salt we are inform'd rice is £8 10 p Ct & Indigo 49/ p lb this Curry . . .

Charles Town So Carolina 3d March 1777

To Saml Ph Savage Esqre President of the
Honble the Board of War Boston

1. Mass. Arch., vol. 152, 85, Board of War Letters, 1776-1777.

JOURNAL OF H.M. SLOOP *Hound*, CAPTAIN JAMES ROBERTSON¹

March 1777

Monti Christy SEBE 6 or 7 Leags

Sunday 2d

at 8 AM spoke his Majestys Sloop *Racehorse* Do parted
Compy - Tacking Occasionally

Fresh breezes & Clear Wr at 2 PM lost sight of the *Racehorse* gave Chace to the SE, at 5 fired a Swivel & brot her too, she prov'd the *Chance* Arm'd Brigg 12 Guns &c. wth Molasses from the Cape to Charles Town, took possession of the Vessel & got 54 Prisoners on board -

Monday 3d

at 8 AM chac'd to the No wd our prize in Compy
Fresh & Squally wth Rain at 1 P M fir'd 2 Swivels & brot too a small Schooner from Carolina to the Cape with Tobacco & Pork, took possession,²

1. PRO, Admiralty 51/463.

2. Schooner *Polly*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO VICE ADMIRAL JAMES YOUNG¹

Roebuck at English Harbour in the
Sir Island of Antigua 3d Mar 1777

The Seaman named in the Margin² belonging to his Majesty's Ship under my command, having absented himself from duty without leave at New York the 8th of last December, and has since been apprehended there, and brought back to the Ship, where he now remains under confinement.

I therefore beg the favour that you will please, Sir, to Order a Court-martial for his tryal. I am Sir [&c.]

A. S. Hamond

1. PRO, Admiralty 1/309.

2. Osgood James Walker.

4 Mar.

JOHN BRADFORD TO THE SECRET COMMITTEE OF THE CONTINENTAL CONGRESS¹

Gentlemen

Boston [4] March 1777

I have the Honour to acquaint you that in consequence of an application from the Council of the State to me to provide a proper vessell to carry some

dispatches to France I Furnish'd her in a proper manner for so important an Errand, and yesterday she sail'd after being detain'd three days by Contrary winds.² I have sent Capn John Adams Master of the paq. A man of a Vivid Sprightly make and very Capable, he has every necessary precaution both from the council & myself, respecting his Conducting himself in case of danger. I ma[ke] no doubt he will Aquit himself to the Satisfaction of the honble Committee – I shoul'd have been glad to have made a greater Remittance by this vessell but the inclemency of the weather has been such that it has prevented some Articles being sent to town wch I had engaged. I therefore rather than send her in ballast only took out of the Brig *Tryton* on[e] hundred teirces Salmon that with a trifle of pearl Ash & twenty Seven barrels Oil is all the Cargo Ive sent Amounting to £602.17. .1 I am waiting Orders how to dispose of the Brig *Tryton* & to be directed what to fill her up with, she has now three hundred teirces of Salmon on board.

By a Letter I Recd two d[ays] since from Mr [Leonard] Jarvis I find the Ship *Esther* was not sail'd she was destin'd for Rappahannock, but last eveg were rec'd Alarming Accounts that the Capes of Virginia are so throng'd with British cruisers that its impossible to escape them therefore I should Order the *Esther* to south Carolina if my Letter can reach Mr Jarvis in time she is the finest Merchant ship in America. I have purchas'd only two of the four vess[els] ordered, shall purchase the *Millish* [*Mellish*] Cloathing ship which will be sold the week after next Post I have the honour to be Your [&c.]

J B

1. John Bradford Letter Book, vol. 1, LC.

2. Schooner *Lynch*.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Tuesday March 4th 1777

On Motion Ordered that Thomas Cushing Junr be & he hereby is appointed to repair in this first Vessel with the Duplicates forwarded to this State by the Hon'ble Congress to France & to deliver them himself to the Gentlemen they are intended for agreeable to the requisition of Congress as by their Letter dated Baltimore February 3d 1777 said Cushing to go at the Continental Expence.

On Motion Ordered that John Bradford Esqr be & he hereby is directed to send the Charts which were delivered him By Capt Uzard [Azariah Uzald] late Commander of *Julius Caesar* by Order of Council February 22d last to be laid before the Board.

1. Mass. Arch., vol. 20, 316.

PETITION OF PIERRE REPHAIGNE TO THE MASSACHUSETTS COUNCIL ¹

To the Honle the Council of the State of Massachusetts Bay –

The Petition of Pierre Riphaigne humbly sheweth, that he in Nov. last imported into the State of Virginia three tons of Powder, nine six pounder, and other military Stores; your Petitioner intended to have purchasd a Vessel,

in that part of the Country, returnd to the west Indies again, for the purpose of farther Importation, but not being able to purchase a Vessel there and your Petitioner being advisd to proced to New England has purchasd one; but the Embargo laid by your honrs – prevents your Petitioner proceeding on his intended Voyage – Your Petitioner therefore prays your Honrs to permit him to load the Snow *Elesabeth*, at Kennebuck, with Lumber and proced on her Voyag to the west Indies, and from thence to Virginia with a Load of Salt –

and yr Petitioner further prays your Honrs – to permit Henry Richards, now a Prisoner in Salem Goal, to go with your Petitioner as Chief Mate – and your Petitioner as in Duty bound will ever pray –

P^e riphaigne

N. B. your Petitioner proposes to navigate sd Vessel with as many French Men as he can obtain, and has engagd several already –

[Endorsed] In Council March 4th 1777 – read & orderd that the Prayer of the within Petition be granted –

1. Mass. Arch., vol. 166, 316.

COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE ¹

Gentlemen

Onboard the *Warren* March 4th 1777 –

My last was of the 28th Ulto since which I receiv'd a letter from Lieutt [Ezekiel] Burroughs of the *Hamden* [*Hampden*] a Copy of which you have Inclosed, together with a Copy of the Agents and my Orders to Mr Allen Brown in Consequence of it – this is the second time the *Hamden* has been fitted and mannd at a great Expencc for the Sea, and I am realy afraid She is so week that it will be difficult to get a Sett of Officers and Men that will Venture to go in her – I wrote you in my last that I expected to employ the *Warren*, *Providence* and Sloop *Providence* to assist General [Joseph] Spencer in a proposed Attack on Rhode Island, since which the Genl has acquainted me that he was disappointed in some Troops which he expected to join him and has Order'd what Men he had put onboard the *Warren* &c to be put onshore, which is done – we are likely to remain in much the same Situation we have been in for some time – Mr [Henry] Marchant who is appointed a Delegate for this State will Set out for Congress in a few days by whom I shall give you all the Intelligence in my power, and propose to try some way if the Navy here can be brought into some better regulations – I am with great Respect Gentlemen [&c.]

E H –

To the honble John Hancock Esqr
President of the Marine Committee at Baltimore

1. Hopkins Letter Book, 68–69, RIHS.

DR. HENRY H. TILLINGHAST TO CAPTAIN JOHN PAUL JONES ¹

Dear Sir,

Providence Marh 4. 1777.

Some Time past I wrote a few incorrect and jumbled Lines inclosing a Certificate from the Secretary of the Marine boar[d] of the Time of my En-



Horn Beaker with Scrimshaw Portrait of Esek Hopkins

trance, and asked the Favour of your giving an Order for the Ballance of my Wages; having received no Order, I must again renew my Request, and ask of you to send it by the first Oppertunity, the doing of which will confer on me a particular Obligation.

Sensible of the Mutiplicity of your Business I would not at present attempt it, but for the Desire of having my Accounts settled. The last Time I wrote, I was so hurried, that I could not avoid Inaccuracies & Blots, and even now I am ashamed to send this for the Inspection of one, who in every sense of the Word is an Adept in the English.

Customary Politeness will be thought the Origin of the Phrase (for I will not allow it a Compliment), but a true Knowledge of your literary Character will support my Expression.

You will find Sir, subject Matter sufficient, to employ the Pen of a Critic, but as I profess nothing but Simplicity I cannot steer clear of an Error that I would wish to avoid.

Mr [John Peck] Rathbun will deliver you this if Sir you will give my Account to him to be forwarded, or forward it yourself, I shall be infinitely obliged to you. am Sir your's unalterably

Henry H^d Tillinghast

John P Jones Esqr Boston By Lieut Rathbun

[Endorsed by Jones] Providence March 4th 1777 – letter from Doctor Tillinghast recd Boston.

1. Papers of John Paul Jones, 6558, 6559, LC.

ADVERTISEMENT FOR SEAMEN TO SERVE ON BOARD CONTINENTAL
NAVY FRIGATE *Trumbull*¹

Ship *Trumbull*.

Seamen willing to serve their country on board the Continental Ship *Trumbull*, Dudley Saltonstall, Esq, Commander, now lying in Connecticut River; are hereby informed that she is an excellent new Ship, upwards of Seven Hundred Tons burthen, mounting 32 Guns, and will certainly sail on a Cruize soon after the River opens, having a considerable Part of her Men already engaged. Apply to the Commanding Officer on Board – Mr. Gilbert Saltonstall in New London – Mr. Jacob White, Middletown – Mr. Jonathan Sabin, New Haven.

March 4th 1777.

1. *Connecticut Gazette*, March 7, 1777.

MINUTES OF THE PENNSYLVANIA NAVY BOARD¹

[Philadelphia] Navy Board March 4th 1777 –

Resolved, That John Hazlewood Esqr be directed to give immediate and express orders in writing to the Commanders of the Fire Ships, Armed Boats and Fire Rafts, that they order the Men under their Command to be mustered every morning and Evening in order to attend to their duty; and that no Officer or Man absent himself without the Special leave of the said John Hazlewood Esqr.

This day appointed Mr John Smith to take the management and direction of building, finishing and launching the Chevaux de Frizes, and gave him instructions to purchase 30 M feet of 2 Inch Pine Plank, with a Letter to Captain Jonathan Williams of the Jerseys.

Joseph Wade is appointed to the Command of the Province Sloop at £7 10 P month with two Rations.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

Pennsylvania Evening Post, TUESDAY, MARCH 4, 1777

Deserted on the 27th of February last from the *Dickinson* galley, Alexander Henderson, Esq; commander, three men, viz Wilson Jackson, of a brown complexion, about five feet seven inches high, and short hair. He had on, when he went away, a brown short jacket, blue trousers, new shoes, and plated buckles. He was born in London.

John Hutchinson, born in Pennsylvania. He had on a blue jacket, brown trousers, old shoes, oznabrig shirt, and is a servant to a gentleman in Maryland.

James Welsh, born in or about Philadelphia, of a swarthy complexion, about five feet four or five inches high. He had on a uniform brown coat pretty well worn, old stockings and shoes, and short hair. Whoever secures the said deserters so that I may have them again, shall have Six Dollars reward.

Alexander Henderson

Pennsylvania Gazette, WEDNESDAY, MARCH 12, 1777

All persons who have any Demands against the Subscribers for Ship Timber, &c. purchased by them for the Public, are requested to bring in their Accounts immediately, that they may be adjusted and paid. David Thomson, Francis Grice, Samuel Penrose, William Pollard.¹
Philadelphia, March 4, 1777.

1. Committee created to purchase all timber for the four Continental frigates built in Philadelphia during 1776. See Volume 3.

Pennsylvania Packet, TUESDAY, MARCH 4, 1777

Philadelphia, March 4.

We have the pleasure to inform the public, that the ship *Reprisal*, Capt. Weeks [Lambert Wickes], in which Dr. Franklin went passenger, is safe arrived in France. She took two prizes, which she also carried into a French port.

PETITION OF THOMAS DOYLE TO THE MARYLAND COUNCIL OF SAFETY¹

Head-Quarters Annapolis, March 4th 1777

The humble Petition of Thomas Doyle, now Gunner, on board the *Dolphin*, to the Honourable, the Council of Safety Humbly Sheweth,

That, your Honours, some Time past, was pleased to grant me a Commission, in Captain Charles Carnan's Company of Militia, in Baltimore

County, belonging to the Soldiers Delight Batallion, and now Gunner, on board the *Dolphin*. Therefore, Most Honourable Gentlemen, as I have been both in the Land and Sea Service, and have been serviceable in both, and there being a Captain wanted in the Marines, on Board the *Conqueror*, now lying in this Harbour, hopes that your Honours will grant me a Captain's Commission in said Marines on Board the sd *Conqueror*, as I can produce a good Character, and one of Ability to fill said birth. Therefore, Most considerate Gentlemen, hopes that your Honours will take the above Matter into your most serious Considerations, and grant me the above Commission, and your Petitioner shall ever be in Duty bound to pray.

Thomas Doyle

So God bless the Congress, and
Direct our General

1. Red Book, XVIII, 12, Md. Arch.

J. G. BLOUNT TO GOVERNOR RICHARD CASWELL¹

St. Eustatia March 4th 1777

I am sorry to inform your Excellency that I am not by any means able to procure salt in the West Indies on the terms which I expected. The doubts that are entertained here of property in America, renders it very difficult to get any person to accept of a draft on the State. Added to that the risque of the vessel in which the salt must come, makes it impossible to procure any quantity into that State without giving a most extravagant price; much more, I am sure, than the Convention expected at the time they limited the Agents each to draw only to the amount of six thousand two hundred & fifty dollars, a sum so inconsiderable that it would not procure more than three thousand bushels of salt delivered there, and to purchase one bushel here by a draft on the State, & to get freight would be altogether impracticable. I have contracted for & sent per the bearer, Capt. Sears, bound to Edenton seven hundred and fifty bushels, at sixteen shillings per bushel, delivered there: & given a conditional bill on the Treasury for the amount of the same. I have at present a prospect of procuring salt on those terms to near the amount I am authorised to draw for. If it should be the case, I hope to despatch the vessel in a few days. My bills are only payable in case the salt is delivered I shall therefore be obliged to remain here, until I am informed of the safe arrival of whatever salt I may send, unless otherwise ordered by the Hon'ble the Council of State.² In the mean time, I shall do every thing in my power to encourage the carrying of salt to that State. If it should be judged best to endeavour to get a greater quantity of salt, or any other article on acc't of the State, I shall gladly do every thing in my power to procure it, on my being properly authorised so to do, on the best terms, and with all possible dispatch. I am with respect your Excellency's [&c.]

J. G. Blount

His Excellency the Gov of No Carolina

1. Governors Letter Books, Richard Caswell, 1775-79, 20, NCD AH.

2. See Council of State instructions to the agents, Volume 7, 975.

5 Mar.

MEMORIAL OF THOMAS GREEN TO THE MASSACHUSETTS COUNCIL ¹

To the Honorable, the Council of the State of Massachusetts Bay
The Memorial of Thomas Green –

Humbly Sheweth

That your Memorialist was born in Pool, in England, his Father being an American did about twelve years ago come over to settle in some of these States, and in the begining of the last Year your Memst endeavoured to git a Passage to come and Settle with him, and meeting with an oppertunity to go to Newfoundland took passage accordingly thinking he might from thence be able to git on some part of this Continent, but your Memost being disappointed after continuing there some Months engaged on a passage from Newfoundland back again to Pool, and on his passage was fortunately taken by Capt [Elias] Smith, Comr of the Privateer *Washington* and carried into Beverly –

being now detained as a Prisoner in Salem and a Cartel Vessel arriving from Halifax is proposed to be exchanged for some American Prisoner – Your Memorialist would therefore pray that the Honorable Board would dispence with his being sent to Hallifax and permitt his being enlarged as he is willing and ready to Engage in the Service of the American States and looks upon himself as properly belonging thereto –

And as in duty bound will ever pray

Boston March 5, 1777.

thomas green

[Endorsed] In Council March 5th 1777 On the Petition of Thomas Green, Orderd that he the sd Green have and he hereby has Liberty to tarry in this State and to transact his Business unmolested he behaving himself friendly to this Country any Order, of any Committee, or others to the contrary notwithstanding –

By order of Council

1. Mass. Arch., vol. 166, 322–23.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN AMOS RIDER ¹

War Office Boston March 5th 1777

You being Master of the Schooner *James* now ready to sail, your Orders are to proceed direct for the Northern County's in North Carolina, with the money you have which is Three hundred pounds purchase a full load of Wheat & Flour if to be had, if not, compleat your loading with Corn, Rye & Beans & come home –

If you have more Money than is sufficient to Load your Vessell with the above Articles, you will invest the Ballance in such light pay as can be best purchas'd

Upon your return, you are to make the first Harbour you can & give notice thereof to the Board –

The Board consent to allow you five P Cent for transacting the business with Customary priviledge.

By order of the Board
Sam^l Phps Savage, Prest

[Endorsed] Boston Feby 22nd [sic] 1777 I acknowledge the above to be a true Copy of the orders I have receiv'd from the Honl Board of War & promise to obey the same –

Amos Rider

1. Mass. Arch., vol. 151, 413, Letters from the Board of War, 1776–1780.

COMMODORE ESEK HOPKINS TO JAMES HOGAN, BOSTON ¹

On board the *Warren* in Providence River

Sir

March 5th 1777 –

You are hereby directed to repair on board the Ship *Providence*, now lying in this river on the 15th instant – to give in your Information to a Court Martial, concerning Capt. John P Jones's two last Cruizes and Since he came in –

Esek Hopkins Cr in Chief

1. Harbeck Collection, HUL.

COMMODORE ESEK HOPKINS AND DANIEL TILLINGHAST TO
CAPTAIN ALLEN BROWN ¹

To Capt Allen Brown at Swansea

Providence March 5th 1777

Sir We receiv'd yours of yesterday p Mr Hopkins, and in answer thereto can only say that you must heave the Brigs ² Keal out, thoroughly examine and Survey her, and you must provide some House or place where the Officers and People may be kept together while that is doing – If the Leak can be Stopp'd and you think She can be fitted for the Sea, would have you do it with all the dispatch possible – If the Brig is Condemn'd you must bring her here, or bring Some of the People here to carry the Sloop *Providence* down to take her Stores and people onboard – We are Sir [&c.]

D^l Tillinghast

Esek Hopkins –

1. Hopkins Letter Book, 69, RIHS.

2. Continental brig *Hampden* which had sprung a leak on her way down the Providence River.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Wednesday 5th March 1777. –

Ordered that the keeper of the Public Magazine deliver unto Capt Muter four hundred Pounds Gunpowder for the use of the *Hero* Galley. –
Capt George Muter of the *Hero* Galley received Orders to repair with his Vessel to Portsmouth and there have her Cleaned; from thence to Proceed with his Galley to Hampton and inform the Board as soon as he arrives. –
Merriman Payne is recommended to his Excellency the Governor and the

honble the Council as a proper Person to be appointed second Lieut of the *Safeguard* Galley –

Ordered that a Warrant Issue to Capt George Elliott for One hundred and eighty pounds, upon Account, for the Purpose of Recruiting Seamen for the use of the Navy – Who gave Bond for his faithfully Accounting for the same when required. – ²

Adjourned till tomorrow Morning Ten of the Clock

Signed, Thomas Whiting 1st Comsr

1. Navy Board Journal, 185–86, VSL.
2. Elliott commanded the galley *Safeguard*.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL ¹

March 1777 Cape Henry S76°W 20 Leagues
 Wednesday 5th at 1 AM handed the Topsails, at 8 AM saw a Sail in the NW Quarter made Sail & gave chace, fired One 12 pounder to bring the Chace too & punished Jams Langley Marine with 12 Lashes for uncleanness, 1/2 past 11 brought the Chace too which proved to be the Sloop *Hannah*, Lot price Master from plymouth bound to Virginia (in Ballast) at Noon Scuttled the prize.

1. PRO, Admiralty 51/311.

JOURNAL OF H.M.S. *Portland*, CAPTAIN THOMAS DUMARESQ ¹

March [1777] Barbuda bore SWbS1/2W 48 Leagues
 Wednesday 5th At 6 AM Saw a Sail in the SE Qr made Sail in Chace finding We did not come up with the Chace haul'd our Wind and gave Chace to a Schooner to the Eastward Do [Fresh breezes and fair Wear] Fired 5 Guns Shotted at the Chace 1/2 past PM she brought too hoisted out a Boat and spoke her from Surinam bound to Ipswich in No America at 5 in boats and made Sail . . . Prize in Company.²

1. PRO, Admiralty 51/711.
2. Schooner *Betsey*, John Holmes, master, with a cargo of molasses, *Public Advertiser*, London, June 30, 1777.

MASTER'S LOG OF H.M.S. *Roebuck* ¹

March 1777 [Moored in English Harbor, Antigua]
 Wednesday 5th AM. a Signal for a Court Martial was made on board the *Flora*, When Willm Adams Nicholas Warren & Jas Walker were try'd for Desertion belonging to the *Roebuck* ² Modt & fair, P.M. Employ'd in Stowing the Hold

1. PRO, Admiralty 52/1965.
2. On Friday, March 7, the *Flora* "made the Signl for Punishment, when the Prisoners Recd their Sentence of the 5th," PRO, Admiralty 52/1965.

6 Mar.

JOHN BRADFORD TO JOHN HANCOCK ¹

Sir

Boston 6 March 1777

Your favr by Capt Obrian [Jeremiah O'Brien] Was dld me Yesterday. I saw Mr [Caleb] Cushing on the Occasion, and he tells me he knows the Council wont do any thing for him, they are glad they've got rid of him, As I know it will Gratify you Sir if he is Commissioned for the *Lady Washington*, he may be of Service by Cruising to the Eastward – ² the Brig *Betsy* has been detained intirely owing to the inclemency of the weather, beyond a possib[il]ity of giving her a quicker dispatch she is now Getting under way, the *Cabot* will sail in a day or two. the *Boston* will fall down in a few days the *Hancock* will follow in about ten days. the *Lee* Capt [John] Skimmer will go on a Cruise in a few days and the *Alfred* will be finished in About three weeks the post is Just Going which prevents me inlarging shall write you a long Letter by next post in the interim I am &c

1. John Bradford Letter Book, vol. 1, LC.

2. Command of *Lady Washington* went to Ishmael Hardy, Mass. Arch., vol. 159, 89.JOHN BRADFORD TO ROBERT MORRIS ¹

[Extract]

Boston 6th March 1777

I have a long time waited to receive a[n] answer to my Letter respecting the purchase of the *Millish*, she is to be sold Wednesday Se'night have wrote to Mr [Leonard] Jarvis to purchase her for account of the Contininte, as I have bot only two of the four order'd by the Secred Comitte, I have desir'd him also to purchase the Brig *Active*, she is about one hundred & thirty Tons, if she goes cheap she is a strong built vessell & doubled forward, having been in the Greenland trade, [and] Liverpool built – As she is rather under the Size order'd by the Secret Committe please to say if I shall place her [to] your private Accot – The *Lively's* Sale was put off till next tuesday by reason of the Weather, I hope the orders I have given to Mr Jarvis to send the *easter* [*Esther*] to south Carolina will be approv'd off as by very late Accots we have certain intelligence that Cheseapeak Bay is full of cruisers, it appears shocking to send so fine a ship without the least prospect of her going clear –

I dispat[c]hed a schooner the 13 ultimore and yesterday a small Brig for Baltimore to bring Iron for the two ships that is to be built in this State ² I had no discretionary orders therefore was Obligd to send the Brig. I have given the Capn every necess[ar]y precaution, and have orderd him into york River to get intelligence how it is up the Bay for we are Informd the Cruisers are all off the mouth of patomack if he finds that to be [illegible] Case he is to send express to Congress to let them know of his arrival, its possible he may be furnish'd withe the Iron without going farther up . . .

1. John Bradford Letter Book, vol. 1, LC.

2. A 74 gun ship which was never built, and a 36 gun frigate, the *Alliance*, Ford, ed., *JCC*, VI, 970.

JARED TRACY TO JOSEPH TRUMBULL¹

Sir

Boston March 6th 1777.

There is now Sail'd Eleven Vessles that I have intelligence of & believe probably four or five more, that was near ready when I came from the Eastward, five or six more may soon be got ready if the weather permits and the Sailors are not discouraged by the Accts of a number of British Men of War, being in Chespeak Bay & of[f] the Capes, have been much hindred in getting them away by the severe weather we have had this fortnight past. We have now certain Accts By Various letters from Baltimore & Virginia of there being Such a number of Men of War & Tenders in Chesapeake Bay & of[f] the Capes as makes it almost Impractable for any Vessle to get past them either in or out & That all Vessles there are Embargoed in consequence of which this State has stop'd there Vessles from Sailing. Indeed the risque appears to me to be very great & makes me much at a loss how [to] act. Should be very glad of your advice & further direction how to proceed as soon as possible. I am &c.

Jared Tracy

1. Miscellaneous Letters, Force Transcripts, LC.

Independent Chronicle, THURSDAY, MARCH 6, 1777

Boston, March 6, 1777.

Captain [William] Brown, in the privateer *Boston*, of this Port, has taken and sent into North Carolina, a Ship and Schooner, from Guinea, with Negroes, bound to the West-Indies; many of the poor Slaves perished soon after their Arrival. We learn, that Captain Brown, has also taken a large 3 Deck Ship, laden with Rum and Sugar, from the West-Indies, bound to London; it is said the Ship is cast ashore on Nantucket, and it is feared will be lost.

Capt. Pinkham, in a Brig, from London, bound to St. Augustine, on his Passage put into St. Martin's on some Business; she had on board Cloathing for a Regiment of Soldiers, Military Stores, and dry Goods, also the whole Furniture, Plate, &c. of the Governor of St. Augustine and several Gentlemen, Passengers; who, being ashore one Evening, Capt. Pinkham, weighed Anchor, and stood to Sea, and is safe arrived in North-Carolina.

Capt. Samuel Champlin, in a Privateer from New-London, has taken a large Double-Deck Brig, laden with King's Stores and English Goods, from London, bound to St. Augustine, and sent her into North-Carolina.¹ — This account we had from Capt. Wilson, of New-London, who arrived here a few Days ago, from North-Carolina.

A large Schooner, laden with Salt, from Turks-Island, bound to Halifax, was taken a few Days ago, by a Coasting Sloop, from the Eastward to this Port; the Prize was sent into a safe Port.

Last Friday [February 28] arrived in a safe Port, a prize Brig, with 900 Hogsheads of Salt, lately captured by the *Satisfaction*, Capt. [John] Stevens, of this Port.

Sale by Auction.

To be sold by Auction, at Greenleaf's Office, Cornhill, On Tuesday, the 11th of March next, The Prize Brig *Lively*, about 150 Tons, with her Appurtenances, as she now lays at General Hancock's Wharf; also, Part of her Cargo, viz.

50 Casks Red Port Wine, in Bottles	35 Casks Draft Porter or Ale
16 ditto Sherry, in ditto	36 small Anchors
15 ditto White Lisbon, in ditto	A Number of Mens Shoes
50 Boxes dip'd Candles	Womens Leather and Russet Shoes
170 Boxes Hard Soap	1 Box of Glass Salts
20 Kegs Scotch Barley	4 Hogsheads Cut Tobacco
	4 Casks choice Indigo.

The Sale will begin at Ten o'Clock.

Wm. Greenleaf, Sheriff.

1. Brigantine *Sally*.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

[Philadelphia] Navy Board March 6th 1777 -

Philip Buck First Lieutenant of the *Congress* Gondalo presented a Petition for leave to resign which, being duly considered, the Prayer of His Petition could not in the opinion of this Board be granted.

An order on William Webb in favor of John Flintham for 20 Mast Hoops for the Schooner *Delaware*, £2. .0. .0.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

EMANUEL MICHAEL PLIARNE TO SAMUEL PHILLIPS SAVAGE ¹

Sir

Alexandria 6th March 1777

the Letter you wrote me the 17th of the Last Month has been delivered to me and I am Most obligè to you and the others Members of the Board for the interest in My health. I Performed my Journey not without Fatigue. but I am well & wish you same.

I am happy, sir, hearing the attention of the Board of War in dispatching Vessels for the Remittances in france, and I am sorry, as you, the Men of War Seem to Like Shasapeak Bay. they are Gone for this moment but how long will they be out? it is said the Seat of War will be next Campaign in Virginia & Maryland. I hardly believe Gnal Howe will Run from one part to the other. it should be to Exhauste his forces Without any effects. however it should be against the Rules of Prudence to send too Many Vessels in this part and I agree Vith you for Sending the Greatest part to south Carolina. But I Pray the Board of War to Consider I Don't Chuse to be Concerned in any other Vessels but the Brig, the Barque & the ship *Caledonia*, you Mentioned in your letter.

the Ship will be Very Good to Carry Masts and timber to france with some Furs Pelleteries and Bees Wax. it is, I think, the Best speculation Because so Large ship Runs double risk to Come to the southern.

if you may Get Cap[tain]s acquainted with the Coasts, I Believe the Brig & the Barque May attempt to Come to Virginia or Maryland if by the Vessels Watching out of the Capes, they Learn the Men of war are not to be avoided, then they will run to the first river or in Virginia, Maryland or Carolina out of the Capes. if any Cap[t] was acquainted with North Carolina Coast the Naval stores should be from there a Good Remittance. But in any Case whatsoever, put on Board that two Little vessels only Rum, cheese and Loaf Sugar if this Last article is not too high. No Brown sugar or very little.

As you told me sir, the Board of war Should Give me an order to have Money from the Congress, I desire the Board of War will send me Such order for the Amount of about four thousand pounds of your Currency. Perhaps I will not take so large sum But as Every thing in this moment is precarious, and the Communication may be stoped for some time between us, I will be Glad to take advantage of all the opportunities to Make from Every part the Remittances. I wish all your paper Money Converted in Produces of this Country and that produces safe in the ports of Europe. in fine the object of the Governement ought to be to have the other side of the ocean the Greatest Fr[ie]nd possible because in any turn of Business the Nation shou'd send that Money, I Know the Desire of the Board of war to have their Remittances very soon in France, and I think it is not need to pray them to try Every thing for that purpose.

if the Board of war have any Business at Alexandria or any Part of the southern states, they may be Convinced of my satisfaction in serving them.

there a[r]e some vessels arrived at Baltimore for flowr on account of the Board and an other here. I have not Seen the Capt he is Gone down to Williamsburg.

the Brig *Ann* is yet in Baltimore the Cargoe is not Completed, wich is amazing. the tobacco Rises. 32, to 35. shelings in Maryland and 22 to 25 In Virginia. you know the Currency. the flowr in Maryland from 16 to 18 sh. In Virginia from 12 to 14. the sugar Sells Go[o]d deal. Rum Jamaica 15. sh. In Virginia.

I pray you to present My Respectful Compliments to the Gentlemen of the Board and Believe I am [&c.]

Pliarne

Sir I Expect an Express from you For the Future My direction in Alexandria

1. Mass. Arch., vol. 152, 91, 91a, 91b, 91c, Board of War Letters, 1776-1777.

JOURNAL OF THE VIRGINIA COUNCIL ¹

[Williamsburg] Thursday the 6th day of March 1777

On the Recommendation of the Navy Board: Ordered that a commission issue to second Lieutenant Merriman Payne of the *Safe Guard* Galley.

Whereas permission was given to Andrew Johnson junior, and others, who were adjudged to come under the statute staple of the 27th of Edward the third Chapter 17th to purchase the ship *Albion* then lying at South Quay in Nansemond county wherein they might convey themselves from this State

to Great Britain; and whereas the said Andrew Johnson and others have informed this Board that the said ship is in great forwardness to sail on her passage for Great Britain, but that on accot of the shallow depth of water from the south Quay down to the sound, it is impossible to put a proper quantity of provisions and other necessaries on Board the said vessel where she now lies sufficient to support them in their passage aforesaid. It is therefore ordered that the said Andrew Johnson and others, be permitted to bring the said ship in Ballast only to some convenient place in this state that they may be able with the facility to lay in a proper quantity of provisions for their support, on their intended voyage, and departure from this Commonwealth agreeable to the Resolution of the General Assembly, and also to the statute of the 27 of Edward the third aforesaid. And all commanders of American Cruizers or other armed vessels, and all other persons whatsoever are desired and required not to delay or impede the said ship *Albion* in her way from So Quay to some other post or place within this Commonwealth.

1. H. R. McIlwaine, ed., *Journals of the Council of the State of Virginia* (Richmond, 1932), I, 360–61. Hereafter cited as McIlwaine, ed., *Journals of the Virginia Council*.

RICHARD HENRY LEE TO JOHN PAGE ¹

[Extract]

Chantilly, March 6, 1777

The inclosed is extracted from a very sensible Memoir sent to Congress by a French Artist and which may avail us greatly in the construction of our Provincial Frigates. It is intended for the use of our Navy board to whom I should have written if the Express were not waiting for my dispatches ² . . .

By a letter from our Agent in Martinique 7th January I consider the war between Spain & Portugal as certainly commenced thus in South America, and learn that Doctor Franklin arrived safe at Nantes the 6 December & went directly to Paris.

1. Samuel T. Freeman Catalogue, *Rare American Historical Autographs, The Collection of Frederick S. Peck* (Philadelphia, 1947), No. 148.
2. This memoir, which Lee intended for the Virginia Navy Board, is probably the same enclosed in his letter of March 1, 1777, to Robert Morris.

JOURNAL OF H.M. SLOOP *Hound*, CAPTAIN JAMES ROBERTSON ¹

March 1777

Do [Monti Christy] SEBE 4 Leags

Wednesdy 5th

at 6 AM chac'd to the SE, at 9 sent the Pinnacle in chace, fired 18 Guns to bring her too –

First & Lattr Parts modt & fair Wr Middle fresh and Squally wth Rain, ½ past Noon our Boat boarded the Chace, & at 2 Join'd us – found her the *Adventure* Sloop from America to the Cape wth Rice & Indigo – took possession, & at 6 P M in 2d Reef TSails & handed Main & Mizn TSails – made sail Prizes in Company –

Thursday 6th at 2 AM saw the land, set sail & haled off lost sight of our Prizes – at 6 the Schooner *Polly* join'd us but fear the other two are wrecked on Tortuga² –

1. PRO, Admiralty 51/463.
2. Only the brig *Chance* was lost; the *Adventure* arrived safely at Port Royal on March 12, 1777, PRO, Admiralty 51/463. The list of prisoners taken out of the three prizes was forwarded to the Admiralty as an enclosure in Vice Admiral Gayton's letter March 30, 1777. The prisoners from *Chance* included twenty-four Frenchmen "said to be Passengers," PRO, Admiralty 1/5117.

7 Mar.

JOHN LANGDON'S ACCOUNT WITH THE CONTINENTAL NAVY FRIGATE *Raleigh*¹

[Portsmouth] Mar 7 [1777]

Ship *Raleigh* Dr to sundry Accots
To John Langdon Esqr
for 9 yds Old Canvas
ft plank
1 Bbl pitch
6 Bbs Turpentine
3 Bbs Tar
4 Empty Tarr Bbs
use of large kettle

1. John and Woodbury Langdon Papers, NHHS.

JOHN BRADFORD TO LEONARD JARVIS¹

Sir

Boston 7th March 1777

Mr [Joseph] Greenleaf and Mr [Nathaniel] Appleton being chosen Agents by a number of the men Lately belonging to the *Alfred*, and being possess'd of Certificates, they have Advancd sums of money to the Severall persons, a list of whose names I now inclose, and those Gentlemen are at the Expencc of sending this Express only for the purpose of informing you, least you should advance them money; they beg you will retain their prize money in your hands and they will pay you a Commision for so doing

I shall Advertise the *Millish* and *Active* to be sold next wednesday Sevnnight if any ergent business calls you from Home at that time please to Advise me that I may Advertize Accordingly As I have not yet compleated the Orders from Congress in the purchase of vessells, you will Buy the Ship *Millesh* for the Account of the Continent also the Brig *Active* if she should not go very high The Articles I purchas'd at vendue I am in want of especially pitch lines twine &c hope an Oppportunity will soon offer of sending them up by water. I am [&c.]

John Bradford agent

1. John Bradford Letter Book, vol. 1, LC.

“LIST OF OFFICERS & MEN BELONGING TO THE SHIP *Alfred* & WHO ARE ENTITLED
TO A SHARE OF THE SHIP *Mellish* & BRIG *Active*”¹

Mens Names	Station	Agents Names	Sums paid
John P Jones	Captain		846.13..4
Jonathn Pitcher	1st Lieut	Nathl Greene	
John P. Rathburn	1st Lieut	Jos: Greenleaf	
Robert Sanders	2d Lieut		180...--
Pier[r]e Deville	3d Lieut	Jos: Greenleaf	
George Lovie	Actg do		
Walter Spooner	Master	Jos Greenleaf	10.10..--
Charles Bulkley	2d Mastr		168...--
John Margeson	1st Mate	Jos: Greenleaf	
James Bachope	2d Mate		
Ezek Hopkins	Midshipman	D Tillinghast	
Michael Knies	ditto	Samuel Lyon	100...--
Henry Tillinghast	Surgeon		
James Hogan	Capn Clerk	Jos: Greenleaf	
Benjn Burroughs	Ship Stewd	Jos: Greenleaf	
John Webster	Boatswn	D. Tillinghast	
James Pressey	do Mate	Jos: Greenleaf	
Samuel Tiley	Carpentr		120...--
Joseph Amos	Do Mate	J Greenleaf	
Noel Tabor	Do Yeoman	Nathl Appleton	
Samuel Fry	Cooper	Jos Greenleaf	
Mathw McCaffry	Do Mate	Nathl Appleton	
Jacob Wasby	Ship Cook	R Robertson	12...--£80.17..5
		Philadelpa	
Joseph Wood	Armourer	Jona Robbins	100...--
seen near the new Work House			
John Painter	Ditto	Jos Greenleaf	
Joseph Craig	Masr at Arms	John Slade	
Elias Carr	Gunner.	Jos Greenleaf	
Edwd Bellanger	Gunr Mate	J P Rathburn	30
Michael Moore	Stewd Mate		
Jack Bettengham	Cabin Stewd	Jos Greenleaf	
Lillibridge Worth	Gunr Mate	D Tillinghast	
John Holden	Barber	N Appleton	
Robt Shillingford	Caulker	J Greenleaf	
Sion Arnold	Sailmaker	Jos: Greenleaf	
Thomas Cox	Boatsn Yeomn	Wm A Cox	30
Jonathan Lewis	Pilot	Jas Allen	30
Archibald Nelson	Armr Mate	John Winslow	£13.12..6
		Phila	

Michael Barley	ditto		
James Rankin	Gunr Yeomn	D Tillinghast	
Robert Brown	Taylor		
John Whiteman	ditto	D Tillinghast	30
		Phila	£ 9
Barnabas Steenback	ditto	J Greenleaf	£ 5
		Phila.	
Kennet McCloud	Qr Mastr	D Tillinghast	£ 8
		Phila	
Alexr Ballingall	"	D Tillinghast	
Ezra Winslow	Marine	Jos Greenleaf	
Daniel Bennet	"	N Appleton	
Gideon Grinman	"	J. Greenleaf	
Joseph Cundall	"	L Jarvis	30
Leonard Evans	"	N Appleton	
Franklin Tennant	"	Colo Angell	
Edward Clanning	Marine	Jo: Greenleaf	
Durfy Springer	"	Colo Angell	
Stephen Norsheep	"	Jo: Greenleaf	
Edmd Washburn	"	Jo Greenleaf	
Thomas Potter	"		
Patrick McMullen	"		
David Franks	"	Jo: Greenleaf	£ 9
		Phila	
Archibd Edmunson	"	Jo Greenleaf	£12.10
		Phila	
John Wilson	Qur, Mastr	D Tillinghast	
James Willson	"	D Tillinghast	
Emanuel Lewis	Seaman	Phila	£18..7..6
Anthony Francis	"	J Greenleaf	
John Barmore	"	D Tillinghast	
John Coit	"		
Peter Patret	"		
Richd Bransdell	"	Jo Greenleaf	
Samuel Woggs	"	Danl Tillinghast	15
William Brand	"		
William Tyron	"		
William Roberts	"		
Peter Diamond	"	Colo Morton	15..-.15
Anthony Lewis	"	Perez Morton	
James Bascomb	"	Perez Morton	
Patrick Devareux	"		
Charles Traffarn	Seaman	Jos: Greenleaf	
John Robson	ditto		

Mens Names	Station	Agents Names	Sums paid	
Stephen Ryan	[Seaman]			
James Robertson	ditto			1. Cap Hacker
John Southerland	ditto	Jos Greenleaf		
Francis Beaujack	ditto			
Florio Ellege	ditto	Jos Greenleaf		
John Moore	ditto	Jos Greenleaf		
Michael Pine	ditto			
Edward Bowen	ditto	Jos Greenleaf		
Laurance Doyle	ditto	Jos: Hardy	32	
			3 & 27£	
Joshua Cattawaugh	ditto	D Tillinghast	30	
Charles McDonald	ditto			
John Robinson	ditto	Jos Greenleaf		
Thomas Connar	ditto	Jos: Greenleaf		
John Chapel	ditto			
Paul Berry	ditto			
Samuel Hallam	ditto	Jos Greenleaf		
Mathew Glarwin	ditto	D Tillinghast		
Joseph Curdeaus	ditto	Henry Sterling	30	
Timothy Williams	ditto	N Greene		
John Palmer	ditto	L Jarvis	20	9.12...-
James Bliss	ditto	L Jarvis	30	1.10
				Cap Hacker
Jonathn Bliss	ditto	D Tillinghast		
John Picket	ditto	D Tillinghast		
Isaac Stark				
Rufus Ward	ditto	Colo Morton		
James Tindall	Seaman	Jos: Greenleaf		
Stephen Hayes	Seaman			
William Griffiths	Marine	Jos Greenleaf		
James Sinnex	ditto	Wm Duncan		
Jeremiah Motrony	ditto			
John Long	ditto			
John Nick	ditto	R Robinson		
Ellis Rowland	ditto	Nat Appleton	30	
		Jacob Cooper		
Thomas Burns	ditto			
John McLaughlin	ditto			
Philip Fitzpatrick	ditto	Nat Appleton		
John McIndo	ditto			
		Phila	£ 5	
John Trowell	ditto	Nat Appleton		
John Gillen	ditto	Jo Greenleaf		
Michael Garret	ditto			

Peter Franklin	ditto	Nat Appleton	
Edwd Thurston	ditto	Jos Greenleaf	
Prince Williams	ditto	Perez Morton	
James Foney	ditto		
Joshua Moses	ditto	John Nye	
John Monely	ditto	Jos Greenleaf	
Peter Conya	ditto	Perez Morton	
William Anderson	ditto	John Winslow	
James Connel	ditto		
Thos Donnahu	ditto	James Roberts	30
Danl Pillegar	ditto	J P Rathburn	30
		Phila	£15
Nathl Cook	ditto	Elisha Morey Jr.	
Nathan Tucker	Marine	D Tillinghast	
Joab Mann	ditto	E Morey junr	30
Joseph Tuck	ditto	J Greenleaf	
Joseph Rider	ditto	D Tillinghast	
John Richards	ditto	Danl Aborn	30
Isaac Carpenter	ditto	D Tillinghast	30
James Merrihew	ditto	J Greenleaf	
James King	ditto	J Greenleaf	
James Morey	ditto	E Morey junr	30
John Fiske	ditto	Squire Fiske	30
John Deruse	ditto		
Barnabas Rider	ditto	Nat Appleton	
Ephraim Dimick	ditto	S Dimick	30
John Sales	ditto	Jona Jenkins	31
William Steward	ditto	Nat Greene	
		J Greenleaf	
Daniel Duffy	ditto		
Saml Tiler	ditto	Nat Greene	
William Burns	ditto	Wm Reed	30
Thomas Clark	ditto		
			5..5..
			Cap Hacker
George Weeden	Boy	John Manley	30
Thomas Burch	ditto		
James Turner	ditto	J Greenleaf	
Edmd Arrowsmith	Capn Mars.	J Greenleaf	
Willim Hamilton	1st Lieut	J Greenleaf	
Alexandr Nelson	2d Lieut	D Tillinghast	
Gilbert Tomkins	Serjt		
John Caswell	ditto		
Matthew Green	Corporal	J Winslow	
James Edgar	Drumer		
Job Woodworth	Marine	J Greenleaf	
Wm Langworthy	ditto	N Appleton	

Mens Names	Station	Agents Names	Sums paid
Benjn Allen	[Marine]	N Appleton	
William Congell	ditto	J Greenleaf	
Patrick Doran	ditto		
Charles Bryant	ditto	Nat Appleton	
Thomas Pendall	ditto	Nat Greene	
Stephen Bell	ditto		
Robt Robinson	ditto	John Slade	25
Jeremh Connel	ditto		
Isaac Cogan	ditto		
Stephn Dexter	ditto	E Morey junr	30
Danl Bartlett	ditto	E Morey junr	30
Zebulon Whippy	2d Mastr	George Whippy	30

171

[Boston March 7, 1777] ²

1. Mass. Arch., Revolutionary Rolls, vol. 52, 84, 1-7.

2. Date is approximated. John Bradford, in his letter of March 7 to Leonard Jarvis, indicated that he had the list on that date.

"LIST OF OFFICERS SEAMEN & MARINES BELONGING TO THE *Providence SLOOP*
OF WAR WHO ARE ENTITLED TO SHARES IN THE SHIP *Alexander*, CAPTUR'D
SEPR 20th 1776 - " ¹

Mens Names	Stations	Agents	Sums paid
Jno Paul Jones	Captain		
Wm Grinnell	1st Lieut		30 -
Jno P. Rathburn	do ditto	J Greenleaf	13 . . 2 . 10
Wm. Hopkins	2d. Lieut	J Greenleaf	22 . 10 . . -
George Lovie	Actg ditto		
Joseph Vesey	Master	J Greenleaf	22 . 10 . . -
Zebulon Whippy	Actg ditto		
John Margeson	1st Masr Mt	J Greenleaf	
Joseph Brown	2d ditto		
John McNeal	3d ditto		
Joseph Hardy	Midshipmn		
Bernard Gallagher	Actg do	D Tillinghast	
Jonth Fisk	Actg do		
H H Tillinghast	Surgeon		
John Killen	Clerk		
James Rogers	Steward	J Greenleaf	
John Webster	Boatswn	D Tillinghast	6 -
Andrew Brewer	Carpenter		10 -
Saml Fry	Cooper	J Greenleaf	
Lillibridge Worth	Gunner	D Tillinghast	9 -

John Bettenham	Cook	J Greenleaf	
John Painter	Armourer	J Greenleaf	
Jas Pressey	Boatsn Mate	J Greenleaf	
Jno Darbarrow	Yeoman	J Greenleaf	
Robert Brown	Seaman		
Edward Donnelly	ditto	J Greenleaf	
John Southerland	ditto	J Greenleaf	
Mathw Grimes	ditto		
Aaron Quigly	ditto		
John Stewart	ditto		
Anthony Forrest	ditto		
Richd Bransdell	ditto	J Greenleaf	
Samuel Woggs	ditto	D Tillinghast	
John Coit	ditto		
Peter Patouret	ditto		
John Willson	ditto	D Tillinghast	4.16.--
Anthony Lewis	ditto	Perez Morton	4..8..4¼
James Bascomb	ditto	Perez Morton	4..8..4¼
William Tyron	ditto		
Willm Middleton	ditto		
Benjn Allen	ditto	Nat Appleton	
Willm Roberts	ditto		
Patk Devareux	ditto		
James Bachope	ditto		
John Brown	ditto	John Winslow	
Geo: Nicholson	ditto		4.10.--
John Fears	ditto		4.10.--
Wm Bryant	ditto		
Thos Perfect	ditto	J Greenleaf	
James Robinson	ditto		
Chas Traffarn	ditto	J Greenleaf	
John Powell	Landsman		
Abm Sing	ditto		
Henry Young	ditto		
Casey Benrick	ditto		
Joshua Moses	ditto	John Nye	
Joshua Moses	ditto		
James Foney	ditto		
Anthony Anabona	ditto	D Tillinghast	4.10.--
John Williams	ditto		
Jas Crawford	ditto	N Appleton	
Ezekl Vangilder	ditto		
John Monely		Jos Greenleaf	
John Jones			
Saml True			
Michael Dealy			

Mens Names	Stations	Agents	Sums paid
William Kelley			
Prince Williams		Perez Morton	4 . 8 . . 4 $\frac{1}{4}$
Peter Conya		Perez Morton	4 . 8 . . 4 $\frac{1}{4}$
Jas Grinnell	Midshipmn	Ln Grinnell	10 . 15 . . 8
	Boy		
Cambdge Grinnell	ditto	Ln Grinnell	4 . . 5 . 11
Jas Turner	ditto	J Greenleaf	
Thos Burch	ditto		
John Traverse	ditto		
Edmd Arrowsmith	Lt. Marines	J Greenleaf	
Elias Thomas	Serjt	J Greenleaf	
Archd Nelson	Private	John Winslow	
Archd Edmunson	ditto	J Greenleaf	
Patk McMullen	ditto		
Saml Wright	ditto		4 . 10 . . -
James Sinnex	ditto		12 . . -
Davd Franks	ditto	J Greenleaf	
Willm Griffies	ditto	J Greenleaf	
Wm Rickets	ditto		
Fredk Ruffman	ditto		
Joseph Nocake	ditto		
Adin Trask	ditto	Ebenr Trask	4 . . 5 . 11
Augusts Sanders	ditto	Jno Newman	4 . 10 . . -
Richd Griffies	ditto		
Elias Miller	ditto		
Thos Potter	ditto		
Nathn Munro	ditto		
Richd Pearce	ditto		
John Hicks	ditto	D Tillinghast	
Isaac Stearns	ditto		6 . . - . . -
Jas Daley	Surgs Mate	Jos Bradford	11 . . - . . -
Jonth Jenks	Marine		
Jos Jaqueys	ditto	Jas Clarke	4 . 10 . . -
Jno Robinson	ditto	J Greenleaf	
Elnthn Newman	Fifer	Jno Newman	4 . 10 . . -
Sam Peckman	Drumer		
Benjn Hill	Pilot		

I certify that the above is a true List

Jas^s Rogers Clerk

[Boston March 7, 1777] ²

1. Mass. Arch., Revolutionary Rolls, vol. 52, 84, 8.

2. Date is approximated.

"LIST OF OFFICERS & SEAMEN ON BOARD THE SLOOP *Providence* WHO HAVE A SHARE IN THE *Mellish & Active*"¹

Mens Names	Stations	Agents	Sums paid
Hoysteed Hacker Esq	Captain		
Philip Brown	1st Lieut	Nat Greene	10..8..-
Adm W Thaxter	2d Lieut	Nat Greene	
Josh Allen	Actg Lieut		100..-.-
William Earl	Master	Nat Greene	
Oliver Green	Surgn Mate	Nat Greene	
Jno Trivett	Lt Marines	Nat Greene	
Alexr Philips	Boatswain	Nat Greene	
Willm Allen	Gunner	Nat Greene	
William Peckham	Carpentr	Nat Greene	
Stephen Rust	Midshipmn	Nat Greene	
Danl Lawrence	ditto	Nat Greene	
Wm Wardwell	ditto	Nat Greene	
Wm Weaver	Chief Mate	Nat Greene	
Jere Ingraham	2d Mate		100.10..-
Wm Harris	Capt Clerk	Nat Greene	
Richd Grinnal	Armourer	Nat Greene	
		Oliver Smith	
John Sterling	Cooper	Jos Dennison	80..-.-
Walter Quin	Steward	Nat Greene	
John Connolly	Boatsn Mate	Nat Greene	
John York	Cook	Nat Greene	
Jno Abhoms	Serjt Marines		100..-.-
Richd Fry	Qr Master	Nat Greene	
John Albert	Qr Master	Nat Greene	
Enos Tew	Carpen Mate	Nat Greene	
John Salisbury	Gunners Mate	Nat Greene	
Oliver Perry	Arms Mate	Nat Greene	
Nichs Weaver	Guns Yeoman	Nat Greene	
Peleg Johnson	Seaman	Nat Greene	
Reuben Dewey	Seaman	Jos Dennison	28..-.-
Peter Raffil	ditto	J Greenleaf	
Jos Difdat	ditto	Nat Greene	
Andrw Fernando	ditto	J Greenleaf	
Andrew Molder	ditto	J Greenleaf	
Wm Spriggs	ditto		
Aaron Martin	ditto	Nat Greene	
James Edwards	ditto	Nat Greene	
Benoni Taylor	ditto	Nat Greene	
Chas Prince	ditto	Nat Greene	
Wm Robin	ditto	Nat Greene	

Mens Names	Stations	Agents	Sums paid
Wm Mingo	[Seaman]		
Reuben Thomson	ditto	Nat Greene	
Wm Bryant	ditto	Nat Greene	
George Hardy	ditto		
Jas Burdick	ditto	Nat Greene	
George Wanton	ditto	Nat Greene	
Wm Best	ditto	Nat Greene	
Gideon Philips	ditto	Nat Greene	
Oliver Capron	ditto	Nat Greene	
Jno Davis	ditto	Nat Greene	
James Allen	ditto	Nat Greene	
Caleb Brown	ditto		
Jeffry Socidix	ditto		
Wm Richardson	ditto	Nat Greene	
Peter Dedory	Seaman	Nat Greene	
John Dobie	Seaman	J Greenleaf	
Wm Chadsey	ditto	Nat Greene	
Miphil Philips	ditto	Nat Greene	
Oliver Gorton	ditto	Nat Greene	
Caleb Howard	ditto	Nat Greene	
Ichabod Baker	ditto	Nat Greene	
James Briggs	ditto	Nat Greene	
Jos: Turner	ditto	Nat Greene	
John Pearce	ditto	Nat Greene	
Joab Tew	ditto	Nat Greene	
Martin Langley	ditto		
Bristo Congle	ditto		
Thomas Bond	ditto	Nat Greene	
Jons Lillibridge	Drumer	Nat Greene	
Sampson George	Fifer	Saml Smith	30
John Hacker	Boy	Hoystd Hacker	
Sam Hacker	Boy	Hoystd Hacker	
John Chadwick	ditto	Nat Greene	
Peter Burger	ditto	J Greenleaf	

74

[Boston, March 7, 1777] ²

1. Mass. Arch., Revolutionary Rolls, vol. 52, 84, 12-14.

2. Date is approximated.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Boston] Friday March 7th 1777

In the House of Representatives – Whereas information has been given to this Court that Persons of suspicious Character have been into Sundry

Towns in the Country to procure Provisions under the*pretext of being for the use of the Ship under the Command of Capt Manly [John Manley], in order to send to Halifax by the Cartel Vessel that is to sail from the Harbor of Salem, therefore,

Resolved, That a letter be wrote to the Comttee [of] Correspondence &c. for the Town of Salem to make strict search that no Provisions be permitted to be taken on board said Cartel more than are absolutely necessary for the use of said Cartel Vessel. – and Whereas this Court have reason to apprehend that Letters may be carried in said Cartel from Inimical Persons for intelligence to our Enemies – it is also,

Resolved, that all Letters offered to be sent by said Cartel be inspected by said Committee and that Guards be placed to prevent any provisions or Letters except such as are allowed above being carried on board said Cartel Vessel or any Communication with said Vessel that may be dangerous to the Community.

In Council read and Concurred

Consented to by fifteen of the Council

1. Mass. Arch., vol. 37, 39, 40.

PETITION OF TIMOTHY PARSONS TO THE MASSACHUSETTS GENERAL COURT ¹

To the Honorable the Great & General Court for the State of Massachusetts Bay the Petition of Timothy Parsons humbly Sheweth –

That Your petitioner being Appointed Agent for this States Eastern district for holding Court of Captures and by Virtue thereof and being Applide to by the prize Master of the prize Brig *Henery & Ann* belonging to this State took Said Brig into his Care as directed by the Order of his Appointment and Libled her in the Marantine Court of Said district as the Law of this State directs After which Capt Souther ² Came to Pownalboro in the States Armd Brig and took Said prize Out of Your petitioners possession without delivering Your petitioner Any Order therefor from this State and Carried her into the Middle Destrect – Your petitioner in doing his duty as directed in his Appointment and the Law of this State has been At Considerable Charge of time and Money in taking Care of Said prize as pr Account herewith Excepted therefor Your petitioner prays that Your Honours will Allow him A Reasonable pay for his time and Expence as well Allow him the Money he has Advancd on Account of Said prize and as in duty Bound will Ever pray –

Timo^y Parsons

Boston March 7th 1777 –

[Endorsed] The Committee Appointed to Consider of the Petition & account of Timo Parsons Esq. have attended that Service, & ask Leave to Report [illegible] by way of Resolve. –

In the House of Representatives March 14. 1777

Resolved that there be allowed and paid out of the Public Treasury, forty

Six pounds Twelve Shillings & 10d $\frac{1}{2}$ to Timo Parsons, in full for his Account after deductions made. –³ Sent up for Concurrence

Sam^l Freeman Speak P T

In Council March 14. 1777 Read & Concurred

John Avery Dpy Secy

1. Mass. Arch., vol. 182, 179–80.

2. Captain Daniel Souther of the Massachusetts Navy brig *Massachusetts*.

3. Parsons' account:

the amount of the Whole Account is		£71..10..10 $\frac{1}{2}$
Deduct thirty three dollars Cash pd to the	}	9..18..0
People belongg to Sd prize		
Deduct for over Charge for his Time Trouble, &c		
	15..00..0	£24..18..00
		<hr/>
		£46..12..10 $\frac{1}{2}$

Mass. Arch., vol. 182, 181.

INVOICE OF GOODS SHIPPED BY THE MASSACHUSETTS BOARD OF WAR
ON BOARD SCHOONER *Hannah*¹

Shipped By the Grace of God In Good Order and well Conditioned By the Board of War –

In And upon the Good shooner Called the *Hannah* whereof is Master under God for this present voyage John Rider And now Lying in the Harbour of Plymo and By Gods Grace Bound for North Carolina To say, Two hogs heads Granada, & two hogs heads Jamaica rum, One hogs head sugar, And One hundred & twenty six pounds in Cash – Being marked and Numbered As in the margin And are to Be Delivered In the Like Good Order and Well Conditioned At the Aforesaid Port of North Carolina. The Danger of the seas Only Excepted Unto the sd John Rider Or to his Assigns He Or they Paying freight for sd Goods Nothing with Primage and average accustomed In witness whereof the Master Or Purser Of the sd ship hath Affirmed to two Bills of Lading All of this Tenor And Dated The One of which – Bills Being Accomplished the Other to stand void And so God send the Good Schooner to her Desired port in safety Amen Dated in plimouth N England March 7th A D: 1777

John Rider

1. Mass. Arch., vol. 292, 1–48.

JAMES WARREN TO CAPTAIN JOHN RIDER¹

To Capt John Rider

You Are hereby Impowered and Desired to Go on Board the shooner *Hannah* As Master, Embrace the first Good Oppertunity, Come to sail And proceed with All possible Dispatch to North Carolina, and their Dispose of your Cargo And Lay Out the proceeds In the Most Advantageous Manner in flour, wheat, [illegible] Beans Indian Corn, And Rice, Giving preference to these Articles In the Order they stand, And what remains if Any in [illegible] Leather, Hides, Or some Other Light Articles & return With the same to this state as soon as May Be, Taking care to Get into the first safe port you can And from thence Giving Intelligence Of your Arrival to the Board of War

At Boston And pursue their Orders for Your future Conduct I Wish you a Good Voayge and Am Yrs [&c.]

J Warren –

Plimouth 7 March 1777

[Endorsed] A True Copy of Orders I promise to Observe John Ride.

1. Mass. Arch., vol. 292, 1–47.

GOVERNOR JONATHAN TRUMBULL TO CAPTAIN ROBERT NILES¹

Lebanon March 7th 1777

Sir you being Commander of the Schooner *Spy* now fit for the Sea You will Embrace the first Opportunity to Sail for Maryland or Virginia with a Bill Drawn by Commissary [Joseph] Trumbull on President [John] Hancock for one Thousand Dollars Properly Indorsed You will therefore Dispose Said Bill & Lay out the Avails in Maryland or Virginia for Flour or Bread as by Advice you shall find to be most Advantageous to the Statè Concerned and a few Barrels of Tarr & Turpentine if to be had if your Money should not hold out to Purchase a Load of those Articles you are Authorized to Draw on the Govr of this State for what you shall want to make up a full Cargo and your Bill or Bills will be Duely Honored, if your Money should Purchase More than a Cargo of these Articles, you May Invest the Surplus in Such Articles as you Judge will best answer the Public Necessity and Return as soon as Possible – Three Sets of Bills of Like Tenor & Date are Made one will be forwarded by land Directly one by you and the Other is in Safe hands –

Wishing you a Good Voyage with a Speedy & Safe Return I Remain
[&c.]

J T

NB [endorsed on the draft of the letter] he had Orders to Capt Epm Bill for a bb of Rum and to Capt Jo Dishon for Beef Pork & Bread

1. Conn. Arch., 1st Series, IX, 39a, ConnSL.

Pennsylvania Evening Post, TUESDAY, MARCH 11, 1777

Philadelphia, March 7, 1777.

Deserted this day from the *Tormenter*, armed boat, belonging to this state, John Dunn, by trade a house carpenter, about twenty-five years of age, five feet five inches high, fair complexion and sandy hair. He had on a white flannel shirt, and the regiments of the Pennsylvania Fifth battalion, to which he formerly belonged. He is supposed to be gone towards Burlington, as some of his friends live there. Whoever secures said deserter, so that I get him again, shall have Four Dollars reward, and reasonable charges.

James Brown, Capt.

JOURNAL OF H.M.S. *Albany*, LIEUTENANT MICHAEL HYNDMAN¹

March [1777]

Antigua So60°W Dist 96 Leagues

Friday 7th

8 AM out all reefs topsails set top Gallt Sails ½ past 11
AM Saw 2 Sails to the W. ward gave Chace

Fresh Gales and Cloudy ½ past 1 P M made Sir George Colliers day Sigl the Chace showd a french Ensign knowd her to be an English man of war (the *Portland*[]) as we were running down on her weather Quarter in order to Speak with her and was within hail She fird Several Great Guns at us, with Severall Vollies of Small Arms which wounded one Man and Shot away some of our rigging and damagd our Sails a good deal Notwithstanding we had English Colours up ½ past 2 Parted Compy with the *Portland* Empd putting our rigging too rights

1. PRO, Admiralty 51/23.

8 Mar.

The Freeman's Journal, SATURDAY, MARCH 8, 1777

Portsmouth [March 8].

Last Wednesday the Armed Sloop *Satisfaction*, John Stevens, Com-mander, sent into Falmouth Harbour a large Prize Ship, from London, bound to Constantinople: She was taken off the Rocks of Lisbon – Her Loading is Tin, Alum, Pepper, indigo, Bail Goods and Doctor's Drugs. She is a very valuable prize.¹

Whereas some Person, or Persons, do encourage the Seamen belonging to the *Raleigh*, to neglect their Duty, by harbouring and secreting them in Houses, for the design'd Purpose of tempting them to spend there Money, thereby making them intoxicated with Liquor; by which Means Disorders are committed against public Peace, to the great Disgrace of this Town, and manifest Disadvantage to the Service of the United States; This is therefore to warn all Persons from harbouring, secreting, enticing, or inveigling any Seaman or Marine belonging to the said Ship, from their Duty, as they will be made to answer such Offences as the Law directs. – Likewise to warn them against trusting or crediting any Seaman or Marine belonging to said Ship, as no such Debts will be paid.

Thomas Thompson.

On board the *Raleigh*, at Portsmouth, March 3d. 1777.

1. Prize of the Massachusetts privateer was *Royal George*, 220 tons, Peter Young, master, *Independent Chronicle*, Boston, April 10, 1777.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 8 March 1777 [A M]

Order'd The Comy deliver Mr Lambert for Brig *Massachusetts* Eighteen boarding Spears & one side of Leather –

Voted That Capt [George] Williams write Mr William Frost & immediately dispatch to him the Vessel from Beverly to load with Timber &c – & send up to this Town the Medicines Woolens & ten Casks pease, store the remainder at Danvers after delivering Capt Harreden [Jonathan Haraden] what he wants for the *Tyrannicide*. –

Order'd That Mr [Ellis] Gray deliver Capt Harreden as much Ravens Duck as he wants for Studing sails

Mr Stephen Bruce requested the Board to make him some Consideration for fitting away the Ship *General Lincoln* –
Voted To allow him six Shillings P day for fifty days Attendance fixing said Vessell for the Sea –

P M

Voted That Mr [Hugh] Orr charge Mr [Daniel] Tillinghast Fifty pounds P Ton for the Shott sent to providence, or return good pig Iron – & that the Secy acquaint him therewith –

Resolv'd That Mr Gray deliver Capt [Jacob] Cole one perspective Glass for Ship *Genl Lincoln* –

Order'd The Commy deliver Capt Cole Four Swivels for his Ship –

Order'd That Colo Crafts deliver Capt Cole Twelve rounds Cartridges also Shott & other Apparatus –

Order'd The Commy to deliver Capt Harreden one Hawser, ten small Arms & one Drum –

Order'd That Daniel Rea deliver Capt Harreden 6 [lb.] red Lead, 12 [lb.] white do 4 Kegs Lamp black 12 pounds yellow Oaker –

1. Mass. Arch., vol. 148, 194–97.

INVENTORY OF THE SHIP *Garland*¹

Ship *Garlands* Inventory Viz
now the Ship *Gruel* –

Ship about 280 Tuns			
All the Mast & Yards She has			
Stan[di]ng & Runing riging		all she has	
three	Anchors all Large	one	Long Boat } Both good
one	Cable about 90 fm	one	yawl }
one	Ditto about 160 fm	three	Compasses
one	Ditto about 50 fm		Sounding Lead & Line
one	Hawser about 70 fm	two	Lanthorns
one	jiabb		Logg Line
two	fore Stay Sales	four	time Glasses
two	fore top Sales	three	Marling Spikes
two	Main Top Sales	two	Hamers
one	Mizon Top Sale	one	Ax
one	Maine Sale		pump Geer all She has
two	fore Sales	two	Draw Buckets
two	top Galln Sales	one	Speaking Trumpet
three	Steering Sales	one	Iron Hearth
two	Mizons	one	pot
one	Mizon Stay Sale	Six	wooden Boles & plators
three	other Stay Sales		Ship £1500

two Long Boats Sales
 twenty water Caske Iron Bound

Stove &c

5.5 -

pass'd

pd James Mugford for Ship *Garland* and all her appurtenanc[es]

March 8th 1777

739..4

780

£1505..5..0

1519..4

13.19

Entd Waste

5..5

[Endorsed] Received the Contents

Jon^a Glover1. Mass. Arch., vol. 292, 1-54. *Garland* was renamed *Gruel*.COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE ¹

Gentlemen

Providence March 8th 1777 -

My Last was of the 4th instant in which I acquainted you of the misfortune of the *Hamden's* Springing a Leak - She is now at Swansey heaving down in Order to find out the Leak - Inclosed you have a Copy of my Orders to Captn [John Paul] Jones, Similar Ones I have given Captn Hacker you also have a Copy of my Letter to Mr Bradford which was in Consequence of your Orders in Respect to Satisfying the Men, also a Copy of several Complaints which I have from time to time Received against Captn Jones, and I have had a great number from the common people for his Refusing to pay their Wages without they would make him their Agent - and leaving Lieut [Robert] Sanders in an Engagement with a Strange Ship without knowing what Strength she was, or going down to assist him ² - and indeed I have had so many Complaints against Captn Jones that I should be glad of your directions whether it will be best to call a Court Martial upon him or not, as I see no other way of Satisfying the Officers and People, and I am loth to take such a Step without your Orders for it -

If you will permit me to give my Opinion, I think it would be for the publick Service that you would appoint, or get appointed a Naval Board under you in Boston, or some place in New England with full power to order me or any other Officer in the Navy on Such Duty as they may think best and indeed with full power to direct in all Navy affairs, and Report to you as often as you direct - that or some other way which you may think best may prevent many Inconveniences which now arise frequently by the Alteration & disposition of the Enemy, or our own Navy from the time you give the Orders before they come to hand - I am with great Respect Gentlemen [&c.]

E H -

1. Hopkins Letter Book, 69-70, RIHS.

2. Lieutenant Sanders was prize master in the ship *John* which was retaken by H. M. S. *Milford*.
See Volume 7.

MEMORIAL OF THE OWNERS OF BRIGANTINE *Janet*
TO THE NEW YORK CONVENTION ¹

To the Honorable the Convention of the Representatives of the State of New York.

The memorial of William Malcolm on behalf of himself & the other owners of the Brigantine called the *Janet*, Humbly Sheweth,

That your memorialist and the other owners of the Brigantine sent her up the Hudson River to prevent her falling in to the hands of the Enemy. That by order of the Convention she together with her appurtenances was taken and sunk in the line of obstructions opposite Fort Washington.

That your Memorialist is informd that the said Vessel was valued by appraisers appointed by the Convention for only between £7 & £800.

That your Memorialist did offer to purchase from the other owners at the rate of £1200, and that £1250 was offered by several Persons for the said Brigantine before she left York.

That the cost and outfitt of the Vessel only about Twelve months before was near £2000. The Proprietors therefore humbly conceive that in Justice & Equity they ought to be paid at least what they were repeatedly offered for the Vessel in York. And therefore request the Honorable Convention will take the premises into consideration and grant them relief in such way as is consistent with Justice and your Memorialist shall ever pray.

W. Malcolm

In behalf of self & owners.

Kingston, March 8, 1777

[Endorsed] Committed to Capt Rutgers and Major Lawrence.

1. *Calendar of Historical Manuscripts, Relating to the War of the Revolution, in the Office of the Secretary of State, Albany, N. Y.* (Albany, 1868), I, 653. Hereafter cited as *New York Historical Manuscripts*.

ROBERT MORRIS TO THE PENNSYLVANIA COUNCIL OF SAFETY ¹

Gentlemen,

Marine office, March 8, 1777

As the sloop *Independence* is now ready to sail and we find it impossible to get a Surgeon for her, I must request the Favour that the Bearer hereof Mr. Wm. Russell may have a discharge from your service to act in that capacity on board her. If this can be done with propriety it will serve the public and oblige Gentlemen Your [&c.] ²

Robt Morris

The Hon'ble the Council of Safety

1. *Pennsylvania Archives*, 1st series, V, 255.

2. *Ibid.*, 2nd series, I, 91, request was approved.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

[Philadelphia] Navy Board March 8th 1777.

Josep[h] Marsh has delivered in the Bill of Sale for the Sloop he pur-

chased yesterday, called the *Liberty*, and George Virt is appointed to the Command of her.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

Pennsylvania Evening Post, SATURDAY, MARCH 8, 1777

Deserted from the armed boats belonging to this state, the three following persons, viz. Thomas Brown, mariner, a likely well made fellow, and black curly hair. He had on, when he went away, a sailor's brown jacket, white worsted stockings, round hat. Is very talkative, and of a smiling countenance.

Francis Galaher, born in Ireland, about five feet six inches high, and did belong to the First Pennsylvania battalion, lately from Ticonderoga. He had on, when he went away, a brown uniform coat laced with green, the letters I P B on the buttons, his other clothes unknown.

James Williams, alias White, did belong to Capt. Dorsey, is lately from Ticonderoga, a well made fellow, about five feet eight inches high, and black curly hair. He had on, when he went away, a brown uniform coat, turned up with green, the letters I P B on the buttons, and a cocked hat; his other clothes unknown. Whoever takes up said deserters, and secures them in any jail, shall have Twelve Dollars reward, or Four Dollars for each.

Jonathan Cowpland James Brown Tho. Hazelwood, Capts.¹

1. Commanders respectively of the armed boats *Basilisk*, *Tormentor*, and *Fame*.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL ¹

March 1777
Saturday 8th

Cape Henry No67°W 36 Leagues
at 8 AM departed this life Rich'd Tucker Marine, saw a Sail to the Eastward, made Sail & gave chase at 11 AM brought too the Chace which proved to be the Schooner *Judith* Mark Burnam Master, from Virginia, bound to Cape Ann, with flour sent a petty officer & 6 Men on board her, & sent her to [New] York, the *Phoenix* in chase after another Sail.

Fresh breezes & fine Weather at 4 [P. M.] In 3d reef Topsails: committed the Body of the deceased to the Deep.

1. PRO, Admiralty 51/311.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR.¹

March 1777
Saturday 8th

Cape Henry No62W Distance 38 Leag
at 2 AM more Modt made Sail, at 6 saw a Sail to the Nowd Out Reefs set the Jibb and Staysails & gave Chace at 8 saw the *Emerald* in Chace of a Schooner at 9 Fir'd a Gun & made the Signal to the *Emerald*. — at 1½ past 9 Bore away & gave Chace to a Sloop to the NWd — Fresh Breezes and clear Wr Fir'd several Shot at the

Chace at $\frac{1}{2}$ past 2 Bro't too the Chace a Sloop from No Carolina with Pitch & Tar bound to Newburry, took the People out and Burn'd her.²

1. PRO, Admiralty 51/694.

2. Sloop *Betsy*, John Churchward, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

DIARY OF DR. JAMES HUTCHINSON ¹

[On board the Ship *Sally*]

[8th March, 1777] At nine o'clock this morning we saw a brig at a considerable distance from us, we wished to approach her but it being calm that was impossible. At twelve o'clock the fog cleared away, and our Captain had an observation which came within a few miles of ours last night latitude being $36^{\circ}34'$; between twelve and one, the French officer shot a Penguin, we hoisted out our yawl and sent her after it, as we imagined it would prove a delicate repast. The boat being out, the surface of the water appearing very smooth and the weather fine, it was proposed to send our boat on board the brig, which was as near as we could judge, about nine miles from us; two motives induced us to think of this very dangerous scheme, the one was the necessity we were in for want of provisions, the other the expectations of receiving intelligence, where we could go with safety, as we were totally ignorant what part of the coast was clear and what part infested with cruisers, having had no accounts to be depended on from America since the 26th of October, the time Dr. Franklin left it; we were fully sensible what an amazing hazardous expedition it would be to venture so great a distance on the ocean in an open boat, but hunger and desire of obtaining an account of what place we might venture to with safety compelled us to undertake it; two men was the most we could spare from the ship, the Captain on various accounts was an improper person to go with them; Dr. Williamson and myself therefore consulted on what was most proper to be done and determined that one of us should go; it was unnecessary for both, therefore it was agreed that as Dr. Williamson knew best how to handle an oar, he should be the person. Therefore about half an hour after one o'clock he went into the Yawl, took with him the first mate and one of the best sailors and left us, steering towards the brig, they rowed on with great spirit, as long as I could see them from the Maintop mast head; it is impossible to describe our anxiety for them as we know should a stiff breeze spring up, they could never reach either vessel, and must in all probability perish. About 4 o'clock we perceived a signal from the Brig, by which we knew they got safe on board, the whole afternoon was fine, and the calm providentially continued, evening came on, and our boat did not appear, our fears for them increased; it had become dark, we put lanthorns at each mast head, and I fired a musket every five minutes, to let them know where to find us, however a little after seven they arrived to our very great joy; the account they gave us of their expedition was this, they found the brig to be French belonging to Martinico utter strangers to America and in almost as bad a situation as ourselves, having



James Hutchinson

been for some time at the allowance of a bisquet and pint of water a day, they could therefore only spare us a few bottles of spirits, and about two pounds of cheese. They were totally ignorant with regard to intelligence from America, had been cleared out for Mi[q]uelon Bay, Newfoundland, but were actually bound for Philadelphia and consigned to Willing and Morris² they however now meant to go into Chesapeake Bay for a supply of water; the approach of our boat had so alarmed the captain that he had destroyed his papers, supposing her to belong to a vessel of War.

1. Miscellaneous Manuscript Collection, APS.

2. The French brig *Industry*, John Jacques, master, chartered by the American agent at Martinique, laden with salt and medicines and dispatched to Willing, Morris & Co. The brig was later taken on April 3, 1777 by H. M. S. *Emerald*, Papers of Robert Morris, Accession 1805, LC, and Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

“EXTRACT OF A LETTER FROM A GENTLEMAN ON BOARD THE *Roebuck* MAN OF WAR, TO HIS FATHER IN EDINBURGH, DATED ANTIGUA, MARCH 8, BROUGHT BY HIS MAJESTY'S SLOOP *Hawke*, WHO ARRIVED AT SPITHEAD ON SATURDAY LAST”¹

When we left New York, we cruized at the Delaware for three weeks, and had a passage of three weeks more to this place, during which time we took some prizes. Since the *Roebuck* has been on the American station, she has taken upwards of 100 sail; but, from the greater number to share in the prize-money, from the trivial value of the cargoes, and from many being retaken, I will not have above 30 l. to draw, beside 18 l. which I have already received; We are, however, in great expectations of more when we return again to the American coast. It is thought we will be one of the most active ships at the taking of Philadelphia, as none above 40 guns can well get up that river. Thither we are immediately to return to co-operate with the army, and to prevent the rebel frigates, gallies, floating batteries, &c. from getting out of the river in the spring. Antigua has a compact, neat, little dock-yard for heaving down King's ships, just sufficient for our squadron, consisting of five vessels, which are mostly here, and will be under the command of Captain Hammond, who is appointed Commodore on the Delaware station.

Put no confidence in any news favouring the rebels. They never yet stood to fight, and, I strongly suspect, never will. The army were in winter quarters, in the Jerseys, when we came away. Some skirmishes have indeed happened, from the rebel army attacking our out-guards or detached parties; in one of which 800 Hessians were taken prisoners. General Lee is in close confinement, where he hears the word passed on relieving the centinels set over him. It is, “Do you know this man?” – Yes! – “Who is he? – General Lee! – “If you hear any noise, either without or within, shoot him immediately.” – Lee is very melancholy, cursing the foolish manner of his being taken prisoner.

The *Pomona* sloop one of the fastest sailing vessels in the navy, and who has taken so many valuable prizes as to enrich all the officers belonging to her, it is confidently reported, is lost in the West Indies.²

Admiral Young was arrested here t'other day, at the instance of some

merchants in the Island, and afterwards admitted to bail. How this bold and unprecedented affair will end, is more than I can say. One thing, however, is certain, that the merchants have been carrying on very strange sort of trade. These have fitted out armed vessels, who were privateering at sea, without any licence from Britain. Several of these, as it was unquestionabl[y] his duty, the Admiral has taken; and it was in revenge for this, that the merchants had him arrested. There are many friends to the rebels in this Island; and their Judges acquitted a French brig we took in the *Roebuck*, which is a considerable loss to us.

1. *The General Advertiser. Liverpool*, May 9, 1777.

2. See Volume 6.

"EXTRACT OF A LETTER FROM ON BOARD THE *Flora* FRIGATE,
DATED ANTIGUA, MARCH 8." ¹

On our passage from New York hither, we retook a vessel bound to the West Indies, on board of which an American privateer had put ten hands, and ordered her for Boston. A Master's Mate and twelve hands were sent from us to her, and the Americans were brought back. The Mate had orders to follow us to Antigua; but two days after he lost sight of us in a gale of wind; three days afterwards he fell in with an American privateer, who retook the vessel, and ordered her for Martinique, but before she reached that island, the *Lady Keith* armed schooner, made a capture of her, and carried her into Jamaica, from whence the Mate got a passage thither.

1. *London Chronicle*, May 20 to May 22, 1777.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS ¹

(No 1:)

Sir

Antigua 8th March 1777.

The 12th February last I wrote You by the *Killingsworth* Hired Transport: Thomas Bowditch Master, who put into this Island in distress, and being Refitted I ordered her to proceed without loss of time to Deptford. I now transmit a Duplicate of the same, and in addition thereto, am also to desire You will be pleased to lay before my Lords Commissioners of the Admiralty the accompanying Inclosures Numbered from No 1 to [blank] which will more fully explain to them the Nature and Extent of the Complaint I then made, "Of Sundry Armed Vessels without any Commission, having been fitted out from these Islands to Cruize and make Capture of American Vessels &ca on the High Seas." and I cannot avoid representing to their Lordships that this practice of fitting out private Cruizers has occasioned very great Confusion, and done much hurt and Damage to His Majesty's Service: The Seamen belonging to the Hired Victualling Transports (from Cork to New York that had put into this Island, many of them, indeed without any apparent Necessity) almost to a Man left them, and when I wanted to hasten the Masters to proceed on their Voyage, they made Complaint to me, their Men had been decoyed on board the foregoing Armed

Vessels by great Bounties paid in Advance and large Promises of Prize Money hereafter: nay one of them called the *Tryal*, had the Audacity forcibly to enter the *Benjamin* Hired Victualling Transport and carried away part of her Seamen, with their Cloaths &c as their Lordship will perceive by the Deposition of James Clark and John Hannah inclosed herewith and marked No [blank] and I must farther add it has likewise greatly encouraged Desertion from His Majesty's Ships.

I plainly perceived the Mischievous tendency of these unauthoriz[ed] (and in my opinion illegal) proceedings in the beginning and strongly represented the Consequences to the Attorney General and to the Commander in Chief (for the time being) but without any Success or remedy, as their Lordships will perceive by the Correspondence between them and me: Copies of which are inclosed and marked No 2: 3: 4 & 5. a few days afterwards I received a formal Complaint from the Comte D'argout Governor of Martinique that one of the Armed Vessels without Commission had taken [a] French Vessel belonging to Martinique and carried her into Dominica: I then thought it became my Duty to use my utmost Endeavours to put an immediate Stop to such proceedings and if possible prevent the like in future: or it was plainly evident they would soon draw Government into very alarming and serious Disputes. In order to effect this, I put an Advertisement into the Publick News Paper Setting forth the Complaint I had received: and that I thought it necessary to put an immediate Stop thereto, and had ordered the *Shark* round to St John[s] Road, to prevent any of the Armed Vessels called Privateers to sail from Thence; and that I should order the King's Ships under my Command, to make Capture of all such Armed Vessels, having no Commission; as they may find Cruizing on the High Seas for the purpose of taking Prizes. the Papers marked No 6: are Copies of the Advertisement. Ordered to Captain [John] Chapman and orders to the respective Captains of His Majesty's Ships under my Command; I likewise wrote to the Governors of Barbadoes, Dominica, St Vincents and Grenada, on the same Subject the Papers marked No 7: 8: 9: 10. are Copies of my Letters and their Answers thereto: and my Lords Commissioners will perceive on perusal of those Answers, that His Majesty's Governors are all of opinion, that the practice I complained of is illegal, piratical, and highly Derogatory to the King's Authority.

In consequence of the foregoing Orders and Directions Captain [Henry] Bryne of His Majesty's Ship *Hind* Seized and sent into English Harbour, three of the aforescribed Armed Vessels, Vizt Two fitted out from Antigua and one from St Kitts: however I immediately gave back to their former Owners the Vessels with their Registers, some Negroes and as many of the People, as are usual to Navigate such kind of Vessels to enable them to proceed again on any lawful Trade: there were Eight or Nine Deserters from His Majesty's Ships amongst them; and the rest of the People mostly Entered for some one of His Majesty's Ships belonging to the Squadron under my Command; confessing they had been inticed onboard the Privateers by considerable Advance Money given them at entering and large promises of

Prize Money hereafter. When I had taken these Measures I flattered myself no Person could be hardy enough to persist in a Practice so apparently wrong; and pregnant with Mischief: and I am very much concerned to have occasion to inform their Lordships, They not only yet continue the same practices but likewise threaten they will enter Actions of Trespass against me and the Officers of the Kings Ships, for Seizing and sending into Port the Armed Vessels employed by them, to Cruize and take Prizes on the High Seas and have for that purpose retained most of the Law Gentlemen at the different Islands. I can not entertain a doubt but my Lords Commissioners will be of opinion it was absolutely necessary for me to act on this occasion; in the manner I have represented; and that they will readily give all necessary support and protection to me and the Officers of His Majesty's Ships under my Command. I have therefore repeated the orders of His Majesty's Ships to Seize and send into Port such private Armed Vessels as they may meet with at Sea, Cruizing to take Prizes; and Captn [Charles] Phipps in the *Perseus* has sent into English Harbour two of them; one fitted out from St Kitts and the other from Tortola; Captain [Thomas] Dumaresq of the *Portland* has also sent in one fitted out from Antigua which with the one from St Kitts; are two of the three sent in before by the *Hind*, and were given back by me to their Owners in expectation they would desist from their former Enterprize, and only go out again on Lawful Tra[de.] I am now at a loss to know what further Steps to take with these Vessels unle[ss] to detain them in English Harbour 'till I can receive their Lordships directions concerning them; for it can answer no purpose whatever to bring them to Tryal in the Court of Vice Admiralty at this Island: The opinion of the Judge on the Lawfulness of their Cruizing to take Prizes being evident from the Sentences He has already pronounced in their favour, by condemning the Prizes sent in by them and so very Liberally rewarding the Owners &c for taking them; which their Lordships will perceive by the Paper marked No 11: being a Copy of His Sentence of Condemnation of such Prizes as have been taken by these Privateers as they here call them. The Papers marked No 12: are the Custom House papers, Instructions to their Commanders, and Agreements between the Owners and Mariners onboard for the distribution of Prize Money, found on Board these Vessels when taken by His Majesty's Ships, by which their Lordships will perceive the ultimate tendency of their Scheme.

I am Sir [&c.]

Jam^s Young.

P:S: I must now request You will further acquaint their Lordships since writing the aforegoing Letter, the Owners of the private Armed Sloop called the *Hamond* have arrested me on an Action of Trespass, for ordering their Vessel to be Seized; and laid their Damages at £1100 Antigua Currency: I have given in Bail to defend said Action, and doubt not their Lordships will give me all possible Support and protection therein, which may hereafter effectually prevent any Commanding Officer being publicly Insulted for what He may be obliged to Order in his particular line of Duty. J Y

[Enclosed] 8 Mar 1777 V. Adml Young R[d] 26 Apl

CAPTAIN TRISTRAM COFFIN TO SAMUEL PHILLIPS SAVAGE ¹

[Extract]

at present I have not prospect of Selling the Ship *Paris*, as there is So many prize Ships brought in here By the Americans & Sold for very Little, as good Ships as mine has been Sold for two hundred Johann[es] & that price will not do when considered the price She Cost in America; have already purchas'd One hundred & thirty fire arms, Sev[e]n thousand Weight of Lead; thirty thousand flints, four thousand Wt Poudre Some duck Cordage &C. the Plan you wrote my of Relative to Chartering A french Vessell is not Practicable here. they will not hear to any thing unless Security is given for the Vessell here before her departure . . .

Pt Petre Grand teere ² 8th Ma[r]ch 1777.

1. Mass. Arch., vol. 152, 94, 95, Board of War Letters, 1776-1777.

2. Pointe-à-Pitre, Grande-Terre Island, Guadeloupe.

9 Mar. (Sunday)

MIDSHIPMAN THOMAS SPRY TO THE SALEM COMMITTEE OF SAFETY ¹*Hawke* Prison Vessel, March 9th 1777

Gentlemen

Salem Harbour

I wrote you this Morning and expected an answer I should be glad to know the reason why I am made a Prisoner. I came here as a Cartel suposed by the faith and Law of Nations, not to be violated, this I think a very great one; putting a Guard on board which has taken the Vessel into their possession – I hold myself and the Crew your Prisoners and will not proceed till this matter is honorably and properly cleared up I shall represent the whole proceeding to Sir George Collier who will do the same to Lord and General How – This proceeding is degrading the British Flag (upon this occasion ought to be held sacred)] – I should be glad to come on shore this afternoon to see you, that in some degree this matter may be cleared up – I am Gentlemen [&c.]

Signed T Spry

A true Copy Miles Greenwood, Clk

1. Mass. Arch., vol. 152, 96, Board of War Letters, 1776-1777. Spry, of H. M. Armed Schooner *Diligent*, was captured in July 1775. See Volumes 1 and 7.COMMODORE ESEK HOPKINS TO CAPTAIN JOSEPH OLNEY,
CONTINENTAL NAVY BRIG *Cabot* ¹

Sir

Providence March 9th 1777

I have in my hands a paragraph of a Letter from the hon William Ellery Esqr one of our Delegates in which he says Mr [Joseph] Vesey ² has given a Scandalous Account of my behaviour on the 2nd January, by a Letter which he wrote to the Marine Committee in Respect to the affair of the *Diamond* Frigate when She was ashore to the Southward of Warwick Neck – Should be glad if you will assist Mr Lyon who I have Sent to him to get a true Account

of what he wrote to the Marine Committee, and indeed all he knows of that affair & whether he is acquainted with the Channel so well as to know that the Ships could have gone down to the place where She was ashore with that Wind or not And as you know the time Should be glad of your Opinion in Writing whether the Frigates could have got down that day or not – If Mr Vesey should Refuse to give Mr Lyon a true Account of that matter, I have Order'd him here to answer such Questions as is right, and you are to permit him to come accordingly I am Sir [&c.]

E H –

1. Hopkins Letter Book, 70, RIHS.
2. Vesey was serving as master in *Cabot*.

COMMODORE ESEK HOPKINS TO CAPTAIN ABRAHAM WHIPPLE,
CONTINENTAL NAVY FRIGATE *Providence*¹

Sir

Providence March 9th 1777 –

I receiv'd a Request from General [Joseph] Spencer to Stop any Intelligence from going to Newport by Water – these are therefore to direct that the Sloop *Providence* immediately go down and Anchor in some convenient place this Side of Conimicut point, and Stop all Boats or other Craft from passing without General Spencer's Order for it as late as this day – it will be best to make her Men up to about forty – You may go in her yourself or send Mr [Jonathan] Pitcher² to execute the above Orders – The Sloop will be as ready there as ever, to Act in Concert with the Fire Ship – Sir [&c.]

E H –

1. Hopkins Letter Book, 70, RIHS.
2. First Lieutenant of Continental frigate *Providence*.

COMMODORE ESEK HOPKINS TO CAPTAIN JOHN BURROUGHS HOPKINS,
CONTINENTAL NAVY FRIGATE *Warren*¹

Sir

Providence March 9th 1777

You are hereby Requested to order your Barge mann'd and Equip'd, and put a good Officer in her, and Order her to reconnoitre down the River as far as they can do it with Safety, and make his Rendezvous onboard the Sloop *Providence* whenever he thinks proper – She is to Stop any Boat or Craft that may be going down the River without General [Joseph] Spencer's Orders as late as this day – I am Sir [&c.]

E H –

1. Hopkins Letter Book, 71, RIHS.

DIARY OF DR. JAMES HUTCHINSON¹

[On board the Ship *Sally*]

9th [March, 1777]: The greatest part of last night we have had a breeze from the southwest, this morning the sea is as smooth as a mill pond, not a breath of air to be felt on the deck, our course being all becalmed, but what is very remarkable, there is a considerable breeze aloft, all our upper sails

being full and the vessel going three or two and a half knots thro the water, this is a phenomena that our Captain tells us he has never before met with; at 11 o'clock we saw land, this was a most pleasing sight to every soul on board and we congratulated each other on the occasion. we supposed it to be the southern cape of Virginia and if this should prove to be the case we are determined to go into Chesapeake Bay. At noon the weather being clear we had a good observation and ou[r] latitude was $37^{\circ}38'$ minutes, so that the land we first saw must have been Smith's Island² or near it; we therefore as the wind is fair and we have passed Virginia Bay mean to proceed for Cape Henlopen, we came nearer the land and kept in water between 8 and 10 fathoms deep; at one o'clock we saw a small sloop between us and the land. I asked the Captain permission to take a couple of the sailors and go in our yawl to her but he had suffered so much from his anxiety yesterday while our boat was gone on board the French brig that he was determined not to permit her to leave the ship again; we continued sailing along shore with a sweet gentle wind and a delightful smooth sea till evening when we saw a schooner which gave us chase; we however lost sight of her soon after dusk.

1. Miscellaneous Manuscript Collection, APS.

2. Off the eastern shore of Virginia just north of Cape Charles.

JOSEPH HEWES TO THOMAS BURKE¹

[Extract]

Dear Sir

Edenton 9th March 1777

I have just received a Letter from Mr [William] Hooper by which I have the pleasure to find you had got safe to Baltimore before he left it . . . I have been informed Three Prizes have lately Arrived at Newbern, one of them it seems was bound from London to St Augustine and being maned chiefly by New England Men, the Crew took the Vessel from the Captain and brought her in to this State, it is said she has a very Valuable Cargo on board, when she had got almost up to Newbern a little armed Vessel that was going out took possession of her and now Claims her as a Prize, Ought not these Americans who brought her in, have a large share, or must they be satisfied with regaining their Country & their Liberty and rest contented with the Character of Pirates which some persons have given them . . .

1. Thomas Burke Papers, NCDAH Transcript.

CAPTAIN SAMUEL CHAMPLIN, JR. TO NATHANIEL SHAW, JR.¹

Sir

Charleston South Carolina March the 9th 1777

it is with Satisfaction that I Can acquaint you of my arrivel here on the Eighth Instant . I have Done my utmost Endeavors for to get to the northward but it was not in my power the weather proved so Very Bad after I got as far to the nord as Hatterass I was obligd to Send of [stand off] as far as the Lattd of 28 and finally Got in here after being out thirty odd Days as the

Vessel provd Very leaky here I expect to over hawl my Vessel and proseed to the northward as fast as posible when it will be I Can not write you but I Shall mak all Dispatch in my Power for to get home.

I have taken the Ship *Mary* from St kitts bound for liverpool William Jones master² the Briggt *Athol* from Quebeck Bound for granada James waddee master the Schooner *two brothers* John Salter master from Ireland bound for Jamaca on the 22d of January we took the Brigt *Sally* from London Bound for Tobago Barry Hartwell master haveing a Cargo of Some Dry Goods and anumber of other articles to tead[i]ous to mention She was full of one article or another a fine Sailor with a good new Sute of Sailes I hope She will Get Saiffee into port.³

I was in at Suranam in January lay four or five Days but Could Get no liberty from the governour for nither wood nor water though wee Got Both by Stealth

Thomson p[h]ilips arrived whilst I was there from New London with a Cargo of horses. from [&c.]

Sam¹ Champlin Jr

1. Nathaniel and Thomas Shaw Letters and Papers, Portfolio 11, NLCHS. Champlin commanded the Connecticut privateer sloop *American Revenue*, twelve guns and 100 men, owned by Shaw.
2. *Mary* was taken November 21, 1776, and a number of the crew entered on board the privateer. The prize was sent into Bedford, and the prize crew made its way to New London, where, on March 17, 1777 they signed the following: "We the Subscribers (Seamen on board the Sloop *American Revenue*) do acknowledge to have Received of Nathaniel Shaw Junr the sum of One hundred Dollars each of us which is in full of our prize Money & in full of our Wages on board the Guinea Ship called the *Mary* commanded by Wm Jones & taken by sd Sloop *A. Revenue* Samel Champlen Master & in full of all Demands on any prize from sd Sloop this present Cruse," Nathaniel and Thomas Shaw Letters and Papers, Portfolio 11, NLCHS.
3. *Sally* was sent into North Carolina, Nathaniel and Thomas Shaw Letters and Papers, Portfolio 11, NLCHS.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS¹

(No 2:)

Sir

Antigua 9th March 1777.

I have received your (Secret and Confidential) Letter of the 4th December last. And in pursuance of their Lordships directions to give them the earliest information of what I may observe or learn concerning any Preparations making at the French Islands &ca I have thought it necessary to send home express His Majesty's Sloop *Hawke*.

At present the French have only three Frigates in these Seas, and I do not hear they have a greater force at St Domingo. But their Conduct in respect to the American Rebels, is now much more open and avowed than it was, as they not only suffer the American Privateers to refit at their Ports, but also to bring in their Prizes and dispose of them; which their Lordships will perceive (by the Correspondence between me and the Governors of Martinique and Guadalupe inclosed herewith and marked No 1 & 6.)² is

done; altho the French Governours assert to me; that they force them away from their Ports, this, however is only true, at the Principal Port at each Island; and they are suffered afterwards to go to other out Ports and Bays, at all their Islands where they Act as they please, and soon dispose of their Plunder; this the Governours say is done by Stealth and that they cannot prevent.

I have repeatedly acquainted their Lordships, that the American Armed Vessels and Privateers were received with every mark of Friendship, at all the French, Dutch and Danish Islands in these Seas, and are openly Cleaned, Refitted, and Supplied with every thing they can have occasion for: even to Men: it being matter of great notoriety that the American Privateers have not one third part of the Crews; their own Country Men; but are made up from all Nations; which they enter mostly at the Neutral Islands. I have every reason to beleive, that great Supplies of Naval Stores, Cloathing; Necessarys &c^a are daily sent from the French Islands to the Rebellious Colonies in America; by Vessels having French Papers; Navigated by French Men, and cleared out for St Pierres Miquelon Captain Hamond in the *Roebuck*, in his passage from the Delawar, on the 12th January last, stopped one of them from Guadalupe (so cleared and Navigated and brought her with him to this Island to be tryed, and notwithstanding it appeared, she was taken at no great distance from the American Coast, more than 11 Degrees of Longitude out of her Route, at a Season of the Year when it was impossible she could get to the Island Miquelon, and her Cargo consisting of no one Article, suitable to that place, but such as the American Rebels are in the greatest want of Vizt Salt, Molasses; Cordage, Canvass, coarse and fine Linnens Woolens &c^a;) yet has this Vessel under all these Suspicious Circumstances been acquitted by the Judge of the Admiralty of this Island as not being within the Limited distance of the American Coast! The Governor of Guadalupe wrote to me about this Vessel before she was tryed; formally demanding restitution of her and Cargo: the inclosed Papers marked No 3 & 4³ are his Letter and Copy of my Answer. There are two other Vessels (one a Frenchman the other a Qualified Dane) now for Tryal at this place; which were taken by Captain Elphinstone of the *Perseus* just going into Charles Town River, So Carolina: these I presume cannot escape Condemnation, as the plea of limited distance from the Coast cannot be set up in this case.

I must likewise acquaint their Lordships that the French do undoubtedly fit out Privateers for the American Rebels in Europe, as Cap[tain] Elphinstone of the *Perseus* has brought into Antigua a Retaken Ship c[alled] the *Mackarel* (a Hired Victualling Transport carrying Provisions to the King's Troops at New York.) that had been taken by a Privateer from Nantz called the *Notre Dame*; and the People found on board the *Mackarel* when she was Retaken by the *Perseus* were Nine French Men; and one American put on board as Prize Master, this being represented to me by the inclosed Letter, marked No 7: from Captain Elphinstone⁴ it appeared so very extraordinary

that I have sent them all to England in the *Hawk*, to be examined and dealt with as their Lordships may think proper. I am Sir [&c.]

Jam^s Young.

[Endorsed] 9 March 1777 Antigua Vice Adml Young (No 2) Rd 26
Apl 1777. (7 Inclosures)

1. PRO, Admiralty 1/309.
2. See Volume 7.
3. See Volume 7.
4. See Volume 7, 1281. *Notre Dame*, however, was not outfitted in France, but was a South Carolina state vessel which had been sent to France for supplies, and had added a number of Frenchmen to her crew for the homeward voyage.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS¹

No 3

Sir

Antigua 9th March 1777 -

I am to desire you will please to acquaint my Lords Commissioners of the Admiralty, that I have received your two Letters of the 14th November covering Intelligence from Lord George Germaine's Office: P Extracts of Letters his Lordship had received from Mr George Walker, and Lord Macartney.

In respect to the first That the American Rebels were meditating an Expedition against the Island of Barbadoes &ca I beg to assure their Lordships they may depend I will do every thing in my power to annoy the Enemy and prevent any Descent being made at that, or any other Island within my Command; however, I apprehend if such an Expedition was ever intended, it is laid aside for the present; and from the late success of the King's Forces about New York, I presume to hope the Rebels cannot soon attempt such an Enterprize; besides I flatter myself the Island of Barbado's is so well provided for Defence, as not to suffer such an Insult.

Lord Macartney's representation, that Grenada and the other Islands within his Government are much exposed to Insults from the Rebels Privateers is certainly true, but not more so than the other Ceded Islands of St Vincents; and Dominica; from whose Governors I have received Similar Complaints, however till the late Reinforcement (of three Sloops of War) arrived on the Station; it was not in my power to afford them more protection and defence than I did: since then I have made such farther disposition of the Squadron under my Command; as appeared to me most likely to give all the Islands on the Station the most equal protection.

I presume, Lord Macartney might easily Supply himself with any Number of Gun Carriages He had occasion for, great plenty of good Timber fit for such uses, growing at all the Ceded Islands. All the Islands except Barbado's (where I was only four days; and in that time received three Expresses to return back) have equal Cause to complain of my not Visiting them, however I presume their Lordships will readily perceive; The Kings Service required my presence and continuance at this place; besides, having so few Ships under my Command; I was obliged to make the *Portland* as much a Cruizing Ship, as any other on the Station, and only kept with me

(to prevent accidents of Fire &c) the Ship whose turn it was to Careen and Refit.

I have likewise received their Lordships Order of the 19th Octr last with Copies of the Danish Edict; and Dutch Proclamation to prevent carrying any Military or Naval Stores from their West India Islands to any of the Rebelious Colonies in America. I beg to inform their Lordships that well knowing such an illicit Traffick was Constantly carried on, both from the Dutch and Danish Islands (notwithstanding the orders and Directions of their Respective Masters to the Contrary; as well as my repeated representations to their Governors to put a Stop thereto) I have always kept and shall still continue to do so: some of His Majesty's Ships; Cruizing off the Islands St Eustatia, St Martins; St Bartholomew; St Croix and St Thomas; where they have taken (and afterwards condemned as Prize) a great Number of Vessels Trading with produce to and from the American Colonies; but they have not hitherto been able to take any with Military Stores: they being carried in small Armed Vessels like to Virginia Pilot Boats, which Sail much too fast to be caught by any of His Majesty's Ships under my Command.

The Papers inclosed marked No 1 to 9, are some intercepted Letters found on board a Retaken Ship called the *Marquis of Rockingham* from Bristol to Tortola taken by the *Sturdy Beggar* Rebel Privateer and Retaken by the *Perseus*² and on board a Lumber Ship called the *Raven* (taken by the *Portland*) by which their Lordships will perceive intimations are given of a Treaty Concluded between the French Court and the American Rebels and also hints of a Design formed between them to seize some of the West India Islands; how far this Intelligence is to be relied on I know not; But thus far I must take leave to assure their Lordships these Seas now Swarm with American Privateers; and several of them Vessels of Considerable force; which it is probable will do a great deal of Mischief unless I am enabled to send out more Cruizers to annoy them. I therefore hope their Lordships will think it necessary and with all possible Expedition Strongly to reinforce the Squadron under my Command and I must also intreat they will be pleased to Augment the Squadron with such Ships as will sail well, or they will otherwise have but little Chance of taking the Rebels Privateers, which in General sail very fast; and are kept clean by Refitting at the French, Dutch, and Danish Islands; I cannot omit mentioning to their Lordships that all the King's Ships at present under my Command sail very indifferently: But the *Hind* & *Shark* sail so exceeding bad that they are not of the least use upon the Station as Cruizers: I therefore intend to send them to lie as Guardships at some of the Principal Islands whilst the Crops are Loading, in order to prevent the Privateers cutting out their Trading Ships, which they appear to apprehend, and afterwards Order them to England with the Convoy; It would likewise be necessary that at least One Ship should be appointed to Convoy the Trade from each of the Islands to the place of General Rendezvous, but this Service their Lordships must perceive I cannot effect, the Islands being more in Number than the Ships employed under my Command.

I hope my Lords Commissioners will pardon my further representing to them; that I am firmly of opinion the Kings Service on this very extensive Station, cannot be effectually carried on (in the present State of matters) with less than fifteen sail of Ships and some of them to be Frigates of 28: and 32 Guns. I am Sir [&c.]

Jam^s Young

1. PRO, Admiralty 1/309.
2. See Volume 7, 1206.

“EXTRACT OF A LETTER FROM ON BOARD HIS MAJESTY’S
SHIP *Pearl*, DATED ANTIGUA MARCH 9”¹

Our ship has been detached with Captain Hammond [Andrew Snape Hamond], and his little squadron, to range the coast down as far as South Carolina, from whence we proceeded to this place to refit. Our first and most profitable station was off the Delaware, where we fell in with the *Lexington*, Capt. Hallock, of 16 guns, belonging to the Congress; but as it blowed extremely hard, we had only time to send the boat once on board, in consequence of which only eight men, and an officer, went from us, and as many of the *Lexington’s* returned; but in the night the Americans repossessed themselves of their vessel, and I suppose got safe to Philadelphia.

We also boarded a French vessel laden with powder and arms, which Captain Wilkinson released, notwithstanding she was within ten leagues of the land; a plain proof that the French assist the Americans, and what is yet a greater mortification, that we dare not prevent it.

1. *Morning Chronicle, and London Advertiser*, May 2, 1777.

CAPTAIN ARTHUR McLELLAN TO THE MASSACHUSETTS BOARD OF WAR¹

Point peter [Pointe-à-Pitre, Guadeloupe] 9th March 1777
Gentlemen I take this oppertunity of Wrighting to Let you know of my Alivel [arrival] here. I arivd here the 8th feby times was Very dull Here when I Arrivd and Remain So Still I Sold my Lumber for 210 Livers and fish for 33/ thier is 5 Livers pr Ct Duties out of that: Warlike Stores is Very Scarse Except powder Small arms from 50 Livers to 100/ and Scarsely Aney to be Had Rushey [Russian] Duck 140/ Livers Ravens duck None to be Had Cordidge 66/ Lirs

thier is No prospect at present of Selling My Vesel Neither Can I purchase any Salt at present therefore I Shall Be obligd to Ballase with Sand I Shall have My Goods Ready to Ship in 8 or 9 day I Expect to Sail for home By the 18 day of this Month I have Nothing Remarkable to wright At present it dangerous wrighting at this time the Crusers is Very plenty among the Islands I Am with Respect [&c.]

Arthur McLellan

1. *Mass. Arch.*, vol. 152, 97, Board of War Letters, 1776–1777.

10 Mar.

JOURNAL OF H.M.S. *Milford*, CAPTAIN ANDREW BARKLEY ¹

March [1777] Do [Halifax Lighthouse] N46.46Wt 49 Leags
 Sunday. 9 Light Airs & foggy at 5 P M Saw the Land from NNE to
 NNW ½ past saw a sail to the No standing to the Wt
 ward Do gave Chase
 Monday. 10 at 9 A M Brot too the Chase She provd to be a Schooner
 Belonging to Salem from Cape Nichola Mould (Hispania-
 ola) Laden with Molasses ² Bore away for port Rosoway
 the prize in Compy
 Fresh Breezes & thick hazy Wr turning into Port Rosoway
 Harbour at 4 Anchoed with the small Br in 5½ fms
 water Veerd to a whole Cable

1. PRO, Admiralty 51/607.

2. *Two Sisters*, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.WILLIAM PENNOCK TO ELIAS HASKET DERBY ¹

[Extract]

Portsmouth March 10th 1777

The Court meets next Wednesday when it is generally thought the Embargo will be taken of[f] was we going to return I think we might get Liberty there is a Brigt Arriv'd here last Saturday from Cape Francois wh says Marketts in general was but indifferent Fish 30/ that the French sent all his Cargo down to Jamaica where every thing was very high he says that there had been a Privateer fitted out there with an American Capt & Commission & had brot in A Jamaica Man & Condemn'd her & that one Capt Prince had gon in the North Side of Jamaica & cut out a Ship, Schooner, & Sloop which had set the Island in an U[p]roar . . .

1. Derby Family Papers, Vol. 21, EI.

JOHN BRADFORD TO THE MASSACHUSETTS COUNCIL ¹

To the Honble the Council of the Massachusetts State

The petition of John Bradford humbly Sheweth, that the petitioner, as Continental Agent, has Fitted the Schooner *Lee* with fifty men – and ten Carrage Guns, for a Cruise Against the Enemy; and that Captain John Skimmer has the Command of her, But the *Lee* being Lately Commanded by Capt Daniel Waters, who has given her up, the petitioner prays the Honble Board to Grant a Commissn to John Skimmer for Said Vessel, and the petitioner As in duty Bound will every pray, &ca

Jn^o Bradford Con. Agt

[Endorsed] In Council March 10, 1777 Read & Order'd that the Prayer of the above Petition be granted & that a Commission be issued out to John

Skimmer as Commander of the above Vessel called the *Lee* he giving Bond agreeable to the Resolves of Congress

Jn^o Avery Dpy Scy

Boston 10th March 1777

1. Mass. Arch., vol. 166, 327.

Boston Gazette, MONDAY, MARCH 10, 1777

Boston, March 10.

The prize ship *Venus*, from Jamaica, laden with rum, sugar, cotton, &c. taken by Capt. Pierce in a Providence privateer, was unfortunately cast away lately on Great Trip, Nantucket shoals: and the people, twenty-one in number, providentially saved their lives by taking to the boat.

We have authority to assure the public, that by some late arrivals from France, we have the strongest assurances of being supplied with all sorts of warlike and other stores, and that our vessels shall be protected clear of their ports.

New-York Gazette, MONDAY, MARCH 10, 1777

New-York, March 10.

A Rebel Privateer Schooner, of 10 Guns, and 45 Men, has been brought in here since our last, by his Majesty's Ship the *Amazon*, Maximilian Jacobs, Esq; Commander: She was taken in the Sound dogging some Transports bound to the Eastward.

DIARY OF DR. JAMES HUTCHINSON ¹

[On board the Ship *Sally*]

10th [March, 1777]: We kept during last night in shoal water, constantly heaving the lead and seldom finding more than 8 or 9 fathom, sailing about 2 or 3 mile an hour, the water very smooth, our upper sails drawing but our lower ones becalmed. In the morning the land appeared to be 6 or 8 mile off; about nine o'clock we perceived a little behind us a schooner which soon gave us chase. We crowded all our ragged sails to avoid her, but she gained on us fast, and soon came so near that we could perceive her to be using oars; we therefore were convinced she could overtake us. The captain applied to us for advice. I proposed making directly for land and running our vessel on ground, hoping thereby to save our cargo; he agreed with my plan and stood directly for shore, the schooner perceived our intention and soon got between us and the land; I however advised the Captain to keep on; about 11 o'clock she gave us a shot, we did not mind this, she however soon repeated it several times and some of the shot struck very near our ship, we still stood on, till a few minutes after perceiving a Continental Ensign at the topmost head of the schooner, we threw our topsails aback and awaited her approach; she soon came within hail, when we were ordered to strike to the American flag, we answered we were Americans; the Captain then hoisted out his boat and came on board our ship, the schooner proved

to be the *Wasp*,² commanded by John Baldwin, a gentleman I had formerly been acquainted with; I welcomed him on board and enquired the news; he in a general way gave me an account of the melancholy state of our country acquainting us with every remarkable event that had occurred since the 26th of October to the present time and appeared much surprised that we had escaped capture, as he informed us there were numbers of cruisers along the coast, that he believed there were at this time ships of War in the Bay, and that he was stationed between the Capes of Delaware and Chesapeake to look out for vessels and give intelligence; his schooner sailing so remarkably fast that he was under no apprehension of being taken; we informed him of our want of provisions and he immediately sent a supply on board, the sailors eating so voraciously that I was obliged to request the captain to use his authority in restraining them being fearful they would injure their health; we had this day by Captain Baldwin's assistance a dinner of French Pork and Turnips, a meat tongue and potatoes with a Plum Pudding; we had a great plenty of wine in our own vessel, two casks of claret having as yet not been broached, we therefore dined sumptuously and with a most excellent appetite; not partaking of a sufficient dinner in point of quantity nor a good one with respect to quality since the latter end of January.

After we had dined we consulted what was most proper to be done to save our ship and cargo and determined that if the wind should continue as it now is being southerly it would be proper for Captain Rawlins [Thomas Rawlings] to go past our Capes and carry his ship to Egg Harbour, on the other hand should the wind come round, we thought it would be most prudent for him to proceed to Chincoteague; to enable our people to execute these resolutions, Captain Baldwin put his first lieutenant and two of his best seamen on board our ship, and as I had dispatches of importance from Dr. Franklin and others in France, he proposed taking me on board the *Wasp* and landing me at the first convenient place that I might proceed to Philadelphia express; I approved this plan and prepared for going on board the *Wasp*; Dr. [Hugh] Williamson determined to accompany me. I wished to take all my things on shore as from the account Captain Baldwin gave me I found they would produce me very great profits, sufficient to repay all my expenses in Europe, but he dissuaded me from this and advised me to take nothing on shore but such things as I could carry to Philadelphia on horseback, as he informed me it would cost sixty or seventy pounds to carry all my goods to Philadelphia by land; and there would be no possibility of taking them by water while the men of War remained in the Bay. With regard to our ship, he assured me it would be almost impossible she should be taken if the Captain followed his directions as he could with the present wind arrive safe in Egg Harbour in 16 or 18 hours, and should the wind change and come to the northward, she might run to Chincoteague in a less time; and should the worst happen they could always keep the shore on board and strand the vessel should there be occasion, the Lieutenant knowing the proper place to do this with safety; he further said he meant to stay by our ship till

he found a convenient place to land us, and after he had done that, to follow her and assist in taking care of our cargo; We took leave of our Captain and vessel, conjuring him to pursue Captain Baldwin's advice with great exactness.

About 4 o'clock I got on board the *Wasp* with all my letters, papers, etc., and a small trunk containing a few of my clothes, having left on board the ship two boxes of medicine, two chests of goods, one chest containing the principal part of my clothes, and all my medical manuscripts, a box of books, a case containing a number of surgical instruments, besides a number of baskets of prunes, a number of magazines, reviews, political pamphlets, some belonging to myself and some entrusted to my care for others, with several other things of less consequence. The weather became so foggy this afternoon that the Captain durst not venture to land us as he could not see the land distinctly; we therefore remained on board the *Wasp*; she had lately been in a very severe engagement with a transport, her sails were full of bullet holes, there being 56 in the first reef of the mainsail;³ she had 10 carriage guns, a great number of swivels and twenty two men.

1. Miscellaneous Manuscript Collection, APS.

2. Continental Navy schooner.

3. This engagement could have been with the ship *Worcester*, Bentley, master, from Jamaica, which arrived at Liverpool late in April, 1777. Her master reported having beaten "off a Privateer of twelve Guns in Lat. 37;" *Public Advertiser*, London, April 29, 1777.

PAROLE OF JAMES SCOTT¹

Baltimore March 10th 1777

I do hereby pledge my Honr to George Cook Esqr Commandr of the ship of war *Defence* of Maryland that I will (after having Obtained Leave of Congress) proceed to New York, and there Endeavour to be exchanged for Dennis Larkin Formerly belonging to said ship and that in case such Exchange cannot be Effected that I will Immediately return to this place to be disposed of as the Legislative power in the State of Maryland shall direct

James Scott

This is to Certify that James Scott of the Snow *Georgia*, was taken by the ship of war *Defence* belonging to the State of Maryland the 5th day of October 1777 [*sic*] – that the said James Scott do pass unmolested from this to philadelphia and no farther without Leave from the honl Congress – given on bord the ship *Defence* the 10th day of March 1777

Geor[g]e Cook

P S The above named Jas Scott was in the merchant service and is sent on his parole of honr

George Cook

James Scott for Dennis Larkin – Capt Thos Bolton for Wm Carter – Henry Jervis for Jas Cadery – Wm Lions for Alexr Stanton – Doctr Jno Lebessuis for one of Equal rank

1. Executive Papers, Box 2, 165b, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Monday 10th March 1777. –

Ordered that Mr William Holt deliver unto Lieut James Gray five Gallons of Linseed Oil for the use of the Brig *Raleigh*. –

Ordered that a Warrant Issue to Christopher Cully for One hundred and sixty five pounds the Ballance of his Account for Building a large flat bottom Boat and bringing the same from East River to the Capitol Landing –

Ordered that a Warrant Issue to John Beckley for the use of John Hutchings for Forty pounds upon Account for his Attendance as a Commissioner of the Navy. –

1. Navy Board Journal, 187, VSL.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS ¹

(No 4:)

Sir

Antigua 10th March 1777

In addition to the sundry Dispatches now forwarded you Express by His Majesty's Sloop *Hawke*: I am also to desire you will please to acquaint my Lords Commissioners of the Admiralty that Mr Henry Topham the Naval Storekeeper of Antigua Yard returned here from his leave of Absence the 3d February last, and immediately resumed his Employment.

The same day came into English Harbour the Ship *Morant* Samuel Carter Master, with Naval Stores for Antigua Yard, which has since been delivered. – The 11th February arrived here the Ordnance Store Ship *Lord Amherst*: which having delivered the Ordnance Stores intended for this Yard, to Mr Alsop the Ordnance Storekeeper, proceeded the 27th February to Jamaica.

Captain Thomas Wilkinson of His Majesty's Ship *Pearl* Departed this Life at English Harbour the 13th February last; and in consequence thereof, I gave the Honble Captain Geo: Keith Elphinstone, an Order to Command the *Pearl*, The Honble Captain Charles Phipps an Order to Command the *Perseus*, and I have appointed Mr John Linzee Commander of the *Falcon* to be Captain of His Majesty's Ship *Camilla*. The Honble Thomas Windsor first Lieutenant of His Majesty's Ship *Portland* to be Commander of His Majesty's Sloop *Falcon*; I have likewise appointed Lieutent William Young to be first Lieutenant of the *Portland*; Lieutenant William Swiney to be second Lieutenant of the *Portland*; Lieutenant Billy Douglas from the *Hind*, to Command the Armed Brigantine *Antigua*: and have appointed Mr George Edwards from the *Roebuck* to be Lieutenant of the *Hind*: which appointments I hope their Lordships will approve.

I shall use the utmost dispatch in my power to forward and send back the Ships belonging to Lord Howe's Squadron that have come here to Clean and Refit; The *Roebuck* and *Pearl* have been hove down: and together with the *Perseus* and *Mermaid* will be ready to return to the Coast of America in three or four days: The *Falcon* is along side the Wharf preparing to Careen and the *Flora*, and *Camilla*, for the greater Expedition will get a good Parliament Heel; and Supplies of such Stores as they may want.

Captain Thomas Coleman of the Marines having been very much indisposed at the Naval Hospital here for some time past, the Surgeons of the Hospital and of the *Portland* represented to me it would be necessary for his recovery that he should be sent to England: I have therefore given Captain Coleman Permission to come to England in His Majesty's Ship *Hawke* and being informed Mr William Conyers is made a Captain Lieutenant of Marines I have ordered Him to be entered on the *Portlands* Books as Captain Lieutenant and do Duty as such.

The Inclosures herewith Marked No 1: 2: 3: 4 and 5. are the Account of the Appointment and removal of Officers between the 1st October 1776 and the 10th March 1777 a List of Prizes taken since the last Account forwarded the 9th December 1776. Copies and Abstracts of Orders given to His Majesty's Ships on their several Cruizing Stations. State and Condition: and the Disposition of the Squadron under my Command which You will be pleased likewise to Communicate to their Lordships. I am Sir [&c.]

Jam^s Young.

[Endorsed] 10 March 1777 Antigua Vice Adml Young (No 4) Rd 26
Apl 1777

I. PRO, Admiralty 1/309.

“DISPOSITION OF HIS MAJESTY'S SHIPS AND VESSELS UNDER THE COMMAND OF
VICE ADMIRAL YOUNG AT BARBADO'S, AND THE LEEWARD ISLANDS,
THE 10TH MARCH 1777.”¹

Ships.	Commanders.	Where Stationed &ca
<i>Portland</i>	V. Adml Young Captn T. Dumaresq	Sailed the 1st Feby to Old Road St Christophers to Compleat her Water; and that Service being performed; Ordered to Cruize in the Latitude 20° North, and Longitude from 58° to 61° West; to continue on this Service till the 10th day of March, then call at Prince Ruperts Bay Dominica to compleat her Wood and Water, afterwards to return to English harbour Antigua. Vide Copy of the Order mark'd No [blank]
<i>Seaford.</i>	Jno Colpoys.	Sailed the 17th Feby on a Cruize between the Latitude of 13° and 15th North; and Longitude 57° and 60° West; to continue on this Service till the 15th March, then to proceed to Carlisle Bay, Barbados; and wait the Arrival of the Feby Packet from Eng-

		land, and receive from her what Letters she may bring for me and the Officers of the Squadron; and then immediately return to English harbour Antigua. —
<i>Hind.</i>	Hy Bryne.	Ordered 13th Feby to proceed and Cruize among the Leeward Charibbe Islands &c; to continue on this Service till the 20th March, and then return to English harbour Antigua.—
<i>Beaver.</i>	Jas Jones.	Sailed the 9th Feby on a Cruize among the Leeward Charibbe Islands &c; to remain on this Station 'till the expiration of six Weeks and then return to English harbour Antigua.—
<i>Shark.</i>	Jno Chapman	In English harbour, Antigua —
<i>Hawke</i>	Robt P. Cooper.	In English harbour, Antigua; ready to Sail express to England. —
<i>Favorite</i>	Willm Fooks	Ordered 3d Feby to proceed on a Cruize; ranging along the Island Grenada, the Grenadines, and St Vincent; to remain on this Service till further Order. —
<i>Fly.</i>	Edwd Garner.	Ordered 25th Feby to Cruize from the Island Barbuda, to the South end of Martinico, from 20 to 30 Leagues off the Land; to continue on this Service 'till the 7th April next, and then return to English harbour Antigua. —
<i>Pelican Arm'd Brig.</i>	Lieut J. P. Ardesoif	Ordered 4th Feby to proceed after Captain Willm Fooks of his Majesty's Sloop <i>Favorite</i> , and put himself under his Command.
<i>Endeavour Arm'd Brig.</i>	Lt Fras Tinsley	Sailed the 6th Instant in Company to Prince Ruperts Bay Dominica to compleat their Wood and Water, and as soon as that Service is performed, to proceed and Cruize between the Latitudes of 18° and 21° North; and Longitude 59° & 61° West, to continue on this Station till the 5th April next; then return to English harbour, Antigua. —
<i>Antigua Arm'd Brig</i>	Lt. Wm. Swiney	

Ships.	Commanders.	Where Stationed &ca
<u>Ships belonging to Vice Admiral Lord Howe's Squadron.</u>		
<i>Flora.</i>	J. Brisbane.	In English harbour; Overhauling her Rigging, Caulking &ca —
<i>Mermaid</i>	Jas Hawker	In English harbour; fitting for Sea, having had a new Bowspreet former being sprung. —
<i>Roebuck</i>	A. S. Hamond	In English harbour; Refitting after being Careened. —
<i>Pearl.</i>	Honble G. K. Elphinstone.	In English harbour; Refitting after being Careened. —
<i>Perseus.</i>	Honble Chas Phipps	Ordered the 22d Feby on a Cruize, among the Leeward Charibbe Islands &ca to continue on this Service till the 8th March, then return to English harbour Antigua. —
<i>Camilla.</i>	J. Linzee	In English harbour; Overhauling her Rigging, Caulking, & compleating her Stores. —
<i>Falcon</i>	Honble Thos Windsor	In English harbour; preparing to Careen. —

Jam^s Young.

[Endorsed] In Adml Young's Letter No 4

1. PRO, Admiralty 1/309.

VICE ADMIRAL JAMES YOUNG'S REPORT ON CRUIZING VESSELS¹

Arrangement of the Cruizers

[Antigua, March 10, 1777]

<i>Favorite Pelican</i> } —	Cruizing off Grenada, the Grenadines & St Vincents.
<i>Seaford</i> —	On a Cruize to Windward of the Islands in the Latitude 13° & 15° North, and Longitude from 57° to 60° West.
<i>Fly</i>	On a Cruize from the East end of Barbuda, to the South end of Martinique
<i>Portland</i> —	On a Cruize to Windward of the Islands in the Latitude 20 North and Longde 58° to 61° West.
<i>Endeavour Antigua.</i> } —	Cruizing between the Latde 18° & 21° North, Longde 59° & 61° Wt
<i>Hind.</i> — } <i>Beaver</i> — }	Cruizing off St Eustatia & among the Leeward Charibbean and Vergin Islands —

J Y

1. PRO, Admiralty 1/309. Enclosed in Young's letter No. 4 to Philip Stephens, dated March 10, 1777.

“EXTRACT OF A LETTER FROM A GENTLEMAN AT ST. LUCIA, TO A MERCHANT
IN THIS TOWN [LONDON], DATED MARCH 10, 1777.”¹

There are a number of privateers in these seas. Under is a list of what have been here and at Martinique the last fifteen days, and there are more fitting out. The Congress Agents have blank commissions out, which they fill up and are very liberal of. Prizes are carried into the French Ports and openly sold. The *Mary*, belonging to your town, with her Slaves, was sold in the Bay I am now in. She was taken by *Puissance*, owned by a Mr. Bigora [Pierre Begozzat], a Merchant in Martinique.

	Guns.	Men.
A snow, name unknown	16	150
Brig <i>Tyrannicide</i>	14	100
Ditto <i>Sturdy Beggar</i>	14	110
Ditto name unknown, Whitlesey, Master	14	100
Schooner <i>Rattle-snake</i>	18	150
Ditto <i>Spitfire</i>	16	120
Sloop armed by a house in Martinique	12	90
Ditto <i>Puissance</i>	10	70
Ditto <i>Baltimore</i>	8	50
Small Schooner armed in Martinique	4	40

1. *Lloyd's Evening Post, and British Chronicle*, London, June 2 to June 4, 1777.

11 Mar.

JOHN LANGDON TO RICHARD PETERS¹

Portsmo March 11th 1777

Your favo'r of the 16th Jany. is Just come to hand, Directg a Return of Military and ordinance Stores to the Honbl Board of war, to which I answer the whole of Stores which came from france in the Brig *Marquis of Kildare*, w[e]re sent to Ticonderoga P order of the Honbl Marine Committee, excepting the Powder, Some few Arms, Lead &c which was orderd for the use of the Continental Ships here – I was orderd to Send Eight Tons of Lead to Ticonderoga, Since which, at the Request of the Assembly have Spared this State abt fifteen hundrd waight – have now on hand abt twenty five hundred waight Lead great part of which shall want for the ships now buildg – also abt thirty Barrells of Crude Sulpher, Bro't from the West indies, which unfit for use, till it's fluxed, Iv'e sent one Barrell to the powder mill, to try what can be done with it as it can't be used in its present state. – Iv'e no other Stores of any kind in my hand belongg to the Continent, except what is appropriated to the Deffirant ships use – with all due Respect [&c.]

John Langdon

Richard Peters Esqr

Secretary to the Honbl Board of War

P Post Baltimore

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

"AN ACCOUNT OF SHIPS AND VESSELS TAKEN AS PRIZE OF WAR, BY HIS
YOUNG AT BARBADO'S, AND THE LEEWARD ISLANDS AND IN THE SEAS
DECEMR 1776, AND THE

By what Ship taken	When taken.	Where taken.	Name of the		To what Nation or Province belongg	Sort of Vessel
			Vessell.	Master.		
<i>Unicorn</i>	24th Novr 1776.	Off Boston Bay	<i>Lively.</i>	Jonn Parsons	Newberry	Sloop
<i>Seaford</i>	15 Decr 76	Off St Eustatia	<i>Driver</i>	Guy Greenough	America	Schooner
<i>Hind.</i>	22d Decr 76.	Off Deseada	<i>Hope.</i>	Willm Ross.	Massachusets	Schooner
pr Tender <i>Roebuck</i> <i>Milford.</i>	15th Decr 76		<i>Pidgeon</i> <i>John</i>	Smith Jno Watkins		Sloop Ship
<i>Portland.</i>	1st Jany 1777	Off Bonnaire	<i>Three Friends</i>	J. Dickeson	So Carolina	Schooner
<i>Portland</i>	15th Jany 1777	At Sea.	<i>Prince Frederick</i>	Saml McLellan	St Croix	Brig
<i>Roebuck</i>	10th Jany 1777	"	<i>Peggy.</i>	Alexr Thompson	Philadelphia	Sloop
<i>Roebuck</i>	11th Jany 1777	"	<i>Adventure</i>	Lace Sandford	Virginia	Brig
<i>Roebuck</i>	12th Jany	"	<i>Felicity</i>	Vinct Simcone	Guadelupe	Brig
<i>Pearl &</i> <i>Perseus</i> <i>Perseus</i>	7th Jany 1777	At Sea	<i>Little John</i> <i>Speedwell</i>	Willm Smith Jno Hazard		Schooner Sloop
<i>Pearl</i> <i>Hind</i>	14th Jany 1777	Off St Eustatia	<i>Betsy</i> <i>Jane</i>	Jno Monlose	St Kitts	Schooner
pr Tender <i>Pelican</i>	23d Jany 1777	Off Dominica	<i>St Guillaume</i>	Pr Davide	St Domingo	Sloop
<i>Hawke</i>	21st Jany 1777	Off Martinico	<i>Elizabeth</i>	J. Bankson Prize Master	St Kitts	Schooner
<i>Beaver</i>	4th Feby 1777		<i>Freedom</i>	Josh Hudson		Brig
<i>Falcon</i> <i>Hawke</i> <i>Hawke</i>	3d Feby 1777	Off St Lucia Off Martinique	<i>Seaflower</i> <i>Batchellor</i> <i>Penguin</i>	Thos Croker Willm Gray John Carne Prize Master	Massachusets Tingmouth Devonre	Schooner Ship Brig
<i>Hind</i>	23d Janry 1777	Off St Eustatia	<i>Salt River Packet</i>	J. Spencer	St Croix	Sloop
pr Tender <i>Hind</i>	1st Feby 1777	"	<i>Hope.</i>	Arno. Renon	Martinique	Sloop
pr Tender <i>Hind</i>	1st Feby 1777	"	<i>Two Sisters</i>	Nl Pendleton	Baltimore	Schooner
pr Tender <i>Hind</i>	3d Feby 1777	"	<i>Sally</i>	Jno Davis	Newberry	Brig
pr Tender <i>Seaford</i> <i>Perseus.</i>	12 Jany 1777	off Deseada At Sea.	<i>John.</i> <i>Thomas.</i>	John Cockran T Nicholson		Sloop Snow
<i>Perseus.</i>	25 Jany 1777	"	<i>Adventure.</i>	Thos Newell	St Thomas'	Sloop
<i>Perseus.</i>	8th Feby 1777		<i>Mackarel.</i>			Ship
<i>Perseus.</i>	13th Feby 1777		<i>Marquis of Rock-</i> <i>ingham</i>	I. Pocock	Bristol	Ship
<i>Perseus.</i>	20th Feby 1777		<i>Adventure</i>	Willm Coffin	Massachusets	Snow
<i>Mermaid</i>	8th Jany 1777		<i>Dartmouth</i>	Jas Littlefield		Sloop
<i>Portland</i>	16th Feby 1777	At Sea.	<i>Raven</i>	Josh Stackpole	Massachusets	Ship
<i>Portland</i>	24th Feby 1777	"	<i>Perseverance</i>	Thos Parker	Bermudas	Sloop
<i>Perseus.</i>			<i>Ranger</i>	Willm Davis	Antigua	Schooner

1. PRO, Admiralty 1/309. Enclosed in Admiral Young's letter No. 4 to Philip Stephens, March 10.

MAJESTY'S SHIPS AND VESSELS, UNDER THE COMMAND OF VICE ADMIRAL
ADJACENT; BETWEEN THE LAST ACCOUNT TRANSMITTED THE 9TH
10TH MARCH 1777" 1

From whence.	When last Sailed.	Where bound.	Lading.	No of			If any Ships of War in Company when Taken her Name &c	To what Port sent to be Tried	Whether Condemned or Acquitted.
				Tons.	Men.	Guns.			
Philadelphia	2d Novr 1776.	Newberry	Flour, Iron &ca	40	6		None	Antigua	Condemned
Philadelphia	23d Novr 76	St Eustatia	Flour & Bread	80	6		"	St Kitts	Condemned
							"	Antigua	Condemned
							"	"	Condemned
							"	"	A Retaken Vessel
So Carolina.	29th Novr 1776.	Curacoa	Rice & Indigo	30	7		"	"	Condemned
St Croix.	12th Jany 1777	St Piers	Salt dry Goods &ca	100	8		"	"	Condemned
		Nfld					"	"	Condemned
Georgia		Philadel- phia	Rice Indigo and Leather.	20	6		"	"	Condemned
Guadelupe.		Virginia	Powder & Sail cloth	110	9		"	"	Condemned
Guadelupe		Miquelon	Molasses Wine Cordage &ca	140	13		"	"	Acquitted
							"	"	A Retaken Vessel
Georgia.		Philadel- phia	Rice Indigo &ca	35	4		"	"	Condemned
St Eustatia	14th Jany 1777	St Kitts	Flour	15	4		"	St Kitts	
Said to be from St Domingo		Martinico	Guns & other Warlike Stores.	100	24	13	"	Dominica	
Isle of Wight	10th Novemr 1776	For a Mar- ket	Flour, Bread &c	70	7		"	"	A Retaken Vessel
							"	Antigua	Condemned
							"	"	Droits of Admty
							"	"	Condemned
Newberry Tingmouth	15th Jany 1777 8th Marh 1776.	Martinique St Lucia	Lumber Fish	200 60	9 6		"	Dominica	Condemned A Retaken Vessel
St Croix	20 Jany 1777	St Eustatia	Rice & Hides	25	8	"	None	St Chris- tophers	
Martinique	30 Jany 1777	St Eustatia	Ballast	30	8	"	"	"	
Baltimore	6th Jany 1777	St Eustatia	Flour & Bread	30	6	"	"	"	
Newberry	13th Jany 1777	St Eustatia	Lumber & Fish	100	7	"	"	"	
							"	Antigua	
Jamaica		Bristol	Logwood Fustic &ca	72	14	6	"	St Croix	A Retaken Vessel
St Thomas'			Wine dry Goods &ca	60	7	"	"	Antigua	A Retaken Vessel
Cork		New York	Provisions				"	"	A Retaken Vessel
Bristol		St Kitts	Dry Goods				"	"	
Newberry		St Eustatia	Lumber	170	10	"	"	"	
Newberry		Martinique	Lumber	280	8	"	"	"	
South Caro- lina		St Eustatia	Rice	50	5	"	"	"	

Jam^s Young.

JONATHAN GLOVER TO THE MASSACHUSETTS BOARD OF WAR ¹

Gentlemen

Marblehead March 11 1777

The Barer Mr Glover I have Sent on purpose for a Number of Articles I am in want off, to dispatch your Vessels (that I am Loading,) & for the Ship that is to be Calked & graved Eight or ten Barrills of Tar Six Ditto of pitch & five of Turpintime, three pe[ices] of ozenbriges or Ticklinburgs, 6 lb Twine to Make Small Sails for the Schrs one Hundred & Twenty fathoms of Shrowd hawser of Six Inches for Shrowds & Squaresail horses five or Six Coils of Small Cordage three Ditto of Spun y[ar]n one Coil of head Rope for the Small sales –

Provisions for the Severil Vessels, Schr *Franklin* Saml Green for the Westindis 2 bbs pork 3 Ditto Beef 500 lb Bread Schr *Woodbridge* Saml Dugard for Bilbao 3 Barrels pork 5 Ditto of Beef 800 lb Bread 1 bb flower. the Schr *Salsbury* Bartho Jackson for Bilbao 3 bbs pork, 5 Ditto of Beef & 800 lb Bread & 1 bb flower Schr *two Brothers* the Master Not known 3 bbs pork 5 Ditto of Beef & 800 lb Bread 1 bb flower 1 Cask of Rice to be divided amongst them –

Incloused is a Memorandum of Small artcils that is wanted for the Vessels, which please to Send as they are Not to be had hear, I Saw Capt [George] Williams at Salem & he has furnished Me with pees, potatoes we Can get hear, pray Send the above articles dow[n] Immediatly as the Vessells Cannot be dispatchd With out them – I am Gentlemen [&c.]

Jon^a Glover

1. Mass. Arch., vol. 152, 100, Board of War Letters, 1776–1777.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

[Boston] 11th March 1777 [A M]

Order'd The Comy deliver Capt Harreden [Jonathan Haraden] the Medicine Chest belonging to Brig *Tyrannicide* –

Voted The Ship at portsmo purchas'd of Mr Dennie be called *Bunker Hill* –
P M

Order'd That Richard Skillings Bill for Block work &c for Brig *Tyrannicide* £5. .7. .4 be paid & his Bill for cutting Mortices &c for Brig *Massachusetts* 13/ be paid –

1. Mass. Arch., vol. 148, 198, 199.

SHIPPING ARTICLES OF THE MASSACHUSETTS SCHOONER *Boston* ¹

It is agreed between the Master seamen and Mariners of the Schooner *Boston* Arthur Mclelen Master now bound from Newbury Port in the State of the Massachusetts Bay to the West Indies and from thence to Newbury Port aforesaid the place of discharge –

That in consideration of the monthly wages against each respective Seaman and Mariners Name hereunder set, That they do and will perform the above mentioned Voyage and the said Master doth hereby agree with and

hire the said seamen and Mariners for the said Voyage at such Monthly wages to be paid pursuant to the Laws of the State aforesaid, and the seamen and Mariners do hereby promise and oblige themselves to do their duty and obey the Lawful Commands of their Officers onboard the said Schooner or the Boats thereto belonging as becomes good and faithfull seamen and Mariners and to do their best Endeavours for the preservation of the said Schooner and Cargoe and do not neglect or Refuse doing their duty by Day or by Night nor go out of said Schooner on any pretence whatever without Leave of the Commanding Officer on Board; that in default there of they will be Liable to forfeit and Lose the whole of their wages together with every their goods Chattels &c on board renouncing by these presents, all Title Right Demand and pretention thereunto forever – And its further agreed by both parties that each and every Lawful Command which the said master shall think Necessary hereafter to issue for the effectual Government of the said Vessel suppressing immorality and vice of all kinds be strictly complied with under penalty of the Person or Persons disobeying, forfeiting his or their whole wages – That for the due performance of the abovementioned Agreement we have set our Hands the month & day against our names affixed and in the year of our Lord 1776 –

Time of Entry	Men's Names	Quality	Advance wages	Wages pr Month
4 december 1776	Arthur McLellan	Master	6..0..0	6..0..0
	Ls Sampson	Mate	6..0..0	6..0..0
	James Clark	Semen	5..8..0	5..8..0
	Nath Bayley			4.16..0
	Simon Knight			4.16..0
Decemr 26 –	Toby Fileen			4.16..0
Jany 6. 1777	Richard Miller		4.16..0	4.16..0
Jany 8 1777	R Stanford	Seman	5..8..0	5..8..0
March 11. 1777	Isaac Lane			4.16..0
	Richard Smith	shpt Jany 1 disd 4 March	red advance	4.16..0

discharged the Cargo 4 March 1777 the wages to be paid to sd day –
The Capt is paid – it was paid to Capt Sargeant of Cape Ann.

I. Mass. Arch., vol. 292, 110–11.

OLIVER WOLCOTT TO JOSHUA HUNTINGTON ¹

[Extract]

Philadelphia 11 March 1777

. . . As to the Draught or Description of the Frigate which you are to Build, it has of late been neglected to be sent, the Committee have left it to the Discretion and Emulation of those employed in the several States to Rival each other in the Perfection of Building. But I shall endeavour to send (or procure it to be done, by the Board of Assistants to the Marine

Department who act under the Direction of the Marine Board) such Draughts as may be proper. Wishing of you Sir, success and much Honour to yourself in the Conduct of your Business . . .

1. "Huntington Papers," *Collections of the Connecticut Historical Society*, XX, 56.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

[Philadelphia] Navy Board March 11th 1777 –

An Order on Wm Webb to Commodore Seymoure [Thomas Seymour], for £350.

It is determined that James McKnight be appointed 1st Lieutenant of the Fire Ship *Strumbello*.

Captain John Brice of the Fire Sloop, to be removed to the Command of the Fire Brig *Vulcano*.

An Order on William Richards to Capt [John] Rice for Sundries for the use of the Galley *Convention*, to pay her Bottom.

An Order on William Richards for four Oars for the yawl kept by Thos Marl for taking care of the chain.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

ADVERTISEMENT FOR A DESERTER FROM THE PENNSYLVANIA NAVY ARMED SCHOONER *Delaware* ¹

Philadelphia, March 11, 1777.

Deserted from the armed schooner *Delaware*, belonging to this state, John Beard, born in Ireland, twenty-five years of age, five feet three inches high, sandy complexion, short brown hair, light coloured long clothes, leather breeches, and his face scratched in several places. Likewise one Barnet Williams, born in Ireland, about five feet five inches high, thirty-two years of age, sandy complexion, pitted with the smallpox, and has a cast in his left eye. He had on, when he went away, a swanskin jacket and trousers, and a white hat flapped. Whoever apprehends said deserters, so that they may be returned on board said schooner, shall have Eight Dollars reward, or Four Dollars for either.

Richard Eyres.

1. *Pennsylvania Evening Post*, March 15, 1777.

DIARY OF DR. JAMES HUTCHINSON ¹

[On board the Continental Schooner *Wasp*]

[11th March, 1777] Last night as Captain [John] Baldwin was not able to land us, he was determined to stay near the ship, ordering her to shorten sail and keep as close to the schooner as possible. About ten o'clock at night we saw the lighthouse,² at 12 it became very thick and hazy so that we could not see the ship, between two and three the haze continued and it was so dark we could not see the other vessel, though we were so near as to hear them when they spoke with a trumpet; between three and four we lost her

entirely and this morning could not find her; the wind continued southerly, the weather so thick and the surf running so high that the Captain did not think it prudent to put us on shore. During this day both Dr. Williamson and myself were under great apprehensions about our ship, and sincerely repented our having left her; Captain Baldwin encouraged us by telling us that he had no doubt but what she was safe in Egg Harbour before this time; as the wind had been as fair as it could blow. We spent on the whole a very disagreeable day tho' every officer on board the *Wasp*, endeavored to make it as pleasing as possible.

1. Miscellaneous Manuscript Collection, APS.
2. Cape Henlopen.

MARYLAND COUNCIL OF SAFETY TO VAN BIBBER & HARRISON, MARTINIQUE ¹

No 180

Gent. Your favor of the 28th December inclosing Account Current &c and Mr [Abraham] Vanbibber's of the 10th January, have come to hand.

We are exceedingly sorry that our Endeavours to extinguish the heavy Debt you have Contracted on Account of our State, have been Attended with so little success. Had the *Resolution* got safe through the Enemies and the 92 not missed the Island of Martinique, their Cargoes which were valuable would have greatly relieved you the 92 arrived at the Moal almost a wreck, [John] Martin, [Thomas] Conway, and Morre's [Ralph Moore] ² Cargoes if they arrive safe with the Money you have, or will receive for the Powder Leguiere Sold at Carolina belonging to this State will greatly reduce our Balance.

We are getting the Ship *Lidia* Burthen 400 Hhds ready to take in a load of Tobacco which will be dispatched to you as soon as possible. And you may depend, that the Governor and Council who will shortly succeed us and to whom in future be pleased to Address your Letters, will do every thing in their Power to Strengthen your hands. But if you could Draw Bills upon them even at 25 pCent Discount it would be serving the State and yourselves to do it. Salt, Blankets & Course Woollens with trimmings we want very much and wish to have them almost at any Price – Mr Vanbibber's Order on us in favor of Vanbibber and Crockett for 1133 $\frac{1}{6}$ Dollars has appeared and is duly honored.

Pray have you ever heard any intelligence respecting Simonton? Mr [William] McCreary who is now in this State has informed us, that he Shipped to the Care of Mr Vanbibber from Rotterdam for the use of this State, 2100 Musquets, 100,000 Gunflints 20 Boxes Dble & 20 Boxes Single Tin, 1300 Gunlocks 5 Tons Lead and a large Quantity of Medicines that a Mr Beall, who is Connected with Mr Norton at Williamsburgh, informed him, that their Goods arrived safe in Statia that Mr Vanbibber refused to pay the freight of them, and that a Mr [Cornelius] Stevenson had taken them up and sold part of them to pay it.

We cannot give Credit to this information; and beg that you will make

Enquiry and inform us particularly how this business has been Transacted; and what has been done with the Goods –

Inclosed you have Invoice and Bill of Lading for the *Brothers* Cargo which we wish to a good Market. Herewith you will receive several Copies of the Convention of New York Address to the people of that State which be pleased to distribute amongst the Inhabitants of Martinique and the British Islands also a News paper that has Governor [William] Livingstons Speech to his Assembly This Speech and the Address we beg you would have Translated into the French Language by an Able Hand and send some Copies to Old France

P.S. Send as much Salt by the Brig as she can conveniently take in. We are [&c.]

[Annapolis] March 11th 1777 –

1. Council of Safety Letter Book, No. 2, Md. Arch.

2. Masters respectively of brig *Friendship*, sloop *Molly*, and brig *Brothers*.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR.¹

March 1777 Cape Henry So59 Distance 221 $\frac{1}{3}$ L

Monday 10th at 1 AM in 3d Reef Main Topsail at 1 $\frac{1}{2}$ past saw two Sail to the Wt wd Out all Reefs set Topgt sails and gave Chace, Fir'd several Shot & brot too the Chace a Schooner from St Thomas's bound to Virginia² put an Officer onboard and made Sail after another – Modt: and clear Wr the *Emerald* EBN at 8 PM Hove too Main Topsl to the Mast having come up with and Brot too the Chace a Prize Schooner belonging to the *Emerald* bd to New York, continued Laying too for the Prize to come up.

Tuesday 11th at 7 AM saw the Prize to the SW out Reefs and Made Sail at [11] Calm tow'd the Prize alongside took a few Goods out & sunk her –

1. PRO, Admiralty 51/694.

2. Schooner *Wolf*, Simon Elliott, master, with salt, guns and dry goods, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

CAPTAIN NICHOLAS BIDDLE TO JAMES BIDDLE¹

My Dear Brother Charles Town Feb: [*sic* March] 11th 1777

I have just got here after one of the most disagreeable Passages that ever I experienced – We sprung our Fore Mast and were forcd to get every thing of[f] it to keep it from going over the side. And a few days after we lost our Main Mast which gave way even with the deck, and gave us little more warning than was Necessary to stand from Under. As it Blew a fret of wind and a very high Sea going to see it stagger from side to side with the rowl of the Vessel was as unpleasant a sight as ever I wish to behold. We Rigged Jury

Masts and very fortunately have got in just before a Gale of Wind came on that would undoubtedly put us ashore. The *Randolph* is the very Best Vessel for Sailing that ever I knew 'I hope soon to be out in Her again –²

A Person of Credit Declares to me that He knows those Spars our Masts were made of to have lain these 18 Years in the Water at the Mast Yard –

A Gentleman told me today that He se[e] Charle³ in Hispaniola the Middle of January That he was well and had Purchased a Brigg very Cheap. Said that He was either to come here or go to Philadelphia –

I lost 14 or 15 Men in the Passage by sickness but have been very Hearty Myself Give my Love to Fanny⁴ and the Family. I will write more fully when I have more Leisure. If an oppertunity Offers soon do embrace it and let me know how Neddy⁵ is –

God Bless You

Nicholas Biddle

To Mr James Biddle in Philadelphia p Express

1. Nicholas Biddle Papers, HSP.
2. Upon the appearance of *Randolph* in Charleston, General Moultrie observed: "The North-Carolina troops, being ordered away, and most of our regular troops in Georgia; gave great uneasiness to the inhabitants for the safety of Charlestown; but upon the arrival of the *Randolph* frigate, their fears were a little subsided; looking upon her to be a great additional strength to our batteries, and protection to the harbor," William Moultrie, *Memoirs of the American Revolution So Far As It Related to the States of North and South Carolina, and Georgia* (New York, 1802), I, 191.
3. Charles Biddle.
4. Frances Marks Biddle, wife of James Biddle.
5. Edward Biddle.

JOHN PALMER'S JOURNAL OF A CRUISE IN THE CONNECTICUT
PRIVATEER SLOOP *Revenge*¹

Munday the 10 Day of March [1777] this morning Pleasant Weather and at 7 am Got Under Way Stood Cource NNW this Day our Drummer² takin With Convulcion fitts Very Bad So Ends these 24
Tuesday the 11 Day of March the Drummer Rather Better & Nothing Remarkable So 24 howers

1. John Palmer's Journal, MHA.
2. Nathan Clarke; see Volume 7, 996.

JOURNAL OF H.M. SLOOP *Badger*, LIEUTENANT CHARLES HOLMES EVERITT¹

March 1777

Mounta Christe, distce 10 Leags

Monday 10th 7 AM Saw a Sail in the NE Quar TKd and gave Chace, set T G Sails & Middle Stay sails, Fir'd 3 Four Pounders Spoke with a Sloop from St gave Chace to a Schooner, Broach'd a Puncheon of Water.
P M Modt & Clear Wr still in Chace of the Schooner, 3
P M Saw a Sail to the Eastwd gave Chace to her. 8 P M saw the Chace in Shore, Hoist'd out the Boat & sent her

after the Chace, Brought too, Fir'd a Swivel, the Boat
return'd Hoist'd her in & made Sail to the Westwd on
purpose to fall in with the Chace in the Morning,
Tuesday 11th 2 AM Handed T G Sails, Loosed T Sails on the Cap, off
Mounta Christe Saw a Sail to the Westwd took her to
be the Vessel we Chac'd the Night before Set Steering
Sails, got the Sweeps out, the Chace standing in for Cape
Francois hoist'd out the Boat & sent after her
P M the Boat came up with the Chace which proved to be
the *Warren* Brig from Townsend in America, we took
Possession of her, stood off the Land and Fir'd Four Shott
at a Sloop Bound to Cape Francois, the Prize in Company
½ past 5 the Prize bore away for Jamaica.

1. PRO, Admiralty 51/78.

JOURNAL OF H.M. SLOOP *Albany*, LIEUTENANT MICHAEL HYNDMAN ¹

March 1777 Do [Antigua] WSW Dist 7 Leagues
Tuesday 11th at 4 AM made Sail for English Harbor at 6 Do made the
Sigl for a Pilot by firing 3 Guns at 8 got a Pilot and run
in found here Vice Admiral Young saluted with 13
Guns which the *Flora* returnd the flag being on board of
her Found here his Majs Ships *Mermaid*, *roebuck*, *Pearl*
Perseus *Cammila* *Falcon* *Sharke* and *Hawke*: Moord in
Freemans Bay
Modt and fair Wear PM unbent our Sails, Sailed hence,
his Majs Sloop *Hawke* for England.

1. PRO, Admiralty 51/23.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS ¹

Sir Antigua 11th March 1777.—

Please to acquaint my Lords Commissioners of the Admiralty that after
making up my Dispatches of this Date (by the *Hawk*) The Masters of the five
Transports (mentioned in the Postscript to my Letter of this Date to be
arrived at St Johns) have waited on me at English Harbour and I have
enclosed You herewith an Account of said Vessels for their Lordships informa-
tion.² I am Sir [&c.]

Jam^s Young.

[Endorsed] Rd 27 Apl

1. PRO, Admiralty 1/309.

2. The five transports had sailed from London December 5, 1776 for New York and were blown
off the American coast. One, *Unity*, Joseph Dixey, master, carried ordnance stores.
The other four all laden with coal and clothing were the *Adventure*, John Sime, master;
Duke of York, Joseph Graham, master; *Maria*, Robert Gordon, master, and *Union*, John
Hudson, master, PRO, Admiralty 1/309.

12 Mar.

STATE OF NAVAL PRISONERS EXCHANGED WITH HALIFAX ¹

Dr	an Account of Prisoners Eschanged between Sir George Colier of Halifax & the Massachusetts Bay		Cr
1776			1777
Novr	Cr Prisoners due as p Rect to Comy		March 12th
1777	Stone	21	By Prisoners this day Received by
March 11th	Cr Prisoners deld Mr Comy Derby	15	Comy Spry
		<u>36</u>	Due to The British
			<u>22</u>
			14
			<u>36</u>
		Prisoners	Salem 12th March 1777
N B	Prisoners due from Sir Peter Parker as p acc.	} 54	Spry -
	Settled with his Secy Mr Reed, at Rhoad Island		
	11th Feby 1777		
	Sent to Rhoad Island since being the Crew	} 50	
	of the <i>Milford's</i> Tender & some Others about		
		<u>104</u>	
	have been permitted to go to Ireland without Parole	63	
	has been Discharged upon parole to Return others in their Room	} 57	
	Prisoners.	<u>224.</u>	

1. Mass. Arch., Revolutionary Rolls, vol. 8, 162.

MARCH 1777

BOND OF CAPTAIN JOHN SKIMMER OF THE CONTINENTAL SCHOONER *Lee* ¹

Know all Men by these Presents, That We, John Skimmer, Thos Jackson and John Bradford Are held and firmly bound to the Honble John Hancock Esqr President of the Congress of the United Colonies of New-Hampshire, Massachusetts-Bay, Rhode-Island, Connecticut, New-York, New-Jersey, Pennsylvania, the Counties of New-Castle, Kent, and Sussex on Delaware, Maryland, Virginia, North-Carolina, South-Carolina, and Georgia in the Sum of _____ to be paid to the said John Hancock Esqr or his certain Attorney, Executors, Administrators, or Assigns, in Trust for the Use of the said United Colonies: To which Payment well and truly to be done, We do bind Ourselves, our Heirs, Executors, and Administrators jointly and severally, firmly by these Presents. Sealed with our Seals, dated this twelfth Day of March in the Year of our Lord 1777 –

The Condition of this Obligation is such, That if the Above-bounden John Skimmer who is Commander of the Schooner called the *Lee* belonging to the United States of America mounting Ten Carriage Guns, and navigated by Fifty four Men, and who hath applied for a Commission or Letters of Marque and Reprisal, to arm, equip, and set forth to Sea, the said Schooner as a Continental Ship of War, and to make Captures of British Vessels and Cargoes, 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 certain Instructions therewith to be delivered, and such other Instructions as may hereafter be given to him; and shall make Reparation for all Damages sustained by any Misconduct or unwarrantable Proceedings of Himself or the Officers or Crew of the said Schooner Then this Obligation shall be void, or else remain in Force.

Sealed and Delivered in
the Presence of
John F. Osgood
W^m Addiscott

John Skimmer
Tho^s Jackson
Jn^o Bradford

1. Mass. Arch., vol. 6, 216. Since Skimmer had not as yet received a Continental commission, a Massachusetts commission had been applied for through John Bradford.

Connecticut Journal, WEDNESDAY, MARCH 12, 1777

New-Haven, March 12.

For three successive days, last week, two of the enemy's frigates, with three or four tenders, came too at Fairfield, where they made an almost incessant fire on the houses near the shore; it is suppos'd they intended to land, having manned their boats; but the militia assembling, and having with them two small cannon, they thought prudent to give over the attempt. One of the Tenders was hull'd, and sheer'd off. – We had no one either kill'd or wounded.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JAMES ROBINSON ¹

Sir

Philadelphia March. 12. 1777

The *Sachem* Sloop of war under your command being ready for sea, after having received on board a quantity of Indigo shipped by the Secret Committee of Congress. You are to proceed from this port to the Island of St Eustatia, and on your arrival there apply to Mr Saml Curson junr to whom the Indigo is addressed, deliver it to him agreeable to Bills of Lading and take his receipt. On your arrival in that Port wait on the Governor and ask the Liberty and protection of the Port in the name of the United States of America. Take care not to violate the neutrality of it neither suffer your people to behave in any disorderly or irregular manner there – procure the utmost despatch of your business and receive on board any Stores or Merchandize Mr Curson, Mr Henricus Goddet, or Mr C: [Cornelius] Stevenson all of that place may have to ship, or so much thereof as you can with propriety or convenience bring back. Which done you must grant them bills of Lading receive their despatches and proceed back for this Coast.

If you can get back to this Port and find it secure do so. If it is gaurded by the enemy get into Cheseapeake Bay, or into some Safe Inlet or harbour and give us the earliest notice of your Arrival with an Account of what goods you bring back. Should you make any Prizes going or coming, send them into the safest Ports, addressed to the Continental Agents where they Arrive. If you carry them into the West Indies you may order perishable commodities or those suited for the Country to be sold provided the property is indisputably Prize, agreeably to the discriptions of Congress, but the Vessels and other parts of the Cargoes must come to the Continent for condemnation

It is a Standing Instruction of this Committee to all the Navy that Prisoners be used with humanity and kindness and that you pay due attention and obedience to the printed Instructions of the Navy Board. so farewell

We are yours friends &c

1. Marine Committee Letter Book, 61, NA.

Pennsylvania Journal, WEDNESDAY, MARCH 12, 1777

To Be Sold

By public vendue, on Friday, the 14th day of March inst. at Chincotague Inlet, a Sloop, taken up at sea, and brought in there, by the Continental Schooner *Wasp*, John Baldwyn, Commander. Inventory to be seen at Mr. Burdett's or at the time of sale

DIARY OF DR. JAMES HUTCHINSON ¹[On board the Continental schooner *Wasp*]

12th [March, 1777]: Had but little sleep last night; the fog has cleared away and we see land about 2 or 3 leagues distant, our Captain tells us it is about Indian River and that he will proceed higher up and land us a little to the southward of the Cape; he therefore crowded sail for this purpose as he meant afterwards to go in search of our ship. About 11 o'clock the wind came to the west and it looking very dark and gloomy over the shore; we

reefed our sails and stood on till one o'clock when there came the severest squall on a sudden from the northwest our people had ever before seen. We were in the utmost danger of being laid on our broadside before we could take in sail, some of this was however soon torn to pieces by the violence of the wind, the rest was hauled down as soon as possible and our little schooner scudded before it. The squall lasted near an hour tho the violence did not continue so long, and we saw numbers of small birds blown by our vessel. About two o'clock the wind had abated so far as to enable us to carry a little sail. However it was now impossible to put our first plan into execution as the wind was directly contrary and our distance from the land increased by being driven off by the squall; we therefore determined to stretch in for land to the southward, and about five o'clock came to anchor about half a mile from the shore; the surf ran very high but we were determined to venture on shore and got our things on board the boat for this purpose, taking our leave of Captain Baldwin, thanking him for his civilities while we were on board the *Wasp*, and left the vessel being rowed towards the shore by the two good seamen. Three or four men assembled on the beach at our approach and advised us to go back, telling us we should be in imminent danger from the surf; we consulted on the matter and agreed to attempt a landing which we effected with safety tho our boat filled just as she struck the beach, the people on shore running into the water to assist in securing our things.

Dr. Williamson and myself congratulated each other on being once more on American ground, assisted the men in emptying the water out of their boat and in getting off, which was done with much difficulty and we saw her arrive to the schooner in safety. On inquiring of those inhabitants who received us where we were, we found ourselves about four miles to the southward of Indian River, they assisted us in carrying our baggage to an house about half a mile distance, the owner of which was named Evans; he received us with the greatest hospitality, we informed him we wished to get to Philadelphia as soon as possible, enquired after a proper conveyance; he advised us to go to Lewistown where he did not doubt of our being provided, and informed us he had a son about three miles nearer Indian River, who could assist us, he furnished us with a Cart and sent a man with us to his son's house, where we arrived about eight o'clock; we advised with him concerning our journey to Lewistown, and found out that we could not go by land, without going around the head of Indian River, and Rehoboth Bay, which would be twenty or thirty mile about, but that if we would lodge at his house in the morning he would set us across the river and bay, in his Pettyaugre, and land us within four mile of Lewistown, to this we assented.

I. Miscellaneous Manuscript Collection, APS.

JOURNAL OF THE VIRGINIA NAVY BOARD¹

[Williamsburg] Wednesday 12th March 1777. –
Ordered that the keeper of the Public Store deliver for the use of the Shipyard on Chickahomany One Pott, two Kettles and four Frying Panns. –

I. Navy Board Journal, 188–89, VSL.

VIRGINIA NAVY BOARD TO CAPTAIN CHARLES THOMAS¹

Sir

Wmsburg 12th March 1777

The Govern & Council having desired us to furnish Mr Nichols Wallace with about two Tunns of Cordage for the use of the Ship *Albion* you are desired to let him have that quantity as soon as can – He paying you for it such price as Cordage now sells for – [&c.]

Thom^s Whiting 1st Comr

1. Public Rope Walk Papers, 1777, VSL.

VIRGINIA NAVY BOARD TO CALEB HERBERT¹

Sir

Williamsburg 12th March 1777 –

As you are building a Galley at the public Warehouse at Quarles's in King William County, we desire you will be as careful that no accident happe[ns] from Fire as you possibly can and give as little trouble to the Inspectors as may be

Thomas Whiting 1st Comr

1. Navy Board Letter Book, VSL.

JOURNAL OF H.M.S. *Portland*, CAPTAIN THOMAS DUMARESQ¹

March [1777]

Do [Barbuda] bore WbS 29 Leagues

Wednesday 12th [P.M.] Saw a Sail to the Sth Ward made sail and gave Chace – Fir'd four 12 Pounders & Six at the Chace, who brought too, a Sloop from Demirare bound to America. Sent a Midshipman and 8 hands on board, brought her Crew on board – Hoisted in our boats & at 3 wore to the Sth ward.²

1. PRO, Admiralty 51/711.

2. Sloop *Betsy*, James Howland, master, from Demerara to Dartmouth, laden with rum, *Public Advertiser*, London, June 30, 1777.VICE ADMIRAL JAMES YOUNG TO CAPTAIN JAMES HAWKER, H.M.S. *Mermaid*¹

Copy:

By James Young Esqr Vice Admiral of the Red; and Commander in Chief of His Majesty's Ships and Vessels employed, and to be employed at Barbadoes, and the Leeward Islands, and in the Seas adjacent.

You are hereby required and directed to proceed in his Majesty's Ship *Mermaid* under your Command to St John's Road Antigua: and there use the utmost dispatch to Compleat the Ships Provisions to four Months Victualing for her allowed Complement: and you are directed immediately on your arrival to examine into the State and Condition of the Hired Transports now in St John's Harbour (Chartered to carry Provisions: Army Cloathing, Ordnance Stores &c to the Kings Army at New York) and forthwith return me an account of them, and you are to order the Masters of such of the Transports as are ready to proceed on their Voyage, to put themselves under Your Command; and accompany His Majesty's Ship

Mermaid to New York; and to take the utmost care they do not lose Company. And you are directed to take such Transport Vessels under your care and protection, and Convoy them in safety to New York, only stopping with them at Old Road St Christopher to Compleat the *Mermaid's* and their Water, and are strictly Commanded to make no delay whatever in executing this Service: and take especial care none of the Transports lose Company with His Majesty's Ship under Your Command, and to the utmost of your power prevent any of them being taken by the Rebels Cruizing Vessels. On Your arrival at New York you are to put yourself and said Transp[ort] Vessels under the Command and Orders of Vice Admiral Viscount Howe, or the Commander in Chief of the Kings Ships at that place: for which this shall be your Order.

Given under my hand onboa[rd] the *Flora* in
English Harbo[ur] Antigua the 12th March 1777
Ja^s Young

By Command of the Admiral. Geo: Lawford
[Endorsed] (No 1:) Copy of Order given to Captain James Hawker of
His Majesty's Ship *Mermaid* – 12th March 1777–
[Admiralty endorsement] In Vice Adml Young's Letter dated 2d May 1777

1. PRO, Admiralty I/310.

13 Mar.

CAPTAIN HECTOR MCNEILL TO JOHN BRADFORD¹

Sir Boston 13th March 1777

Your Letter of yesterday, in answer to Mine of the day before, I have duly considered, and thereby find, That you are not disposed to Supply me with cash, and Such other Necessarys as will enable Me to keep my Ships company together, and go to Sea.

Now sir, I must acquaint you that on The principall I first set out on (which if I have the least knowledge of my own heart, was the Love of my country) I am obliged to tell you; That in justice to both, you will Next See me (as soon as my health permitts) with a Protest in My hands against my old Friend for his refusing to me, what he will See (if he consults the regulations of The Honble The continental Congress,) he Ought to grant, even supposing no former ties of uninterrupted Friendship had Existed between us,

upon the whole I will assure you That if I am not Speedily Supply'd, I Shall disband My men, & quit the Service, for I cannot think my self Obliged to Sacrifise my reputation, in complisance to a set of men who can only be call'd drones in the Common wealth, I am Sir with all Possible Personall respect [&c.]

Hector McNeill

To John Bradford Esqr
Continental Agent within the Massachusetts State

1. BMS.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Boston] Thursday March 13th 1777

Petition of Dorcas Hutchins setting forth she has a Husband in Great Britain from who she has lately received a Letter desiring that she would improve the first Opportunity to take Passage on board some Vessel bound for Europe – has four small Children one of which at her Breast and her Family almost destitute of every necessary of Life & must shortly become a Burthen to the State – she has now an Opportunity of going to Ireland in the Brigantine *Lord Clifford* [*Lord Lifford*] therefore prays for a passage on board said Brig whereof is Commander John Jones.

In the House of Representatives Resolved that the prayer of the Within petition be granted and that Dorcas Hutchins be and she is hereby permitted to depart this State and imbarck with her four Children on board the Brigantine *Lord Lifford* now bound to Ireland.

Sent up for Concurrence

In Council Read & Concurred

1. Mass. Arch., vol. 37, 58, 59.

Independent Chronicle, THURSDAY, MARCH 13, 1777

Boston, March 13, 1777.

Captain [Stephen] Mascoll, in a Privateer Schooner, from Salem, in attempting to board a large Ship, on the first Day of January, off the Western Islands, had the Misfortune to be killed, together with one of his Men, and after a struggle, the Schooner sheered off.¹

On Wednesday, the 19th Instant, will be sold by Public Auction, at Batchelder's Wharf, in Beverly, The Bark *Carlisle*, burthen about 300 Tons, and her Cargo, consisting of Mohogany and Logwood, now on board, as she came in from Sea. Her Inventory to be seen before or at the Sale, by applying to Nathan Leech, of said Town. – Any Gentleman or Company, that sees fit to buy her, will find her a prime Sailer.

At the same Time and Place, will be sold, a Number of Carriage Guns, consisting of 9, 6 and 3 Ponders, with a Number of fine Swivel Guns.

Likewise, Provisions, with a Number of other Ships Stores, viz. 2 new Cables, one about 9 and the other about 12 Inches; some spare Ship's Sails, &c. N. B. A large Copper and Hearth.

1. Stephen Mascoll of Salem commanded the Massachusetts privateer schooner *General Putnam*, 8 guns and 60 men. He was killed in an engagement with the ship *Nancy and Betsy*, Captain Norman M'Cloud, 6 six pounders and 18 men, "Extract of a Letter from Madeira, Jan. 12," *London Chronicle*, February 18 to February 20, 1777. *General Putnam* returned to Salem on March 8, reporting the death of Mascoll and the seaman, James Masury, *Continental Journal*, March 13, 1777. Mascoll had also commanded schooner *Boston Revenge*, first Massachusetts privateer; see Volume 2, 1316.

Continental Journal, THURSDAY, MARCH 13, 1777

Boston, March 13.

A few days since, Capt. Babson arrived from South Carolina, and brings advice that a brig of 16 guns belonging to that state,¹⁾ and commanded by

Capt. [Thomas] Pickering of the state of New-Hampshire, went into a port of Jamaica, and brought off three large ships loaded with rum and sugar, two of which had safely arrived.

Deserted from the Continental Ship of War the *Boston*, Elkanah Elmes, John Hayes, Jonathan Stearns, Daniel Bain, Elijah Burnam, Andrew Smith, Michael Flanagan, Gideon Washburn, John Laden, William Williamson, William Crow, Samuel Averill, John Cumstock, William Shiels, John Cowling, Richard Sweetland. Eight Dollars Reward and necessary Charges will be paid for each of the above Deserters, by Hector M'Neil, on board the said Ship at Boston.

1. *Defence*, of the South Carolina Navy.

COMMODORE ESEK HOPKINS TO WILLIAM ELLERY¹

Sir

Providence March 13th 1777

I saw a paragraph of your Letter to the Genl Assembly in which you mention of a Story from Mr [Joseph] Vesey which if true would have been greatly to my Scandal and likewise to the other Officers of the Navy that were in this place – I must beg your patience to hear the Circumstances of that matter –

I was onboard the *Warren* Jany 2nd near Fields point, the Ship *Providence* lay about a mile below, and the Sloop *Providence* against Patuxet I receiv'd Intelligence by a man from Coll Bowen then in Warwick that a Ship was aground near Warwick Neck – the man came onboard the *Warren* a little after one OClock in the afternoon, Mr Allen Brown was then onboard as Pilot (and he is one of the best in the River) he said the Wind was so far Westerly and blow'd so hard that the Ships could not be carried down – I took the *Warrens* pinnace with 22 Men, went onboard the Sloop *Providence*, and carried Mr Brown our Pilot with me – when we came onboard the Sloop Captn [Abraham] Whipple had just got onboard her with a number of Men – We immediately came to Sail, and run down with the Sloop, I did it chiefly to see what Situation the Ship was in, and when we got down found the *Diamond* ashore on a Shoal which runs off S.W. from Patience about half a mile from that Island, and a little more S.E from Warwick Neck and as there is about 11 feet Water at low water on that Shoal, and not very hard bottom & the tide about half down She did not Careen –

There lay about a Mile and a half off about S W B S a 50 Gun Ship with her Top Sails loose and her Anchor apeak which as the Wind was could have fetch'd within pistol Shott of the *Diamond* – the Wind blowing so hard is I think the Reason of her not coming to Sail – The truth is the Ships could not have got down and if the Wind had not blow'd so hard and they could it would not have been prudent in my Judgement, neither Should I have Order'd them down as the Enemy's Ships could have come to Sail with any Wind that we could and a great deal better as they Lay in a wide Channel, and we in a narrow and very Crooked one – So much for the Ships not going down –

Now it remains to give you an Account of our proceedings after we got down in the Sloop – I went ashore at Warwick saw Colonel Bowen who told me he had Sent for two eighteen pounders, and in less than half an hour they came – I went onboard the Sloop and we drop'd down under the Ships Stern a little more than Musket Shott off it being then a little after Sun Sett – We fired from the Sloop a number of Shott which she return'd from her Stern Chacers – the Ship Careen'd at Dusk about as much as she would have done had she been under Sail After they had fired from the Shore about twenty Six Shott they Ceased, and soon after Hailed the Sloop and said they wanted to Speak with me – I went ashore and was inform'd they were out of Ammunition I offer'd them Powder and Stuff for Wads but we had no Shott that would do – they sent to Providence for Powder and Shott and I went onboard the Sloop and sent some Junk ashore for Wads – Soon after they hail'd again from the Shore, and I went to See what they wanted, and gave Captn Whipple Orders not to fire much more as I thot it would do but little Execution it being night and could not take good Aim with the Guns – When I got ashore the Officer that Commanded there desir'd that I would let them have some Bread out of the Sloop which I sent the Boat off for, but the people not making the Boat well fast while they were getting the Bread She drifted away and I could not get onboard again – The Ship by Lightening got off about 2 OClock the same Night – and on the whole as the Ship was on a Flat almost under Cover of a 50 Gun Ship and got off again before it was possible to have done anything with the Frigates I thought it of no moment untill I saw your Letter to our General Assembly – upon which I sent my Secretary to Boston to know how Such a report could have been raised & inclosed is Mr Vesey's Answer – This is all I shall Say in the matter –

We are now block'd up by the Enemy's Fleet, the Officers and Men are uneasy – however I shall not desert the Cause, but I wish with all my heart the Hon Marine Board could and would get a Man in my room that would do the Country more good than it is in my power to do for I entered the Service for its good and have no desire to keep in it to the disadvantage of the Cause I am in –

You may if you think proper Show this Letter to the honble Marine Board or any other Persons you may See fit – I am with Esteem [&c.]

E H –

To the hon William Ellery Esqr
One of the Members of the Contl Congress
at Philada or Baltimore

1. Hopkins Letter Book, 71–72, RIHS.

COMMODORE ESEK HOPKINS TO WILLIAM ELLERY¹

Sir

Providence March 13th 1777 –

The bearer Lieutt [John Peck] Rathbun waits on you with this he has Served since the Fleet went from Philadelphia there being no Vacancy whereby I could promote him agreeable to his Merits – if there Should be any Vacancy with you I can recommend him as a man of Courage and I believe

Conduct, and a man that is a Friend to his Country – and I believe the most of the Success Capt [John Paul] Jones has had is owing to his Valour and good Conduct, he is likewise of a good Family in Boston – Any Service you may do him will be Serving the Cause – he is able to give you some Account of Captn Jones's Conduct which you may give Credit to –

Inclosed you have a Copy of a Vote of our General Assembly – whether anything will be done in Consequence of it is uncertain as yet – if Men Sufficient comes in I think General Spencer will make an Attempt on Rhode Island. I am with Esteem [&c.]

E H –

To the honble William Ellery Esqr
Member of the Cont Congress
at Philada or Baltimore

N B. A Copy of the above Letter (except the latter part) was sent by Lieutt Rathbun to the hon John Hancock Esqr Presidt of the Marine Committee –

1. Hopkins Letter Book, 73, RIHS.

Newport Gazette, THURSDAY, MARCH 13, 1777

Newport, March 13.

On Thursday evening the foraging fleet that sail'd from here on Thursday, returned from Fisher's Island, with cattle, sheep, hay, &c.

We hear that the *Perseus* had taken so many prizes in two or three Days off the coast of South Carolina, that for want of hands to man them, she was obliged to proceed with them to the West-Indies.

Another of our Frigates has cut a couple of Tobacco vessels out of Virginia.

By one of the sloops from South Carolina we learn that they left the *Pearl* in chase of a Philadelphia frigate, and it was thought that they must soon be up with her.

We are well assured, that out of 27 men which the Rebels had in their Row-galley mention'd in this paper of 27 Feb. only 17 were able to come out of her when she reach'd the shore. Six were taken out of her that night about 12 o'clock and buried, and three more have since died of their wounds. The Lieut. of her after they had landed, went to discharge an 18 pounder upon a hill contiguous to the ferry, the gun burst, kill'd him upon the spot and wounded eight more.

Two sloops from South Carolina, have been taken and sent in here within the Course of a Week, one by the *Orpheus*, and the other by the *Unicorn*.

NATHANIEL SHAW, JR. TO JOHN WRIGHT STANLEY¹

To Mr John Wright Stanley }
Mercht Newbern N Carolina }

New London Mar 13 1777

Dear Sir, This moment I had Intelligence that Capt Wm Powers had got within your Barr in a Brig that was a Prize to my Sloop *American Revenue* Samuel Champlin Commander – This is to desire you would do the Needful

in having the Vessel Libled, Condemned & Sold &c and shall Order the Amo of the neat proceeds convay'd to this place in the Safest manner either by a Bill or in Continental Bills – I should think it would be best to Lodge the Money with the President of the Continental Congress & take an order for our Treasurer to give his Note with four pr Ct Interest for use of the Continental States, but of this I shall write you more fully when I here from you – I have desired Powers Incase he can get a small Vessell that will Sail fast to Apply to you to purchase her & Load with naval Stores for N London and for him to come home with her – Capt Stev Tinkers family is well &c I am Sir [&c.]

1. Shaw Letter Book, YUL.

NATHANIEL SHAW, JR. TO CAPTAIN WILLIAM POWERS,
NEW BERN, NORTH CAROLINA ¹

N Lond Mar 13 1777

Sir I this moment was informed by Capt Thos Willson that he came out from Newburn the 21st Febr and saw you in a Brig prize from the *American Revenue* going in – I have wrote to Mr Stanley to Assist you & do every thing needful towards desposing of the prize – this harbour is very difficult to get in as their is Men of Warr Crusing from Fishers Is homma[ck] up to Plum Is Capt [William] Leeds in the Prize Schooner got in far as Gardiners Is but was Chased by a man of Warr on Naregansett Beach &c Stanton & Palmer is both arrived – If you come home by Water Run for Watch hill Reef & go into Stonington – Naval Stors are in great demand especially Tarr, if you can get a Small Vessell cheap that well Sail fast you may apply to Mr Stanly & desire him to purchase her on my Accot & Load with naval Stores & would have you come home with her I hope to hear from you soon & am Sir [&c.]

1. Shaw Letter Book, YUL.

JOURNAL OF H.M. BOMB VESSEL *Thunder*, CAPTAIN ANTHONY PYE MOLLOY ¹

[March 1777]
Thursdy 13

[Moored off New York]

at 8 [A. M.] a Signal was made on Bd the *Brune* for a Ct Martial to enquire into a Compl[ain]t alleged agst Capt. Anthony James Pye Molloy Esqr Commander of this Ship by Mr Richd Hancorn, late masters mate of the said Ship for having being treated in a tyranicle manner by the sd Capt. Molloy. At Noon the Court Still Sitting.

at 5 P M the Ct was opened when the Charge was partly proved agst Capt Molloy but from the General and good Character, that he bore from the rest of his Officers the Ct thought proper to sentence him to be reprimanded only ²

1. PRO, Admiralty 51/987.

2. On May 3, 1777, Molloy left the *Thunder* to take command of H. M. Sloop *Senegal*. In 1780, when Molloy commanded H. M. S. *Intrepid*, Lieutenant Joshua Barney, a prisoner on board, branded him: "the Greatest Tyrant in the British Navy;" Manuscript Autobiography, DARL.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL ¹

Philada Thursday March 13, 1777.

The Council . . . taking into consideration the necessity of appointing a Navy Board: thereupon Resolved, That a Navy Board, consisting of Eleven Gentlemen to be appointed and have full power and authority to do and perform all matters and things relating to the Navy of this State, Subject nevertheless to the directions and examinations of this Council, from time to time as we may judge expedient, and saving to ourselves always the power of appointing Officers agreeable to the Constitution of this Commonwealth – thereupon Resolved, That Andrew Caldwell, Joseph Blewer, Joseph Marsh, Emanuel Eyre, Robert Ritchie, Paul Cox, Samuel Massey, William Bradford, Thomas Fitzsimmons, Samuel Morris Junr, and Thomas Barclay, be a Navy Board, and that they or any Three of them be Commissioned and empowered to Act agreeable to the foregoing Resolution – The Commission to continue in force until revoked by this or any future Supreme Executive Council – And a Commission being made out accordingly, the same was signed by the President – thereupon,

Ordered, That Mr. [John] Hubley administer to the several Members of the Navy Board, the qualifications required by the Constitution of this State for the faithful discharge of their Office.²

1. Record Group 27, Supreme Executive Council Minute Book (March 4, 1777–June 26, 1779), 11–13, Pa. Arch. Hereafter cited as Supreme Executive Council Minute Book.
2. Presumably the change in form of government from Council of Safety to Supreme Executive Council was the reason for reappointing a Navy Board.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

[Philadelphia] State Navy Board March 13th 1777 –

Gave an Order on William Webb favor Boyer Brooks being Paymt for 25 Galley Sweeps & 39 Boat Oars, delivered Capt [William] Richards – £38. . 11. . 7.

Gave an Order on William Webb, favor Edwd Pole, for Casting 20 Hand Leads, sent to Capt Richards' Store, £3. . 0. . 9.

Delivered four Blankets to Capt John Christie of the Fire Brig *Veswuius* out of the Council's Store.

An Order on William Richards to Capt John McFetrich of the *Washington* Gondalo, for 56 yards of Bed sacking, to compleat 14 Beds for 28 Men.

Agreed with Arthur Donaldson to superintend the sinking of the Chevaux de Frizes: The Terms as follows:

He is to have the liberty of employing 12 Men to attend constantly; to call on the Commodore for as many more Hands as will be found usefull; Mr Donaldson to draw on The Commissary for as much provision and Rum as he finds absolutely necessary; His charge for some Liquor and extra Provisions for himself to be left to this Board; to be paid Twenty five Shillings P day, for every day that he is actually employed; and to be entirely under the controul of This Board.

An Order on Wm Webb to Benja Crofts for the Balance of his Bill for Painting the Schooner *Delaware*, £19..15..3.

An Order on Wm Webb to David Solomans for 20 Barrels Tar delivered William Richards £18.

Resolved, That a Copy of the resolution of the 1st Inst as far as it relates to the appointment of Saml Massey and Paul Cox for the purchase of such Articles as may be necessary for the outfit and supply of the Fleet, be sent to Captain Richards, and that He, when an appearance of a deficiency of any necessary article is likely to happen, be desired to inform this Board thereof, that the proper Steps for a supply may be taken.

An order to John Read Barrack Master at Fort Island to deliver to Capt [Jeremiah] Simmons of the *Arnold* Battery as many of the two Inch Plank belonging to this State, which are now at Fort Island, as will compleat the Fore Castle and Gang Way of said Battery.

This Day the Supreme Executive Council of the Common Wealth of Pennsylvania, appointed Andrew Caldwell, Joseph Blewer, Joseph Marsh, Manuel Eyre, Robert Ritchie, Paul Cox, Samuel Massey, William Bradford, Thomas Fitz Simmons, Samuel Morris Junr & Thomas Barclay Esqrs as Navy Board for this State and is as follows Vizt –

The Supreme Executive Council of the Common Wealth
of Pennsylvania:

To Andrew Caldwell, Joseph Blewer, Joseph Marsh, Manuel Eyre, Robert Ritchie, Paul Cox, Samuel Massey, William Bradford, Thomas Fitz Simmons, Samuel Morris Junr and Thomas Barclay, Esquires send Greeting –

Whereas, the Civil department of this Common Wealth requires great attention and will for some time fully employ this Council to discharge the duties thereof and as it is also of great importance that a due attention be still paid to the War which we are engaged in – And confiding in your abilities and integrity, We do appoint you a Navy Board, hereby giving to you, or any Threé of you, full power and authority to do and perform all matters and things relating to the Navy of this State – Subject nevertheless to the directions and examination of this Council from time to time as We may judge expedient And saving to ourselves always the power of appointing Officers, agreeable to the Frame of Government of this Common Wealth. This Commission to continue in force untill revok'd by this or a future Supreme Executive Council.

Dated at Philadelphia this thirteenth day of March in the year of our Lord one thousand seven hundred and seventy-seven –

(Signed) Tho Wharton Junr Prest

Attest:

Ty Matlack Secy

South-Carolina and American General Gazette, THURSDAY, MARCH 13, 1777

Charlestown, March 13.

This Day a Brigantine from Ireland for the West-Indies, with Salt Provisions, &c. taken by a Northward Letter of Marque, arrived here.

14 Mar.

WILLIAM FROST TO THE MASSACHUSETTS BOARD OF WAR ¹

May it please yr Honors;

Falmo March 14th 1777

I have recd the Ship *Content* of Capt [John] Langdon, & given a Rect – have not been able to get either Master or Hands Yet – tho' Capt Staret (by whom I sent my last Letter) says he will take Command if his Wages are paid during the Time of the Voyage, taken, or not taken; & upon no Other Conditions – he now has the Care of the Ship, & further says the mizzen sail is Useless it is so old, & several other Sails want repair – for which is wanting 6 or 8 lb sewing Twine, 40 or 50 yds Ravens Duck or Ticklenburg – about ½ a Piece stout Canvas for Tarpolins for Hatchways, Coats for the Masts, & to carry for spare Canvas, as there is none at present but One spare Topsail – The Person who graved her, has left 6 or 8 Streaks from the Keel on either side ungraved – The Barnacles are now on her Bottom – shall therefore Want 5 or 6 bbls Tar (or less Tar & some Pitch) I shall endeavour to load the Ship with all Expedition – for which is wanting Bread & Rum – I can supply the People with Potatoes – Both her Quarter Rails are made of worm eaten Spars – which may be a Detriment in the Sale of the Ship – shall begin to load next Week – I have the honour to be [&c.]

W^m Frost

1. Mass. Arch., vol. 152, 109, Board of War Letters, 1776–1777.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Friday March 14th 1777

Whereas the Congress have expressed a Desire that the Aid of the General Assembly shou'd be afforded for the equipping & getting to Sea as soon as possible the Continental Frigates in this State

Ordered that the Commanders of those Frigates be called on immediately to inform this Board in writing what is yet wanting to prepare there Ships for the Sea to the end that every thing needfull may be done without any further delay.

1. Mass. Arch., vol. 20, 330–31.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 14 March A M

Order'd That Capt [Nathan] Stones portledge Bill £34. 14. 3 be paid in full to the 16 Inst

Order'd That Wm Smiths Bill for piloting the Brig *Massachusetts* to Mblehd £4 – be paid

Ordd That Mr Gray deliver Commodore Manly [John Manley]² one Roll Sheet Lead –

1. Mass. Arch., vol. 148, 203–05.

2. Captain of the Continental Navy frigate *Hancock*.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN JONATHAN HARADEN¹

Sir,

War Office, Boston March 14th 1777

Your Orders are to proceed with the first fair Wind & suitable Weather to the Coast of Ireland, England & France, where you are to cruise, until by manning your prizes, or otherwise your Men are reduced to in Number: – or in Case your Circumstances otherwise require your going into Port, when you are to proceed to Nantz in the Kingdom of France – In your Cruise using your best endeavours to take, burn, sink, or destroy any Armed, or other Vessels together with their Cargoes belonging to Great-Britain, & under proper Prize-Masters to send such Vessels & Cargoes, as are taken into some safe Port of the United States of America, preferring this State under whose Commission you more particularly act, or into any Ports allied with, or friendly to the States of America. –

Upon your Arrival at Nantes you are ordered to apply to Messrs Jacques Gruel & Co & cleaning & refitting your Brig take in as many Arms & other warlike stores as you can conveniently stow, together with such Masters & Mariners of Vessels, fitted out by this Board & sold there, as you can accommodate, & return to Boston, or other safe port in this State immediately, giving us the earliest possible Notice of your Arrival by Express –

Recommending you to the Protector of the injured & oppressed & wishing you a successful Cruise. – We Are, &c.

S P Savage, Prest

[P. S.] Should you be so fortunate as to make any Captures before you go to Nantes you are to direct the Prize Masters immediately upon their Arrival to apply to this Board & follow their orders respecting such Vessels as they may bring in, – As the Articles you will take on Board your Brig in Nantes will be of the greatest Importance for the Defence of this State, you are expressly order'd, after you sail from thence not to give Chace to any Vessels or subject yourself to the least Risque of being taken, but to make the best of your way direct home –

[Endorsed] The above is true Copy of my sailing orders which I promise to observe & follow

Jon^a Haraden –²

1. Mass. Arch., vol. 151, 415, Letters from the Board of War, 1776–1780. Haraden commanded the Massachusetts Navy brig *Tyrannicide*.

2. The same orders were issued this date to Captain John Fisk, Massachusetts Navy brig *Massachusetts*, Mass. Arch., vol. 151, 416, Letters from the Board of War, 1776–1780.

DR. HENRY H. TILLINGHAST TO CAPTAIN JOHN PAUL JONES¹

Dear Sir,

Providence March 14. 1777.

Your agreeable Letter with the enclosed Account was duly handed me by Mr [John Peck] Rathbun. The Muster Roll of the Ship *Alfreds* which



Jonathan Haraden

is now in the Possession of my Father² contains only £20. . 16. . 2 of Currency as the total Sum, whereas in yours, Mr [James] Hogan has charged me with £5 at Entrance beside, which I am almost confident is through Mistake.

I did receive two Months advance Wages which I think is included in that Charge of £20. . 16. . 2, as I never could have had that Sum charged for Slops, wish Sir you would rectify it.

The Money advanced me by Mr [James] Read when at Philadelphia under your Command, I have substracted from the Ballance due. As I ask no more than Equity and Justice allow, it may not seem, altogether so improper to seek for that which is my Right. Selfish Avarice neither prompts it, but only a Desire of receiving no more than my Due, and not a farthing less.

You best know Sir, wether my Account instead of being dated from the time of my Entrance into the Navy untill Jany 20. 1777, had [ou]ght to be dated to the Day which the Account was drawn out and attested by yourself, which was March 11th

Far be it from me to insinuate, or even imagine you to have any Views, but those that actuate the honorable. I have received the Ballance of my Father and wait your Interposition to see if the £5 Charged, is not inserted through Mistake, and your Sentiments of the other Proposition, which if you judge just, an Order from you, intimating it, will be accepted by my Father, but if not, I shall be fully content.

That there are Individuals who endeavour to sow the Seeds of Dis[sio]n among the Officers of the Fleet, is evident, and indubitable. It can be easily accounted for, when one Reflection is encouraged. The different Constitutions, Habits & Persons who compose them, are as different [as] the many Colours of Josephs Coat.

How many of them are possessed of Homers Genius, or Cicero's Eloquence, we illiterate dare not, or cannot investigate!!

I congratulate you on your Promotion and wish you all imaginable Success on every Enterprize.

If you recollect you will remember that I left with you an Order of our old Pilots Jonathen Lewis signed by the Commodore, and payable to me for Capt Manly. The Money was advanced him, by my Father you will be so kind as to acknowledge the same.

I presented your Complement to Mrs Tillinghast and in Return wish hers may be acceptable am Sir [&c.]

Henry Hendren Tillinghast

[Endorsed by Jones] Providence March 14th 1777. letter from Doctr Tillinghast Recd Boston.

1. Papers of John Paul Jones, 6560, 6561, LC.

2. Daniel Tillinghast, Continental agent for Rhode Island.

COMMODORE SIR PETER PARKER TO GOVERNOR NICHOLAS COOKE¹

Sir

Chatham, Rhode Island 14 March 1777

Lieutenant D'Auvergne is charged with the delivery of a Number of

American Prisoners, for whom you will please to give a Receipt and place them to our Credit –

All the Prisoners which have been applied for, by you or Mr Hopkins have, I believe been released; I am inform'd that there are now some Petty Officers within your District that are detained Prisoners, the following are among the number viz Stephenson, Wallace, Clutterbuck & Fisher; I shall be glad to have these sent to me, and if you will take the trouble to write to Boston, that whatever number of British Prisoners are sent from thence to Providence to be Exchanged here, shall be replaced by an equal Number from Halifax to be landed at Marble-Head, for which purpose I shall give the necessary directions –

You will please to inform Mr Hopkins, that Lord Howe has sent Orders to Captain [Hyde] Parker [Jr.] to discharge his near Relation Mr Hawkins from the *Phoenix*, and to set him at Liberty, therefore he may expect to see him in a very few days –

Mr Howard a Midshipman belonging to the *Carysfort*, having been lately set at Liberty, any one of the Prisoners you receive now may, if you chuse it, be set against him – I am Sir [&c.]

P: Parker

1. Letters to the Governor, vol. 10, 36, R. I. Arch.

“LIST OF PRISONERS SENT BY SIR PETER PARKER MARCH 14, 1777”¹

Willm: Kentle

John Shaw

Danl. Swift

Jona Langworthy

Zebulon White

Elija Dean

Seth Tharber

Samuel Merritt { Seaman left
sick at Newpt:

Ephriam Andrews

Andw Godfrey

Esill Dean

Jas Cudworth

Ebiather White

Jacob Phillips

McAdm Johnston Surgeon

Chas Simpson

Jos Valentine } Seamen

Elijah Jones

John Sandford } Master

Jno Talbot

Phenix Sandford } Seamen

Jno Drinkwater

{ Ship *Thomas* retaken

{ Ship taken by the

{ *Unicorn*

Sally Sloop taken by the *Unicorn*

Elisha Corshill	}	Master.	<i>Renown</i>
Jno Rowe			
Adam Chote			
Jacob Woodberry			
Benjn Sisson			
Jno Cook.	}	Master.	<i>Orpheus</i>

Whole No 27

The above 27 Persons Embarked onbd the *Chatham* Sloop March 14th 1777 to be conveyed under the Charge of Lieut: D'Auvergne, to Providence to be delivered to Nicholas Cook Esqr &c &c &c to be placed on the Credit of the Cartel accounts, open between the Council and Sr Peter Parker –

1. Council of War Papers, Exchange of Prisoners and Miscellaneous Papers 1775–1781, R. I. Arch.

JOURNAL OF LIEUTENANT JOHN TREVETT¹

[Providence, March 13 and 14, 1777]

. . . we had a fire Brig, and Sloop, fitting at Providence, and soon was ready: we went down the river with them, in the night, waiting for a favourable time to chain them together. The time shortly came, when we undertook to chain them, but a sudden breeze of wind sprung up, before we could chain, and the sloop-fire-vessel, got so near the ship, she was obliged to run ashore, near East Greenwich, and we sat her on fire rather than she should fall into the hands of the enemy: The Brig and Sloop *Providence*, returned to Providence.

1. Trevett's Journal, NHS.

JOURNAL OF H.M.S. *Cerberus*, CAPTAIN JOHN SYMONS¹

March 77	At Anchor off Hope Island
Friday 14	at ½ pt 5 A M saw a Sloop in shore bearing W N W which prov'd to be a fire Vessell at 6 Weighed & came to Sail in turning to Windward split the M: Trysail at 8 fired several shott at the above on which they sett her on fire, sent the boats and tow'd her away to Leeward and let her burn down ½ pt 10 bore up & stood over to our own birth at 11 Anchd as before a Brigg & two Sloops in Sight.

1. PRO, Admiralty 51/181.

JOURNAL OF H.M.S. *Renown*, LIEUTENANT ROBERT DEANS¹

March 1777	Moor'd with the Stream Anchor in Narhighganset Passage, Rhode Island
Friday 14th	at 5 A M Saw a Sloop between Warwick point & Calf Pasture Point & a Sloop Privateer with a Brigg in Greenwich bay Do the <i>Cerberus</i> immediately got under Weigh,

sent my boats to Assist the *Cerberus* in cutting off the Sloop, at ½ past 7 Anchored the *Cerberus* immediately after the Rebels set Fire to the Fire Sloop and the Sloop Privateer. with the Fire Brigg sail'd further up to Providence at 11 the *Cerberus* Anchor'd again in her Station

1. PRO, Admiralty 51/776.

Connecticut Gazette, FRIDAY, MARCH 14, 1777

New-London, March 14.

Saturday Morning last, 11 Sail of Men of War and Transports, being Part of the British Fleet from Rhode Island, appeared in the Offing, just without the West End of Fisher's-Island, standing to the Westward, but the Wind being small and the Tide unfavourable, they drifted back of the Point and came to Anchor.

On Sunday they made Sail, and about Noon anchored North Side of the Island, where they continued till Tuesday Morning, when the Whole came to Sail and stood to the Eastward.

The Appearance of this Fleet so near us occasioned the Militia from the neighbouring Towns to be ordered in, for Defence of the Harbour &c. Among whom was the Norwich Light-Infantry Company, commanded by Col. Christopher Leffingwell, who made a genteel and martial Appearance, being neatly dressed in Uniform.

After the Departure of the above Fleet, Col. Leffingwell went to Fisher's-Island, accompanied by several Boats, to make what Discoveries they could; where they procured the following Memorandum from Mr. Brown, who lives on the Island, viz. That the Fleet took off the Island 106 Sheep, 8 Oxen, 11 Cows, 22 Yearlings, 26 Swine, 24 Turkeys, 4 Dozen Fowls, 123 Bushels of Corn, 100 Bushels Potatoes, 5 & half Tons pressed Hay, and 3 Cords of Wood; they also took a Parcel of Pork out of the Cellar, and some Bed-covering, such as Blankets and Sheets, they also shot a Number of Sheep Mr. Brown had no Account of. — That the armed Ships were the *Amazon*, Capt. [Maximilian] Jacobs; *Greyhound*, Capt. Dickinson [Archibald Dickson]; and *Lark*, Capt. [Richard] Smith, with seven Transports. That they landed three Companies of British and three Companies of Hessian Troops.

Mr. Brown informed that there were 20 Ships at Anchor in Gardiner's-Bay, tho' 11 only could then be discovered, besides two that were coming through Plumb-Gut. (No Doubt this Fleet are also on a plundering Voyage).

We learn that the Stock, &c. which was taken from Fisher's-Island, was chiefly paid for.

Last Saturday three Men went from hence in a Sail Boat, to Fisher's-Island, for a load of Corn, (having a Permit from the Committee of this Town for that Purpose), they being in the greatest Strait therefor, and none to be purchased here; but before they had loaded their Boat they discovered a Number of Troops landed on the Island; upon which they thought it

Advisable to make the best of their Way to the Boat; they accordingly sat out, but soon found themselves pursued; and by the Time they got on Board the Boat, which lay within Pistol Shot of the Shore, about 300 Men embodied in two Divisions had got to the Shore, when an Officer called to them to come on Shore, threatening to fire on them if they refused, but they disregarding their Threats began to hoist Sail, when the Enemy fired a Volley at them, which they repeated till the Boat was out of their Reach, which was about 15 Minutes (the Wind being small) mean Time the Enemy attempted to get to them in a Sail Boat but she happily got a-ground on a Point. The three Men say 1000 Shot or upwards was fired at them, and about 100 struck the Boat, but providentially neither of the Men were hurt.

Another Boat was soon after fired upon by them, but without doing any Damage.

A few Days ago a large Prize Ship mounting 24 Guns, bound from London to New-York, esteemed the richest Prize that has been taken since the Contest with Great Britain, laden with Dry Goods, was sent into an Eastern Port. She was taken by two Privateers. This Account we have by the Eastern Post.

JOURNAL OF H.M.S. *Amazon*, CAPTAIN MAXIMILIAN JACOBS¹

March 1777	Off Plumb Island
Thursday 13th	Fresh gales & thick fogg at 3 AM up Lower Yds Empd watering Modt with rain at 10 Saw a Sloop to Wtward Sent the Barge after her at 11 the Barge returnd with a Small Sloop from Stonington with Sugar and Rum Fresh breezs and hazy with rain at 4 PM Saw a Schooner to the W ward Sent the Prize Sloop ² Armd to Chace her at 6 Completed our water
Friday 14th	AM Strong gales at 10 Sloop Joined us with a Rebell Schooner from St Thoms for Connecticut River loaded with Salt and Dry Goods ³ Fresh Breezs and Clear Wr at 3 weighd Came to Sail at 4 Anchd off Gardrs Island in 4 fm the Low point SSE ½ E & beach point NBE the Et end Plumb Island No the Wt end NNW ½ W Veerd to ½ a Cable

1. PRO, Admiralty 51/4112.

2. Unnamed vessel, Samuel Beebe, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

3. *Ibid.*, schooner *Oliver*, John Buckley, master.

MINUTES OF THE PENNSYLVANIA NAVY BOARD¹

[Philadelphia] State Navy Board March 14 1777

A Letter from Lodwick Sprogell Commissary General of the Musters being taken into consideration,

Resolved, That, it is the duty of the said Commissary General of the Musters, to attend the several Vessels of War belonging to this State, and to

Muster the Men, in the Nearest convenient place to the Vessells, unless the Men should be in Barracks, in which case the Commissary is to attend at those places where the Men are quartered. That the Commissary should not pass any person whatever as an Officer, untill a Commission or Warrant, or a Certificate of his appointment is produced to the Commissary.

That no person whatever, in the Naval Service of this State shall on any account, be discharged from the Service of the Publick, without an Order from this Board.

That proper steps will be taken to compleat the Boys in their duty as Drummers and Fifers.

Resolved, That Joseph Marsh, Manuel Eyre, Joseph Blewer, Wm Bradford, with Commodore Seymore and John Hazlewood, be appointed to go down the River on Sunday next [March 16] to fix on proper Stations for the Fire Rafts and Vessells; and report their opinion to this Board.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

ADVERTISEMENT FOR A DESERTER FROM THE PENNSYLVANIA NAVY
ARMED VESSEL *Ranger*¹

Philadelphia, March 14, 1777.

Ten Dollars Reward.

Ran Away from the armed vessel *Ranger*, under my command, a certain William Burgen, born in Ireland, about 36 years of age, black short curled hair, about five feet ten inches high, a remarkable stout hearty looking fellow, very little addicted to liquor; he entered in October last, and received bounty and wages. Whoever apprehends said deserter and delivers him on board, shall be entitled to the above Reward and reasonable charges. – It is most earnestly requested that no friends to their country will encourage or countenance him, as I am determined to put fully in execution the Resolve against such as are so lost to their country's good.

John Mitchell.

1. *Pennsylvania Packet*, March 18, 1777.

HENRY FISHER TO THE PENNSYLVANIA COUNCIL OF SAFETY¹

Gentlemen

Lewes-town March 14th 1777

On Tuesday the 11th- after Night came into our Road two Ships & a Sloop Tender, one of them has not been in our Capes before, I take her to be a Forty or Fifty Gun Ship, the other a Frigate, the Sloop appears to have ten Guns; on Wednesday morning there appeared a third Ship, the Frigate & Sloop made Sail after her, they have not been seen since, last Evening the other Ship went out and at this time they are not to be seen from the Light House

I should have sent off this Express before, but did not know when they might be bound up the Bay and then should not have had the Horses – Our Council of Safety will not admit of a Guard when the Ships are in the Road, therefore I dont know when I may be surpris'd and taken on board,

believe me Gentlemen I am in a very deplorable State for when the *Roebuck* was last in the Road I happened to be the Commanding officer & only ordered twelve Men and an Officer to receive the Flag as they were often sending on Shore when two of the Council which were Magistrates and another came & advised that we should lay down our Arms & submit – By this you may see the Temper of our People here. These are Matters of Fact and such as I am able to prove; & if the honorable Congress does not take some Notice of us the Pilots will be all taken in their Beds; for you cannot think that ten or twelve Men can stand guard & protect themselves; therefore must beg your Assistance or you will feel the effects if there should come a Fleet into our Bay; – In the mean time I shall strive to do every thing that lies in my Power for the good of the Cause I am Gentlemen [&c.]

Henry Fisher

N.B. Please to call on Mr Davis Beaven and he can prove some of the Matters I have alledged

1. Papers CC (Letters Addressed to Congress), 78, IX, 55, NA. Fisher was not aware that the Council of Safety had given way to the Supreme Executive Council.

JOURNAL OF THE VIRGINIA COUNCIL ¹

[Williamsburg] Friday the 14th day of March 1777

Ordered that two Gallies such as the Navy Board may judge most fit be stationed at Cherryton or such other place on the Eastern Shore as the County Lieutenants of Accomack & Northampton shall think best for the protection of the Trade and defence of the Inhabitants there.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 368. *Galleys Protector and Safeguard*.

DIXON AND HUNTER'S *Virginia Gazette*, FRIDAY, MARCH 14, 1777

Williamsburg, March 14.

A Few able Seamen are yet wanting for the *Albion*. Apply (as formerly) to Capt. Alexander Thompson on Board, or to Michael Wallace in Nansemond.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL ¹

March 1777

Cape Henry S38°W 30 Leagues

Thursday 13th

at 7 A M saw a Sail in the SE quarter, wore Ship & gave Chace out 3d reef of the Topsls & let the reef out of the Mainl carried away the Lower Steering sail Yard, reef the Topsails, at 11 brought the Chace too, which proved to be the Sloop *Dolphin*, Wm Beard Master,² from Madeira, bound to Philadelphia with wine, sent the Cutter onboard to bring the prisoners out
Strong Gales, the Cutter onboard the prize with the Boatswain, Gunner & 7 Men, at 2 came on a violent squall of Wind, clued up the Sails and handed them

brought too under bare poles 1/2 past 7 PM set the Mizn Staysl
 Friday 14th at 7 AM set the Main Staysl at 10 wore Ship the prize
 1/2 a mile a Stern Strong Gales
 Ditto Weather, at 5 PM the Sloop made a Signal of dis-
 tress, sent aboat onboard her, found she had split all her
 Sails, the Cutter stove & broke a Drift in the Gale of Wind
 & lost with Six Oars & 2 Boat Hooks, got the people out and
 set her on fire.

1. PRO, Admiralty 51/311.

2. Vice Admiral Howe's prize list of May 22, 1777 gives the master's name as Jonathan Clark, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD ¹

Navy Board [Charleston] *Friday 14th: March 1777.*

The Board met according to Adjournment

Present. Edward Blake Esqr. first Commissioner

Roger Smith, George Smith, Josiah Smith, Esqrs –

A Letter to Mr. Edward Darrell –

The Commissioners of the Navy desire you will get from on board the Different Prize Vessells now in this Harbour, all the Water Casks that are to be got, keeping an Accot. thereof, and of their Value at the Current Price given for those things, – Capt Cochran informs the Commissioners, that he landed at Gadsdens wharf, Twelve water Casks, you will Enquire what is become of them and have them taken care off –

Edward Blake first Commissr

A Letter to Capt. Robert Cochran –

Capt Robt Cochran Sir/

The Commissioners of the Navy desire that you will as soon as possible furnish the board with a pay Bill for the Brigg *Notrie Dame* made Out to the fourth day of October 1776 and a Second pay Bill from the fourth day of October 1776 to the fourth Inst

Navy Board 10th March 1777 –

A Letter to Capt. Edward Darrell

Capt Edward Darrell Sir/ Navy Board 10th March 1777 –

Please forward to Beaufort P the first good Opertunity, To Mr. Tunis Tebout for the use of the Row Galley, One Ton of Barr Iron –

An Order was wrote to Mr. Myer Moses –

Mr Myer Moses Sir/

Please deliver Mr. Daniel O'Nealle Two Thousand pounds weight of good Clean Merchantable Hemp *for the use of the Navy of South Carolina.*
 March 14th 1777 –

Resolved to Advance Daniel *Oneille Rope maker*, One Thousand pounds to Enable him to *purchase Stock & hire Hands* to Carry on his Business –

An Order to John Calvert

Mr. Calvert Sir/

Please deliver to Edward Darrell Esqr. Twenty Pieces of Sail Duck (such as he shall Chuse) for the use of the Naval Department

March 14th 1777 –

A Letter was wrote to his Excellency the President

Sir/ Navy Board 14th March 1777 –

The Commissioners of the Navy are of Opinion that a great Advantage will result to the State, by a Ship Yard and Workmen being engaged in the Public Service, for want of which, the Vessels and boats belonging to the State, suffer much by delay, and for want of Necessary repairs, They Inform your Excellency, that Capt Cochran, has made them an Offer of his Ship Yard & five Workmen, at the rate of Twelve Hundred pounds P Annm., which Offer they Judge reasonable, And recommend may be received, and Meet with your Concurrence, and that of the Privy Council – By Order of the Board ²

Agreed to draw on the Treasury for the following Accounts in favor of

Viz

Job Rothmahler for Beef Supplied the Schooner <i>Rattle Snake</i>	}	£ 140.15..6
Anthony Bonneau 2 Accots. for sundrys Supplied the <i>Rattle Snake</i>		1257.10.11
41 Wm. & Jas Carson for a Coil of Cordage		36..6..–
42 John Benfield for Candles		53.17..6
		<hr/> £1488..9.11

1. Salley, ed., *South Carolina Navy Board*, 50–52.

2. All letters were signed by Edward Blake.

JOURNAL OF H.M.S. *Boreas*, CAPTAIN CHARLES THOMPSON ¹

March 1777

Friday 14

Monte Christa SSW $\frac{1}{2}$ W abt 6 Leags
at 8 AM Tackt Monte Christa S $\frac{1}{2}$ E abt 4 Leags at 9
A M Tackt $\frac{1}{2}$ past Brot too & Examin'd a Spanish Sloop
from St Domingo Bound for Cape Francois at noon made
Sail Monta Christe SBE $\frac{1}{2}$ E Distance 3 Leagues
Moderate Breezes & fair Gave chace at $\frac{1}{2}$ past 2 fir'd a
Gun & made a Private Signal to the *Badger* at 3 fir'd three
guns at the chace & Brt her too a Schooner from Martinico
to Pt a Prince laden wt flour & lumbr suppos'd to be
American Property Joind Co wt the *Badger* took the
french Men out of her & sent them on board the *Badger*
sent 2 of our People onbd ²

1. PRO, Admiralty 51/125.

2. Sloop *Betsy*; Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

RICHARD HARRISON TO THE MARYLAND COUNCIL OF SAFETY¹

Gentlemen/

St Pierre M/que Mar 14. 1777 –

On the representation & earnest Solicitation of Mr Vanbibber, I wrote you the 8th of December last offering to move from this Island down to St Eustatia in order to release that Gentleman from the West Indies, he being exceedingly desirous to rejoin his family & friends in Maryland – from what he told me, at that time I really thought such a measure would not only oblige him, but tend to promote your Interest also. – But, notwithstanding I am still of Opinion that Statia is the best place for purchasing & selling any kind of Merchandize, I find that the great Number of Cruizers continually hovering about that Island & the Inability of its Government to check their Ravages, render it infinitely more unsafe for the Americans to resort to than to this – Our privateers (which are every day going out & coming into this port) together with the french frigates & Guarda Costas have lately kept our Coasts tolerably clear of the Enemy's small Cruizers, which have been (and still are to Leeward) the greatest Annoyance to our Commerce. – Add to this that we have now a brisk trade opened to Dunkirk (a free port) in the Article of Tobacco, and that we possibly may have a chance now and then of dealing in the Bill way with the privateers men (who begin to sell certain kind of prizes here by connivance of Government) and I am of Opinion, upon the whole, that this place has yet the advantage. – I therefore concieve it incumbent on me to inform you that I shall remain here untill I know you have seen this Letter & recieve your Orders in consequence of it to go elsewhere, whatever may have been your determination on what I formerly wrote you – This change of Opinion may appear to you perhaps fickle, but it arises from a change of Circumstances, of which I thought it a duty to inform you. I have the Honor to be [&c.]

R^d Harrison

(Copy)

1. Red Book, XVI, Md. Arch.

JOURNAL OF H.M.S. *Seaford*, CAPTAIN JOHN COLPOYS¹

March 1777

At Sea

Friday 14th

At 6 P M Barbadoes WbS $\frac{1}{2}$ S 9 or 10 Leags At 9 Do
Fired a Shott brot too a Sloop Proved an English Sloop
from Damerara for Barbadoes, taken by an American Privateer,
Exchanged the Prisoners, Sent the Sloop to Barbadoes.

1. PRO, Admiralty 51/880.

15 Mar.

JOURNAL OF THE MASSACHUSETTS COUNCIL¹

[Boston] Saturday March 15th 1777

Petition of Elijah F. Payne setting forth the privateer *Eagle* on her late Cruize took & brought into this State a certain Mulatto Boy said to be son to

the King of Syrolean & bound to Liverpool to be Educated praying that he may have Liberty to depart this State in the Brig *Lord Lifford* bound to Europe. Ordered that the Prayer of the within Petition be granted and that the Young Mulatto Lad mentioned in said Petition have Liberty to depart from this State to Ireland in the Brig *Lord Lifford* of which John Jones is Master.

1. Mass. Arch., vol. 20, 331, 333.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 15 March 1777 [A. M.]

Order'd That Mr [Ellis] Gray deliver six Tin & six Horn Lanthorns to Commodore Manly for Ship *Hancock*

pm

Order'd The Comee of Sequestration deliver Capt [Corban] Barnes one yard Gold Lace – paying for it

1. Mass. Arch., vol. 148, 205, 207.

WILLIAM C. MESERVE AND ROBERT NEALL TO THE PRINTER OF
THE *Boston Gazette* ¹

Mr. Printer.

Please to insert the following, and you will oblige the Public.

On the 3d day of February last, on our passage from Boston, in the sloop *Dispatch*, Nathaniel Thayer, Master, bound for Baltimore, we were taken by his majesty's ship *Brune*, Capt. Ferguson, between Cape Henry and Cape Charles, and were plundered of many things that belonged to us, among which were some of our cloathing; the remainder we were allowed to keep; they gave us nothing to eat for near two days, and then put us on short allowance, viz. three pounds of meat, and three pounds of bread for seven days, and two jills of rum for seven men, if on deck, for twenty-four hours, and no more, tho' at the same time obliged to do equal duty with their own hands – The ship was bound for New York, and as we had reason to believe, suspecting the prisoners would rise and take the ship from them, put 20 of us on board of a sloop, which had been captured by them, in her passage from the West-Indies, first discharging her cargo, which was salt, into the sea, stripping her of her sails and rigging, cables, anchors and boat, and [illegible] itting her decks and upper works in several places, and then turned her adrift, without giving us either victuals or drink; the nearest land we could make to leeward, was as near as we could judge, fifteen miles, the wind then being to the eastward. – We had some blankets on board, which we were allowed to bring from the ship; of these we made a squaresail, in the best manner we could, got it up and made for the land, and in about eight hours we struck on Gwin's island, near two miles from the shore; we then made a raft of our hatches, and some other plank, on which one of us the subscribers, viz. William C. Meserve, ventured ashore, got a boat and come off, conveyed the rest of the prisoners ashore. – We further declare, that had the wind

shifted to some other point of the compass, we should have drifted to sea, and all have perished, unless we had been fortunate enough to have been taken up by some other vessel. – The following are the names of such of the prisoners as we know, who came ashore with us, viz. Capt. Nathaniel Thayer, Capt. William Russell, Capt. Simonton, Capt. Newall, William Pickett, John Pickett, Jonathan Alby, Benjamin Keith, Skillon Brooks, Benj. Brooks, and James Arms.

William C. Meserve Robert Neall.

Boston, March 15, 1777.

Suffolk ss.

William C. Meserve and Robert [Neall] made oath to the truth of the foregoing declaration, by them subscribed

Joseph Gardner [notary public].

1. *Boston Gazette*, March 24, 1777.

SHIPPING ARTICLES FOR THE CONTINENTAL NAVY SHIP *Columbus*¹

[March 15, 1777]

[The Articles are in printed form and follow exactly the text prescribed by the Continental Congress on November 28, 1775. The various blank spaces are filled in, according to requirements. She was bound on a cruise from the port of "Rhode Island." She was named "*Columbus*", and her commander was "Hoysteed Hacker Esqr." The latter's signature appears regularly thereafter in every paragraph where space was left for that purpose. The names of the crew appear below in two parallel columns, each listing time of entry, name, station and wages. The wages, however, were not filled in.

The left column was for sea officers (commissioned, warrant and petty) and seamen; the right column, for marine officers and men. For convenience in reading, the right column is here dropped to follow the other.]

Time of Entry

1777	Names	Stations	Wages
January 5	Hoysteed Hacker	Capt	
5	Philip Brown		
Febry 9	William Earl	Master	
feby 10	Constant Church	Cheaf Mate	
Febry 22d	Wm Broad	2d Mate	
march 7th	Justin Jacobs	midshipmon	
March 10th	[name erased]	mid	
March 10th	Sheffield Attwood		
Febry 10th	Jonathan Sloan	Cunner	
Fb 24	Samuel Grant	Guners mate	
Febry 4th	Ben Jamin	Cook	
March 18,	John Dabney	Cpt Clke	
1777			
Febry 4th	John Hacker	Boy 2	

	his	
	Mark X Sinnett	Boy
	Mark	
Feby 28th	William Taylor	Seaman able
	his	
January 16th	Thomas X Caton	Boatswain
	mk	
	his	
Februy 7	Frans X Mathews	Dos Mate
	mk	
	his	
" 11th	John Robinson X Stockwell	Quartr Master
	mk	
	John Smith	Do
24	Peter Hamilton	Seaman
26	Stephen Hill	
February 10	Jeremiah Scanlan	
[torn] 10	his	
[torn] 22	Joshua X Cutawow	Seamen
	mark	
Feby 10th	Thomas Young	Do
	his	
[torn] 18	James X Edwards	
	Mark	
	his	
[torn]	Willm X Jedox	
	[mark]	
1777		
Januy 24th	Josp Hardy	Capn Marines
1777		
Januy 6th	Edward Burk	1st Lieutt
Feby	[name erased]	2d Do
Feby 4th	[name erased]	Captn Clark
Feby 10	John Fisher	Steward Feby 10
Feby 17th	Oliver Crandle	Do mate
Feby 20	Ezra Sears	Surgeon
march 1st	Isaac Olney	2 Lieut Mrns
march 15	Hugh allen	
Febry 20	Thomas Welch	1 Sergt
Feb 10	Rufus Rogers	2 St
Feby 13	William McCall	Corporal
" 16	Willm Blyth	Fifer
" 16	Oliver Crandle	Marine
" 19	Grinnel Thurber	Marine
" 19	Cato Franklin	Marine

Time of Entry 1777	Names	Stations	Wages
Febry 20	his James X Lewis mark	Marine	
25	his Charelas X Beean Mark	for 12 munths work	

1. Rhode Island Mss., vol. 10, 87 RIHS.

COMMODORE ESEK HOPKINS TO NATHANIEL SHAW, JR. ¹

Sir

Providence, March 15th. 1777

It appears by Lieutt [David] Phipps's Account from Captn [Elisha] Hinman that he is not paid for his Service longer than from the time he went to do duty onboard the *Cabot*, but as he was in the Service and did duty onboard the *Providence* Sloop before I think it will be right for you to pay him what may be due to him from the time he Enter'd into the Service untill the time he went onbd. the *Cabot*, but as I have not the Enlistments I cant at present undertake to tell what Sum. I am Sir [&c.]

E H

To Nathaniel Shaw junr. Esqr.

Continental Agent in New London

1. Hopkins Letter Book, 73, RIHS.

LIEUTENANT PHILIP D'AUVERGNE, R.N., TO HENRY WARD ¹

Sir

Colonel Waterman of warwick has received the prisoners with which I was charged, 27 in No for which I have received a receipt on the current acct

I have Sir Peter Parkers command to signify to Adl Hopkins that Lord Howe has given directions for his relation Mr Hawkins, now onbd the *Phoenix* to be imediatly releasd. therefore he may be expected a providence in a few days.

It is also the Comodore's directions to me to acqt Governor Cook, that any of the Persons that I have brought may be accounted as returned in lieu of Mr Howard a midshipman of the *Carysfort*, lately released, to the westward or any other persons which the council shall please to name will be returned by a future opportunity.

I have given Colonel Waterman some private Letters from Mr Malbone to you respecting a son of his now at providence, Sir Peter Parker orderd me to say that he would acknowledge it as a favor if Govr Cook would permit him to come to his father, who is very a[n]xious to see him.

The comodore will be glad of the acct of the ballce of prisoners by the first opportunity.

allow me to trouble you with my respects to Mr and Mrs Clark.
I have the honor to be with the most perfect consideration [&c.]

P D'Auvergne

Warwick Pt March 15: 1777.

1. Letters to the Governor, vol. 10, R. I. Arch.

JOURNAL OF H.M.S. *Chatham*, CAPTAIN TOBY CAULFIELD ¹

March 1777 [Moored off Newport, Rhode Island]
Friday 14 heard several Guns up the harbor 7 AM saw a large fire on the other side of Connanicut 1/2 past 10 sailed up for Providence our Tender as a Flag of Truce wt a number of Prisoners
3 PM arriv'd H. M. S. *Juno* & a prize
5 fir'd a Gun & made the *Greyhounds* Sigl to speak a Vessel coming in which prov'd to be a prize to the *Unicorn* –
Saturday 15 the large fire we saw yesterday proved to be a fire Ship the Rebels had sent down towards the *Renown* which was towed ashore by our Guard boats

1. PRO, Admiralty 51/192.

STEPHEN SEAMAN AND PLATT TITUS TO THE NEW YORK CONVENTION ¹

[Esopus Creek] March 15, 1777.

To the Honorable the Convention of the State of New York

We the Subscribers for ourselves and in behalf of the other Ship wrights, Ship joyners and Others, lately employed on the Ship *Congress*, beg leave to represent that your Honorable House were Pleased to Resolve on the 20th Day of December last, that the Superintendent of said Ship, Capt. Augustine Lawrence, be Desired to Pay the People Belonging to said Ship for the Nights work in which they were employed bringing said Ships from Poughkeepsie into Esopus Creek. Also that the said People working on board the said ship should in future be allowed one ration and a half per day Continental Allowance – neither of which Resolutions have been complied with, as the said Ship Carpenters and Ship Joyners are by Order of Your Honorable House about to quit the Ship and go to the Northward in Public service, we humbly pray your Honourable House will Oppoint some Person to settle and Pay the said wages and allowances of rations agreeable to the resolutions, as your Petitioners have Famelise to Leave behind who want the Fruits of all Our Industry to Support theirs, and your Petitioners will ever Pray,

Stephen Seaman, Platt Titus.

1. *New York Historical Manuscripts*, I, 657.

JOURNAL OF THE NEW YORK PROVINCIAL CONVENTION ¹

[Fishkill] Saturday Morning, March 15th, 1777.

A ration roll of the ship joiners on board the Continental ship *Congress*, from the 20th December, 1776, to the 14th Feby. 1777, it being an allowance

to them made by the Committee of Safety on the 20th December, 1776, on account of the dearness of provisions and other necessaries of life; the said roll amounting to £32 11s. 7¾d. is sworn to by Mr. John Child, clerk of the Continental ship *Congress*, and audited by the committee of accounts, was delivered in and read.

One other ration roll of the Continental ship *Congress* from the 20th December, 1776 to the 14th February 1777, it being an allowance made by the Committee of Safety on the 20th December, 1776, on account of the dearness of provisions and other necessaries of life; the said roll amounting to £25 11s. 10d. is sworn to by Mr. John Child, clerk of the said ship, and audited by the committee of accounts, was delivered in and read.

An account of the ship carpenters, ship joiners, riggers and labourers employed on board the Continental ship *Congress*, in transporting said ship from Poughkeepsie to Esopus Landing, and mooring her there, for which they demand each four nights' wages; the said account amounting to £49 14s. is certified to by Mr. John Child, clerk to said ship, and audited by the committee of accounts, was delivered in and read.

A pay roll of the ship carpenters on board the Continental ship *Congress*, from the 14th February to the 8th of March, amounting to £9 6s. 6d. which was allowed them in addition to their former wages (in lieu of rations) by resolution of the Committee of Safety, on the 14th February, 1777; the said roll is sworn to by Mr. John Child, clerk of the said ship, and audited by the committee of accounts, was read. And thereupon,

Ordered, That the Treasurer of this State pay unto Mr. Stephen Seaward the sum of £32 11s. 7¾d. in full for the ration roll of the ship joiners on board the Continental ship *Congress*, from the 20th December, 1776, to the 14th February, 1777. Also, the further sum of £25 11s. 10d in full for the ration roll of the shipwrights on board the said ship, from the 20th December, 1776 to the 14th February, 1777. Also, the further sum of £49 14s. in full for an account of the shipwrights, joiners, riggers and labourers employed in transporting the ship *Congress* from Poughkeepsie to Esopus Landing. And also, the further sum of £9 6s. 6d. in full for the pay roll of the shipwrights on board the said ship, from the 14th February to the 8th March, 1777.

1. *Journals of the Provincial Congress, Provincial Convention, Committee of Safety and Council of Safety of the State of New-York, 1775-1776-1777* (Albany, 1842), I, 836, 837. Hereafter cited as *New York Provincial Congress*.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Saturday, March 15, 1777

The Marine Committee reported to Congress, that there are several very fine prize ships in the state of Massachusetts Bay, very suitable for the service of the Continent, and which might be fitted out at a small expence; and recommended to Congress, that they should be empowered to purchase three of said ships for the purpose aforesaid; and also recommended to the notice of Congress, Captain Daniel Waters, and Captain Samuel Tucker, who were early employed by General Washington in cruising vessels, and were very

successful, and are strongly recommended by the General and others, are, in their opinion, proper to be appointed to the command of two of them: Whereupon,

Resolved, That the Marine Committee be empowered to give directions to the agents to purchase three ships, and order them immediately to be armed and fitted out for the service of the United States, to be under the direction of the Marine Committee.

Resolved, That Daniel Waters and Samuel Tucker be appointed captains in the navy of the United States, and that they have the command of two of the ships ordered to be purchased;² and that the command of the other ship be given to Captain John Paul Jones, until better provision can be made for him.

1. Ford, ed., *JCC*, VII, 180, 182–83.

2. Commission issued to Captain Samuel Tucker, and dated March 15, 1777, is in Record Group 15, Revolutionary War Pension Records, Samuel Tucker, NA.

JOURNAL OF H.M.S. *Preston*, CAPTAIN SAMUEL UPPLEBY¹

March 1777
Saturday 15

C Henlopen N 13:00Wt 15 Leagues
6 AM made the signal for the *Daphne's* Lieut who came on-board & informed us the Schooner in Company was the Vessel she chased yesterday from St Cruz bound to Philadelphia Laden with Rum and Salt.²

Ditto [Light airs and clear] weather saw a strange sail to the NEt gave chace at 5 boar[d]ed her she proved to be a French Brig called the *Rose* from Philadelphia to Martinico Loaded with Flour and Lumber, sent 6 Men onboard the Brig & brought the Prisoners onboard³

1. PRO, Admiralty 51/720.

2. The lieutenant was prize master of ship *Sally* which had been taken by *Daphne* on March 14. While in *Sally*, the lieutenant captured schooner *Adventure*, William Young, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

3. *Ibid.*, *La Rose*, Augustin Couster, master.

THOMAS SMYTH TO DANIEL OF ST. THOMAS JENIFER¹

Sir

Chester Town March 15th 1777

Captain [Thomas] Coursey being disappointed in getting the Cordage he expected was to be sold here waites on the Council for what is necessary to secure the *Chester* Galley when launched, which must be done in a few Days or she will suffer much –

I have a middle sized mooring Anchor which I woud sell to the Council if Captn Coursey thinks it will be suitable for the Galley and a peice of pretty good Cable tho' very short which I woud also sell if it is wanting it is only long enough for mooring. The Council will be pleased to give Captn Coursey orders on me for whatever provisions they woud have me deliver to him of those purchased for the use of the State – I shall readily give him every

IN CONGRESS.

The DELEGATES of 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,* TO

Samuel Tucker Esquire.

*Number Two
of this Day's
Appointment*

WE, reposing especial Trust and Confidence in your Patriotism, Valour, Conduct and Fidelity, DO, by these Presents, constitute and appoint you to be *Captain* of the armed *Ship* called the *Boston* in the Service of the United States of North-America, fitted out for the Defence of American Liberty, and for repelling every hostile Invasion thereof. You are therefore caefully and diligently to discharge the Duty of *Captain*.

by doing and performing all manner of Things thereunto belonging. And we do strictly charge and require all Officers, Marines and Seamen under your Command, to be obedient to your Orders as *Captain*. And you are to observe and follow such Orders and Directions from Time to Time, as you shall receive from this or a future Congress of the United States, or Committee of Congress for that Purpose appointed, or Commander in Chief for the Time being of the Navy of the United States, or any other your superior Office, according to the Rules and Discipline of War, the Usage of the Sea, and the Instructions herewith given you, in Pursuance of the Trust reposed in you. This Commission to continue in Force until revoked by this or a future Congress.

DATED at *Philadelphia March 15th 1777*

By Order of the CONGRESS,

John Hancock

PRESIDENT.

ATTEST.

W. Thomson

Assistance in my power in forwarding the fitting out the Galley and am with much esteem [&c.]

Tho^s Smyth

To the Honoble Daniel of St Thomas Jenifer
President of the Council of Safety in Annapolis

1. Executive Papers, Box 2, Folder 171, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO JESSE HOLLINGSWORTH, BALTIMORE ¹

No 187

Sir,

We communicated to you our Intention to send the *Lydia* round to Potomack to Load but as she will want some Ballast we think right to advise you to purchase about sixty or eighty Hhds Tobacco for that Purpose, giving Thirty five Shillings for Elk Ridge and Thirty for Patuxent or Potomack Tobacco. This you will put in and dispatch the Ship of as soon as possible – We are &c

[Annapolis] March 15th 1777 –

1. Council of Safety Letter Book, No. 2, Md. Arch.

VIRGINIA NAVY BOARD TO CAPTAIN JOHN CALVERT ¹

To Capt John Calvert [*Norfolk Revenge* galley]

Sir We recev'd yours of the 14th Instant together with the proceedings of the Court Martial held on Lieut [James] Tennant,² which we have had under consideration and upon considering the matter we are of opinion that Mr Tennants behaviour has been very remiss and have therefore affirm'd the judgment of the Court Martial. – We shall consider when we have a fuller Board whether he ought to be reinstated. –

(Signd)

Thomas Whiting 1st Commr

[Williamsburg] 15th March 1777 –

1. Navy Board Letter Book, VSL.

2. Tennant was first lieutenant of *Norfolk Revenge*.

JOURNAL OF H.M.S. *Boreas*, CAPTAIN CHARLES THOMPSON ¹

March 1777

Mte Christie SbE 5 Leags

Saturday 15

Moderate & fair

at ½ past 3 P M saw a Sail in Shore gave chace at Do She Haul'd his wind in Shore & came to an Anchor sent the Boat in & made the Signal for the Tender to follow, when the People Quitted the chace & she Drove on a Reef some distce from the Shore at ½ past 5 Mte Christie SE½E abt 4 Leags sent the Boat to Board the Chace . . . at ½ past 7 the Boats returnd & inform'd us the chace was a Brigg from Nantucket wt fish & Lumber but on shore & Bilg'd wore & made Sail

1. PRO, Admiralty 51/125.

CAPTAIN WILLIAM JUDD, R.N., TO VICE ADMIRAL CLARK GAYTON ¹

Sir./.

Antelope Port Royal Jama
March 15th 1777

In answer to your letter dated 15th Feby, concerning my Conduct respecting the French Ship *Hercules*, whom I boarded in the Night at Sea, as to particulars I must beg you will be pleased to consider the Inclosed from my Lieutenant Mr [Peter] Rainier who I think executed my Orders with Spirit and real Conduct on the Occasion

The French complaind concerning my firing two Shot I most certainly did, being from my Infancy brought up in the British Navy (which I shall to my utmost Revere) I do not wish to understand that of the French Service, as my Orders in time of War directs not to trifle as Monsr Dubrocque wanted to do with His Majestys Ship which I have the Honor to Command I am Sir with the greatest respect [&c.]

Will^m Judd

A Copy

[Endorsement] In Vice Adml Gaytons Letter 30th March 1777.

[Enclosure]

Lieutenant Peter Rainier, R.N., to Captain William Judd, R.N.

Sir./.

Antelope Port Royal Harbour
Jamaica March 15th 1777

In compliance with your directions requiring me to relate the particular circumstances that attended my boarding, in the Course of Duty, the *Hercules* french Merchant Ship Dubrocq Master from Port au Prince to Bordeaux July 9th 1776 (P Log) I beg leave to inform you that I was received onboard with that Civil respect customary with the French on such Occasions, when I acquaintd Mr Dubrocq with the nature of the Duty I was to discharge, Namely to enquire and examine him Strictly as to his Nation, Cargo, & Voyage, he readily satisfied me under those heads, and produced such Papers as I required to ascertain the truth of his replies, this being over, he told me he thought it strange that we should fire Shot at him as we were at Peace with the French. I answerd it was the Custom of the British Navy, and that the Second Shot was fired because altho' he shortend Sail on hearing the first, he did not bring too, he said that the French Ships of War never fired a Shot at a friend for that purpose, and that his People took us for a Corsair which terrified them so, that one of them got hurt, he did not say the Hurt was Occasion'd by either of the Shot, neither dare he, as I was well convinced they both flew wide of him, being upon Deck when the Shot was fired

I finally replied we were at War, and therefore examined all Ships with great Strictness, when I said we were at War, I only meant with His Majestys Rebel Colonies, and I am almost certain I thus explaind myself to Mr Dubrocq Every Military person knows that the Whizing of a Shot passing by the Ear, always appears, particularly to those who are not used to it, much nearer the hearer than in fact it is, and I am persuaded was the case with the French Sailors, nothing farther passed but seemingly abundant Satisfaction with my usage of him, he only beg'd the favor of me to let him Know the

Name of My Ship, and the Commander who I came from, which I readily complied with

This is the whole I can recollect as it happen'd Eight Months ago, and as I never thought of being question'd on the Subject my Account may not be so precise as could wish, but I dont think I have omitted any thing Material Dubrocq spoke tolerable good English, and moreover the Midshipman who was with me spoke french so that I am Convinced we perfectly understood each other

It may not be unnecessary to add that it was at 10 P M, of the above mention'd day, we Brought to, and 1/2 past 11, we got our Boat in, and made Sail I am, with great respect [&c.]

Peter Rainier

William Judd Esqre
Commander of His Maj's
Ship *Antelope* } A Copy.

1. PRO, Admiralty 1/240.

"EXTRACT OF A LETTER FROM MR ROBERT WOOD SURGEON OF HIS
MAJESTY'S HOSPITAL AT JAMAICA DATED 15TH MARCH 1777"¹

I am also to acquaint you that Mr Douglass, the first Lieutenant of His Majestys frigate the *Winchelsea* has been some time under my care, and seems to benefit but little from the Methods pursued for his Recovery. I would recommend a change of Climate as most conducive to reestablish his Health, which is indeed much impair'd, and is dayly growing worse. He has long labour'd under the influence of a Slow nervious Fever, attended with a Cough, an obstinate constipation of Body, which frequently throws him into faintings, and deprives him of the use of his Limbs, both Muscular and Nervious Systems seem much debilated, and his Memory at times fails him, in consequence of which, his remaining here (as the warm Season approaches fast) may be attended with fatal consequences

Lieut Lisle of the Marines of the said Frigate, being much in the same Situation, & of a very Scorbutick Habit of Body, much afflicted with the Rhumatism and his Mental faculties much impair'd from old Age, being upwards of Sixty, is in my opinion very unfit for Discharging his Duty as an officer in this Climate, I would therefore recommend his going to England the first oppertu[nity] that offers: hoping this may meet with your Approbation

[To] Clark Gayton (A Copy)

1. PRO, Admiralty 1/240. Enclosed in Gayton to Stephens, March 30, 1777.

16 Mar. (Sunday)

JOURNAL OF AMBROSE SERLE¹

[New York] Sunday 16th. [March]

The *Phoenix* came in for Water. Capt. [Hyde] Parker [Jr.] says, that the Fleet have lately taken, &c. above 60 Prizes.

1. Tatum, ed., *Serle's Journal*, 200.

PETITION OF OFFICERS AND CREW OF THE PENNSYLVANIA
FLOATING BATTERY *Putnam* ¹

[Philadelphia, March 16, 1777] ²

To His Excellency, Thomas Wharton, Esqr., President of the Supreme Executive Council of the Commonwealth of Pennsylvania, Captain General and Commander-in-Chief, in and over the same.

The Humble Petition of sundary officers and privates belonging to the New floating Battery *Putnam*, under Command of William Brown, Esqr., for the Defence of the State of Pennsylvania.

Most Humble Sheweth,

That your Petition excited by the late alarming progress of the enemy of the United States of America, did most Chearfully turn out as Voulunteers, under the command of our Noble Captain, Aforesaid, and joined General Washington's Army, in the State of New Jersey, where we expected our service would contribute the most Benefit to the Generall Cause, for which we are all engaged.

That your Petition was at very considerable expences to procuring Cloaths and other necessary's for this extraordinary service which was to be performed in the most inclement season. We need not attempt (were it in our power) to represent to your Excellency the critical situation of the Army when we marched by night from Trinton to pri[n]ce Town; and thereby with unabated ardor, executed a Master Stroake of General ship Which effectually baffled the designs of our enemy; but only to shew that in this enterprise we were Necessarily parted from our baggage waggon, which contained all our cloathing and necessary's save only what was on our backs; that the circumstances of the Campaign deprived us of an opportunity of seeing the baggage waggon untill the twenty-third of January; When, to our Great Damage, the articles in the inclosed list (which can be attested to if required,) was missing, being either lost, stole, or plundered. That notwithstanding the extraordinary hardships to which we were exposed for want of these necessarys, (not having the means of releasing them), we indured the campaign for the honour of our country – That our loss was not sustained by any neglect of ours, but the consequence of strict obedience to our duty on our part; That the extraordinary expence of equipping, as well as the service, is performed without any extraordinary allowance whatever. That many of us have familys, the suport of which depends wholly on what we can save of our wages, best part of which is now stopt payment of the articles now lost; the loss, therefore, is the more severely felt at t'his time, when the scarcely [scarcity] adds to the dificultly of replacing it.

We, therefore, Most Humbly begg leave to refer the consideration of the premisses to your Excellency who we dout not will grant us such recompence, as to your Excellency's Superior judgment shall seem meet, and your Petitions, As in Duty bound, Will Ever Pray.

William Edwards,
John Carmonday,

William Petterson, Sergt.
James Munks,

Robert Ronalds,
 James Robartson,
 John Mulland,
 Robert Reed,
 Joseph Kineer,
 Andrew Mitchell,
 William Johnson,
 Samuel Philip,
 John Brannan,
 Timothy Riely,
 John Willard,
 Peter Poland,
 James Burchal,
 Peter Green,

Donald Murphy,
 William Robertson,
 Nicholas Nailor, Mast'r Mate.
 George Camble,
 Timothy Karby,
 James Kirkland,
 James Morrison, Capt. Lieut.
 James Wekemson, Lieut.
 George Mayers, Gûnner.
 James Thompson, Sergt.
 James Cockron, Sergt.
 Andrew McKemson,
 Thomas McKemson,
 William McKemson

Dinnes M'Coyl.

1. *Pennsylvania Archives*, 2nd series, I, 386-87.
2. The date is approximated.

DIARY OF DR. JAMES HUTCHINSON ¹

[Delaware bay and river to Philadelphia]

16th [March, 1777]. Went on board the pilot boat last night about one o'clock and proceeded up the bay with a fair wind, we met with nothing remarkable till we got to Reedy Island where we found several ships, brigs, schooners and sloops waiting for a wind to go down the river; we passed New Castle about one o'clock, Wilmington about two, and got opposite Chester by sunset; we proceeded on and by 8 o'clock were at Gloucester Point; the wind was then contrary and it was ten o'clock before we arrived at the City of Philadelphia; here we landed and proceeded to a house in Front Street, where we understood Richard Bache, Robert Morris and a number of other gentlemen were at supper; I delivered my dispatches to Robert Morris and received from him an account of the fate of our ship, the news of the capture was very unexpected, and a very severe stroke to me, to complicate the sum of my misfortunes, on inquiring into the matter, I found that the Captain of our ship, having lost the *Wasp* in the night of the 10th and finding the weather on the 11th very foggy, undertook in direct contradiction to common sense, and the orders he had received from Captain [John] Baldwin, to proceed up the bay, saying in excuse for his folly he thought the weather was so thick that he could escape unseen by the men of war; they however kept a good lookout and saw him entering, as any person possessed with a single ounce of rationality would have expected, one of them went in pursuit of him but a shoal called the Overfall being between them he yet had a little chance of escaping by making for the Cape May shore, and running the ship aground; the Frigate however dispatched her tender, who continued the chase, Captain Rawlins [Thomas Rawlings] made for the land but unfortunately it being low water, the ship struck on a spit of sand about two musquet shots from the beach; the moment she struck the Captain and every hand

on board were in the greatest confusion and deprived of the power of thinking; they however hoisted out the boats and jumped in them leaving the ship to be taken possession of by the Captors.

the French Engineer who from the various specimens he had given me on our passage, I thought sufficiently ignorant, took care of his trunks, and even his bed and bedding, but our Captain was so amazingly stupid and so totally deprived of the power of reflection, that he never even saved his quadrant, or a second shirt, tho he might with the greatest ease have taken every thing in the Cabin in his long boat as it was very large; had he pursued the positive instructions that were given him, he would have been safe in Egg Harbour, and the vessel and cargo which was of immense consequence to the Continent, been saved, but this fell a sacrifice to his ignorance. The ships crew proceeded on shore in the boat where a number of armed men had got ready to receive them, and to protect the vessel in case she had not struck till she got near the Beach; soon after they landed they saw the people from the tender board our ship, which soon floated as the tide rose, and they had the mortification to see her carried off by the captors.

The Captain and Chevalier Vrecour rode up to Philadelphia, where they arrived this day, with no other misfortune on the road except that of the Chevalier losing his sword, which he had quixotelike wore on horseback, and which was taken from him by encountering some bushes in the night; the Captain bore the expenses up to town as Monsieur had come to America without one farthing of money, expecting his consequence would soon procure him a supply.

After Robert Morris informed me of the loss of our vessel I was not in a situation to acquaint him with any European intelligence or inform him of a number of other matters which he wished to know, I therefore left Dr. Williamson with him and proceeded to my Uncle Pemberton's with a heavy heart.

1. Miscellaneous Manuscript Collection, APS.

CAPTAIN GEORGE COOK TO DANIEL OF ST. THOMAS JENIFER ¹

Dear Sr

Annapolis March 16th 1777

Just as Setting off for Baltim[ore] Capt [William] Patterson inform'd me, had he a Recruiting Warrant He Would be Able to pick up a good many Men, Your kind indulgence in given him a Warrant to recrute for the *Defence*, or any Others that may be able to gett men in the Service of this State, will Lay me under the greatest Obligations, and is Dear Sr [&c.]

George Cook

1. Executive Papers, Box 2, Folder 173, Md. Arch.

JOHN PALMER'S JOURNAL OF A CRUISE IN THE CONNECTICUT
PRIVATEER SLOOP *Revenge* ¹

Saturday the 15 Day of March [1777] at 6 a m Got under Way and Stood Course S and at 5 P m made a Sail a Way a head and We kept Site of hur all Night for We thought it Not Best to Speek Hur till morning

Sunday the 16 Day of March a Lite brease and Very Pleasant and at Sunrise We Spoke With this Sail and Shee Was a Schooner from Halifax Bound to Dominico Laden With fish and Lumber and We fetchtd the Capt and maite all hands Except one on Board of us and mr King and mr fostor and three of our hands Went on Board and took the Ch[arge] of hur and at 12 a Clock We Both Got under Way Stood Cource WNW With a Smart Brease With the Wind at East and all hands in Good Spearits We in Company With the Schooner all this Afternoon till Night – Took hur in the Latd By Observation 16. .4 Daye Out 54 So Ends these 24 howers

1. John Palmer's Journal, MHA.

17 Mar.

WILLIAM GARDNER TO WILLIAM WHIPPLE ¹

Sir

Portsmouth March 17th 1777

In behalf of Colo Langdon (who is absent on Public Business) I now acknowledge the Rect of your favr P James Belton Esq. together with the 42,000 Dollars, which are very acceptable, as the Business of the Continent was for sometime done on Credit – the Paymt of which has carrd off large Amots already, therefore Colo Langdon thinks you had better send on an additional Sum P the first good Opportunity – in order that he may be kept supply'd. – He recd a Letter from Messrs Whartons the last Post, wherein they mention their not receivg the Money for the Goods P Schr *Betsy*, he therefore begs you would cause it to be paid. – No Prizes have arrived here for sometime past either Continental or Private, but several in the Massachusetts – some of which very valuable, among the Number is a Ship of 350 Tons bound from London to Venice loaded with Pepper, Tin, Allum, Bale Goods &c &c mountg 24 Guns from 1 to 3 pounders –

The Ship now buildg goes on fast ² – she having her Top timbers all in & is Ceiling up – Large Quantities of Timber is Hawld to the Landings for the 74 – I beleive sufficient to compleat her. The Ship *Mifflin*, Capt Andrew Marshall sail'd for Virginia the 28t Ulto – Also Schr *Dove*, James Miller Mr the same Day for Baltimore – & Schooner *Friends Adventure*, Josiah Smith Mr the 9t Inst for same place. I shall not enter upon Answering the Particulars in your several Letters as Colo Langdon intends writing you fully on his Return – I am very Respectfully Sir [&c.]

W^m Gardner.

PS. Colo Langdon, wrote you in his Last for Ticketts being sent along, I hope you wont forget it as they are much Enquir'd for –

The Honble, William Whipple Esqr

Member of Congress Baltimore.

1. John Langdon Papers, Captain J. G. M. Stone Private Collection, Annapolis.

2. Continental ship *Ranger*.

WILLIAM GARDNER TO ROBERT MORRIS ¹

Sir

[Portsmouth] March 17th 1777

At the request of Collo Langdon (who is absent on Publick business) I am now to acknowledge the receipt of yours of 23d January, respecting the Brig *Joseph* Emperor Mosely Master – belonging to your Friends Messrs Hughes & Smith being Captured by a Pirate. You may depend that every precaution will be taken to detect the Villain should he arrive in any Port this way, It is a great pitie his name (or the Vessels) could not be ascertained, as that would be coming at the Point; however, I make no doubt but he will be detected sooner or later, as such wretches seldom escape Justice. If he should, it won't be for want of Vigilance; as it is really a matter of Infinite importance –

Collo Langdon will write you more fully on this subject in his next – In the interim I am Sir [&c.]

William Gardner

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Monday, March 17th 1777 –

Capt John Fisk's Roll for one Months advance pay for the Officers & Crew on board the Brig *Massachusetts* Read & Allowed & Ordered that a Warrant be drawn on the Treasury for Three hundred & nineteen Pounds in full [discharge] of said Roll. Warrant was drawn and Signed by fifteen of the Council.

Capt Jonathan Harraden's Roll for one Months advance pay to the Officers and Crew on board the Brig *Tyrannicide* Read & Allowed & Ordered that a Warrant be drawn on the Treasury for Three hundred & Twenty pounds twelve shillings in full Discharge of said Roll. Warrant was drawn & Signed by fifteen of the Council.

1. Mass. Arch., vol. 20, 333, 334.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN SAMUEL GREEN ¹ °

Capt Samuel Green,

War-Office, Boston March 17th 1777 –

You being Master of the Schooner *Franklin*, now loaded & ready to sail your orders are to proceed direct to Cape Francois where you are to dispose of your Cargo for the most you can obtain, & invest the Proceeds in Five Hundred good effective Fire Arms with Bayonets, & One Hundred pair Horsemans Pistols, if to be purchased, If not in the several Articles mentioned below, or a proportion of each, giving the preference to the first in the order they stand.

Upon your Arrival you will enquire for Capt Paul Reed in the service of this State, & if he should have sold his Vessel, you are to take on Board the Effects he may have to ship together with his Men & come home. – If Capt Reed should not have sold his Vessel, or you cannot hear of him, you are to purchase at the Cape as much Salt, as together with the Articles before order'd

will be sufficient to put your Vessel in a good set of Ballast & come home. – Upon your Return you are to make the first Harbour in this State, to the Eastward of this State, or in New-Hampshire, from whence you are to give the earliest Notice to the Board by Express; – By order of the Board,
Sam^l Phps Savage, Prest

10,000 Sail Needles – Blanketting –
Gun Powder – Ravens Duck –

[Endorsed] War-Office, Boston March 18th 1777 – I acknowledge the above to be a true Copy of the orders I have received from the Honble Board of War, & promise to obey the same –
Sam^l Green

1. Mass. Arch., vol. 151, 417.

Boston Gazette, MONDAY, MARCH 17, 1777

Boston, March 17.

Thursday last arrived at Salem, the *Lady Washington* Privateer belonging to Providence. During her Cruize, we hear, she has taken a ship from London bound for the West Indies, laden with English Goods, which she parted with about 10 Days ago; on board of which was the noted Lewis Gray, formerly of this Town.¹

1. Prize was the 160 ton ship *Weathrill*, Martin Cox, master, *Independent Chronicle*, Boston, April 10, 1777.

CAPTAIN WILLIAM COIT, CONNECTICUT NAVY SHIP *Oliver Cromwell*,
TO GOVERNOR JONATHAN TRUMBULL¹

Respected Sir/

By Captn [Eliphalet] Roberts am Informe'd that Leut [Michael] Melally is discharged from the *Oliver Cromwell* and he desierd me as from Yr Honours to Nominate some one in his place Your Honour and your Honourable Commite will be pleased to here me represent Some maters which perhaps may Illucidate the Scituation of the ship. With all the Earnestness that I ware Capable of engaged a Sufficient number of Good men and Was told that every other matter should be ready to my hand, since many months agoe. Every means that Human mind can inv[e]nt has been used to perswade my Crew to leave the Ship and so far have succeeded against me, as to Carry away at least one Hundred Good seamen. By the dismissal of Mellally it makes a Vast Confusion on Board Party will be party – men who are fond of Excuseing themselves Just on the Point of doing their Dutys requires great Excuses It is Unknown to me what may be Call on hereafter – Sir It would please me to know What men are discharged and for what reasons, many discharge themselves to the loss of the State, by taken their own discharge when they Gett the least advantage With respect to Pay which at times it is not possable to Avoid – my best Compliments wait on Your Honour and Counsell and if it may be sufferd that we may go to Sea Do not doubt but Shall do well, It is my Opinion that it will not be for the Best at present to Appoint any other Officers we can go to the Best advantage without

Dear Sir Suffer not the Vile representations of Those who do not wish well to our sincere Cause to prejudice Your mind against my Behaviour for I am Vext If I know my own Heart. I think it an Honest one and while life remains and these times last 'tis at my Countrys service

But please Your Honour lett me say that there is one Matter which gives me great Consern, and I beg Your Honour to Consider the Vast expence the Continent is at for their Frigate, recolect the great Expence of the Forces Station'd at N London see What good they have done, and in Comparisson take a serious View of my Command and I am sure there will be a Strikeing Contrast to the Advantage of the Ship –

I want but Bread, Wood and rum to Compleat me for a Voiage, But there is a Variety of Changes in my Men. They will Run away and I have No law to Regulate my Conduct by, The Only Means is my Own Discretion and that by some is thot imprudent But I Will do for the Best

Again amongst the Variety of Requests your Honor & Councell will note that ill men in service Whose only means are their Hands for the Support of themselves and families and being Generally Speaking in real Necessity for their Support Their Importunity is so great to Me, that my Humanity, What little I have, is Affected I Therefore must desire Your Honr & Councill to give me an Order to The Treasury to rec[i]ave One Thousand Pounds to be reciaived by Lieut [John] Smith on Account of the Ship there is more due but that will, I belive fully Answer. And it is impossab[le] to do without as my men must have it and I hope that if I don't Acot for it properly my Estate will pay it. I do Assure Your Honours is not for my own Occations but for the good of the Countrys –

Several ships are in the offing, one in as a Flag. I do not imagine any Danger to the Town at Present I could wish that Your Honours would give me Some perticular directions about the Boats & Small Croff that pass in and out of this Port I am with Respect [&c.]

Will Coit

N.B. pray let me know what P Mo I must settle wth Lt Melally at N London March 17th 1777

1. Conn. Arch., 1st Series, IX, 141a–141c, ConnSL.

MIDSHIPMAN LUTHER ELDERKIN, CONNECTICUT NAVY SHIP *Oliver Cromwell*,
TO THE GOVERNOR AND COUNCIL OF CONNECTICUT¹

Ship *Oliver Cromwell*.

New London Harbour, March 17th 1777.

May it please your Honor,
and the Gentlemen of the Honorable Council,

Since the Discharge of Lieut [Michael] Melally from the Ship, there appears to be an Uneasiness not only among the Officers, but also among the Seamen on board, lest some unexperienced Person may be appointed in his Place. – I beg Leave, therefore, to inform your Honor, and the Honorable Gentlemen of the Councell, that in Consaquence thereof, the Master, Boat-

swain, and several other Officers will decline the Service, unless the Ship shall be officer'd agreeable to their Minds.

Although I have requested a Discharge from the Ship, I have no Objection to sailing under Capt Coit, nor have I any Desire to quit the Cause of my Country, while my Abilities are necessary for it's Defence, but determine to risque all in it's Preservation – And if your Honor, & the Honorable Council, shall think fit to appoint me up Service, either by Sea or Land, in whatever Capacity you shall please, I shall with Pleasure obey your Commands and endeavor that my Conduct shall meet your Approbation, As I have been used to the Sea, an Appointment in that Way would be most agreeable.

Having receiv'd no Answer from your Honor to my Request for a Discharge, I beg your Honor and the Honorable Board would determine thereupon, as in your Wisdom shall seem best for the Public Service – I am with greatest Respect [&c.]

Luther Elderkin –

1. Conn. Arch., 1st Series, IX, 142, ConnSL.

MAJOR GENERAL PHILIP SCHUYLER TO COLONEL MORGAN LEWIS¹

Dear Sir

Albany March 17th 1777

As the Ice has now left Hudson's River, you will forward the Cannon & whatever Military Stores are now here as fast as possible to Fort George to be conveyed to [illegible] as soon as Lake George shall be navigable – If the Batteaus at that place are not already repaired no Time should be lost in doing it The Schooner there should also be overhauled and put in Repair without Delay.

The Ship Carpenters now moving up to Fort George will require a Number of Carriages to draw in the Timber for the Vessels they are to build – These Carriages you will furnish immediately and send one of your assistants to superintend the Works at that place – The Hospital there will also require Repairs and should be done immediately.

Two Blacksmiths must be kept at Work there, and a Quantity of Iron sent up – If the Ship Nails are not already forwarded send them on without Loss of Time – A Company of Carpenters to consist of an Overseer and twenty Men must be engaged and sent without Delay to Fort Stanwix – Capt: Marquisie, the Engineer, who is at Schenectady will take Charge of them.

Lake George will probably be navigable by the first Week in April – About that Time therefore the work Cattle designed for Tyonderoga and the carrying place should be at Fort George to be transported without Delay.

All the working Cattle for the Communication between this and Fort George and Fort Ann should also be there about the first of April.

Nails pitch or Tar and Oakham for the Batteaus building at Saratoga [illegible]

Three ploughs and as many Harrows [with] the necessary apparel must be sent to Tyonderoga under the Care of a trusty person who understands farming and gardening in order to prepare the Earth for raising Turnips and

other Vegetables for the Use of the Army – You will give orders to supply them with working Cattle and Men and direct your Assistant to procure a piece of Land for the purpose – As soon as the Ice has left Wood Creek you are to cause it to be cleared from the old Timber which obstructs its Navigation.

The Saw Mills at Wyng's and Cheshire's, Skenesborough and Tyonderoga must be immediately set to Work.

Thirty of the Batteaus building at Saratoga must be sent to Wood Creek to be employed between Fort Ann & Skenesborough.

Do not forget the Ferry Scows I formerly ordered to be constructed, nor the Repairs to the Roads.

At Half Moon, Stilwater, McLarin's, Fort Miller, Fort Edward and Cheshire's Turning Cranes should be erected to load & unload the Batteaus with – They are a trifling Expence and will greatly preserve the Batteaus, which sustain more Damage in loading & unloading than by any other Means whatever. I am Dr Sir [&c.]

P. Schuyler.

1. Schuyler Letters & Orders, 18 April, 1776 – 29 June, 1777, NYPL.

New-York Gazette, MONDAY, MARCH 17, 1777

New-York, March 17.

The *Thames* Frigate, Capt. Tyringham Howe, arrived on Monday Evening from England. She brought over in Cash to the Amount of £.100, 000 for the Army and Navy; and sailed from Portsmouth on the 4th of December, having under Convoy 16 Sail of Victuallers, some of which came in with her.

By a Transport just arrived, we learn that the *Galatea* has lately taken fourteen Prizes. The Transport spoke with her at Sea off the Bermudas.

Since our last was sent in here by his Majesty's Ship *Emerald*, the Schooners *Judith* and *Edward*, from Virginia for Cape-Anne, laden with Wheat, Tar, Turpentine, and Tobacco, taken the 8th Inst.¹

1. "By The *Emerald*: March 3, *Edward*, Samuel Arnold, Master, from Baltimore; with Bread and Flour. [March] 8. *Judith*, Mark Burnam, Master, from Virginia; with Flour," Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN HENRY DUNCAN ¹

March 1777	Moor'd off the Town of New York
Sunday 16	at 11 AM Arriv'd here His Majs Ship <i>Phoenix</i> Anchor'd in the East River the <i>Phoenix</i>
Monday 17	at 4 PM Arriv'd here His Majesty's Ship <i>Daphne</i> with two Prizes

1. NMM, Admiralty L/E/11.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO THE
PENNSYLVANIA COUNCIL OF SAFETY ¹

[Philadelphia] March 17th 1777

The Continental Navy Board request the Favour of the Honble the Council of Safety to order Ten Guns to be delivered to Capt [Benjamin] Dunn or his Order, which were some Time ago borrowed from the Sloop *Race Horse* for the Defence of the City & are now wanted for the said Sloop

1. Society Miscellaneous Collection, Box 15c (Revolution), HSP.

ACCOUNT OF FRANCIS TRIMINGHAM, MASTER OF THE SLOOP
Sea Nymph, AGAINST JOHN PAUL JONES ¹

Philada March 17th 1777 –

John Paul Jones Esq	To the Brig <i>Sea Nymph</i> ²	Dr
1776.		
	To 2 Hencoops taken off the Brig	£ 3. . . . –
	To 2 Curtains contg 7½ yds Furniture	
	Check a 7/6 P	2. 16. . 3
	To Rings, Tape & making of do	7. . 6
	To 1 small Book case	15. . –
	To 1 Spy Glass, Cap. Trimmingham's	5. . . . –
		£11. 18. . 9

(Copy)

Fra^s Trimmingham

1. Papers of John Paul Jones, 6561a, LC.
2. These articles had been removed from the *Sea Nymph* and taken on board the Continental sloop *Providence*, September 3, 1776, and the prize sent into Philadelphia. See Volume 6. The brig had been acquitted in Admiralty Court, and by the above bill Jones was required to restore the items or their value, John Maxwell Nesbitt to Jones, August 5, 1777, Papers of John Paul Jones, 6514–15, LC.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board

[Philadelphia] March 17th 1777 –

An order on William Webb to John Huddle for the amot of 4,743 feet Pine Board, for the use of the Fire Ships £33. . 4. . 6.

The Committee appointed by this Board to go down the River to fix on proper Stations for the Fire Rafts and Vessells, Report, That they have made the proper examinations, and are of opinion that the best places or Stations to fix the Several Chains of the Fire Rafts, are as follows,

Part in Darby Creek.

Part in Mantua Creek.

Part in Schuylkill River.

And that the Fire Vessells should be placed between the Chevaux de Frize and Woodberry Creek in the Jersey Channell.

The Committee also reports as their opinion, that a four Gun Battery at Derby Creek is necessary for the defence of the Fire Rafts in case of an Attack, and that a Flanking Wing should be added at Fort Island.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

ADVERTISEMENT FOR A DESERTER FROM THE PENNSYLVANIA NAVY
ARMED BOAT *Tormentor*¹

Philadelphia, March 17, 1777.

Deserted this day from the *Tormentor* armed boat, belonging to this state, William Alford, who followed labouring down towards Chester, and says his friends live nigh there. He is about eighteen or nineteen years of age, near five feet four inches high; had on a white country cloth coat and jacket, old breeches, a new check shirt, new shoes and stockings, and brass buckles; he has fair hair, and has never had the smallpox. Whoever secures said deserter, so that I get him again, shall have Four Dollars reward, and reasonable charges.

James Brown, Capt.

N.B. He has been seen within this day or two, skulking about this city.

1. *Pennsylvania Evening Post*, March 20, 1777.

JOURNAL OF H.M.S. *Preston*, CAPTAIN SAMUEL UPPLEBY¹

March 1777

Monday 17

Do [Cape Henlopen] S80:00W 23 Leagues
at 7 [A. M.] saw 2 Strange sail gave Chace as did the
Hotham Tender at 9 saw 2 more sail to the NE bore
away the *Hotham* Tender in Company.

Ditto [Light airs and clear] weather fired several Shot
at the Chace on which she brot too, she proved to be the
Hanover Brig from Nantucket bound to Philadelphia with
Sugar & Oil² recalled the *Hotham* from Chace, got the
Prize alongside took out her water & some Sugar scuttled
her and cast her off, sent a Tun of water onboard the
Hotham.

1. PRO, Admiralty 51/720.

2. Brig *Hanover*, Uriah Gardner, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY¹

[Annapolis] Monday March 17. 1777

Commission Issued to Richard Johns appointed Captain of a Privateer called the *Swallow* mounting 10 Carriage Guns and Navigated by 45 Men.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

"A LIST OF COMMISSIONS OF LETTERS OF MARQUE AND REPRISAL GRANTED BY THE COUNCIL OF SAFETY FOR THE STATE OF MARYLAND" ¹

Vessels Names	What Vessel	Tons	Guns		Small Arms	Masters Names	No of Men	Sureties Names	when Commissioned	Owners Names & Place of Residence
			Carri	Swivl						
1 <i>Rebecca & Sally</i>	Boat	25	6	9	Thomas Russell	8	Robt Purviance and John Davidson	} 24 June 1776.	James Calhoun & John McLine Baltimore	
2 <i>Harlequin</i>	Schooner	15	6	21	William Woolsey	21	W Lux Robt Purviance			} 6 July 1776.
3 <i>Montgomery</i>	Schooner	25	2	5	28	Robert Polk	25	John Davidson	5 Sept 1776.	Gilbert Middleton Annapolis
4 <i>Molly</i>	Sloop	80	10		Thomas Conway	35	Robert T. Hooe	} 12 September 1776	State of Maryland.	
5 <i>Baltimore Hero</i>	Sloop	50	6	6	8	Thomas Waters	20			John Crockett & Thomas Ringgold
6 <i>Independence</i>	Sloop	70	10		James Tibbett	40	David Stewart	30 Septemr 1776.	David Stewart Willm Lux & Bowley Balto	
7 <i>Harlequin</i>	Schoonr	25	6	29	James Handy	21	John Davidson	11 October 1776	Geo Woolsey, Danl Bowley & Co Baltimore	
8 <i>Potomack</i>	Sloop	50	12		Francis Speake	30	Robt T. Hooe	25 October 1776	Robt T. Hooe & others Chs County	
9 <i>Buckskin</i>	Schoonr		3	6	Joseph Handy	30	James Martin	11 Novemr 1776	Geo. Handy & others Worcester County	
10 <i>Betsey</i>	Sloop		10		Robert Dashiell	20	William Hemsley	16 Novemr 1776	Wm Hemsley & others State of Maryland.	
11 <i>Sturdy Begger</i>	Brig	135	14	10	John McKeel	100	John Muir & Frederick Green	} 19 Novemr 1776	Lux, Bowley & Co Baltimore	
12 <i>General Lee</i>	Schooner	60	10	8	James Phillips	50	David Weems			17 Decemr 1776
13 <i>Friendship</i>	Brig		10	6 ²	John Martin	30	21 Decemr 1776.	Council of Safety of State of Maryland	
14 <i>John</i>	Sloop		6		Richard Somervell	20	John Crockett	31 Decemr 1776	John Crockett & others Baltimore	
15 <i>Enterprize</i>	Schooner		10		George Handy	60	John McLine & James Campbell	} 13 Febry 1777.	William Smith & Co Baltimore	
16 <i>Molly</i>	Sloop	80	10		Robert Conway	50			17 Febry 1777.
17 <i>Swallow</i>	Sloop		10		Richard Johns	45	Robert T. Hooe	17 Mar. 1777.	Messrs Hooe & others Maryland	

MARCH 1777

1. Navy and Army Returns, SCHS.
 2. The *Friendship* listed one cohorn.

18 Mar.

DIARY OF BENJAMIN MARSTON ¹

[Halifax] 1777

18th [March] Arrived safe in Halifax after 4 days passage; Lieut. Spry the Officer of the Cartel treated me with great politeness & humanity – Am so happy as to find my dear Miss C — in this place – The pleasure of again seeing that dear Girl has abundantly rewarded me for all the disagreeable feelings of a 6 mos imprisonment – Gracious Heaven grant me to be but so fortunate as to be able to provide for that dearest Girl an easy Situation in Life – & you cannot make me happier. –

a memo of the Interest the Rebels took from me & sold at Plymouth in New-England

	Ster
1/3 [of] 6818 Gs Rum is 2272 1/2 Gs. it sold at an average @ 5/6 Ster	624.18..9
1/3 of 4436 lbs cocoa is 1478 lbs is 13..0.22 @ £5.0	65.18..9
1/3 12 blls Limes @ 60/	12..--..-
2 hhds Rum my own private advent. 220 Gs @ 5/6	60.10..-
858 lb Tobacco @ 3d	10.14..6
	Ster £74..2..0
deduct my part of Vessell hire & wages abt	50
	724..2..-

1. Marston Diary, UNBL. Marston had been taken in the schooner *Earl Percy* captured in September 1776 by the American privateer *Eagle*. See Volume 6.

JOHN LANGDON TO ROBERT MORRIS ¹

Sir

Portsmo March 18th 1777

This will be handed you by Capt George Wentworth who goes express, by whom I've the pleasure to Inform you of the Arrival at this port last evening of the French ship, called the *Mercury* from Na[n]tz, the Dispatches by her you have p Express this ship's Arrival is the most fortunate event that could have happend, being loaded with Warlike stores for the Continent ² by the Cpts orders, he was to Come in to Boston, Newbury port or this place I've taken Charge of the ship, and shall have her unloaded, and wait the Orders of Congress

Our men in this State who are Marching off for Ticonderoga, are greatly in want of Arms; therefore should this State, or any of the general Officers apply for Arms, &c. for to give Dispatch to the Continental Troops, shall think myself Obligated to Deliver so many as they may want – this ship mounts fourteen Six pounds and has fifty men, all french, – I shall be glad to know what is to be done with the ship whether she is to Return in Ballast, or to

take masts, from hence, or go to the Southward for Rice, Tobacco or flower, there is two Passengers one a Brigadr General, the other Capt of Artillery well Recommended by Mr Franklin,³ they set off for Boston to Morrow or Next day, no doubt the Dispatches will give you the Inteligence, but what is Related by these Gentlemen, is truely pleaseg. there seems not the least doubt but that the French are prepared to take an Active part. – On these happy events I Beg leave to Congratulate You and the Honbl Committee – and am with all due Esteem [&c.]

John Langdon

P.S. by a Vessell just arrived from the West indies, have heard that the *Betsy Frigate* Sprung a leak and put in to Martinico where she has sold her Masts and Lumber to great Advantage but have no letter from Capt Palmer I am in want of a Sum of money for Acct of the Honble Secret Committee –

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
2. In a letter to William Whipple on the same date, Langdon said the French ship carried "11,987 Stand of Arms, 1000 Bbs Powder large parcels of Woolen & linnens for the use of the Continent," John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
3. Brigadier General Prudhomme de Borre, and the Chevalier Maudit Du Plessis.

MASSACHUSETTS COUNCIL TO BENJAMIN LOVELL III ¹

State of Massachusetts-Bay, Council Chamber March 18th 1777 –
To Mr Benja Lovell 3d Greeting –

We confiding in your Ability and Integrity do by these presents Constitute and appoint you to be Master on board the Brigantine *Tyrannicide* Commanded by Jonathan Haraden Esqr And you are hereby strictly required to discharge the duty of a Master on board the said Brign in all things appertain-
[i]ng thereto – Observing from time to time such orders as you shall receive from your superior Officers –

By Command of the Major part of the Council
John Avery Dpy Secy

1. Shipping Miscellany, EI.

MASSACHUSETTS BOARD OF WAR TO JOSEPH GARDOQUI & SONS ¹

Messrs Joseph Gardoque & Sons,
Duplicate pr Capt Jackson –
Gentn

War Office, Boston March 18th 1777

The foregoing is a Copy of our last pr Capt Tucker to which we beg reference & now confirm ² – This will be delivered you by Capt Samuel Dugard,³ & incloses Invoice &, Bill of Lading of 982 Quintals Merchantable Cod Fish, which wish safe to your Hands, & a good Market; – You will dispose of this Cargo to the best Advantage & Invest the Nt proceeds in a proportion of the several Articles before mentioned, with the Addition of Four Tons Sheeps Wool third sort. If Capt Tucker should have Arriv'd you will ship on Board the Schooner such part of his Effects as may be sufficient to compleat her loading.

If Capt Tucker should not have Arrived, you will ship as much Salt in the Schooner as together with the Articles before ordered will put her in a good sett of Ballast & send her direct home: –

We shall soon have an opportunity of again addressing you by one or two Vessels now loading at Marblehead for your place. Interim, we are with great Respect, Gentn [&c.]

By order of the Board,
Sam'l Phps Savage, Prest

1. Mass. Arch., vol. 151, 56–57, Letters from the Board of War, 1776–1780.
2. Letter of February 10, 1777. See Volume 7, 1156.
3. Dugard commanded the schooner *Marblehead*.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN JOHN CLOUSTON,
MASSACHUSETTS NAVY BRIGANTINE *Freedom*¹

P Capt [John] Fisk²

War-Office, Boston March 18th 1777 –

Should you be so fortunate as to make any Captures, before you go to Nantes, you are to direct the Prize-Masters immediately upon their Arrival to apply to this Board, & follow their orders respecting such Vessels as they may bring in – As the Articles you will take on Board your Brig will be of the greatest importance for the Defence of this State, you are expressly ordered, after you sail from thence, not to give chace to any Vessel, or subject yourself to the least risque of being taken, but to make the best of your way direct home.

By order of the Board,

Sam^l Phps^s Savage, Prest

1. Mass. Arch., vol. 151, 57, Letters from the Board of War, 1776–1780.
2. Massachusetts Navy brig *Massachusetts*.

COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE¹

Gentlemen

Providence March 18th 1777

My last to you was by Lieutt Rathbun of the 8th instant – Since which I hear the *Cabot* has Sail'd with as many Men as Captn Olney would carry – I have had an Account from Swansey that the *Ham[p]den* will be soon repair'd the defect was in the after part of her Keel I hope soon to get her out as her Crew keeps by her – The *Warren* is now against Patuxet with 112 Officers and Men onboard the *Providence* about 130 – the *Columbus* about 20 – and the Sloop *Providence* but a few the *Alfred* is repairing fast at Boston, and Captn Hinman informs me that he has the most of his Men Shipp'd – I this day spoke with an Officer belonging to the *Lady Washington* Privateer, who got into Salem last week She took a Ship² about the 20th Jany last from London bound to St Christophers, who Sail'd from England in Company with 18 Transports with Hessian Troops onboard under Convoy of the *Glasgow* [*Glasgow*] Man of War, bound to Jamaica, but Suppose to be designed for New York in the Spring – General Spencer has faild of getting a Sufficient Force to attack the Enemy at Rhode Island; which I suppose is owing to an Uneasiness there is between the Gentlemen of this

Town, and the Country People – on account of the high prices of Goods – I could heartily wish that those people who have made Fortunes by this dispute, would use their Interest for the publick Good

I have lately understood by two or three Officers of the Ship *Warren*, who came Voluntarily to me; that they had been Induced to Sign some paper or Petition greatly to my Disadvantage; which they were perswaded to by some of the Gentn of this Town, I suppose the Owners of the Privateers, who I am sorry to Say are greatly prejudiced against me since I endeavoured to get an Embargo laid upon Privateering in order that the Continental Ships might be Mann'd^s – And as for Captn [John] Grannis who I understand is gone to you with it, I am well perswaded he never has been onboard the Ship three nights together, nor I believe ten days this five Months past – and all that he can have against me as we are entire Strangers, is that after several times desiring him to go onboard and do his duty, as the Ship was liable to be attack'd at any time, I at last threaten'd to break him and get another man in his Room if he did not – Upon which he went onboard but staid only two Nights – And this single thing must Convince every Impartial Person, that for an Officer of a Ship to leave her without the knowledge of the Captain or Lieutenant, when She was in danger of being Attack'd every day being within ten miles of Some, & twenty of ten or twelve Men of War, some of them Stronger than her, two hours fair Wind would have brought them along Side; and to go such a Journey without first endeavouring to Remedy the Evil if there was any, Cannot be a Friend to his Country, but must act upon some private View, which I make no doubt he did to Serve some of the men perhaps that made him, much in the same manner as they finished the Ships, who have Cost Your Agent near if not quite £4000 – which was absolutely Necessary for them before they could be ready for the Sea – and that you will Soon be Convinc'd off by his Accounts, which he says you will have Soon – and they are near if not double the Prices first Contracted for, owing to some of the very Committee that built the Ships, taking the Workmen and the Stock agreed for, off to work and fitt their Privateers; and even threatening the Workmen if they did not work for them – I am very willing to come to you to answer for my Conduct with Such of the Committee who built the Ships as I could Name – but not with the poor Men who only Acted as Machines to a Sett of Men who I wish I could Say I thought had any other principle but Avarice – and it would have been full as well if some of the Officers had brought in such Accounts for Enlisting Men, that they might have been Settled with on any other Terms, but Signing that Paper against me. And it will be well if you don't find them Extravagant, as the Committee did not chuse to pay them, but gave em Orders on the Agent for the Money – Inclosed you have a Copy of one of the Officers accounts – and I believe you will find in the Committees Account whenever it comes to hand, another large Sum and all for Enlisting men; but few of whom ever came onboard the Ships, though I can't Say they did not go onboard the Privateers – Whenever I am call'd for I think I can Speak the Truth, and not Stab a Man in the dark –

What the purport of the Complaint which Capt Grannis may have brought is, I do not know, but as the Men that Sign'd it know but little, and are worth less as Sailors, all I shall say more is to Inclose a Copy of what three of them Voluntarily Sign'd being Conscious they had done wrong –

This one thing I can Say, and with Truth, that I engag'd in this dispute on no other design than to Serve my Country – and I still am determind not to desert the Cause – but whenever You or the Congress think you can get a Man in my Room that will be of more Service to the Cause than I can You have my Leave, and in Justice to the Country I think you ought to do it – and I shall still Continue to do what Good I can, in a less Envy'd and less troublesome way – I am with great Regard Gentlemen [&c.]

E. H. –

To the hon. John Hancock Esqr
Presidt of the Marine Committee
at Philadelphia or Baltimore

1. Hopkins Letter Book, 73–75, RIHS.
2. Ship *Weathrill*, Martin Cox, master, 160 tons burden, sent into “a safe Port” March 19, and libeled against April 10, by Captain Ishmael Hardy of the Rhode Island privateer schooner *Lady Washington*, for trial April 29, *Independent Chronicle*, Boston, March 20 and April 10, 1777.
3. The three who recanted were Chaplain John Reed, Roger Haddock, the master, and Samuel Shaw, a midshipman. Their statements were as follows:

This may certify That I the subscriber in my own person have been treated complacently by Commodore Hopkins & don't know that he has designedly acted in any one instance inimically to his country but that according to the best of his abilities, suppose that he has acted consistently therewith
Providence 14 March 1777

John Reed

Ship *Warren* March the 16th 1777 I the Subscriber do hereby say that I know nothing either of the public or private character of Commodore Hopkins as being a stranger, nor know not that he has done any thing detrimental to the cause he is now engaged in at Present

Roger Haddock

These may certify That I the Subscriber have been treated by Commodore Hopkins since I have been in the navy with the greatest politeness and decency and never have thought that he has been inimical to his country designedly, but has according to the best of his abilities acted consistent therewith

Providence 14th March 1777

Samuel Shaw

Hopkins Papers, vol. 3, 15, RIHS.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY¹

[Lebanon] March 18th, 1777.

A letter came in from Capt. Seth Harding requesting some advice, whether to allow one Cornelius Dunham of the brig *Defence*, who was wounded in their fight in Boston Bay² and was at home lame in time of a cruise made afterwards, his share of prize money and his wages whilst disabled to serve by reason of his wound; to which an answer was given that no reason appears to this Board against it.

1. Charles J. Hoadly, ed., *Public Records of the State of Connecticut . . . 1776–1778* (Hartford, 1894), I, 193, 194. Hereafter cited as Hoadly, ed., *Connecticut State Records*.
2. Engagement with British transports in June 1776. See Volume 5.

PETITION OF THREE MARINES ON BOARD THE CONNECTICUT SHIP
*Oliver Cromwell*¹

To the Honl Govr of the State of Connecticutt and his [illegible] Counsell of Safety Convened at Lebanon in Said State

the Petition of Samuel Stoddard Hezekiah Able and Elijah Spafford all of Windham in said State humbly sheweth that Ever Since the Commencement of the Present Warr With Great Britain they have in their several Departments Exerted themselves in the Defence of there Country by Serving in sundry late Campaigns to the Satisfaction of there officers Ever Induring the same to its Close and were on the last of August 1776 in Windham aforesd & listed into the service of said State as marines on board the Ship *Oliver Cromwell* by force of Which Inlistment we are yet Holden and the same is to Continue untill the first day of may next wheareupon your Petrs would observe that when they Signd to Enter on board said Ship they had the greatest assurance that sd Ship would then Emadeately Proceed on her Cruise against the Enemies of this State whereby they might have had an opertunity of Exerting themselves and finishing thire Cruze within the then limited time but by som unforeseen accident the said Ship hath been delayd in Port to this Present time at which Time your Petrs when the[y] Inlisted Expected Said Cruise would have been finished and thereupon on or about the Time when they Engaged as aforesd in Case they Should Survive the Term of sd Cruise they would Enter into Sertain Servises (viz) the Carpenter Plow makeing & Gun Smiths buisnes[s] at which several occupations your Petrs are severally skilled and Laid out and have made great Prep[a]rations the[re]for – and your Petrs would further observe that they are Now Calld upon to Enter on board said Ship which is said is now about to sail on a Cruise of four months which will Extend the Term of there Engagement aforesd Near three months, which if it should be affected will greatly Damage your Petrs in Peticular as likewise they Conceive the Publick as there labours are seriously wanted in there several Departments wh[ere]fore your Petrs as in duty bound look up to your Honrs for releaf in the pr[e]miss and altho they have been wholly Disapointed in there Expectations of Distressing our Common Enemy which they wished to do yet in Justice to themselves they are at this Time bound to ask of your Honrs a release from said Ship to Enable them to Enter in there Several Business of Life by which means at this Time they will much better Serve the Publick then to be Confind on board said Ship as they are wholly Ignorent of the Duties there to be Performd Recomending themselves to your Honrs as being True and faithful Subjects of sd State Ever willing and according to the rules of Justice & Humanity to Exert ourselves at this and all future times in the Defence thereof and therefore nothing Doubting but that your Honrs will hear us when wee thus Pray relying on the Justice of our Cause remain your Dutifull Suplicants

Samuel Stoddard Elijah Spafford Hez^h Able

Windham 18th March 1777 –

[Endorsement] *Cromwell* Men request for dismissal
Phineas Cary Solomon Lord &c
discharged to receive pay only to the time they had Liberty
to leave the ship on furlow & come home –
March 18 77

1. Conn. Arch., 1st Series, IX, 139a–139b, ConnSL.

WILLIAM WHIPPLE TO JOHN LANGDON ¹

[Extract]
(No 11)

Philadelphia 18th March 1777

... the Gentn you mention for Leiutts for Capt Roche ² I am sure are very good men but I Immagine the Committee will not appoint officers for a ship as soon as she is rais'd besides You'll find by some of my former letters that Capt Roche's Carrecter is impeachd & its uncertain whether he will be continud in the Command & in case he shod be removd, perhaps those Gentn wod not chuse to go in the ship, – be this as it may the berths will be kept for them till Roches affair is determin[e]d, – You have done very well in procur'd a number of masts if they are not wanted for the Navy they may be shipt for Europe where no doubt they will be exceptable, –

Inclosed you have the dementions for the 74 Gun ship, I suppose they will be serviceable in preparing the Timber it is not desired that the Building of her shod be so Hurrid as to be any disadvantage to the ship I hope no pains will be spaired to make her as good a ship as can be Built in Am[e]rica I wish the accounts of the *Raleigh* co'd be sent forward, I expected they wod have been here some time ago, Please to observe there shod be a seperate accot of what you pay the People –

Yesterday Letters were receiv'd from Dr F[ranklin] which were dated at Nants a few days after his arrival there he was to set out for Paris in a day or two he was receivd with great joy & no doubt will be so receivd at Court for the accots receivd there for some time before his arrival were all on the dark side, a demand has been made of Mr Deane by the British Court which was possitively refused by the Court of France very great preparations for war, are making all over Europe there does not seem to be the least doubt of a general war the last Letters from France was the 10th Decr its now time to Expect later & more interesting intelligence ...

W^m Whipple

1. Private Collection of Ronald von Klausen.

2. Captain John Roche named to command the Continental ship under construction by Langdon. She was subsequently named *Ranger*.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board.

[Philadelphia] March 18th 1777

John Tittermary ordered to make two Tow Lines of 6 Inches, 100 fathom each.

An Order on William Webb to John Webb, for Liquors to recruiting Officers, £25. . 13. . 9.

Captain Griffith Jones ordered to deliver to Capt [William] Brown, of the *Putnam* Battery an Anchor of 1000 or 1100 weight.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

Pennsylvania Packet, TUESDAY, MARCH 18, 1777

Philadelphia, March 18.

On Wednesday 12th instant, the ship *Sally*, Capt. Rollins [Thomas Rawlings], from Nantz, was chased in the mouth of our bay by a man of war and tender; the Capt. run her ashore on Cape May, where he with all the people escaped, but as the tide came in the ship floated and was drawn off by the tender. Unfortunately there was not a single gun mounted on this vessel by which the Capt. might have defended her against boats or small tenders; else in all probability her cargo at least might have been saved, which would have been very acceptable to the public, though we are happy to find that it was not of half the value that is generally imagined, as she had little in her but lead, of which article we have lately received great supplies, so that we can provide every red or blue coated plunderer with a full pound of it, if an ounce should not prove sufficient to make him honest.

At the Coffee-House, on the days herein after mentioned, the following Vessels will be sold at Public Vendue, viz. on Thursday the 20th instant, at Six o'clock in the evening, the Sloop *Morgan*, now lying at William Allen, Esquire's wharf; and the Brigantine *Hope*, now lying at Bickley's wharf. And on Saturday the 29th instant, the Schooner *Two Brothers*, as she now lays at little Egg-Harbour. – Inventories to be seen at the place of sale.

JOURNAL OF THE VIRGINIA NAVY BOARD¹

[Williamsburg] Tuesday 18th March 1777. – ²

Ordered that a Warrant Issue to Thomas Perkins for One hundred and twenty pounds upon Account, to recruit Seamen for the use of the Navy – Who gave Bond for his faithfully applying the said Money & rendering a Just and true Account thereof when required –

Signed – Thomas Whiting 1st Comsr

1. Navy Board Journal, 191–92, VSL.

2. There was no quorum on Monday, March 17, 1777.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL¹

March 1777

Cape Henry S45°W 17 Leagues

Monday 17th

at 5 AM saw 2 Sail in the NW, made Sail & gave chace, at 8 fired to bring the Chace too, 2 twelve pounders, which proved to be the Schooner *Lov[e]ly Nancy* Elie Badarat Master from Philadelphia bound to Port a prince with flour,² sent a petty officer & 5 Men onboard her, & chaced after the other Vessel.

Light breeze and clear Wear
 at 7 PM saw the Chace put about Tack'd Ship and set
 the Steering Sails,
 Tuesday 18th at 5 AM fired 4 twelve pounders & 33 Six pounders at the
 Chace, at 8 AM the Chace standing so near the Shore &
 shoaling our Water to 6 fathoms, Tack'd Ship & shortened
 Sail at Noon lost sight of the Chace.
 Ditto & hazy Wear
 made Sail after a Vessel in the SW Quarter, at 5 PM fired
 to bring the Chace too, 6 twelve pounders & 2 Six pounders,
 all loaded with round & Grape, & 3 Vollies of small Arms,
 she not mindg our Shot at 7 PM run along side & boarded
 her, took the prisoners out & set her on fire, she was a
 Schooner from Cape Ann bound to Virginia in Ballast,³

1. PRO, Admiralty 51/311.

2. *Charming Nancy*, Peter Bushell, master, Howe's Prize List, May 22, 1777, *London Gazette*,
 July 8 to July 12, 1777.

3. *Ibid.*, schooner *Two Sisters*, Renie Davis, master.

CAPTAIN PAUL REED TO SAMUEL PHILLIPS SAVAGE¹

Sir

Cape Francois March 18th 1777

Notwithstanding the current report in America of the American Vessells
 going into the french ports are protected by the french frigatts I am Sorry to
 assure you its without the Least foundation as I had the Misfortune to be
 taken within 5 Miles of the fort entering this port and within a mile of the
 Shore with a pilot on board, this hapened the 11th Instant, by a brig from
 Jamaica monting 14 Carage Gunns, and in sight of a french Kings Snow
 of 16 Gunns Then going into the Cape which Let this insult pass at the
 mouth of their port unnoticed; as having no arms on board the Brig: was
 taken in a Calme by the boat which as Soon as She began to fire upon us I
 gutted the Vessell with All my people in the Brigs boat & came on Shore
 here, – being in want of money for my Self and people in order to Supply
 them with the necessary provissions and procure them passage home I had no
 other recourse then to apply to Mr Isaac Caton who is Agent for the State
 of So Carolina and the onely American Settled here, who with great chear-
 fullness offerd to Supply me with any money I wanted – I accepted his offer
 and tooke up 140 Dollars for which I have taken the Liberty to draw on you
 for & which I begg you'l please to pay due Honnour and place to the
 Account of Sir [&c.]

Paul Reed²

1. Mass. Arch., vol. 152, 113–14, Board of War Letters, 1776–1777.

2. Reed commanded the Massachusetts brigantine *Warren*. See Journal of H.M. Sloop *Badger*,
 March 10 and 11, 1777.

SURVEY OF H.M.S. *Lively* AT JAMAICA¹

Pursuant to an order from Clark Gayton Esqr Vice Admiral of the
 White and Commander in Chief of His Majesty's Ships and Vessels

Employed and to be Employed at Jamaica &ca To us directed,
dated the 9th March 1777

We whose names are hereunto Subscrib'd, have been on board His Majesty's Ship *Lively*, and taken a Strict carefull, and Impartial Survey on her Defects, and find them as follows Vizt

The platform in the Magazine, and Storerooms Part Rotten – one upper deck beam, and Carelings round the fire place rotten – Starboard end of an upper deck beam in the Carpenters Storeroom rotten – two hanging Knees of the foremost upper deck beam rotten – One end of the breast hook Starboard side rotten, Clamps, Cielings, and Spirkettings on both sides forward rotten, the Second piece of String and second piece of Spirketting from forward on the Larboard Side rotten, One piece of waterway on the Main Deck rotten, Three Whelps wanting to the Capstan the Tundel head wants repairs – The Strake above the Black Strake on both sides decayed round the Bolts – Main yard decayed

It is our Opinions that after giving these repairs with an additional breasthook to strengthen the Bows, and driving the Channel bolts out, as also many of the hanging and lodging bolts to be repaired, – to give the ship a large heel and take the Sheathing off, Caulk the Bottom all over, and new Sheath it, Clamp the Beams Complained of – then the ship will be in a Condition to proceed to England

And we do further declare We have taken this Survey with such Care & equity that if required we are ready to make Oath to the Impartiality of our Proceedings

Given under our hands in His Majesty's Yard at
Port Royal Jamaica this 18t March 1777 –
J: North W^m Mazdin
Ro^t Pearson J Bignell

Copy
Clark Gayton

1. PRO, Admiralty 1/240.

JOURNAL OF H.M.S. *Hind*, CAPTAIN HENRY BRYNE ¹

March [1777] St Kitts SSW 8 or 9 Miles
Tuesday 18 Sent the *Beaver* in Chace to the SE
Modt & Fair
PM Gave Chase to 2 Sail in the NE Qr 10 Fir'd Nine
Pr & took a Ship from N Carolina with Lumber ²

1. PRO, Admiralty 51/457.

2. Sloop *Bite*, George Dames, master, from North Carolina for St. Martin, with lumber and corn.
See Young's Prize List, April 30, 1777.

NARRATIVE OF CAPTAIN ANDREW SNAPE HAMOND ¹

at Antigua 1777 Jany 27th – 18 Mar

Few occurences happened whilst we were cleaning our Ships at Antigua, but as most of our People by being long on board Ship, were affected by the

Scurvy, their Constitutions were too much impaired to bear this sudden change of Climate, and a great number of them died, which deficiency could no otherways be made up but by pressing. Captain [Thomas] Wilkinson of the *Pearl* and several other officers Died, and many others felt the effects of the climate as well as the Sailors, and upon the whole the Ships were so much weakened by sickness that notwithstanding all possible diligence was used, we were not able to sail from thence untill the Midle of March.

The *Perseus* & *Camilla* were extreemly successful off Charles Town, as besides driving several of the Enemy's Vessels ashore on the Bar, where they were beat to pieces, They took four laden with supplies for the Rebels, and retook two English Merchant Ships of very considerable Value: ² all of which they brought wth them to Antigua where they arrived, the 20th February.

His Majestys Squadron under the Command of Admiral [James] Young, have taken about 120 Sail of American Vessels. Their Cargoes have certainly been of use to the Islands but have been of very little consequence in distressing the Enemy. The Prisoners are imediately set at liberty, and the Vessels are usually bought by American Agents; They are then sent to the Island St Eustatia, where the same people become again the possessors, take in a Cargo, and return to the continent. I saw one Man who told me he had been taken three times in the same Vessel.

The Island of Antigua, and several other Islands fitted out a number of small Privatiers to cruize against the Americans; and could they have gone to Sea properly authorized to have made Captures, and given security for their good behavior, they would certainly, from their size & knowledge of the Navigation, have interrupted the Enemy's Trade to & from the Neutral Islands, much more than the Men of War could do; but as no commissions had been granted for Privatiers in England Admiral Young thought it his duty to prevent these Vessels from going to Sea, fearing (as he said) they might act collusively with the Americans, and as they had given no security, might from their proceedings, involve the Nation in disputes with the Neutral Powers. The Admiral in the beginning of these Vessels fitting out forbid them to go to sea, and ordered the Attorney General to prosecute one of them, which he refused to do; therefore on recieving repeated complaints from the French Governors of the depredations that these Vessels made upon the Coasts of their Islands, he gave orders to his Ships, to take the Privatiers & send them into Port, which they accordingly did and the Owners of them Prosecuted the Admiral for their detention, which, of course, brought on a disagreeable quarrel between him & the Inhabitts of the Island; which could no ways be settled but by appealing home. As soon as the Ships were refitted wch was not untill the 18th March, I sailed from Antigua with the *Roebuck*, *Pearl*, *Perseus* & *Camilla*

1. Hamond, No. 6, UVL.

2. The recaptures by the *Perseus* and *Camilla* were: February 8, the *Mackerel*, from Cork with provisions for the army; February 13, the *Marquis of Rockingham*, from Bristol with dry goods, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

19 Mar.

JOHN LANGDON TO JAMES BOWDOIN ¹

Sir

Portsm 19th March 1777

Iv'e done myself the honour (by the Express, who is going on to Congress with the Dispatches) to Inform the Honbl Counsel and Assembly of your State, of the Arrival at this port of the *Mercury* a French ship mountg Sixteen Carriage guns with fifty men, Loaded with Warlike Stores, Clothg &c for the Continent an Invoice of which as Translated from the French, I have done myself the honour to Inclose, this ship is from Nantes, the goods were shipped by Mr Jona Williams, p order of Mr Dean, I Beg leave to Congratulate you on this most Important event. being with all due Respect [&c.]

John Langdon

Honbl. James Bowdoin

President of Counsel State Massachusetts

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis. See also John Bradford to John Hancock, March 20, 1777.

JOURNAL OF THE NEW HAMPSHIRE HOUSE OF REPRESENTATIVES ¹

[Exeter] Wednesday, March 19th, 1777. P.M.

The Committee on the Petition of John Johnston praying for a Permitt for the Brigantine *Prudence* to sail for the French West Indies made Report, that the Prayer of said petition be not granted untill the three Battalions now raising in this State for the service of the United States shall be completed. Therefore Voted, That said Report be received and accepted.

The Comtee on the Petition of Jacob Sheafe Junr Praying for a Permitt to Send the Brigantine *three friends* and the schooner *Betsey* to the West Indies, made report that the prayer of Said Petition be not Granted untill the three Battalions now raising in this State for the Service of the United States shall be Completed, Therefore Voted that the Said Report be received & Accepted. Sent up by Colel Hutchins.

1. New Hampshire House of Representatives Journal, 1776-1778, N.H. Arch.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 19th March 1777

Order'd That Mr [Ellis] Gray deliver Capt Olney for the ship *Cabot* ² one short perspective Glass, he payg for it

1. Mass. Arch., vol. 148, 211, 212.

2. Continental Navy brig *Cabot* ordered on a joint cruise with the Massachusetts Navy brigs *Tyrannicide* and *Massachusetts*.

LEONARD JARVIS TO CAPTAIN JOHN PAUL JONES ¹

Sir

Dartmouth Mar 19. 1777

Since I had the pleasure of seeing you in Boston the Glass Ware that I spoke of has most all been dispos'd of however I will endeavour to procure for you two pair of Decanters or more, some Wine Glasses & Tumblers When Mr [Edward] Southouse comes here I shall speak to him about the Hand Organ & if you will let me know what price you would give for it, I will engage it for you it seems that the Court have decreed to him his Goods but by what Law I know not. – I shall reserve two Keggs of the Whitening for you & send them forward to the Care of Messrs [Abraham] Livingston & [William] Turnbull p first Opportunity – Mr Green who is Agent for the major part of the Ships Company of the *Providence* has given me a Memorandum of three Suits of Cloaths & many other things taken out of the Ship *Mellish* & Brig *Active* for the Use of the *Alfred* & *Providence* & their Companys – if you would inform me what they are & how they are to be accounted for to [the] Captors – I should be much obliged to you & am with tenders of my best Service – [&c.]

Leo: Jarvis

please to favour me with a list of the Company of the *Alfred* & th[ei]r Shares – [Endorsed by Jones] Dartmouth March 19 1777. Recd at Boston from Mr. Jarvis.

1. Papers of John Paul Jones, 6562, LC.

COMMODORE ESEK HOPKINS TO DANIEL TILLINGHAST ¹

Sir

Providence March 19 1777

It is my advice that you pay the people late belonging to the Ship *Columbus* the ball of Wages that may appear due to them on said Ships Books

E H

To Danl Tillinghast

Contl Agent Providence

1. Hopkins Papers, vol. 2, 50, RIHS.

NAVAL CAPTAINS TO COMMODORE SIR PETER PARKER ¹*Centurion* off Dyers Island

Newport Harbor Rhode Island

March 19. 1777.

Sir/

Pursuant to your order of the 17 Instant directed to Capt Maximilian Jacobs Commander of His Majestys Ship *Amazon*; We assembled on board His Majs Ship *Centurion* this Morning in consequence of a Summons from the said Capt Maxn Jacobs to attend a Court Martial: On being seated, and the order read; We were much surprized to find it an order to try Lieut John Thomas Duckworth, Mr Charles Rex Gunner, Charles Bayley Gunners

Mate, Josh Hodgman Junr Yeoman, Michael Terrel, Simon Cannons, John Bates, Andrew Willson, Robert Reed, William Eneas, and John Reeves Guns Crew, on a Letter from Capt Charles Fielding Commr of His Majestys Ship *Diamond* of the 20th of January last.

As Lieut John Thos Duckworth, Mr Charles Rex Gunner, Charles Bayley Gun[s Mate] Joseph Hodgman Gunners Yeoman, Michl Terrill, Simon Cannons, John Bates, Andrew Willson, Robert Reed, William Eneas, and John Reeves, Gunners Crew, had been before tryed at a Court-Martial on the 23d January last, and honourably acquitted; It is our Opinion we cannot in Justice sit a second time We are Sir [&c.]

Maxⁿ Jacobs

Jn^o Symons

C^s Feilding

Arch^d Dickson

Rich^d Brathwaite

Toby Caulfeild²

Charles Hudson

[Endorsed] In Lord Howe's Letter (No 34)

1. PRO, Admiralty 1/487.

2. Parker forwarded this letter to Vice Admiral Howe who responded on April 20, 1777 that if the captains persisted in their decision not to sit on the court martial, they should be suspended from their commands, PRO, Admiralty 1/487.

CAPTAIN WILLIAM COIT, CONNECTICUT SHIP *Oliver Cromwell*,
TO GOVERNOR JONATHAN TRUMBULL¹

New London March 19th 1777 –

May it please Your Honor –

Yours by Lt [John] Smith now lies before me, The Accounts of the Ship shall be with all Honesty laid before You for Elucidation and immediately should have set out to have waited on you had not eminent, Urgent Occassion prevented, for by the last Flag great threatnings were sent, Such as that Five Frigates had been in absolute Order to Blockade this Port on Acct of the *Oliver Cromwell* and they talk hard, for being so long on that Duty they do declare that they will cut her out and even do more My Accts at all Times are ready for the most critical examination, But may my best Judgment be forgiven, if I miss doing what I think is for the best, and am Sure Yr Honor, if present, would not suffer me to be absent from immediate active service, there is now in the Offing, by the best Intelligence thirty six Ships now within four Leagues of the Ship and repeatedly send their threats, And give me leave to Inform or represent, that my Ship is look[ed] on the greatest defence there is on this Shore for but few if any of the Melit[i]a are here, and never was this Place in greater Danger, & suffer me to Assure you, that all my Prudence is in Action to keep my Chain together, for Forty Dollars is Bid for any of my smallest Men to quit the Service of the Ship & Country No perticular Orders are given for my Direction and are protected & secreted & no Rule for me to go by. Dear Sir My Heart, my Life, my every Faculty of my Mind is devoted to the honest service of my Country – Depend upon it that I will wait on You with a true Acct of my Wages & Ca the Instant

that I think I can leave this Harbour, with the utmost Respect Your Honor shall see the Man who can with the utmost Truth subscribe [&c.]
William Coit

1. Conn. Arch., 1st Series, IX, 140a-140b, ConnSL.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Wednesday, March 19, 1777

Resolved, That Mr. [Jonathan Dickinson] Sergeant be excused from serving on the Marine Committee, and that Mr. [Abraham] Clark be added to the said committee in his room.

1. Ford, ed., *JCC*, VIII, 184, 186.

Pennsylvania Journal, WEDNESDAY, MARCH 19, 1777

Philadelphia [March 19].

The privateer brig *General Mifflin*, Capt. [John] Hamilton, returning from a cruize, was unfortunately, by the ignorance of the pilot, ran ashore off Sinepuxent, where the vessel is lost, but the guns and materials are saved. Seventeen of the crew perished by the severity of the weather.¹

1. *General Mifflin* was a 12-gun Pennsylvania privateer. See Volume 6.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Wednesday 19th March 1777. –

Ordered that a Warrant Issue to John Mazarett for One hundred and twenty Pounds upon Account, to recruit Seamen for the use of the Navy – Who gave Bond for his faithfully applying the said Money & rendering a Just and true Account thereof when required –

Joseph Speake is recommended to his Excellency the Governor and the honble the Council as a proper person to be appointed first Lieut of the *Safeguard Galley* –

Ordered that the keeper of the Public Store deliver unto Capt Alexander Guthrie four Bolts of Canvas and five pounds of Sewing Twine for the use of the Schooner Flat *Peace & Plenty*. –

Capt Alexander Guthrie received Orders to take possession of the Schooner Flat *Peace and Plenty* and Proceed up to Richmond and bring from thence One thousand Bushells of Coal which he is to Land, at the Shipyard on Chickahomany. –

Ordered that Doctr [James] McClurg deliver unto Doctr Justice Livingston half Ounce of Salts, half Ounce of Jallop, half Ounce of Ipecacuann or ½ Oz Camf. Cendea 1 Oz of Powders, ½ Oz Pell ex: Decob. ½ Oz Tart: Vit and four Ounces of flour of Sulpher for the use of the Sloop *Scorpion* –

1. Navy Board Journal, 192-93, VSL.

CAPTAIN JAMES MAXWELL TO CAPTAIN CHARLES THOMAS, WARWICK ¹

Sir

Wmsburg March 19th 1777.

I am to intreat the favour of You to send by the bearer in Mr Tollivers Vessel the two Hausers of 51½ Inch as also a Coil of 3 Inch and one of 2½ with a Coil of Spunyarn, agreeable to a former order left You for the use of the Continental Yard at Gosport, and am Respectfully [&c.]

Ja^s Maxwell

1. Public Ropewalk Papers, 1776-1782, VSL.

JOURNAL OF H.M. BRIG *Antigua*, LIEUTENANT WILLIAM SWINEY ¹

Remarks Wednesday March 19th 1777.

10 [P. M.]

Brot too the Chase a Sloop from Virgini[a] wth Flour & Tobacco, bound to St Thomas's fird at the Chace 7 large shot & 3 Swivels Shift the people with 10 hands & an officer ²

Deseada S24°E 41 leagues.

1. PRO, Admiralty 51/4117.

2. Sloop *Adriana*, George Codwise, master. See Young's Prize List, April 30, 1777.

20 Mar.

JOHN BRADFORD TO JOHN HANCOCK ¹

The hon John Hancock Esqr

Boston 20th March 1777

I have the honour to Acquit You with the Arrival of a French Armed ship at portsmo having on board twelve thousand stand Arms one thousand bbs powder and a quany of Woolin & Linen Goods with Cannon for the *Raleigh*; she got into portsmouth las tuesday ² the post. (Mr Noble) Assures me that the above account may be depended upon, and farther says that a fifty Gun ship sail'd with her from france for this port, having on board fifty Brass Cannon, with a plenty of goods he also says that the Copy of a remonstrance and protest of the Court of France against the Empress of Russia's furnishing Britain with troops, declaring if she does France will oppose them, is come in this ship - I most heartily congratulate you Sir on this very important News it seems probable that that Kingdom which sat as queen among the Nations, will by there haughty, tyranical, wicked treatment of the best subjects any Tyrant could boast of, be reduced to the controul of a power that she Lately held in contempt - I must view the arrival of those Arms as a smile of heaven on Us, for we realy were distres'd for want of them, and new rais'd Levies waiting & could not march to the Northward for want of them I had sent an Express to Govr Cook but tuesday last to desire him to return twelve of Eighteen hundred Arms he had borrow'd, we had obtaind an order to him from Genl Washington for that purpose, I hope the two Vessells long ere this are at Baltimore - I rejoyce at your return to Phila and hope we shall be favour'd with your presence soon - I was going to send a quintle fish in the money Waggon but Mr [William] Bant desired

me to keep it till you came the post is Just going – I am with the most Gratefull Sentiments of Affection [&c.]

1. John Bradford Letter Book, vol. 1, LC.
2. *Mercury* from Nantes.

PETITION OF PETER RIDER TO THE MASSACHUSETTS GENERAL COURT ¹

To the Hone the Council & the Hone House of Representatives of the State of Massachusetts Bay

The Petition of Peter Rider Humbly Shews your Petitioner Inlisted himself into the Continental army While they ware at Cambridge & from thence Marched to Ticonderoga where he Continued until the fleet of the united States on the Lake was Ready to Sail when your Petitioner was Draughted from the Company to which he belonged to man Said fleet and on the Eleventh day of October Last in the action with the Enemy on Lake Champlain he had his Right Eye Shot out by which means he has totally lost the Sight of it Greatly to the Damage of your Petitioner he therefore Humbly Prays your Honours would take his Case Into your Wise Consideration and altho money Cannot fully Compensate the Loss yet Such Sum as your Honours in your wisdom Shall think fitt to Grant will be most Greatfully Received by your Petitioner and as in Duty bound will Ever Pray
 March 20th 1777
 Peter Rider

[Enclosure] Mount Independence 20th Novr 177[6]

This may Certify that the bearer Peter Rider was wounded in the Fleet during the Action with the Enemy the 11th of October in which Action he lost the sight of one Eye & was by me sent agreeable to Genr Gates'es instructions to the Genrl Hospital at Fort George –

Stephen McCrea 1st Surgn
 to the Navy of the United
 Stat's Lake Champlain

1. Mass. Arch., vol. 182, 259, 259a.

Independent Chronicle, THURSDAY, MARCH 20, 1777

Boston, March 20, 1777.

By a Gentleman of undoubted Veracity, who arrived in Town last Sunday, from Martha's Vineyard, we learn, that the British Pirate Ship, called the *Ambuscade*, of 32 Guns, commanded by a *certain* M'Carty,¹ lay at Anchor in Holme's-Hole. – That the *said* M'Carty had sent several Flags on Shore, begging that his Crew might be supplied, by the Inhabitants, with fresh Provisions, and requesting an Interview with the Committee of that Place; but, that he was refused, receiving for Answer, that they had no Traitors *there*, nor should they be provided with any Thing, but what they got at the Point of the Bayonet, and Mouth of the Cannon.

Last Sunday arrived at a safe Port from Teneriffe, after a Passage of 25 Days, a large Sloop, laden with Wine and Salt: She is owned in South-Carolina.

On Friday, sailed from Salem, from Halifax, the Cartel Vessel, as mentioned to have lately arrived there, commanded by an Officer of the British Navy, in which went a Number of Prisoners.

Yesterday arrived at a safe Port, a Prize Ship, lately captured by the Privateer *Lady Washington*. She was from Bristol, bound to St. Kitts, laden with Dry Goods, Provisions, &c.²

1. Captain John Macartney, R.N.

2. *Lady Washington*, Captain Ishmael Hardy, was a Rhode Island schooner. Her prize was the ship *Weathrill*, Martin Cox, master, *Independent Chronicle*, Boston, April 10, 1777.

Continental Journal, THURSDAY, MARCH 20, 1777

Boston, March 20.

The privateer *Rover*, belonging to Salem, has sent into a safe port, a provision ship bound to New York.¹

1. The prize of the Massachusetts privateer sloop *Rover*, Captain Abijah Boden, was the ship *Duke of Leinster*, Patrick North, master, *Independent Chronicle*, Boston, April 10, 1777.

Newport Gazette, THURSDAY, MARCH 20, 1777

Newport, March 20.

On Thursday Evening, the 13th Instant, one of the Rebels larger Gallies, called the *Spitfire*, carrying two 18 Pounders in her Bow, two 12 Pounders in Stern, four 4 Pounders in her Waist, and 16 Swivels, attempted to pass by Bristol Ferry, in her way to Providence, but was not able to accomplish that Design. In the Night she got aground, on the North-East Point of Land of the Common Fence. Being discovered in that situation in the Morning, Capt. Brady sent down the British Field Artillery upon the Beach, as near to her as possible, and so soon as they began firing, the Rebels escaped from the Galley, in their Boat, with warmest Precipitation. Some Shot and Shells were fired into the Galley, to prevent her ever floating again; but upon a Canoe being drawn to the Water-Side by Oxen, Capt. Brady, of the Royal Artillery, went on Board, brought off some Fire-Arms, and set the Galley on Fire. The other Galley of the Rebels, at Howland's Ferry, came out of their Creek, and shewed some intention of getting up to protect her consort on the Shore; but on receiving a few Rounds from the Cannon, she tacked about and went back, well recollecting the shattered and miserable Condition the Artillery had put her in, when she was caught within their Reach, about three Weeks before. The highest Encomiums are due to the naval Force, for their good Intention of assisting on the Occasion. Two Boats were manned and sent from the *Diamond* frigate, Captain [Charles] Fielding, on the West Side of the Island: They passed, with the greatest Intrepidity, the Enemy's Battery and Fire at Bristol Ferry, and came in Time to save Some of the Sails, Swivels, &c. out of the Galley. Some of the British and Hessian Troops were assembled and came down upon the Common Fence, with the utmost Alacrity, to be there in Readiness to support the Artillery, in case the Rebels had been inspired with Resolution sufficient to have brought over a Force, to endeavour saving their Galley from Destruc-

tion; but all their Efforts were confined to firing some shot from Howland's Ferry; and Sunday following, the 16th instant, a little before the Dusk of the Evening, a Rebel Galley attempted to pass by the Ferry at Bristol, but was immediately discovered, and Orders were given by the Officer commanding in the Redoubt, to the Gunner of the Guard, to lay the Guns for her. The second Shot fired from the 18 Pounders carried away her Fore-mast, which caused much Confusion on Board; and on the Gunner's firing five more Shot into her, between Wind and Water, our Centinels, at the Water-Side, heard the People from the Galley hale the Rebels on Shore, saying that they were sinking, and prayed that Boats and Assistance might immediately be sent them, to lighten the Galley, which they run close into the Shore. On the Officer commanding the Redoubt sending an Express with the above Account to Brigadier-General Smith, he was pleased to give Directions to Captain Brady, of the Artillery, who went, with the utmost expedition, to the Ferry, fired from the 18 Pounders several Times in Hopes of hitting the Galley, though in the Dark, and ordered down his Field pieces and Howitzers; but the Rebels had, with the utmost Diligence, brought their Boats from Bristol, and towed the Galley away, under Cover of the Night.

At Day-Light on Friday Morning, two Fire-Vessels, a Brig and a Sloop, cover'd by a Sloop of 14 Guns, came down from Providence, with an Intent to burn his Majesty's Ship the *Cerberus*. On discovering them, and finding what they were, by their Grapples at the Jib-Booms and Yard-Arms, Capt. Symmons got the *Cerberus* under Sail. One of them, the Sloop, ran ashore, and, finding themselves likely to be taken by the Boats, they set Fire to her; the other Fire-Vessel, the Brig, and the Privateer-Sloop, got into Greenwich Harbour.

The following Prizes have been brought into this Port since our last: The *Chance* Sloop, from Hispaniola to Rhode-Island, with Molasses, Coffee, and Rum, and a new Sloop from New-London to Hispaniola, by the *Juno*; the *Olive* Schooner, from Cape Francois to New-London, with Salt and Molasses, by the *Unicorn*; a Sloop and a Schooner, by the *Amazon*.

CAPTAIN WILLIAM ROGERS' ACCOUNT AGAINST THE PRIZE SCHOONER *Hannah*¹

The Schooner *Hannah*

[Cr]

	To William Rogers	Dr	
To Cash paid Pilotage in & out of Hampton Creek			1.10.0
To Cash paid Pilotage from Hampton to Boltemore			13.5.0
To Sundry Expences Going to & from Williams Burg			8.3.2
To Cash paid for Capt Wilkson Bording &c &c			16.3.1
To Cash paid the Dockter Bill for ditto			2.2.9
To Do Do for his Coffin for Do			1.2.6
To Do Do the Parson & Saxton for Do			1.0.0

To Do Do for a Horse & the Carrage	7..6
To Do Do Thos Longstaf his Wages	1.17..6
To Do Do Thos Makins Do Do	2.10..0
To Do Do Ralph Hamelton Do	4.10..0
	<hr/>
	£ 52.11..6

Received 20 March 1777 of Willm Lux Agent, Fifty two Pounds Eleven shillings & Six pence in full for the above Accot

William Rogers

1. NYSL. See Volume 7 for capture of *Hannah* by Rogers commanding New York Navy sloop *Montgomery*.

JOURNAL OF THE VIRGINIA COUNCIL ¹

[Williamsburg] Thursday the 20th day of March 1777.

On the Recommendation of the Navy Board; it is ordered that a Commission issue appointing Joseph Speake first Lieutenant of the *Safe Guard* Galley, dated this day.

On the application of Captain [James] Maxwell for the Loan of three Hundred pounds to carry on the Building of two Continental frigates in this State, it Ordered that a warrant issue to the said Captain Maxwell for the above sum of three hundred pounds, he having promised to return the money, or give his draft on Congress for the same when desired.²

1. McLwaine, ed., *Journals of the Virginia Council*, I, 371-72.

2. Firm of Maxwell & Loyall, Gosport, Virginia.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Thursday 20th March 1777. –

Ordered that a Warrant Issue to William Drew for the use of Thomas Whiting for One hundred and one pounds five shillings, the Ballance of his Account for his Attendance as a Member of the Navy Board from the eighth day of July Last to this day. – Also for Twenty nine pounds fifteen shillings for the use of John Hutchings for his Attendance as a Member of the Navy Board from the eighth day of July last to this day – Also for One hundred and four pounds for the use of Champion Travis for his Attendance as a Member of the Navy Board from the eighth day of July last to this day – Also for Thirty two pounds seven shillings and six pence for the use of Edward Archer for his Attendance as a Member of the Navy Board from the first day of last Month to this day. –

1. Navy Board Journal, 193-94, VSL.

JOHN WRIGHT STANLY TO NATHANIEL SHAW, JR. ¹

New Bern No Carolina March 20th 1777

A few days ago the Brigantine *Sally* who was taken on her passage from Great Brittain to the West Ideas by your Sloop *American Revenue* safely arrivd into this Port. Captain William Power the Prize Master in pursuance

of Captain [Samuel] Champlins directions has submitted the Vessel & Cargo to my management. Her tryal will come on the Court of Admiralty in a few days and as no dispute can possibly arrise respecting the legallity of the Capture, will in twenty days be sold for the Bennefit of the Captors. Continental Money not being easily procured, I shall vest the Nt Proceeds of Vessel and Cargo (the Value of which cannot at this time be nearly ascertained in the Draughts of our Favours on the Continental Treasurer – Those I have already engaged & shall remit them by Captain Power unless Otherwise directed by you in the intrim.

I Congratulate you Sir on the Very Successful cruize of the *American Revenue*, as well as on the Variety of Good fortune I am told you have experienced in the course of the Present War. Occracock lying so contiguous to the Gulph & so inviron'd with Shoals may prove a safe port for your Prizes and I believe no Market on the Continent at Present exceeds this Not only for Prize Goods but also for Prize Vessels, Any of which if you chose to have purchased on Account might be Advantageously loaded with Tobacco or Naval Stores for France, Corn pease or L[illegible] for the West Indeas.

With an Offer of my best Services I am Sir [&c.]

J W Stanly

2d Copy Original P Post. Duplicate P Capt How via Boston

1. Shaw Collection, Packet 28, 8, YUL.

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY ¹

March 1777

Cape Franscio SbE $\frac{1}{2}$ E 6 Leagues.

Thursy 20.

At 6 AM . . . Saw a sail to the N. W. Tackt Ship and gave her chase, out all reefs and set Steering Sails, fired Seven Nine Pounders Shotted to bring her too, Hoisted out the Cutter and sent a Lieutenant on board to examine her. Proved to be a Schooner from New London Laden with Lumber and Horses, took possession of the Prize brought the Master and People on board, sent an Officer and four Men to carry her to Jamaica.²

1. PRO, Admiralty 51/399.

2. Schooner *William*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS ¹

Sir./.

Antelope Jamaica March 20th 1777

By his Majestys Ship *Glasgow* Captain [Thomas] Pasley, I received their Lordships several orders, and by the Packet your Letter of the 4th December last, with an Account of a French Armament fitting out at Brest, and destined for the West India Islands, all which I shall pay due attention to. I beg you'll inform their Lordships that from repeated Solicitations of the Merchants I have detain'd his Majestys Ship *Maidstone* from the end of last Month to the 31st instant, being persuaded by so doing, that a number of

more Ships will be able to take the benefit of her Convoy which I flatter myself will meet with their Approbation. Agreeable to their directions, I have order'd a Convoy from Pensacola, and have sent the *Hound* Sloop Captain Robertson for that purpose, who is to Sail from thence the 10th April

I have also received your Letter of the 24th Decr by the *Lord Amherst*, Ordnance Transport, and after she has deliver'd her Stores at Pensacola, shall employ her in such manner, as I shall judge will tend most to his Majestys Service either in Cruizing, or as a Convoy

I have the pleasure to Acquaint their Lordships, that since my last, the Ships & Vessels under my Command have taken twenty three Sail of the American Rebels, which makes in the whole Ninety Nine, by the *Maidstone*, I shall transmit for their information an Account of my proceedings, from my last letters

I am with great respect Sir [&c.]

Clark Gayton

[Endorsed] Recd 12 May. Ansd 8 July

1. PRO, Admiralty 1/240.

“A LIST OF REBEL VESSELS TAKEN BY THE SQUADRON OF HIS
MAJESTYS SHIPS & VESSELS . . . AT JAMAICA”¹

No of Ves- sels Taken	Vessels Names.	Lading	By which of His Majestys Vessels taken	Commanders Names.
76	Brigg <i>Molly</i>	Lumber & Horses	ditto [<i>Badger</i>]	Cha: H. Everitt
77	Sloop <i>Will</i>	Molasses, Coffee &c	<i>Boreas</i>	Cha Thompson
78	Sloop <i>Hope</i>	Molasses &c	ditto	ditto
79	Schooner <i>Fanny</i>		<i>Porcupine</i>	James Cotes
80	Schooner <i>St Ann</i>		<i>Winchelsea</i>	N. Bateman
81	Sloop <i>Lidia</i>		ditto	ditto
82	Brigg <i>Hawk</i>	Lumber &c	<i>Porcupine</i>	James Cotes
83	Sloop <i>Mary</i>	ditto	ditto	ditto
84	Sloop <i>Sea Nymph</i>	Powder, Wine &c	<i>Badger</i>	
85	Schooner <i>Juno</i>		<i>Antelope</i>	Will Judd
86	Schooner <i>Hannah & Elizabeth</i>	Lumber &c	<i>Badger</i>	Cha: H. Everitt
87	Schooner <i>Hannah</i>	Lumber &c	ditto	ditto
88	<i>Polly</i>	Molasses &c	<i>Hornett</i>	Rob Haswell
89	Schooner <i>Polly</i>	Tobacco &c	<i>Hound</i>	James Robinson
90	Sloop <i>Liberty</i>	Rum Dry Goods &c	<i>Racehorse</i>	Tho Cadogan

No of Ves- sels Taken	Vessels Names.	Lading	By which of His Majestys Vessels taken	Commanders Names.
91	Sloop <i>Adventure</i>	Rice, Indigo &c	<i>Hound</i>	James Robinson
92	Brigg <i>Burley Castle</i>	Lumber &c	<i>Badger</i>	Cha H: Everitt
93	Schooner <i>St Ann</i>	Rice, Flour &c	ditto	ditto
94	Brigg <i>Suckey</i>	Lumber, Fish & Oil	<i>Badger</i>	Cha H. Everitt
95	Brigg <i>Polly</i>		ditto	ditto
96	Schooner <i>Fortune</i>		ditto	ditto
97	Sloop <i>Fortune</i>		ditto	ditto
98	Schooner <i>Loweist</i>		ditto	ditto
99	Brigg <i>Warren</i>		ditto	ditto

[Jamaica, March 20, 1777] ²

1. PRO, Admiralty 1/240.

2. Date established in Gayton to Stephens, March 20, 1777.

21 Mar.

"A TRANSCRIPT OF THE ENTRIES OF LETTERS OF AGENCY IN HIS MAJESTY'S COURT OF VICE ADMIRALTY FOR THE PROVINCE OF NOVA SCOTIA FROM THE 4TH DAY OF OCTOBER 1776 TO THE 21ST DAY OF MARCH 1777." ¹

Time of de- liv'ry & Entry.	Dates of the Agency.	Names of the Agents & Places of Abode	Names of the Prizes.	Names of the Ships by wh they were taken.
Novr 6th/76 Decr 17.	October 12/76 Novr 25	John Butler Esqr of Halifax Henry Bellew Esqr Commander Liverpool	Brig <i>Dinah</i> , Sloop <i>Joseph</i> Ship <i>Hester</i> Recaptr	<i>Juno.</i> <i>Liverpool</i>
Decr 20. Decr 20.	July 23d Novr 20	Alexr Thomson of Halifax Maximilian Jacobs Esqr of <i>Amazon</i> & Alexander Thomson Esqr of Halifax	Brig <i>Lucy</i> Recap.	<i>Mercury</i> <i>Amazon.</i>
Decr 28th	Decr 26	John Butler Esq. of Halifax	Brig <i>Dolphin</i> , Brig <i>Thos & Wm</i> Recap.	<i>Unicorn.</i>
Jan. 9./77	Decr 10 1776.	Mr Geo. Harris Purser of the <i>Albany.</i>	Sloop <i>Baltimore</i> , Sloop <i>Prov- idence</i> Sloop <i>Wm & Barbara</i> Recapture Brig <i>Halifax</i> Brig <i>Venus</i> Brig <i>Cabot</i> , Brig <i>Elizabeth</i> , Recapt Schooner <i>2 Sisters.</i> Ship <i>Betsey</i> Recapt	<i>Albany</i> <i>Milford</i>
March 12.	Decr 2d	Alexander Thomson of Halifax	Brig <i>Hope</i> Recap.	<i>Hope</i> <i>Lizard.</i>

A true and perfect Transcript &ca
Given &ca 22d March 1777, &ca

1. N. S. Arch., vol. 499, Vice Admiralty Records, Register of Letters of Agency, book 2, 1776-1781.

MARCH 1777

163

The Freeman's Journal, SATURDAY, MARCH 22, 1777

Portsmouth, March 21.

On monday the 17th instant arrived here a French ship of about 350 tons; called the *Mercury*, commanded by Captain John Heraud, in 40 days from Nantes, having the following very valuable cargo on board. viz. 11,987 stand of arms, 1000 barrels of gunpowder, containing 50 ton weight, 11,000 flints, 57 bales, 4 cases, and 2 boxes woollens, linnens, &c. on account of the United States of America. –

The captain & passengers (among whom is a brigadier general & a captain of artillery) gives us the following most agreeable account of the situation of affairs there, which they say might be relied on, viz. That 40 sail of the line, including frigates, were then lying at Brest, all ready to proceed for sea; that the greatest preparations for War were making at every other port in the Kingdom; that Doctor Franklin was most graciously received by His Majesty and the Nobility in general; on which occasion great rejoicings were made, such as bonfires, &c. which so disgusted Lord Stormont, that he was preparing to leave Paris. – They also assert that it was generally believ'd in France the Russians would not come out to America but if they attempted it, they would be intercepted by the French Fleet. – Many other vessels had sail'd (and many more preparing) for America, with military and ordnance stores, as well as large quantities of cloathing – The dispatches which came by this Vessel, were sent off per express to Congress on her arrival.

JAMES WARREN TO MERCY WARREN ¹

[Extract]

My dear Mercy, –

Boston, March 21, 1777

I wrote you Yesterday by Major Wadsworth, which I hope will reach you this day. Since which the Brig. *Independence* ² has Arrived here . . .

1. *Warren-Adams Letters Being Chiefly a Correspondence among John Adams, Samuel Adams, and James Warren . . .* (Boston, 1917–1925), I, 301–02. Hereafter cited as *Warren-Adams Letters*.
2. Massachusetts Navy brigantine *Independence*, Captain Simeon Sampson, had been captured by H. M. Sloop *Hope*. See Volume 7. She was en route to Halifax when retaken by the Massachusetts privateer ship *Boston*, Captain William Brown.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Boston] Friday March 21st 1777.

In the House of Representatives Whereas, from Intelligence received, it is probable there is, or may be sundry Vessels on this Coast from France, bound into this State, with Sundry Articles of Supplies, which are of great Importance to the United States, and as they may not be furnished with good and able Pilots therefore,

Resolved, That the Board of War be and they hereby are directed to procure, and send out into this Bay, such Pilot Boats and Men, as may be sufficient to answer the above purpose, of Safley bringing into port such

Vessels aforesaid as they may meet with, or pursue such other methods as to them may appear necessary to Effect the above purpose.

In Council read and Concurred

Consented to by fifteen of the Council

In Council Resolved, That Capt James Foot be and he hereby is permitted to proceed on his Voyage to New York in the Ship *Sarah and Elizabeth* taking with him Thirteen Men and Boys for the purpose of Navigating the said Ship and also his Son and Servant – And he hereby is directed to take with him as Passengers, Mr Horlock his Son and Servant, Mr Benjamin Witherby & his Servant, Mr Lancake and Capt Uzuld, provided they with Capt Foot give their joint Parole to use their best Endeavours to procure the Release of as many Persons as may sail from this State in the said Ship, and as near as may be of like Rank and who are now detained as Prisoners in the hands of the Enemy; and in case they cannot procure the release of the American Prisoners aforesaid, That they all will return in the said Ship *Sarah and Elizabeth* to some Port in this State within Sixty Days from the time of his leaving it.²

And that they carry no papers or Letters but such as have been Inspected by the Committee of the Town from whence they may sail, and that they do not carry any Fire Arms, nor any more Provisions than is Necessary for the said Voyage to New York; and the Committee of the Town of Glouster and the Naval Officer of said Port are hereby strictly enjoined to attend thereto.

And all the Armed Vessels belonging to this State, are hereby commanded, and it is recommended to all others fitted out by the United American States or either of them to Suffer the said Vessel to proceed on her Voyage to New York & from thence to Jamaica in Ballast only, unmolested –

In Council Read and Concurred

Consented to by fifteen of the Council

In Council The Commanders of the several Ships or Vessels of War belonging to this State are strictly required to shew in themselves a good Example of Honor and Virtue to their Officers and Men and to be very vigilant in inspecting the behavior of all such as are under them and to discountenance and suppress all dissolute immoral and disorderly Practices and also all such as are contrary to the rules of Discipline and due Subordination, and to correct those who are guilty of the same according to the Usage of the Sea or to punish them in such manner as may be particularly directed and they are in an especial Manner to take care that the Sabbath be duly & religiously observed – And if any person belonging to either of such Vessels shall be convicted of Theft Drunkenness prophane Cursing or Swearing disregarding the Sabbath or using the Name of God lightly or profanely or shall be guilty of quarrelling or fighting or any reproachfull or provoking Language tending to make quarrels, or of any turbulent or mutinous Behavior, or if any person shall Sleep upon his Watch or forsake his Station or shall in any wise neglect to perform the duty enjoined him he shall be

punished for any of the said Offences at the Discretion of the Commissioned Officers of such Vessel or the major part of them according to the Nature and Aggravation of the Offence by sitting in the Stocks or wearing a Wooden Collar about his Neck not exceeding four Hours nor less than One or by whipping not exceeding twelve lashes or by being put in Irons for so long Time as the said Officers shall judge the safety and well being of the Ship & Crew requires or otherwise shall forfeit to the State not more than six nor less than two days pay for each Offence –

And if any person shall be so hardy & presumptuous as to let out of Irons or otherwise rescue from punishment in any forcible or fraudulent Manner, any person duly adjudged to it, the person so offending shall undergo the same punishment in nature and degree that the other was adjudged to, and such rescue shall be no release of the punishment due to the first Offender.

All Papers, Charter parties Bills of Lading passports and other Writings whatsoever found on board any Ship or Vessel which shall be taken shall be carefully preserved and delivered to such Court as shall be authorised to try the Justice of the Capture on pain of forfeiting all the Interest in such prise any person offending in this Instance might otherwise have and the Offender in this Case shall be liable to further punishment according to the Nature of his Offence –

If any person on board such Vessel, when in sight of an Enemy or when in fight with one, shall neglect his duty or shall desert his Station in the Ship or shall behave in a cowardly and base manner or shall be guilty of any other Crimes or Misdemeanors not herein particularly enumerated, he shall suffer any of the punishments herein above pointed out at the discretion of the Commissioned Officers or the Major part of them and shall be liable to such further punishment as any Court that may be Authorised to try the same shall adjudge –

The Commanding Officer of each of the Ships & Vessels aforesaid shall read or cause to be read to the people on board, the foregoing Rules and Regulations, once a Week at the least untill they shall be revoked or Superceded by this Court.

Read and Accepted and Ordered That the Secretary make out fair Copies of the foregoing Rules and Regulations and deliver one to each of the Commanders of the Ships or Vessels of War belonging to this State. –

In Council Read and Concurred

Consented to by fifteen of the Council

1. Mass. Arch., vol. 37, 82, 83, 85–87.

2. *Sarah and Elizabeth*, James Foot, master, was taken by Massachusetts privateer *Warren*. See Volume 7.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Friday March 21st 1777

Ordered that Robert Pierpont Esqr be and hereby is impowered and directed immediately to cause to be taken up & collected from all parts of

this State such prisoners as are suitable for exchanging for the Officers & Crew of the Brig *Independence* & the Officers & Crew of other Vessels from this State now prisoners at Halifax as Sr Peter Parker has given assurances that they shall be replaced by an equal number from Halifax to be landed at Marblehead for which purpose he shall give the necessary directions.

1. Mass. Arch., vol. 20, 342, 344.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 21 March [1777] pm

Order'd That the Accot for Ship *Content* &c purchas'd at Beverly for £2105..14..8 be pd

Voted That the Ship *Content* purchased at Beverly be call'd the *Union*

Voted That Capt William Hains have the Command of the Ship *Union* now Loading at Falmouth

Voted That Colo Crafts be directed to return Salutes to all the French arm'd Vessells which shall salute the Forts – further

Voted That not more than seven Guns be return'd at Hull nor more than thirteen at the Castle, but if neither of the French Vessells fire so many, the Salutes from the Forts to be two less than those from the Ships

On reconsidering the two former Votes

Resolved That the Salutes be from Castle Island only –

1. Mass. Arch., vol. 148, 215, 216–18.

Connecticut Gazette, FRIDAY, MARCH 21, 1777

New-London, March 21.

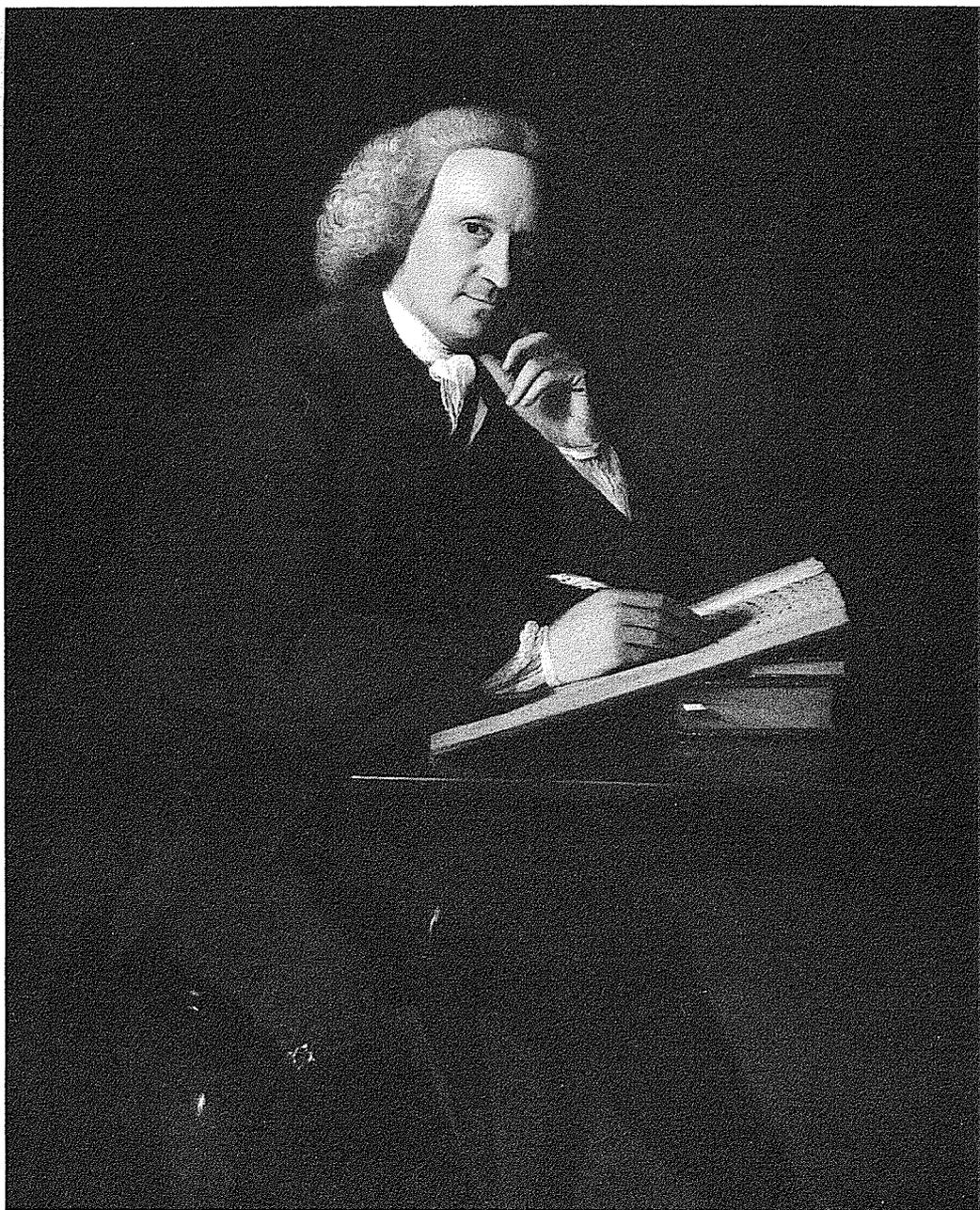
Last Thursday Se'nnight, a small Sail-Boat, belonging to Mr. Samuel Beebe, of Stonington, was taken in the Sound by a Boat from the *Amazon* Frigate, Capt. [Maximilian] Jacobs; and the same Day Beebe's Boat being armed with two Swivels, and about 20 Men with Small Arms, took the Schooner *Olive*, John Bulkley, Master, bound into this Port from St. Thomas's, loaded with 1600 Bushels of Salt, a Quantity of Oznabrigs, Duck, &c.¹

On Saturday the *Amazon* came to Anchor just without the Light-House, and sent in a Boat as a Flag to propose an Exchange of some Prisoners,

Sunday they landed Capt. Bulkley, his Mate, and Mr. Cornelius Cunningham, (Passenger in Bulkley) on Fisher's-Island; and on Monday Morning the Ship sailed for Rhode-Island, her Station off this Harbour we hear being up.

The above Mr. Cunningham sailed from New-Haven for the West-Indies, with Capt. Mansfield, and was taken within two Hours Sail of Martinico.

We learn by the Prisoners that they were treated with Humanity and Kindness by Capt. Jacobs, who appeared to be much of a Gentleman – consequently of a very different Disposition from most of his Profession who have been stationed near us: – Among whom the Name of a *Wallace* ²



Samuel Phillips Savage

will long be had in Remembrance by Hundreds who have felt and been witness to his mean and savage Conduct in firing on single, defenceless Houses, burning and destroying of private Property, and in abusing Women and Children and those whom Age had rendered incapable of making Resistance.

Wednesday Night Capt. Rennals arrived here from the West-Indies with 1500 Bushels of Salt.

1. *Amazon's* prizes were: a vessel, Samuel Beebe, master, from Stonington, with salt, sugar and rum, taken March 13; *Oliver*, John Buckley, master, from St. Thomas with sugar and rum, taken March 14, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.
2. Captain James Wallace of H. M. S. *Rose*.

CONTINENTAL MARINE COMMITTEE TO ISAAC SMITH,
EBENEZER STORER AND WILLIAM PHILIPS ¹

Gentlemen [Philadelphia] March 21. 1777

Inclosed are several documents by which you will learn that you are appointed Commissioners to transact some business on behalf of the United States with the Gentlemen who were appointed Agents by General Washington for the Prizes taken by the fleet fitted out by his directions.

The Marine Committee request you will undertake the said business and proceed in it with as much expedition as possible. The service having already suffered by reason of delays in that department. You will perceive that you are empowered to pay any balances which you shall find due to any of the said Agents, but as you may not receive funds sufficient for that purpose, we hereby empower you to draw bills on us for any Sums you may want to enable you to execute the Resolution and if you cannot conveniently procure Money on such bills we request you to use your Credit to procure the same, & we shall take care to reimburse you as soon as we can know the amount, with all expences attending the transactions, and Interest for any advance if required. You will please to observe that the Captors in the above mentioned Fleet, are not entitled to so large a proportion of the Prizes, as those who have Served in the Navy line constituted by Congress – You will be pleased therefore to have recourse to the Regulations made by Genl Washington relative to this matter, and to subsequent Resolutions of Congress. We suppose that the Agents are possessed of Copies of the Regulations.

You[r] well known Zeal for the Public cause has induced us to appoint you to this business and we have the strongest confidence in your dilligence & fidelity – You will perceive you are also empowered to value any goods which may have been delivered by the Continental Agents for Prizes for the use of the United states. We are Gentlemen [&c.]

1. Marine Committee Letter Book, 61–62, NA.

CONTINENTAL MARINE COMMITTEE TO JOHN BRADFORD ¹

Sir [Philadelphia] March 21. 1777

We find complaints are made by the officers and Seamen concerned in the Capture of Prizes that have fallen into your hands as Continental Agent,

for want of a distribution of Prize Money and it is urged by Mr [Jonathan] Glover their Agent that you neglect or refuse to settle the accounts or to pay him the share appertaining to the Captors which puts it totally out of his power to make distribution, and in consequence of these delays the Maritime service of the Continent suffers exceedingly, in short it is owing to unhappy circumstances of this kind that the Navy cannot be manned and we now must press your immediate attention and utmost exertion to settle the accounts of every prize whose circumstances can admit of Settlement, and if you have delivered any Prize goods for the Continental service produce the Inventories thereof with the receipts that prove the delivery to Messrs Isaac Smith Ebenezer Storer and William Philips whom we have appointed to value the same. The Amount of such valuations you will charge to the Continent and Credit in the respective Account sales which will enable you to compleat the Account of all such prizes and you will then pay to the Agent for the Captors their proportion agreeable to the Resolves of Congress.²

We must also remind you of our Letter of Instructions dated the 18th of October the receipt of which you acknowledged but hitherto have not complied with the Contents. We suppose it will be sufficient to inform you, we shall be under a Necessity of requiring a Strict Compliance with those injunctions from all the Agents.³ We are sir &c.

1. Marine Committee Letter Book, 63, NA.

2. These instructions to Bradford relate only to prize distribution of vessels taken by General Washington's schooners.

3. See Volume 6, 1321-22.

CONTINENTAL MARINE COMMITTEE TO THE AGENTS FOR
GEORGE WASHINGTON'S FLEET ¹

Circular.

Sir,

[Philadelphia] March 21. 1777

Messrs Isaac Smith, Ebenezer storer & William Philips are appointed by this Committee, Commissioners to adjust the several accounts of the Agents appointed by General Washington for the fleet fitted out by his directions, to value such goods as the[y] duely delivered for the use of the United states and give Credit agreeable to such valuation, also to receive any balances due from, and pay any due to such Agents, and to require them to pay the proper proportion to the Captors

You as one of the said Agents are required to pay due regard to the applications of those Gentlemen for the above purposes so that the same may be effected with all possible expedition. We are Sir [&c.]

To Mr William Bartlett. at Beverly

William Watson • Plymouth

Joshua Wentworth • Portsmouth

Wintrop Sergent • Cape Anne

Bartlett & Glover • Lynn Marblehead

John Bradford • Boston

1. Marine Committee Letter Book, 62, NA.

SAMUEL & ROBERT PURVIANCE TO GOVERNOR NICHOLAS COOKE ¹

Sir

Baltimore 21st March 1777

Your Letter of the 18th Febr'y was deliverd us about 10 days since by Capt'n Coffin in the Sloop *Diamond*, of wh we advised Mr [William] Ellery at Philada desiring he woud inform you of the Vessels safe Arrival. – Two days after Captain Coffin's Arrival, when he was preparing the Vessel to load & her Ballast out, She was unluckily overset by a violent Squal of Wind & the Tide not answering to get other Vessels alongside to lift her for some days, She coud not begin Loading till this day. We expect to have her nearly loaded agst tomorrow evening, so that She may probably sail the day following. – Had it not been for the Accident which befell her, She woud not have been delayed here more than 5 or 6 days, She will have on board Ten Tons of Bar Iron, & we suppose about 600 Barrels of Flour, & Bread. – The Roads have been for a considerable time past so bad, that scarcely any Common Fine Flour can come in from the Country Mills, For which Reason we are obliged to load the Sloop with Bur Flour which is at 22/6 P Ct rather than detain her to pick up a Load of Country Flour which coud not be effected for some Weeks: But as the Roads are now mending, we may expect that shoud any other Orders from you appear by the begining of next Month, we may be able to procure Common Flour pretty readily. –

Having advisd Mr Ellery on the Vessels Arrival of your Order to apply to the Continental Treasur for the Amot of the Sloops Cargo, He gave directions to Mr Green & Mr Howell who were coming here to receive a Sum of Money for the Use of your State, to leave a Sum of Money in our Hands for the said Purpose, wh they have accordingly done. Shoud it not be suffict Mr Ellery will settle the Ballance. –

The Price of Bar Iron has of late been very fluctuating & extravagant. Advancing for two Months past from 40 to £60 P Ton. That in the Sloop, we have laid in for £52.10 – At this very Juncture a general Commee of Delegates from Virga, this State, Dellaware Pennsylv'a Jersey & New York are meeting in Pensylva to adopt some Regulations similar to those in N England. This we hope will soon produce an Alteration in the price of so essentially necessary an Article as Iron, so usefull for the Public Service. therefore hope we shall be able to serve yo[u] better in that Article shoud you see Cause to order any more from hence shortly. – It is not probable that the Price of Flour will drop. We are with great Respect Sir [&c.]

Sam^r & Rob^t Purviance

1. Letters to the Governor, vol. 10, 40, R. I. Arch.

CAPTAIN THOMAS COURSEY, MARYLAND NAVY GALLEY *Chester*,
TO GOVERNOR THOMAS JOHNSON ¹

[Chester Town 21st March 1777]

if His Excellency and their Honrs the Council Will inform me what weages is allowed by this state for the officers & seamen in their Navey & the mereins

the number of Each, if I am to have a Docter on board, if a purser is to be appointd or who is to supply the Crue with Cloaths on board as it may not be Convenent to let the people go onshore to geet them – if stores is to be brought to the vessel and Craft hired who is to Do it, if the maste[r] is to go after Men & Stores what Expences will be allowed – if a Seyn will be allowed as it will save Duble the pric[e] in a Very Little time, besides fresh provisions for the Crew the seamen in the service of the state Expects as much weages as the Continentals have as they apprehend they will not have ane Chance of prize money as the galleys is not allowed to go out of the bay –

1. Executive Papers, Box 7, Folder 3, Md. Arch.

STORES FOR THE *Chester* GALLEY, MARYLAND NAVY¹

An Indent for Stores for the use of the *Chester* Galley

Tho^s Coursey Master

Boatswain's Stores	Gunners stores
3 Anchors weight 600	Spunges
400 } 250 }	Laddles
3 Cables 10 Inch	Rammers
9 } 7 }	Screws
Cordage of Different	Handspikes
Sizes for the Rigging	4. 18 Pounders
1 winding Takle fall	8. 4 or 6 Ditto
Blocks and Guy for to hoist in the	48 guntakle blocks
guns & masts	2 Coils of Rope for Britching & takles
6 forefold Blocks	Carteridge papers formers
6 Dubbl Do	putty paint & oyl
12 Ded Eyes	Sheet Lead
36 Blocks for sheets & braces	Sheet Copper for the gunroom Lights
12 Ditto takles	6 Lanthorns
12 Dn Sail & marline needles	Matching
12 Dn Scanes of marline & housline	Brimstone
26 lb of Twine	Candles
6 Coiles of spun yarn	Cumpasses
6 bolts of sail Duck No 12	pump & scupper nails
Tuns of pigg Iron	Small arms
6½ Tan'd hydes	30 Swivle guns
6 sides of pump Leather	Carteridge boxes
Colours.	Sheet tin
Tar.	powder & Shot
Turpentine.	

Carpenters stores

one set of Carpenters
& Caulking tools
& nails of Different sizes
Woaater Casks
Mach tubs
Buckets &ca
Wood Axes

Cooks stores

Kettles to Cook in
Bowls & platters

21st March 1777 –

1. Executive Papers, Box 7, Folder 3, Md. Arch.

LIBEL FILED IN MARYLAND ADMIRALTY COURT AGAINST THE
PRIZE BRIG *Providence and Mary*¹

March 21, 1777.

Port of } To all whom it doth or may concern – Notice is hereby given, that
Baltimore } a court of admiralty will be held at the court house in Baltimore-
Town, on the 14th day of April next, at 10 o'clock in the forenoon, then
and there to try the truth of the facts alledged in the bill of John M[c]Keel,
Esq; captain and commander of the private vessel of war called the *Sturdy
Beggar*, who, as well for himself, the officers, mariners and marines of said
vessel, as the owners thereof, &c. against the brigantine *Providence and Mary*,
lately commanded by a certain Thomas Glynn – To the end that the owner
or owners of the said brigantine and her cargo &c or any person concerned
therein, may appear and shew cause, if any they have, why the same should
not be condemned, according to the prayer of the said bill.

William Gibson, Register.

1. *Maryland Journal*, April 1, 1777. This issue of the newspaper carried a libel notice against the ship *Elizabeth* also captured by *Sturdy Beggar*.

WILLIAM AYLETT TO PLIARNE, PENET & CO.¹

Gentlemen

Williamsburg Virginia March 21st 1777 –

His Excellency the Governour & the Council of this State receiv'd your
favour dated Nantes October 21st 1776 they have also receiv'd letters from
your Partners dated from Philadelp[h]ia which they have answer'd & have
been pleas'd to mention me as the Agent Appointed by them to superintend
the Trade carried on for acct of this commonwealth, this will I hope be
deliver'd you by Capt [William] Skinner, Master of the Sloop cal'd the
Congress, she is loaded with 105 Hhds of very fine Tobacco Marks & weights
agreeable to Invoice inclos'd. There will soon be two or three more such
vessels loaded & sent to your Address Should there be any restrictions on the
Article of Tobacco at Nantes so as to prevent Your obtaining the Top price
for what is sent to your house it is expected that you will Send it to Amster-
dam, or where you may judge it for the interest of this State taking care
if there is no War between France & Britain that it be Ship'd in such manner

as not to be subject to Risk from the British Cruisers. Inclos'd is an Invoice for some articles You will be pleas'd to Ship in return for this Cargo, should the goods amount to more than the Value of the Tobacco it is necessary to inform you that a Credit is expected from your partners in Philadelp[h]ia agreeable to his proposal for which he is to be furnish'd with Continental money –

The Sloop *Congress* being rather a heavy Sailer you are requested to dispose of her, with the approbation of Capt Skinner, purchase a good & fast Sailing vessel even if she is of less burthen to bring back these goods – much depending upon the Safe and quick return of Our Vessels from Europe. The brass Cannon order'd may be Mounted, and if there are then more Guns than the Vessel can carry on Deck some of them may be us'd as Ballast. I observ'd by your letters from Philadelphia you can furnish the Captain with French papers, if War is not declar'd between France & Britain this may be of advantage, you will therefore be pleas'd to procure those that are necessary for all our Captains; Captain Skinner & his Men are to receive A months pay at Nantes. I am respectfully Gentlemen [&c.]

William Aylett

Agent for Commonwealth of Virginia

1. Papers of the Virginia Navy, State Agency Correspondence (1776–1778), VSL.

JOURNAL OF THE VIRGINIA COUNCIL ¹

[Williamsburg] Saturday [Friday] the 21st day of March 1777.

On the Recommendation of the Navy Board; it is Ordered that a Commission issue appointing Robert Bolling first Lieutenant of the *Manley* Galley in the Room of Lieutenant [Joel] Sturdivant who is Captain of the said Galley. – dated 28th January 1771 [1777].

On the memorial of William Buchanan and sundry other natives of Great Britain residing within this Commonwealth, representing certain unforeseen impediments they have met with in their endeavours to bring the ship *Albion* round from South Quay to some convenient port for the purpose of transporting themselves to their native Country according to the former order of the Board and praying therefore an allowance of further time. It is ordered that the said memorialists be allowed forty days more, to be computed from the expiration of the forty days last given, within which time they are hereby required to exert themselves in their preparations to depart this state as no farther delay will be suffered unless some very particular reason shall make it necessary.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 372–73.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Friday 21st March 1777. –

Ordered that Mr William Holt deliver unto Robert Bolling One thousand Pounds of Bacon, one Ton of square Barr Iron three Barrells of Flour and as much Pork as he may want for the use of the Vessels Building at So Quay. –

Ordered that Mr William Holt deliver unto Lieut [John] Thomas or Order about sixty Gallons of Spirits for the use of the *Protector* Galley –

1. Navy Board Journal, 194–95, VSL. *Washington* and *Caswell* galleys building at South Quay.

PURDIE'S *Virginia Gazette*, FRIDAY, MARCH 21, 1777

Williamsburg, March 21.

A ship from Nantz, with 1500 stand of arms, 30,000 wt. of gunpowder, and dry goods, also a brig from St. Eustatia, and a schooner from Curacoa, with salt and dry goods, are gone up James river; a brig from Guadaloupe, with dry goods, wines, &c. is arrived in York river; and two sloops from St. Eustatia and Curacoa with salt and dry goods, are gone up Rappahan-nock.

JOURNAL OF H.M.S. *Boreas*, CAPTAIN CHARLES THOMPSON ¹

March 1777
Thursday 20

Monte Christa SWbW off shore 3 or 4 Leags
Fresh Gales & Squally
carried away the Strap of the Starbd Mizen Topsail Sheet Block Do Clew'd the Sail up & Handed him saw a Sail to the Etwd gave chace fir'd several Shott to Bring her too In 2d reefs at 5 P M Bore up after the Chace out 2d reefs Got a new Mizen Topsail Sheet Block & set the Sail Between 1 & 5 fir'd 19 shot to bring too the Chace at 5 the Chace Haul'd Between a Reef Do Haul'd off & sent the Boats Mann'd & Arm'd after the Chace

[Friday 21]

½ past 8 A m the Boats return'd wt the Chace a Schooner from So Carolina sent an Officer wt 4 Men on bd of her at noon Brot too ²

1. PRO, Admiralty 51/125.

2. Schooner *Mary* with fish and lumber, Cayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

WILLIAM BINGHAM TO SILAS DEANE ¹

Triplicate
Dear Sir,

St Pierre Mque March 21st 1777

Above is Copy of my last Respects, Since which have none of your Favors to acknowledge; the 18 Inst arrived here the Ship *Seine* Capt Morin from Havre de Grace; a Vessel taken up on Account of the Continent, laden with Arms, Ammunition &ca; She was blown off the Coast of America in a hard Gale of Wind, where She met with a continual Succession of bad Weather; As this Cargo is exceedingly valuable, & much wanted in America, I cannot but think it more adviseable to ship it in different Bottoms, than to venture it all in one Vessel, especially as I have advices from Philadelphia of two of the Continental Vessels being destined in a short Time for this Place.

In several Letters which I have received from the Honble Committee, they make mention of Sundry Merchandize to a considerable Amount, that I may expect will be shipped to this Place by Monsr Hortalez [Beaumarchais] & others, on Account of the United States of America, to be forwarded by different opportunities; which is certainly to be prefer'd to a direct Voyage to America, as by this means the Risk may be divided, & the Goods shipped in well appointed fast sailing Vessels, with proper Masters, well acquainted with the Coast, to command them. The Honbl Committee expected this would be the Case & mentioned that they should constantly keep sending out Armed Vessels to receive such Goods as might be shipped to this Place, by the above or any other Gentn on the public Account.

I find in the Instructions given to the Captain of this Vessel, he is recommended to Bermudas, in Case of being blown off the Coast. It is extremely lucky that he prefer'd coming to Martinique, for if he had attempted to touch at Bermudas, he would in all probability have been taken, as there are Several Frigates cruizing in that Latitude, who would have paid little Respect to his French Papers, if there had been any Reason to suspect the Place of his Destination; I shall take out of this Vessel a considerable Part of the Arms, Camp Equipage, Mortars, Bombs &c & then forward her with the Remainder. I do not know the Tenor of her Charter Party, but if She is to be loaded back on Account of the Continent I think it would be much more adviseable for her to go to Virginia, Maryland, or Carolina, where Vessels are scarce & where She could procure a valuable Cargo, than to Boston, where Vessels are plenty & the Exportations of little Consideration.

I have heard but little News from America lately. There are many Reports circulated, all in favor of America; some of which come from the English Islands, but untill they are better authenticated I will not presume to mention them.

I shall write you more fully in a short Time, untill when I am with great, Regard &c

I. Silas Deane Papers, ConnHS.

"EXTRACT OF A LETTER FROM AN ENGLISH GENTLEMAN AT
MARTINICO, DATED MARCH 21" ¹

The French enjoy all the advantages of a war, without any of the inconveniences; prizes are brought in here every day by privateers, who call themselves Americans, but are in reality French property, manned by French, Spaniards, &c. Guineamen are their principal objects, which they frequently fall in with. Above a dozen have been already brought in here and sold, with their cargoes, from ten to twelve Joes a head. I have been here this week past, endeavouring to recover a sloop of mine, with fifty-four new Negroes, taken by a sloop belonging to this island, under American colours; she had French papers, and notwithstanding I have proved her to be French property, the General absolutely refused to give her up, merely because he supposed her having cleared out at Grenada for Tobago; such injustice never was heard of; for suppose her English property, and the sloop an

American, this is a neutral port, and can afford no Court of Admiralty for the condemnation of their prizes; in short, nothing but a war can stop their iniquitous proceedings.

Your brig, the *Venus*, Capt. Sharp, was taken the 18th inst. close in with St. Vincent, on her way to Grenada, by a sloop belonging to Mr. Pregent, of this island, but under American colours, named the *Retaliation*, Capt. [George] Ord, (the only American on board her.) The *Venus* made a noble defence, and had it not been for boarding, would not have surrendered; she fought the sloop three hours, and even when boarded, would not strike. Mr. Wilson, the supercargo, was shot through the body by a pistol, of which wound it is thought he will die; three others were terribly wounded with cutlasses. I have done all in my power to serve them, and made Mr. Pregent promise, that when they can be removed, they shall be sent to some of the English islands. The *Venus* is lying in a bay about a league from hence; I should claim her as English property, did I think it would avail any thing, but I know it would not. The Governor, on my too peremptorily demanding the sloop and Negroes to be restored, told me, that had I not brought him a letter from Lord M'Cartney, (our Governor at Grenada) he would lodge me twenty-four hours in the common gaol for my temerity.

1. John Almon, ed., *The Remembrancer; or Impartial Repository of Public Events. For the Year 1777* (London, 1778), V, 141-42. Hereafter cited as Almon, ed., *Remembrancer*.

22 Mar.

INVOICE OF GUNPOWDER FOR THE CONTINENTAL NAVY FRIGATE *Hancock*¹

[Extract]

Watertown March 22d 1777.

Invoice of Thirty Six Barrels of Gun Powder Deliver'd to the Order of Capt John Manley for the Use of the Ship *Hancock* - Vizt

[8 barrels]	Carted to Charlestown by Samuel Benjamin.		
	2351 lb Tare 318		2033 lb Nt
[8 barrels]	Carted by Matthew Peirce.		
	2368 Tare 305		2063
[10 barrels]	Carted by Jedidiah Learned		
	2878 Tare 387		2491
[10 barrels]	Carted by John Draper.		
	2890 Tare 394		2496
			<hr/> 9083 Nt

1. Mass. Arch., vol. 157, 13.

JOHN BRADFORD TO ROBERT MORRIS¹

[Extract]

Boston 22d March 1777.

... I observe what you hint respecting fitting out the *Millish* [*Mellish*] as a Cruiser for Capt [John Paul] Jones, he tells me he has your peticular

orders to take the lead in an expedition in which a Number of Frigates are to bear a part, however he will be with you as early as this reaches you, as he set out for Phila yesterday he will be able to give you a discription of the Vessell – Jones was earnest to know if we could furnish Necessaries for such a number of ships. I answered in General that the difficulty of providing cordage was insuperable – however I hope the fleet we are daily expecting will give us a supply of that article . . .

I shall write you by next post when I hope to give you an acct of the arrival of some of the french fleet – We have twenty pilots cruising in the Bay to meet them and I have given orders to the Captains of the *Cabot* & the *Lee*² which are both gone out if they meet with any in their cruise to put a pilot in each Vessell as we have no light at the entrance of the harbour – [P. S.] the *hancock* went down yesterday Manly has done himself honour in dispatchg

1. John Bradford Letter Book, vol. 1, LC.

2. Continental Navy brig *Cabot*, Captain Joseph Olney, and Washington's schooner *Lee*, Captain John Skimmer.

ISAAC SMITH, SR. TO JOHN ADAMS, PHILADELPHIA¹

[Extract]

Boston March 22d. 1778 [*i. e.* 1777]

I dont know of any more Methods to be taken but what you have done to keep up the Credit of the Currency. – I have heard you are About building some ships of 60. or 70. Guns, which will come to a very large some of money and when built must lay by the Walls. Whether such a sum that must be made for that purpose wont be a further means of lessening the Value of the money. Such a ship can never be got to see from hence iff we are to judge by the dispatch lesser Ones make. However I wish itt may prove the reverse. . . .

1. L. H. Butterfield, ed., *The Adams Papers, Series II, Adams Family Correspondence* (Cambridge, 1963), II, 182–83. Hereafter cited as Butterfield, ed., *Adams Family Correspondence*.

JARED TRACY TO JOSEPH TRUMBULL¹

Sir,

Boston March 22d 1777.

I wrote you some time ago that we had accts of there being a number of British Frigates in Chesepeak Bay wh. much intercepted the navigation there. I now have the pleasure to inform you that we have accts by Sundry Vessles arrived from thence, that the Bay is all clear again 'tis Supposed that they are gone to the South'd, but I believe not certain. Have taken up about twenty eight sail of Vessles which have all gone to about five or six, which hope to get away the beginning of next week, they will bring from 18 to 20,000 Barrls² have been much hindred by the severe weather we had the Beg[in]ing of the Month, or they would all have Sail'd before this. As the time is now Relaps'd that was propos'd, Shall not engage any more. Am Sir [&c.]

Jared Tracy

1. Miscellaneous Letters, Force Transcripts, LC.

2. Flour.

PETITION OF THE AGENTS FOR PRIVATEER SHIP *American Tartar*
TO THE MASSACHUSETTS GENERAL COURT ¹

To the Honble Council, and Honble House of Representatives for the State
of Massachusetts Bay

The Petition of John Dean & Mungo Mackay, Agents for the Private Ship of
War, *American Tartar*,² in Behalf of themselves and the other Owners

Your Petitioners humbly beg leave to represent to your Honors, That the Ship *American Tartar* carries 24 Carriage Guns – 9, 6 & 4-pounders – That she is perhaps as fast a sailing Ship as any on the Continent; That she is compleatly fitted at the Expence of £12,000 Lawful Money, and will be able to lay along side of any 20 Gun Ship in the British Navy – That she has many of her Hands now on board, and are maintained by Contract, until she is permitted to Sail on a Cruize – That she has been fitted for Sea a long time past and might have sailed in ten Days after the Embargo took place – Your Petitioners need not suggest to your Honors the great difference between this Ship, and small Privateers – They therefore most humbly beg your Honors will permit her to proceed on her Cruize – Taking into Consideration that the Government have been forward in encouraging private Adventurers, and 'twas in consequence of that, this Ship was fitted at so great Expence – That the Privateers have done signal Service to these States, and lasting damage to the Enemy, and that this Ship in special is every way well calculated to perform her Part, and that although we may take a small number of Men out of this State, yet we might in a very short time be able to add a much greater to it, who if they were of no other Service, might be exchanged for our unfortunate Countrymen in the hands of the Enemy – That as the State are in great want of Cloathing and Provisions, we are in hopes, and have abundant reason to suppose, we shall soon be able to supply them with large Quantities of both, which will be ordered into this State.

Your Petitioners are willing that the Ship *American Tartar* for the General Good shall go out in Company with the Continental Cruizers, and Cruize from Ten to Twenty Days in Company with them, and there is no doubt they will be able to take any of the Vessels now Infesting our Coast, which unless they are soon drove off, we have good reason to fear all the little Supplies which are expected by the Merchants will be cut off, and the Inhabitants of this State be reduced to great distress. They therefore humbly Pray your Honors will take their Petition into your wise and impartial Consideration, and as the General Good as well as the Interest of the Owners are inseparably connected herewith, we hope and trust your Honors will grant the Prayer thereof. And as in Duty bound will ever pray

John Dean Mungo Mackey
Agents for the Owners

[Endorsed] The Committee appointed to consider the petition of John Dean &c have attended that service, & beg leave to report by way of resolve

In the House of Representatives March 22d. 1777

Resolved, that the prayer of the within petitioners be granted under the

following Restrictions, vizt That said Ship *American Tartar* shall be permitted to sail in Company with one of the Continental Frigates now in this Harbour, That she shall keep in Compy with sd Frigate for & during the term of Twenty five days from the day of their sailing, & that she shall be under the control of the Commander of sd Frigate during said Term – & shall assist him in any engagement which may happen, & [illegible] him in all respects during said Term – After which the said Ship *American Tartar* shall be permitted to proceed upon her intended Cruise And for the performa of the above Conditions on the part of the petitioners to be performd & kept, they shall give Bond to the Treasurer of this State in the penal Sum of £2000 –

1. Mass. Arch., vol. 182, 263–65.

2. *American Tartar* was commissioned November 29, 1776, Captain John Grimes, Mass Arch., vol 7, 49.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Boston] Saturday March 22d 1777

In the House of Representatives Whereas the Town of Newbury Port did in the month of September last, lend to this State for the term of six Months, five Nine pound double fortified Cannon, with their Carriages and Appurtenances for the Use of the Ship *Boston* under the Command of Hector McNeill Esqr – and Whereas the Time is now expired for the return of said Cannon and the Continental Agent has not been able to procure others to supply their place, on board said Ship; and moreover it appears by a Letter from the Marine Committee of Congress, that they are desirous of purchasing said Cannon, for the Use of said Ship, if this State are willing to dispose of them, therefore, Resolved, That there be allowed and paid to the Town of Newbury Port, out of the Treasury of this State, the Sum of Six Hundred and twenty one pounds sixteen Shillings & eleven pence in full for their Demands for said Cannon and Appurtenances, and that the same be charged in the Continental Account –

In Council read and Concurred

1. Mass. Arch., vol. 37, 89, 92–93.

MASSACHUSETTS BOARD OF WAR TO COLONEL THOMAS CRAFTS ¹

Colo Thomas Crafts,

War-Office, Boston March 22d 1777 –

Sir, As several Ships may be soon expected from France, you are directed to give Orders that the Salute of each Ship be return'd from Castle Island, with Two Guns less than may be given, observing not to exceed thirteen Guns in return of any one Salute.

By order of the Board,

Sam^l Phps Savage Prest

1. Mass. Arch., vol. 151, 60, Letters from the Board of War, 1776–1780.

LIEUTENANT SAMUEL SMEDLEY, CONNECTICUT NAVY BRIG *Defence*,
TO MIDSHIPMAN JONATHAN ALDEN ¹

Sr
Brig *Defence* at Sea 22th March 1777
you are hereby Ordered to Take Command of the brig *Grog* and Carry
hur into Sum Port in america and if you by Good Forting fall in to or Near
Boston Send a Man to Mr Saml Elliot at boston and Desire him Immediately
to inform the Governor and he will Take Proper Care of the Prize take
Good Care that their is No Plundering on board be Very Carefull as the
Brig is Lecky –

If you Git in a Near boston Go your Self or Send Sum Good Trustey
hand and Mr Elliot Will take Care of the Prize

Sr I Wish you a Good Time and Well in

Sam¹ Smedley

P: S: Sr On your first arival you are to inform the Governor Immediately
and inform the Governor that You have Wrote to Mr Elliot to take Care
of the Prize –

{ Latt in 16. .54 } S:S: –
{ Longitude in 49. 18 }

1. Conn. Arch., 1st Series, IX, 98, ConnSL.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board

[Philadelphia] March 22d 1777 –

Resolved, That no officer in the Marine Service of this State, shall, while
in this River take up or buy any Kind of materials or Stores, or shall make
any repairs or alteration in his Vessell without an Order from this Board.
And that all returns for necessaries wanting for any of the Vessells be ex-
amined and signed by the Captain.

The above resolve is sent to the Commodore [Thomas Seymour] and
desired to furnish all the Captains of the Fleet with a Copy of it.

The following instructions were sent to Arthur Donaldson –

The Board having appointed you to superintend the Sinking of the
Chevaux de Frizes in this River: You are desired immediately to provide 12
Men for that Service, and you are authorized to agree with them for such
pay and provision as the nature of the Service requires. There are many
materials belonging to that department which you are to collect, and make
returns to this Board of what further may be necessary.

You are likewise to contract for and provide in convenient places, such
a quantity of Stone as you may judge sufficient for sinking the *Chevaux de*
Frizes, and the sooner this can be done the better.

For the sake of regularity, we think it necessary for you to employ a
person to act in the capacity of Steward and Clerk (the wages allowed is 14
dollars P month) who shall give receipts for all the provisions he receives,
shall superintend the delivery of them and keep lists of the men employed,
which lists are to be returned to this Board.

At all times, when it can be done without inconvenience, we would have you apply to the Commissary of this State for Provisions and Rum, but when that cannot be done, you are at liberty to provide them yourself and at all times to allow such quantity as the Nature of your service requires.

Proper Vessells will be provided for you, and the commanding Officer of the Fleet directed to assist you with any reasonable number of Men you may want.

The Board will direct the places where the Chevaux de Frizes are to be sunk, and whenever any difficulty Occurs in the execution of your duty, will always be ready to give you their assistance.

As we consider this Service of very great importance to the State, we recommend it to you to pay particular attention to the duties of it, and to lose no time in providing those things that are necessary for the undertaking.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

ADVERTISEMENT FOR A DESERTER FROM THE PENNSYLVANIA
ARMED BOAT *Lord Camden*¹

Deserted from the *Lord Camden* armed boat, one Thomas Conner, an Irishman. He is about five feet high, and had on, when he went away, a short brown coat with yellow metal buttons, a round hat cocked up on one side, and makes pretensions of being a great scholar. Whoever takes up and secures said deserter, so that he may be had again, shall have Three Dollars reward.

Philad. March 22, 1777.

Edward York, Capt.

1. *Pennsylvania Evening Post*, March 25, 1777.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL¹

March 1777

Cape Henry S82°W 28 Miles

Saturday 22d

at 11 AM gave Chace after a Vessel in the East, at 12 found the fore Topmast Steering Sail Boom sprung still in Chace.

Light breezes and fine Wear

at 2 PM fired 1 Six pounder to bring the Chace too, which was the Ship *Mifflin*, Henry Marshall Master, from Portsmouth (New England) bound to Virginia in Ballast took the prisoners out and set her on fire, at 3 PM made Sail after another Vessel, to the SSW, at 5 PM fired 1 Six pounder to bring the Chace too, which was the Sloop *General Mercer*, Willm Lewis Master from Surinam, bound to Virginia, with Molasses Rum & Sugar & a little powder, took the prisoners out & scuttled her.

1. PRO, Admiralty 51/311.

London Chronicle, SATURDAY, MAY 31 TO TUESDAY, JUNE 3, 1777

St. George's, [Grenada] March 22.

The report of the capture of the sloop *Jenny*, Capt. Carty, from this island to Tobago, proves to be without foundation, as that vessel is safely arrived. We should be happy in being able to contradict the report with regard to the sloop *Swallow*, Capt. Hyndman, which was certainly taken by a French pirate, and carried into a port on the windward part of Martinico, where the slaves, which composed her cargo, and cost here from 40 l. to 42 l. sterling each, were publicly sold for 33 l. currency. The vessel that took her was, we understand, a sloop of ten carriage guns, fitted out of Martinico, and manned entirely by Frenchmen and other foreigners, excepting the nominal Captain, one Welsh, who was formerly an overseer on the estate of Torquil M'Vicar, Esq; in Tobago.

The above mentioned pirate, we are credibly informed, was boarded by Capt. Ardesoif, of the *Pelican* brig, who found her properly cleared for the Spanish main, and of course let her pass unmolested. In short, the French Governors have entirely thrown off the veil, behind which they lately screened the protection they gave to the American rebels; and so far from keeping up an appearance of neutrality, their Merchants openly and avowedly fit out armed vessels in order to cruise against us.

23 Mar. (Sunday)

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot*,
CAPTAIN JOSEPH OLNEY ¹

Salem, March 24 [23], 1777 ²

At 1 P.M. weighed anchor and came to sail, the wind variable from S. E. to W. S. W. at 4 P. M. were clear of the land; at 6 P. M. Cape Ann bore N. N. W. distant 7 miles. We were in company with two armed brigs, belonging to the Massachusetts-State, called the *Massachusetts* and *Tyrannicide*, commanded by Captains Fisk and Harriden. At 10 P. M. saw a ship standing to the westward: Capt. Fisk being a-head, brought too, and spoke us, asked Capt. Olney what he thought of her? Capt. Olney told him he thought she was an English cruizer. Capt. Fisk asked what was best to be done? Capt. Olney replied, the best thing we could do, was to get in readiness, and go down and engage her, which they agreed to. Capt. Olney said he would go down and lay upon her bow, if they would lay on her quarters. Captains Fisk and Harriden thought it best to lay by her till morning; we hauled upon the wind, under easy sail; Capt. Olney ordered the brig ready for engaging.

1. *Providence Gazette*, April 26, 1777. The journal is preceded by the following:

To the Printer of the *Providence Gazette*. By publishing the following Account of the loss of the Brig *Cabot*, lately commanded by me, and the Result of a Court of Inquiry had thereon, you will oblige Your humble servant, Joseph Olney.

2. Journal was being expressed in sea time. The events described actually took place during the afternoon and evening of March 23.

JAMES WARREN TO JOHN ADAMS¹

[Extract]

Boston, March 23d, 1777.

... no one thing gives me more uneasiness than the conduct of your Fleet. The *Hancock*, *Boston*, *Alfred* and *Cabot* are all yet in port. It is said the *Hancock* is ready to sail and was to have gone yesterday, but remains here yet. I fear the consequences of their going out single. But McNeil and Manly it is said like the Jews and Samaritans will have no connections or intercourse; they will not sail together. I believe McNeil is near ready for the sea. I am told that he and the Agent, Mr. [Thomas] Cushing have had a breeze; but I am not acquainted with the particulars of how it terminated. I have still a worse account of the situation of your frigates at Providence. I dont know the officers, but understand to say no more of them that they are not agreable to the people and never can man their ships. You must fall on some new plan for conducting your Naval Affairs at a distance from you, or be content never to shine in that way. Perhaps to establish a Board in each district upon an honourable footing, and with extensive powers or something (I know not what) else. If you should have occasion for a new Commander for one of your Ships I would venture to recommend one I think equal to the business, and perhaps to any you have. Capt. Simeon Samson who was lately taken in the service of this State I have a very good opinion of as a Seaman. A man of judgment, prudence, activity and courage, he behaved like a Hero in the action, but the force against him was so superiour to his that he had no chance. He is yet in captivity but his redemption is expected very soon as proper measures are taken for it.

1. *Warren-Adams Letters*, I, 303-05.

MIDSHIPMAN LUTHER ELDERKIN AND BOATSWAIN ROBERT NEWSON,
CONNECTICUT NAVY SHIP *Oliver Cromwell*, TO GOVERNOR
JONATHAN TRUMBULL¹

Hond Sir

New London 23th march 1777

we have each of ous Belonged on Bord of the Ship *oliver Cromwell* for a Bout 6 Months and when we first Engaged expected to have sailed very soon, but unfortanataly have Been disapinted as yet and at present see no prospect of getting to sea before the first of may which is the time we engaged for as your Honor well knows we therefore desire your Honour would discharge us from said Ship for the following reasons -

Vizt/ first that the ship is not officered with experienced officers secondly there is not A sufficeient number of seamen to sail her in safety nor any prospect of getting them at present when we menson the Difances of our ofsers we put the first Lt out of the quston as he all ways behavd himself as well Expearent ofser on Bord - we therefore desire your Honours as we regard the welfare and safty of our familys to releas and dicharge us from the said ship not that we dislike our Commander or have any thoughts of leaving the publick Caus but are ready and willing to serve when Called

on when we are in a situation of serving the state when we think there is some prospect of officers and a suffic[ie]nt number of Seamen that are experienced therefore hope that your Honour will take the following reasons into Consideration and we doubt not but they are sufficient to discharge us – we are [&c.]

Luther Elderkin Midship[man]

Robert Nuson

I. Conn. Arch., 1st Series, IX, 143, ConnSL.

ADVERTISEMENT FOR DESERTERS FROM THE PENNSYLVANIA NAVY
ARMED BRIG. *Convention*¹

Philadelphia, March 23, 1777.

Deserted from the armed brig *Convention*, belonging to this state, Edward M'Dermot, an Irishman, about twenty-five years of age, near five feet three inches high, of a dark complexion, and by trade a stuff shoemaker.

Samuel Peck, born in Germany, about thirty years of age, five feet seven or eight inches high, of a dark complexion, limps very much as he walks, having one leg shorter than the other. It is supposed he is at Pottsgrove, having a mother there.

Jacob Shaafer, born in Germany, about twenty-two years of age, five feet eight inches high, by trade a blacksmith. It is supposed he has enlisted in the land service. Whoever apprehends the said deserters so that they return on board the brig, shall have Twelve Dollars reward, or Four for each.

John Rice

N.B. If any of the above deserters should attempt to take the bounty, or enlist in the land service, the recruiting officers are desired to apprehend them.

1. *Pennsylvania Evening Post*, March 29, 1777.

24 Mar.

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot*,
CAPTAIN JOSEPH OLNEY¹

March 24, 1777

At 6 A. M. standing S. E. with the wind at S. W. the other brigs being a-head of us, they tacked to the N. W. the frigate tacked after them; we then reefed and tacked after the frigate and brigs. At 9 A. M. the wind shifting to the westward, the two brigs tacked southward, the frigate tacked after them, but by shift of wind she could lay on us; we tacked, and the wind increasing, she came up with us fast; the other two brigs not coming to our assistance as agreed, we made sail from her; found she came up with us. At 11 A. M. tried her before the wind, after trying her by and large. At meridian stood to the E. S. E. wind at W. by N.

At meridian, finding the ship came up with us, started 19 puncheons of water, threw our best bower anchor overboard, and some firewood, to lighten her; the Capt. ordered the gunwales to be sawed down, which was accordingly done; but she still gained upon us. At 6 P. M. the ship was within a mile of us, but the wind still moderating, she came up but slowly. At 10 P. M. came up a fog, we altered our course to the N. N. E.

1. *Providence Gazette*, April 26, 1777.

JOURNAL OF THE MASSACHUSETTS NAVY BRIG *Massachusetts*,
CAPTAIN JOHN FISK ¹

H	K	Courses	Winds	Remks on Munday 24th [Sunday 23] of March 1777
7	6	ESE	South	Pigeon hill Cove NNW 3 Leagues distance
11	6	SSE	SW	Saw a ship standing to the Eastward cleared decks all hands to quarters found her to be a British frigate held our wind
				Remks on Munday 24th of March 1777
7	4	EBN	SEBE	Saw the ship to the northward the <i>Cabot & Tyrannicide</i> in company thick weather
11	5	SW	SSE	saw a Brig to the southward standing to the westward tack ship stood to the westward tack stood to the Eastward thick weather
				No Obs
				Latt in 42d. .34m Longd in 68d. .12m
1	3	East	SSE	Cloudy weather & rain
5	4		SSW	lost sight of the <i>Cabot</i> the Frigate in Chase of her
10	4		SW	Saw a schooner to the northward standing to the westward

1. John Fisk Journal, AAS.

PETITION OF CAPTAIN JOHN MANLEY TO MAJOR GENERAL WILLIAM HEATH ¹

To the Honble Major General Heath Esqr Commander of the Continental Troops in the Massachusetts Department –
The Petition of John Manley of Boston Esqr –
Humbly Sheweth –

That your Petitioners Ship has greatly suffered by the Commanders of the State Vessels Inlisting Men for a less term of Time than your Petitioner is allow'd to by a Resolve of the Honble Continental Congress, likewise that some Officers in the Service of the United States Commanded by Commodore Hopkins Esqr have been Inlisting Men in the Town of Boston for the Term of six Weeks or two Months in Violation of sd Congresses Resolves to the great Damage of your Petitioner & to the Damage of the Common Cause – Your Petitioner would Inform your Honor, that he suffers greatly for the want of good Seamen & as there are a great many Inlisted into the Continental Service your Petitioner takes the Liberty to apply to your Honor,

Praying that he may have Liberty granted him to take Seamen to the number of about twenty or thirty out of the Regements under your Honors more immediate Command as it is absolutely necessary that the Continental Ships should be mann'd with able bodied Seamen, your Petitioner Obligating himself to pay back the Bounty they have received or Advanced Wages, Your Petitioner relying on your Honors firm attachment to the Common Cause leaves the Prayer of his Petition to your Honors wise Judgement hoping that you will do every thing in your Power by assisting your Petitioner in manner set forth in the foregoing Petition & as in Duty bound he will ever pray &c &c &c

John Manley

Nantasket Road on board Ship }
Hancock March 24th 1777 }

1. William Heath Papers, vol. 4, MassHS.

DANIEL TILLINGHAST TO JOHN BROWN ¹

Sir

Providence 24th March 1777

Mrs Mary Briggs, & her attendant Miss Peggy Brown who on the 25th Day of September last on their passage from Jamaica to London in the Bark Ship *Lowther* were captured by the Continental Brig of War the *Cabot*, & sent into this Port, are now very desirous of getting from hence to New Port, in order to proceed from thence home to England. – I therefore request that you will please to lay the Matter before the Honle Genl Assembly at their present Session & beg your Influence in order to procure them a pass to New Port as Soon as the Honle Assembly shall think propper.

They would have apply'd for a pass before but did not chuse to embark till the Inclement Season of the Year was more moderate. –

Mrs. Briggs since her residence in this place has behaved in the most unexceptionable Manner, & they have both given me their Word of Honor, that they will devulge nothing that might be detrimental to the United States of America. – I should therefore think there will be no opposition to their departure as I cannot think it will be the least disservice to the Publick. – I am with esteem Sir [&c.]

Dan^l Tillinghast

1. RIHS Manuscripts, vol. 6, 66.

MAJOR GENERAL PHILIP SCHUYLER TO CAPTAIN JACOBUS WYNKOOP ¹

Sir

Albany March 24 1777

You will Repair to Fort George without Delay and there in conjunction with Captain Dow A:D: Q M General employ the Carpenters in constructing two strong Schooners of Sixty feet Keel & twenty feet Beam – They shou'd be so constructed as not to draw above Six Feet Water – when they have all their Cannon and stores on board and as I conceive they will be more servicable in proportion as their Guns lay near the water I wou'd have you give

them as little height as possible, besides three other Vessells are to be built without Deck's, These shou'd be so contrived as to Row fast and to carry a Cannon of twelve pounds shot in the Bow, and as many on each side as possible whatever Articles you may want, and that are not to be had at Fort George you will make timely application for to Coll [Morgan] Lewis D Q M General that no time may be lost in procuring what may be wanted You will examine the Stores at that place and see what is there and write [illegible] To Ticonderoga to know what Rigging and [illegible] can be spared from thence & cause them to be brought to [Fort] George as soon as the Lake Opens –

1. Schuyler Letters & Orders, 18 April, 1776–29 June, 1777, NYPL.

MAJOR GENERAL PHILIP SCHUYLER TO CAPTAIN ISAAC SEAMAN ¹

Sir

Head Qurs Albany March 24 1777

You will immediately proceed to Fish Kill or Elsewhere in this or any of the other States and use yr best endeavours to recruit a Company of Seamen, whereof You are to be the Commander, Your pay will be ten pounds Two Lieutenants who will each be allowed six pounds One Master Six pounds One Boatswain One Carpenter One Gunner and one Clark, four pounds ten Shillings each – One Gunner's Mate three pounds four & One Cook three pounds Twelve and forty Sailors Each Two pounds eight P Month and all in Lawfull Money of Connecticut – You are empowered to appoint all the Officers [illegible] having a regard to their Abilities, Integrity & Zeal [for the] cause of America. – The Wages of the Men to [illegible] from the time of their Inlistment, & one penny Law[ful] P Mile for their Subsistance untill they arrive at [illegible] to which place you will march the Company as [soon] as it is compleated, You and the two Lieutenants will [draw] the like Rations as Captain & Lieutenants in the Navy You will take care to engage none but good Sailors I have furnish'd you with Dollars to pay the [illegible] for which you are to be accountable, two Waggon[s] and one Ox Cart will be allowed you, to transport your Bagg[age] & that of the Company to Albany, These you will pay for taking Receipts that you may be reimbursed by the Deputy Quarter Master General at Albany –

Let me hear from you as often as Opportunity offers & give me an account of your proceedings I am Sir [&c.]

Ph Schuyler

1. Schuyler Letters & Orders, 18 April 1776–29 June, 1777, NYPL.

New-York Gazette, MONDAY, MARCH 24, 1777

New York, March 24.

Last Week a Rebel Privateer came out of Byram River, and took a Boat coming to Town with Wood and some other small Matters from Long-Island.

Prizes sent in here since our last, a Ship loaded with Powder, Lead and

Cloathing; two Brigs and two Schooners, loaded with Rum and Salt; all belonging to and bound to Philadelphia.

EXAMINATION OF MARINE CAPTAIN JOHN GRANNIS BY A SUBCOMMITTEE
OF THE CONTINENTAL MARINE COMMITTEE ¹

No 4.

[Philadelphia, March 24, 1777] ²

The Examination of John Grannis on the Subject Matter of the Petition of several Officers of the Frigate *Warren* agst Commodore [Esek] Hopkins, and on Papers therein inclosed. –

Question. Where do you live? –

Answer. In Falmouth in the County of Barnstable in the Massachusetts Bay. –

Qu: Are you an Officer of the *Warren* Frigate, and what Officer, and how long have you been an Officer on Board said Frigate?

A: I am Capt of Marines, have been so from the 14th June 1776, was sometime recruiting, and have been on board her from Time to Time, upwards of Three Months.

Q. Are you the Man who signed the Petition against Esek Hopkins Esqr by the Name of John Grannis? –

A. Yes. –

Q. Do you know the other Subscribers to said Petition? –

A. Yes. –

Q. Are any of them Officers of the *Warren*, and if Officers what Offices do they sustain? –

A. John Reed is Chaplin and belongs to Middleborough, and James Sellers is Second Lieut of the *Warren* and of Dartmouth both of Massachusetts-Bay, Richard Marvin is Third Lieut and of Providence, George Stillman first Lieut of Marines, Barnabas Lothrop Second Lieut of Marines & both of Barnstable, Samuel Shaw is a Midshipman of Bridge Water, Roger Haddock is Master of the Frigate and formerly was of New York, and John Truman is Gunner and James Brewer Carpenter and both of Boston in the State aforesaid. –

Q. Have you a personal Acquaintance with Esek Hopkins Esqr? –

A. Yes I have had a personal Acquaintance with him since I came on board the Ship. –

Q. Did you ever hear him say any Thing disrespectfull of the Congress of the United States, and what and where? –

A. I have heard him at different Times since I belonged to the Frigate speak disrespectfully of the Congress, – have heard him say that they were a Sett or Parcel of Men who did not understand their Business, that they were no Way calculated to do Business, that they were a Parcell of Lawyers Clerks, that if their Measures were followed the Country would be ruined and that he would not follow their Measures. – I have heard him say the above in Company on Ship Board and Words to the same Effect

on Shore. Sometimes the above was spoken of Congress in general, but more frequently of the Marine Commee. –

Qu: Did you ever hear him speak disrespectfully of Congress or the Marine Committee before Prisoners? –

A. No I never was in his Company when Prisoners were present.

Q. Do you know any Thing about his Treatment of Prisoners?

A. I was on board the Frigate *Providence* when there about Twenty Prisoners on board. They were called into the Cabin where I was, and were asked by Capt Whipple whether they would do Ship's Duty? – They answered No. – Capt Whipple said it was his Orders from the Commodore to put them in Irons, to keep them on Two Thirds Allowance and by God he would obey the Commodore's Orders. They were sent out of the Cabin with an Officer, who returned & said he had put them in Irons. – There were also some Prisoners sent on board the Frigate *Warren*, who were forced to do Ship's Duty by Commodore Hopkins Orders; and he refused to exchange them when a Cartel was settled and other Prisoners were exchanged, but don't know that it was their Turn. The Reason he assigned for not exchanging them was, that he wanted to have them inlist on board the Frigate.

Q. Do you know any Thing about a British Frigate being aground last Winter in the River or Bay leading up to Providence in the State of Rhode-Island &c and what? –

A. I did not see the *Diamond* Frigate when She was on Shore in Jany last, I was then on board the *Warren*, which with the continental Fleet lay just above a Place called Fields Point. Commodore Hopkins went down the River in the Sloop *Providence*, and sometime after he returned I heard him say that the People in Providence blamed him for not taking the *Diamond*, but that the Men were not to blame for they went as far as he ordered them, and would have gone further if he would have permitted them but, that he did not think safe to go nearer with that Sloop; for that the *Diamond* fired over her. – I heard a Number of People, who said they were at Warwick Neck when the *Diamond* was aground there say that Commodore Hopkins was so far off the Ship that his Shot did not reach her, that the Ship lay so much on a Caren that She could not bring any of her Guns to bear upon the Sloop. And further I heard some American Seamen, who were Prisoners when the *Diamond* was aground, say after they were exchanged that the Ship lay so much on a Caren that She could not have hurt the Sloop's People so long as they kept out of the Reach of her Small Arms. They also said that it was the Intention of the Enemy to have fired the Ship and left her if the Sloop had come near enough to have played upon her. One of the Seamen who told me the above

was one ——— Weeks and another of them was named Robinson Jones both of Falmouth aforesaid and young Men of good general Reputation. —

Q. Were the Frigates manned when you came from Providence?

A. No there were then about One hundred Men on board the *Warren*, and I heard some of the Officers of the Frigate *Providence* say that in last December they had on board about One hundred and seventy Men, and the last of February I heard them say that so many of their Men were dead & run away that they were then not better off[f] for Men than the *Warren* —

Q. Commodore Hopkins is charged with being an Hindrance to the proper Manning of the Fleet. What Circumstances do you know relative to this Charge? —

A. For my Part his Conduct and Conversation is such that I was not willing to be under his Command. I think him unfit for command and from what I have heard Officers and Seamen say I believe that that is the general Sentiment of the Fleet, and his Conversation is at Times so wild and orders so unsteady that I have sometimes thought he was not in his Senses and I have heard some others say the same: And to his Conduct and Conversation it is attributed both by People on board the Fleet as well as by the Inhabitants of the State that the Fleet is not manned; and it is generally feared by People both on board the Fleet as well as ashore that his Commands would be so imprudent that the Ships would be foolishly lost, or that he would forego Opportunities of getting to Sea, or attempt it when impracticable. — The Seamen belonging to the *Columbus* left her when their Time of Service expired, and went into the Army, and I heard some of them say that they would not enlist again into the Continental Fleet, so long as Commodore Hopkins had the Command of it. — The Character that Commodore Hopkins bore was a great Hindrance to me in getting Recruits. —

Q. Have you Liberty from Commodore Hopkins, or Capt [John Burroughs] Hopkins to leave the Frigate you belong to? —

A. No — I came to Philadelphia at the Request of the Officers who signed the Petition against Commodore Hopkins, and from a Zeal for the American Cause.

Q. Had you, or to your Knowledge either of the Signers aforesaid ever any Difference or Dispute with Commodore Hopkins since your or their entering into the Service? —

A. I never had, nor do I believe that either of them ever had. I have been moved to do and say what I have done and said from a Love to Country, and I verily beleive that the other Signers of the Petition were actuated solely by the same Motives. —

Jn^o Grannis

The Sub Commee appointed to take the Examination of John Grannis, have examined him as above, and report the same to the Marine Committee accordingly –

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers, 1774–85), 58, 235–38, NA.
2. The date is approximated. The Marine Committee laid the complaint against Hopkins before Congress on March 25, and it may be assumed that they examined Grannis before that date.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board

[Philadelphia] March 24th 1777 –

An order to Capt Townshend of the Sloop *Industry*, to go down immediately to get a load of Reeds for the use of the Fire Vessells.

Resolved, That Sam'l Massey, Joseph Blewer & Paul Cox, be a Committee from this Board to attend the fitting out the Armed Vessels now in this Port, and that they have authority to give orders for such materials as they find necessary to compleat the said vessells.

Resolved, That it is in the opinion of this Board that an application be made to the Supreme Executive Council of this State to lay an embargo on this Port; and that Mr. [Robert] Ritchie and Fitz Simmons [Thomas Fitzsimmons] do apply to the members of the Continental Navy Board to Join us in a request to the Council for that purpose.

Capt Thos Moore of the *Hancock* Gondalo directed to deliver up to Capt [Amos] Wilkinson of the Artilery, a man belonging to him, upon his returning the bounty and charges.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

JOHN ADAMS TO JAMES WARREN ¹

Dear Sir, –

Philadelphia, March 24, 1777

This Morning a Vessell has arrived in this City with 6800 stand of excellent Arms and 1500 Gun Locks, belonging to Congress, and 1500 more private Property.² These last We have ordered to be bought.

This News you may depend on. The Letters were brought into Congress, in the Midst of a Debate concerning a Resolution to empower the General to procure Arms wherever he could find them.

Thus it is. On how many Occasions when We have been unable to see any Way to help ourselves has Providence sent Us an unexpected Relief! Thus it has been, and thus it will be. I am etc.,

John Adams

1. *Warren-Adams Letters*, I, 306.
2. Captain Hugh Stocker in the brig *Sally*; see *Pennsylvania Gazette*, March 26, 1777.

GEORGE WOOLSEY TO JOHN PRINGLE ¹

[Extract]

Baltimore the 24th March 1777

. . . Letters from the *Sturdy Beggar*² yesterday from Martinico. She has had some hard fighting & Lost two Men & went in their to refit. in

January She took a Brig of[f] Madeira Loaded with oats not yet arrived on the 2nd February took a Ship & a Brig from Cork mounting 14 Guns each they engaged her 2½ Hours, both of them arrived yesterday nothing on Board but Bread flour & coales on the 7th Feby Engaged a Ship mounting 14 Guns from Bristol and took her after five Hours resistance value £8000 Sterling She is not yet arrived but hope She soon will . . .

1. Woolsey & Salmon Letter Book, LC.
2. Maryland privateer brig.

LIBEL IN MARYLAND ADMIRALTY COURT AGAINST PRIZE SHIP *Elizabeth*¹

To the Honorable Benjamin Nicholson Esquire
 Judge of the Court of Admiralty for the State of Maryland John
 McKeel Esquire Captain and Commander of the private Vessel of
 War called the *Sturdy Beggar* as well on Behalf of himself the
 Officers and Mariners thereof, as of the owners of the same against
 the Ship called the *Elizabeth* commanded by Joseph Snowball pro-
 poundeth and claimeth the following Articles

Imprimus. The said John McKeel doth propound and article That the Honourable the Congress by their Resolve passed on the twenty third day of March in the Year of our Lord one thousand seven hundred and seventy six, did ordain and direct, That all Ships and other Vessels their Tackle Apparel and Furniture and all Goods Wares and Merchandizes belonging to any Inhabitant or Inhabitants of Great Britain taken on the high Seas or between high and low Water Mark, by any armed Vessel fitted out by any private person or persons, to whom commissions should be granted and being libelled or prosecuted in any Court erected for the Trial of maritime affairs in any of the Colonies, should be deemed and adjudged to be lawful Prize, And that the Honourable the Congress by their Resolve passed on the [24th] day of [July] in the year aforesaid did ordain and direct that the above mentioned Resolve should be extended unto all Ships and other Vessels their Tackle apparel and Furniture and all goods Wares and Merchandizes belonging to any Subject or Subjects of the King of Great Britain not inhabiting the Bermudas [New] Providence or the Bahama Islands.

Item. That the Owners of the said private Vessel of War, in pursuance of the Resolves of Congress aforesaid did fit out arm and equip the said Vessel as a private Vessel of War

Item. That after the fitting out of the said Vessel the Honourable the Congress did issue their Commission unto him the said John McKeel thereby constituting and appointing him Captain and Commander of the said private Vessel of War called the *Sturdy Beggar*

Item That after the fitting out the said Vessel and issuing the Commission aforesaid he the said John McKeel proceeded to Sea in the said private Vessel of War called the *Sturdy Beggar* and on the high Seas met with seized and made prize of the said Ship called the *Elizabeth*, in pursuance of the

Resolves of Congress aforesaid which said Ship when seized was the Property of some Subject or Subjects of the King of Great Britain not inhabiting the Bermudas Providence or Bahama Islands, and which said Ship when seized to wit on the second day of February in the Year of our Lord one thousand seven hundred and seventy seven in the Latitude of seventeen Degrees North an[d] the Longitude of fifty eight degrees West from London was laden with sundry Articles and Commodities the Property of some Subject or Subjects of the King of Great Britain not inhabiting the Bermudas Providence or the Bahama Islands and liable to Condemnation according to the Tenor Meaning and Effect of the Resolves of Congress aforesaid Lastly. The said John McKeel as well for himself the officers and Mariners of the said private Vessel of War, as for the owners thereof claims and prays that the said Ship *Elizabeth* with her appurtenances and Cargo may be by Sentence of the Court adjudged and condemned, and in order thereto that such Proceedings may be had as by the Course of this Court hath been used and Accustomed.

John McKeel

Port of Baltimore 24th March 1777

1. Admiralty Court Papers, Box 1, 1776-1781, Md. Arch.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD ¹

Navy Board [Charleston] Monday 24th March [1777]

The Board Mett according to Adjournment

Present Edward Blake Esq: first Commiss[ioner]

George Smith Thos Corbett Geo: Abbott Hall Esqrs.

Instructions for Capt. Thomas Pickerin -

Navy Board, South Carolina March [24, 1777]

Captn. Thomas Pickerin Sir!

The Brigantine of War *Defence* of which you are Captain being now Ready to proceed to Sea on a Cruze, having on board a full Compliment of Men and provissions and Stores for three Months, we desire that you will Embrace the first favourable Opertunity to proceed to sea and you have our Liberty to Cruze not Exceeding three Months from the day you Leave Charles Town Barr, in such Station as shall appear to you most promising of success. During which time you are to Take, Sink, Burn or Destroy, any Ships Vessells or goods belonging to the King of Great Britain or to any of his subjects, Excepting the Vessells or goods belonging to the Islands of Bermuda or [New] Providence, and should you be so Fortunate as to take any Prize be Carefull to put on board a proper Officer as Prize Master and a sufficient number of Men to Navigate her, with Orders to proceed to Charles Town or some Convenient Inlett in the State of South Carolina, and we particularly recommend that you take the Capt. and two thirds of the Crew belonging to any Prize (you may take) on board the *Defence*,

and that you give Directions for Treating your Prisoners with the greatest Humanity and Tenderness and that you do use your best Endeavours to Inlist as many seamen for the *Defence* as will keep the Compliment to Eighty. You are to Advise the Commissioners by Letter Directed to the first Commissioner of Every Transaction worth Communicating during your Cruze and that you do frequently Cause to be read to [the] Vessells Company the Rules of the Navy of this State, and the Third Article of the Rules of Dicipline and Good Government and that you Endeavour all in your power to Cultivate Harmony and good Order among the Officers and Seamen, and that you do Every Month Examine the Accounts of the Different Warrant Officers, and when found right, that you do Sign their Accounts Agreeable to the general Instructions given you by the Board, And to prevent any Inconveniencys that may arrise for want of Credit, Should you be Obligated to put into any French, Dutch, or Other Port – there is put on board the *Defence* Three Casks of Indigo Containing One Thousand One Hundred & Ninety two pounds weight of Neat Indigo, which you are to Dispose off or Lodge in such Hands as shall appear most Capable of Rendering you the Services that may be required, the neat proceeds Invest in Such Articles as your Vessel may stand most in Need off or may be most Usefull for the Navy of this State, Otherwise it is to be redelivered on your return to Charles Town.

By Order of the Board

Edward Blake first Commissioner

1. Salley, ed., *South Carolina Navy Board*, 52–53.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN JOHN LINZEE ¹

March [17]77 Sombrero S38E Distce 127 Leagues
 Monday 24th At 9 Saw a Sail to the Eastward. hauled our wind & gave Chace, the *Pearl* in Company. At ½ past the *Pearl* fired several shot at the Chace and brought her too. Proved a Schooner from Charlestown & bound too St. Thomas's Laden, Rice & Indigo.² The *Pearl* & two Prizes in Compy.

1. PRO, Admiralty 51/157.

2. *Speedwell*, John Brynen, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777. Prize list erroneously listed her as captured March 19.

25 Mar.

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot*,
 CAPTAIN JOSEPH OLNEY ¹

Tuesday, March 25.

at 6 A. M. saw the ship bearing W. b. N. 4 miles distant; we then made sail, the wind at S. W. by S. before the wind, finding it to be the best chance

we had with her; but the wind blowing fresh, she gained upon us fast. at meridian saw the land a-head, bearing N. E. distant 6 leagues; wore ship, stood to the S. E. made land to the S. S. E. and found if we hauled too, the ship would be up with us in a quarter of an hour. Lat. by dead reck. 44 deg. 4 m. N.

Standing to the S. E. found we could not clear the land, and avoid being taken; Capt. Olney called all his officers upon the quarter deck, to have their advice; and it was their opinion, that it was best to run the brig on shore; accordingly the Captain gave orders to do it, which we did at half past 5 P. M. without the loss of but one man, and in about a quarter of an hour the frigate (which proved to be the *Milford*) anchored about half a mile from us, and fired at the brig and the beach where we landed, which was called Gabogue,² from which we marched to Yarmouth.

1. *Providence Gazette*, April 26, 1777.

2. Chebogue Harbor, near Yarmouth, Nova Scotia.

JOURNAL OF H.M.S. *Milford*, CAPTAIN ANDREW BARKLEY ¹

March [1777]

Cape Ann Wt 3 or 4 Leagues

Monday 24

Saw 3 sail bearing WBS standing to the So Do Gave Chase. Cleared Ship for Action at 12 Made the Night Signal which was Not Answered

Fresh Gales & Squally thick Hazy Wr Latter fresh Gales & Cloudy

at 1 the Chase seperated One stood to the Et ward the Other two tackd & stood to the Wt ward at 2 the Etermost bore Away the Other two kept Close hauld – Bore away & Gave Chase to the One the Jibb Split Bent Another at 12 Lost sight of the Chase.

Tuesday 25

at 6 Saw the Chase standing to the No ward Do Gave Chase at Noon saw the Land right a head.

Fresh Gales & Cloudy Wr with a Swell from the Wt ward. at 5 the Chase run on shore Do Anchor with the Bt Br in 5¼ fm Water, Veerd to a whole Cable Observed the people Leaving the Vessell the Gurnett Rock SW, the Outermost Tuskett So at 8 Sent all our Boats Mand & Armd to the Chase She proved to be the Brig *Cabot* of 16 Guns & 182 Men from Salem bound Out on a Cruize –

1. PRO, Admiralty 51/607.

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE WILLIAM HOTHAM ¹

Private

New York March the 25t 1777

D: Sir/ Since the closing of my public Letter, I find the *Daphne* will be ready to accompany the *Thames*. The *Brune* shall follow as soon as she can be spared; But your friend Fergusson is now absent in the North River, upon

a Coup meditated against the Magazines of the Rebels prepared at Peekskill. We have not yet heard more, than that the Rebels fired at the Troops on, or near their Landing, without effect; and went off immediately after.

Should you be joined by Hammond with any of the Frigates detached with him,² you will be able to make an arrangement of your little Squadron to block the Navigation of Chesapeake Bay; Especially with the assistance of the *Phoenix*.

The King has been pleased to express himself very graciously on the Subject of Capt: [Hyde] Parker [Jr.]; and I have been authorised to inform him, that His Maj'y's approbation will be further signif[i]ed by bestowing on him the honor of Knighthood. Tho' great Bustle has been making at Home, for fitting out of Fleets; the general belief seems, I find, on the side of Tranquility in Europe, notwithstanding.

I shall have no objection to let your Prize go to England, when there is an opportunity for sending her with Convoy. But I understand Lieut Graves is some how led to become less warm in his desire to take charge of her for the Voyage. I fear his orders being signed by Capt Appleby, whilst you appear to be in the *Preston*, will be thought irregular: More especially as the Instructions given to Him, require his frequent notice to Admiralty, of his Situation.³

I am greatly obliged to you for your kind consideration for the State of my insignificant Person. An unpleasant Struggle with a rather disagreeable Complaint, seems to have had no other consequence besides a temporary suffering. I am Dr Sir most faithfully Yrs

Howe

1. Collection of Lord Hotham, Yorkshire (East Riding) County Record Office, England.

2. Captain Hamond, in H. M. S. *Roebuck*, had wintered at Antigua.

3. Lieutenant John Graves was first lieutenant of H. M. S. *Preston*, Captain Samuel Uppleby. Since Hotham flew his flag in *Preston*, as commodore of the squadron in the Chesapeake, Howe's fears of irregularity in the signature of the order to Graves is understandable.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia, Tuesday] March 25, 1777

The Marine Committee laid before Congress a paper, signed by sundry officers in the fleet, containing charges and complaints against Commodore [Esek] Hopkins; ² which was read, and laid upon the table.

1. Ford, ed., *JCC*, VII, 201, 202.

2. See Volume 7, 1234-35.

MINUTES OF THE CONTINENTAL MARINE COMMITTEE ¹

[Copy]

In Marine Committee

Resolved

[Philadelphia] March 25th 1777

That it is the Opinion of this Committee that the Officers and Crews of the Fleet which sailed from Philadelphia under Command of Esek Hopkins Esqr are intitled pursuant to their Agreement to share all the Prizes taken after their departure from Rheedey Island and before their Arrival afterward at New London.

That All the Prizes taken after the Arrival of Said Fleet at New London ought to be shared by the respective Captors. –

That the Sloop *Providence* Capt Jones from and After the 6th day of August 1776 and the Brigantine *Andrew Doria* Capt Biddle from and After the 11th day of July 1776 were under the Orders and Commands of this Committee, and therefore the Said Esek Hopkins Esqr is not intitled to any Share of the Prizes taken by the said sloop and Brigantine After the times Aforesaid until such times as they have or may Afterward come under his Orders & Command.

Extract from the Minutes
John Brown Secy

1. Nathaniel and Thomas Shaw Letters and Papers, Portfolio 21, NLCHS. A copy is also in Nicholas Biddle Papers, HSP and Esek Hopkins Papers, vol. 2, 16, RIHS.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JOHN PAUL JONES¹

Sir

[Philadelphia] March 25th 1777

The Agent Mr Bradford has orders from this Committee to purchase and fit out three Armed Vessels pursuant to a Resolve of Congress which is transmitted to him, one of which you are to command and the Committee have directed that you should have your choice, therefore you are directed to make your election as soon as the purchase shall be made, and to superintend and hasten the fitting her out for Sea with all possible expedition. We are sir [&c.]

1. Marine Committee Letter Book, 64, NA. This letter passed Jones on the road, as he had left Boston for Philadelphia on March 21.

CONTINENTAL MARINE COMMITTEE TO JOHN BRADFORD AND LEONARD JARVIS¹

Gentlemen

[Philadelphia] March 25th 1777

Inclosed is a Resolution of Congress in consequence of which, you are hereby directed to purchase, Arm and fit out for the service of the United states three fast sailing good ships that will conveniently mount not exceeding 18 Sixpounders on One Deck. If it should be necessary to take off raise or lower a deck, you'll have it done, or make any other necessary alterations, you'll take care to have them fitted in the best and cheapest manner possible

Advise the Committee of the purchase as soon as made, and should you not have public Money enough in your hands to execute this business, inform us what sum you shall want for the purpose

These ships are to be commanded by three Gentlemen mentioned in the Resolution, Captain Jones to have the preference.²

We would have the Commanders superintend the fitting of their respective ships. We are Gentn [&c.]

1. Marine Committee Letter Book, 63, NA.

2. Daniel Waters and Samuel Tucker were named in addition to John Paul Jones.

Pennsylvania Evening Post, TUESDAY, MARCH 25, 1777

On Wednesday the 2d of April, at six o'clock in the evening, by public vendue, at the London Coffeehouse, will be sold the sloop *Union*, Bermudian built, burthen between forty and fifty tons, a remarkable good sailor, with all her materials complete, the most part new, as she now lies in Little Egg harbour at Capt. Penn's. For particulars apply to Mess. Meredith and Clymer, merchants, in this city; or to Stephen Rougie, living in Chestnut-street, at Mr. John Marie's.
Philad. March 25.

Maryland Journal, TUESDAY, MARCH 25, 1777

Baltimore, March 25.

A Vessel just arrived here from St. Eustatia, brings Advice, that a Fleet of near 200 Sail of British Merchantmen, under Convoy of four Men of War, arrived last Month at different Islands in the West Indies. Three of the Fleet only are missing. They are supposed to be taken by American Cruisers. One of them is judged to be a Three Decker, commanded by Capt. Cox bound to St. Kitts, with a large Quantity of English Goods on board.

The *Sturdy Beggar* Privateer, Capt. Keel [John McKeel], of this Port, hath taken three Prizes, two Ships and a Brig, one of the former and the latter, loaded with Flour and other Articles for the Use of Howe's Army, are arrived at a safe Port. The missing Ship, laden with British Goods, was estimated in Britain to be worth upwards of 10,000 l. Sterling.

Capt. [John] Martin just arrived here from Martinico brought with him a French News Paper of February 3d, containing the three following Paragraphs, with the London Head, dated November 30, 1776.

Our Seamen no more walk the Streets but in large Bodies; they have entered into Confederation among themselves, and parade with Weapons, about the Quays and Docks, having unanimously resolved to oppose any Violence which may be done them, and rather die than assist the Royalists in shedding the Blood of their American Brethren.

It is positively asserted, that Great Britain will in a short Time, have at Sea, 44 Ships of the Line. Vice Admiral [Augustus] Keppel is to command his Majesty's Fleet in the Channel, with the rank of Admiral, and hoist his Flag on board the *Victory*. The Earl of Bristol, a Rear Admiral, will have the command of 15 Ships to watch the Spanish Fleet; and Vice-Admiral Shulldham is to command the Fleet in the West Indies. All those Ships are to be ready early in the Spring, and rendezvous at Spithead, where the King himself will *review* them.

It is observed here on the Occasion of the Fast – inflicted by His Majesty, that, unless there be a great Change in our Affairs, the *Fast* must become *general* and indispensable, without the Assistance of Proclamations.

JOURNAL OF THE VIRGINIA NAVY BOARD¹

[Williamsburg] Tuesday 25th March 1777. –

Letters Wrote to the County Lieutenants of Accomack and Northampton desiring them to give such Orders to Lieut John Thomas of the *Protector* Galley as they may Judge most requisite and Necessary for the Protection of Trade and defence of the Inhabitants of the Eastern Shore. –

Lieutenant John Thomas received Orders to Proceed immediately with the *Protector* Galley from his present Station to Cherrystones on the Eastern Shore, there to protect the Trade and Inhabitants of that place and follow such Instructions, while he is there, as he may receive from Time to Time from the Board or from the County Lieutenants of Accomack & Northampton –

1. Navy Board Journal, 196–97, VSL.

COMMISSION OF KIRBY RATHEL AS FIRST LIEUTENANT OF THE
SOUTH CAROLINA NAVY BRIGANTINE *Defence*¹

By the Honorable Henry Lawrence Esquire Vice President of the State of South Carolina one of the united States of America Commander in Chief for the time [being]

To all to whom these presents shall come Greeting

Know ye that I do hereby appoint Kirby Rathel to be first Lieutenant [of] the Brigantine of war called the *Defence* of the burthen of about one hundred Tons belonging to this State Commanded by Captain Thomas Pickering hereby granting Comm[ission], License and authority to him therewith by force of arms to apprehend, seize, and take [such] Ships, Vessells, and Goods which are liable to seizure and confiscation pursuant to the resolves of the Representatives of the said State in General Congress assembled and to bring [the] same to the most convenient port in order to be legally adjudged in some court having ju[risdiction] in cases of Capture, and you are to observe and follow such orders and Instructions a[s you] shall from time to time receive from me or any of your superior Officers for the time being –

By his Honors Command

W^m Nisbett D Secty

Given under my hand and seal at Charles Town in the said State of South Carolina this Twenty Fifth day of March in the Year of Our Lord 1777

Commission granted by the vice president to Norton Cole to be a Second Lieutenant the same as above
March 25th 1777 –

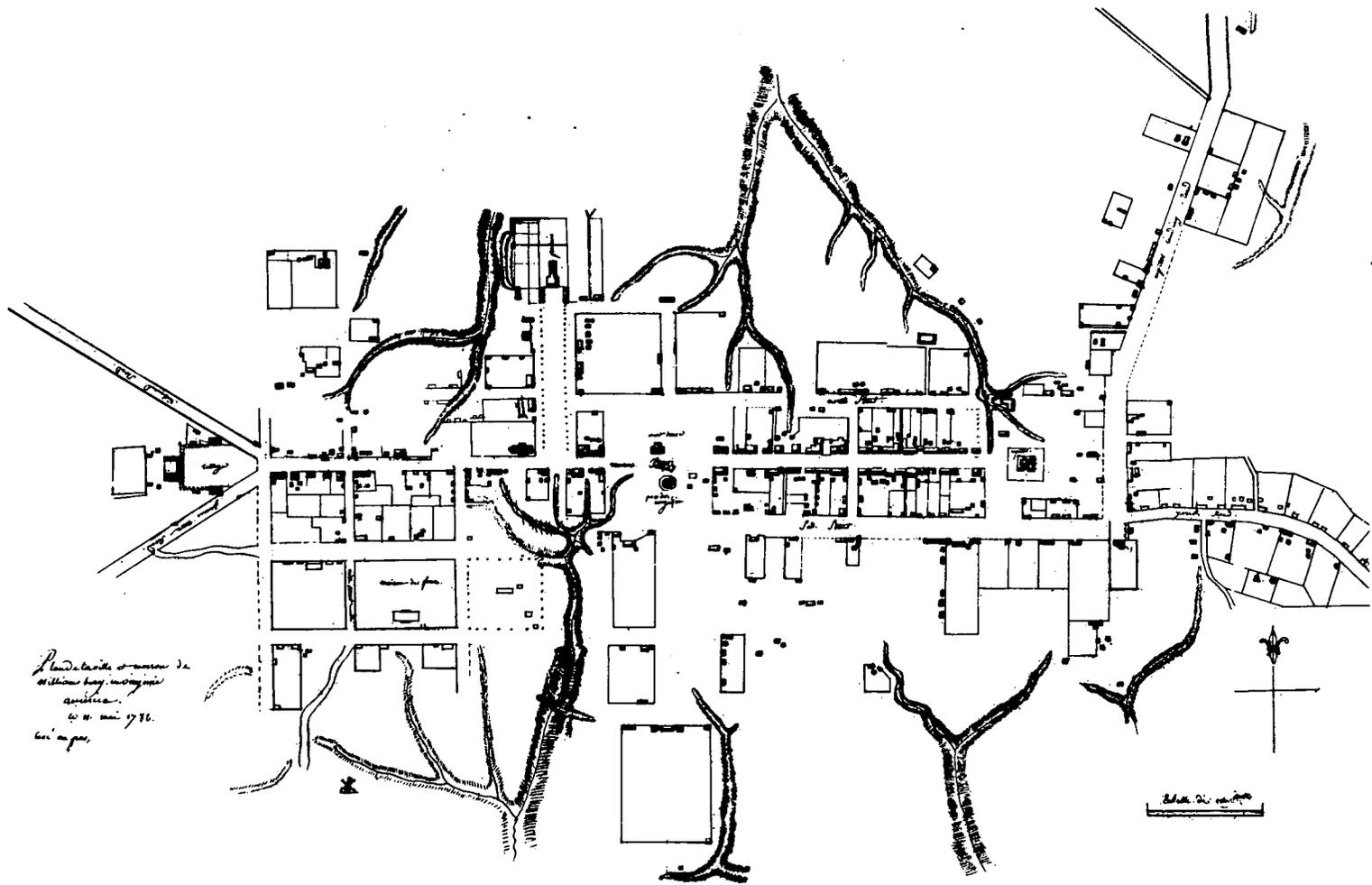
1. Miscellaneous Records of the Secretary of State (A), 21, SCDAH. The page is blotted and torn along the right margin.

CAPTAIN TRISTRAM COFFIN TO THE MASSACHUSETTS BOARD OF WAR¹

Sir

Point Petre [Pointe-à-Pitre] 25th March 1777.

In my Last which was by Capt McLellan, I mention'd Something of My having A prospect of Selling the Ship *Paris*, but now am convinc'd that I Shall not, as the Prize Ships frequently arrive here & are Sold for very



Plan de la ville de Williamsburg
et de ses environs en Virginie
le 11 mai 1782.

"Plan de la ville et environs de Williamsburg en virginie-america le 11 mai 1782"

Little, not Somuch as my Ships Rigging & Sails are worth, therefore Shall make all the despatch I possably can to Leave this Port Bound home. have now almost all my cargo on Board & shall Sail in ten days; no Vessell has been here belonging to the State of Massachusetts Bay except Capt McLellan, I Receivd A Letter from Capt Hallet the other day who wrote me that he was then Ready to Sail for home but did not Chuse to come here to take my effects on Board as I expected he would. So have no other alternative but to Ship the goods in my Own Vessell & make the Best of my Way home: this day arrv'd A Ship with fourteen Carriage guns taken by an American Cruiser carrying but twelve. – from [&c.]

Tristram Coffin

1. Mass. Arch., vol. 152, 128, Board of War Letters, 1776–1777.

“EXTRACT OF A LETTER FROM BARBADOES, MARCH 25”¹

It is reported here, that Capt. Dwyer, of the brig *Endeavour*, of Liverpool, was taken to the westward of this island, by the *Rattle Snake* privateer, that she has on board 40 slaves, between nine and ten tons of ivory and a considerable quantity of returned goods.

1. *London Chronicle*, May 24 to May 27, 1777.

26 Mar.

JOURNAL OF H.M.S. *Rainbow*, CAPTAIN SIR GEORGE COLLIER¹

March 1777.

Moor'd in Halifax Harbor

Wednesday 26 A M Long Boat employ'd removg the Rebel Prisoners out of His Majts Ship *Boulogne* into the *Ld Stanley* Prison Ship

1. PRO, Admiralty 51/762.

PETITION OF GEORGE CABOT TO THE MASSACHUSETTS COUNCIL¹

To the Honourable the Council of the State of the Massachusetts Bay, the Petition of George Cabot for himself & in behalf of the concerned sheweth – That your Petitioner in conjunction with Joseph Lee John & Andrew Cabot & William Bartlett have a certain Brigantine *Hector*, about one hundred & fifty Tons burthen which arrived in January last from Spain with a Cargo of Salt Brandies & many other usefull & valuable Supplies to this State, that your Petitioner with the concern'd were at the Expence of arming said Vessel when abroad with 8 Carriage Guns beside a due proportion of Swivels & Small Arms & brought seventeen Men in her for her Defence, that it frequently occurred in the Course of her Passage homeward that they might have captured some Vessel of the Enemy, but for want of some proper Warrant for that purpose cou'd not use the opportunity of doing what might have been some Compensation for their Expence of Arms & highly beneficial to the State where said Prize might arrive – that your Petitioners now have it in Contemplation to make a Voyage in the same Vessel thus arm'd, under Contract with the Continental Commissary, – therefore pray your Honours

will furnish Zachariah Burchmore Master of said Brigantine with a Commission, & your Petitioner as in duty bound shall ever pray

George Cabot

Boston March 26th 1777

1. Mass. Arch., vol. 166, 333.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Boston] Wednesday March 26th 1777

In Council – Whereas it is of Great Importance that there should be ample Supply of rum, Sugar, Molasses, Cocoa, Coffee Cotton Wool and Salt for the use of the Army and every Impediment to their Importation ought immediately to be removed – Therefore,

Resolved, That Benjamin Greenleaf, Thos Cushing and John Taylor Esqrs be a Committee, with such as the Honble House shall join to Consider of the expediency of the repealing a late resolve passed by this Court the 7th of December last laying an Embargo upon all Vessels within this State excepting such as may be fitted out by order of the United States or any of them or such as may be permitted by the General Court or in the recess by the Council – And also to consider what other measures are proper to be taken for procuring a Supply of the articles abovementioned & any others that may be wanted by this State. Sent down for Concurrence

In Council Read and Concurred. Ordered that Walter Spooner Esqr be on the above Comtee in the room of Benjamin Greenleaf Esqr absent.

In the House of Representatives. Whereas, notwithstanding a late Resolve of this Court laying an Embargo upon all Vessels within this State, private Armed Vessels may now be permitted to go to Sea, under certain Restrictions, without detriment to these United States

Therefore Resolved, That the Inhabitants of any Town within this State, who shall make it appear to this Court or in the Recess thereof to the Council, by a Certificate from the Selectmen of the Town where he or they reside, that said Town have raised their full proportion [*sic*] of the Continental Army, may be allowed to fit out private Vessels of War to Cruize against the Enemies of the United States, the owners & Commanders of such Vessels first giving Bond to the Treasurer of this State in the Sum of Six Hundred Pounds, that they will not Ship or receive any Men on board said Vessels, that are the Inhabitants of any Town within this State, that have not raised their proportion of the Continental Army, any Resolve of this Court to the Contrary notwithstanding – also Resolved, that if any Person or Persons ship themselves and proceed in any such Armed Vessel after having inlisted themselves into the Continental Army he or they shall forfeit to the use of this State all their Share of any Prize or Prizes that may be taken by such Armed Vessels during their Cruize or Cruizes to be recovered in any Court proper to try the same.

In Council Read and Concurred –

Consented to by fifteen of the Council

1. Mass. Arch., vol. 37, 107, 111–12.

MASSACHUSETTS BOARD OF WAR TO PLIARNE, PENET & CO.¹

Messrs Pliarne, Penet, & Co –

Gentn

War-Office, Boston March 26th 1777 –

We have the Pleasure to acknowledge your favr 21st October 1776, & are greatly oblidged for your tender of Service. – Your Monsieur Pliarne has favour'd us with a personal Interview & with him we have contracted to consign a number of Ships & other Vessels to Jacques Gruel & Co: Merchts in Nantz, Who by yr Mr Pliarne have contracted to advance us Fire Arms, Cloathing &c. upon the Strength of these Consignments. Finding the House of Pliarne, Penet, & Co & Jacques Gruel & Co are the same, tho' under a Firm a little various we take the Liberty for the sake of precision to refer you to our Letter of the 20th Jany 1777 to Jacques Gruel & Co which anticipates an Answer to your favour above refer'd to.²

We observe & shall conform to your directions relative to our consignment to Bourdeaux, & in general shall observe that no Exertions upon our part will be wanting to render the negotiation mutually beneficial to the Contractg Parties. We are Gentn [&c.]

By order of the Board of War –

Sam^l Phps Savage, Prest

1. Mass. Arch., vol. 151, 61, Letters from the Board of War, 1776–1780.

2. See Volume 7, 1000–02.

MASSACHUSETTS BOARD OF WAR TO THE MASSACHUSETTS COUNCIL¹

State of

Massachusetts Bay

} To the Honble Council

The Board of War request That the Sloop *Reprisal*, Nathl Carver Master, burthen about Seventy Tons, carrying four Guns 4 pounders, Six Swivels, One hundred weight of powder, and navigated with Sixteen Men, bound from Plymouth to France & back, be furnished with a Letter of Marque. – By Order of the Board

Sam Phps Savage Prest

[Endorsed] In Council March 26t 1777

1. Mass. Arch., vol. 166, 332.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN NATHANIEL CARVER¹

War-Office,

Capt Nathaniel Carver,

Boston March 26th 1777

You being Master of the Sloop *Reprisal* now loaded & ready to sail, your Orders are to proceed direct for Nantes in the Kingdom of France, & deliver your Letter to Messrs Jacques Gruel & Compy Merchants there, to whom you are consign'd & follow their Orders for your further proceedings. – You will lose no time in delivering your Cargo, & putting your Sloop in order to take on Board another, as it is expected Messrs Gruel & Co will use their utmost Endeavour to give you the greatest dispatch. – Should you want any Money in France for the payment of your Men or other disbursments, you

are to apply to your Merchants, who will supply you, but it is expected you will be as frugal as possible. – When you are loaded you will take on Board the Captains & Crews of any Vessels that may have been sold by order of the Board & proceed home, but you are to observe that you are not confined to this Port, but will make the first Harbour you can in this State or New-Hampshire, from whence you will give the earliest Notice to the Board by Express –

Although you have a Letter of Marque, & your Vessel is Arm'd you are by no means to go out of your way in quest of Prizes either going or coming, but should you be so fortunate as to fall in with & take any Vessel, – the Board consent to allow you & your Men one third part of the Amount of all such Captures. – We wish you a good Voyage, & are your Friends &c. – By order of the Board,

Sam'l Phps Savage Prest –

[Endorsed] The above & foregoing is true Copy of my sailing Orders which I promise to observe & follow

It is agreed between the board of War and Capt Carver that He receive ten pounds pr Month until his return unless shipwrecked or taken, to have thirty pounds in lieu of primage, to have 3/9d pr Day while in the port of France, and five pounds for Cabin Stores

Nathaniel Carver

1. Mass. Arch. vol. 151, 418–19, Letters from the Board of War, 1776–1780.

BRIGADIER GENERAL WILLIAM WEST TO GOVERNOR NICHOLAS COOKE ¹

Hond Sir Head Quarters at Bristol 26th March 1777 –

I herewith send you John Collins who has been Apprehended here, and Tried by a Court Martial for sundry Misdemeanors as will Appear by the Inclosed Judgment, the Two first Sentence's has been fully Comply'd with, and as Immagine him to be the same Person Advertised in the *Providence Gazette* for Stealing a Silver watch at the House of Thomas Bently, the property of Thomas Anderson, Clark of the Brigg *Hampdon*, we Cant Expect any Service from him as a Soldier Therefore have Order'd him Convey'd under Guard to Providence, that your Honour may Determine Whether he be put in Goal or On board One of the Continental Ships In the Mean time remain [&c.]

W^m West

1. Letters to the Governor, vol. 10, 48, R. I. Arch.

CAPTAIN WILLIAM COIT, CONNECTICUT SHIP *Oliver Cromwell*,
TO GOVERNOR JONATHAN TRUMBULL ¹

Hond Sir Before my return to the Ship which was the Day I left Your Honor, An Instance of Misdemenor had hapned, which will seriously shew the great necessity of my having some Rule given for my direction with Respect to inflicting proper Punishments on those who may deserve it On the Day that Capt [Elisha] Hinmans Marrage was Celebrated, while I was with you, My Officers tho't it best to Salute from the Ship which as the Guns wanted blowing off] perhaps was not amiss, had I been present

should have Order'd it A mischevious Ladd when the Guns were loaded told as mischevious a Boy to put a Shot in it which he did, entirely unknown to any of the Officers, and this done with circumstances truly diabolical, the ship lay Broadside to the Town when the Guns were charged but by the Turn of the Tide laid the Gun toward the lower end of the Town, The Boy mistook, and for a Shot took a Hand Granado, which when the discharge was made, whistled, by Acct the like was never scarce, By Chance it did no Damage, tho it pass'd near severall Houses and sundry Persons, On my Return the Man and Boy were both confin'd in Irons I must Beg Your Honors Direction in this matter, shall the continentall Laws be my Guide? Or will you be pleased to favor me with some other Rule, Once before by Accident a Shot was thrown into the Town, which was truly accidental, this has been done by real design Wherefore I must Beg Your Honors direction for my proceedings – And Dr Sir must desire You that as soon as consistanly may be I may have a line from you in answer to my Requests when present with you I am with great Respect Your Honors [&c.]

William Coit

On Bord the *Oliver Cromwell*
 March 26 1777
 To His Honor the Governor

1. Conn. Arch., 1st Series, IX, 144, ConnSL.

JOURNAL OF AMBROSE SERLE ¹

[New York] Tuesday, 25th. March.

The Rebels are run off in a Panic about Peek's Kill, having burnt their Barracks, Magazine for the most Part, &c. before they went.

Wednesday, 26th.

The Ships & Troops returned from their Enterprize this Afternoon. They have burnt & completely destroyed an immense Magazine of Provisions, military Stores, Waggon, Rum &c. &c. &c. at Peek's Kill, near the Entrance of the Highlands.

1. Tatum, ed., *Serle's Journal*, 202-03.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Wednesday, March 26, 1777

Congress took into consideration the paper containing charges and complaints against Commodore Hopkins; Whereupon,

Resolved, That Esek Hopkins be immediately, and he hereby is, suspended from his command in the American navy.

1. Ford, ed., *JCC*, VII, 203, 204.

Pennsylvania Gazette, WEDNESDAY, MARCH 26, 1777

Philadelphia, March 26.

Tuesday last arrived here the brig *Sally*, Capt. Stocker, in 11 weeks from Nantz, in France, with 6,800 stand of small arms, a large number of gun-locks, &c.

Since our last Capt. ——— [George Curwin], in a letter of marque sloop, arrived here from Martinico; she took two prizes on the passage, viz. a sloop from Madeira for Jamaica, not yet arrived, and a sloop from New-York for Barbados, which she brought in with her.¹

On the sixth instant the privateer brig *General Mifflin*, Captain [John] Hamilton, of this port, returning from a cruize, was overtaken by a violent snow storm, which determined the Captain to carry her into Sinepuxent, but the pilot, being ignorant of the channel, unfortunately ran her on shore, when the vessel bilged, and was soon filled with water. The hands (ninety odd) were on the quarter deck the whole night, and suffered exceedingly, and in the morning got on shore on a desolate beach, covered with snow, where seventeen perished, but by timely assistance the remainder of the crew were saved. Near three thousand pounds worth of prize effects were on board, which were lost with the vessel.

1. Letter of marque sloop *Nancy* with prize sloop *Union*.

ADVERTISEMENT FOR DESERTERS FROM THE PENNSYLVANIA
NAVY ARMED BOAT *Brimstone*¹

Deserted the 22d instant, from the armed boat *Brimstone* the three following men, viz. Joseph M'Quistin, about twenty-six year of age, five feet eight or nine inches high, fair complexion, and has his hair tied behind. He had on a brown regimental with red facing, the buttons marked 5th battalion, Pennsylvania.

John Murphy, about the same age, height and clothing, as M'Quistin, pock marked, very talkative, and speaks with the Irish accent.

John Plunkett, about twenty-three years of age, well set, short black hair, and pock marked. He had on a dark grey coat, and round hat. Whoever takes up said deserters, and secures them in any jail in this state, or delivers them to the commanding officer at the fireraft house in Southwark, shall have Twelve Dollars reward, or Four for each.

Philad. March 26.

William Watkins, Capt.

1. *Pennsylvania Evening Post*, March 29, 1777.

ACCOUNTS OF THE NEW YORK NAVY SLOOP *Montgomery*¹

Will Rogers	Captain	32 Dollrs
Theunis Chew		20
John Leaycraft		20
Titus Conkling		15
Thomas Hancock		15
Lionel Baker		15
Robert Jamieson		9
Archd Campble		8
Richard Knight		8
John McGray		8
Eliphalet Wood		8

Daniel Plat	8
John Wyer	8
Ebenezer Smith	8
John Shine	6 $\frac{2}{3}$
John Jackson	6 $\frac{2}{3}$
Nathaniel Smith	6 $\frac{2}{3}$
William Licit	15
Isaac Weeks	10 $\frac{2}{3}$
Timothy Titus	8
Solomon Purwagner	6 $\frac{2}{3}$
Thomas Peters	6 $\frac{2}{3}$
Nathl Davies	6 $\frac{2}{3}$
Joseph Tolckenton	31 $\frac{1}{8}$
Lionel Baker	31 $\frac{1}{8}$
	<hr/>
	262 $\frac{1}{4}$ P Mo
[Wages of] Officers & Men P Month 262 $\frac{1}{4}$ Dollars.	
[Deduct there]from $\frac{1}{4}$, The Vessel being only	
21 days in the Service is 196 $\frac{3}{4}$ Dllrs	73.10..0
To hire of The Sloop 21 Days @ 90/p day	94.10..0
To Ship Bread expended 525 lb at 15/	3.18..9
To Powder expended 14 lb at 5/	3.10..0
	<hr/>
	£ 175..8..9

Received Baltimore 26th March 1777 of Messrs Saml & Robert Purviance One Hundred & Seventy five Pounds, Eight Shillings & Nine Pence for Accot of the State of New York being for the use of the Private Sloop of War *Montgomery* employed in the Service of the State of Maryland in conveying Troops to the Eastern Shore
received P

£ 175..8..9

[Endorsed] Copy of Captn Rogers's Account for The *Montgomery's* Expedition to the Eastern Shore

1. Andrew Elliott Papers, Sloop *Montgomery* Folder, NYSL.

27 Mar.

JOURNAL OF H.M.S. *Sphynx*, CAPTAIN ANTHONY HUNT¹

March 1777 Do [Halifax] N29°E 49 Lgs
Thursday 27th at 7 AM saw a Sail in the NE set the Fore TS. made Sail and gave chace –
Fresh Breezes and Squally at times,
at $\frac{1}{2}$ past 1 [P.M.] came up with the chace, and fird a Nine Pounder Shotted at her, she then brought to and hoisted Continental Coulers, found her to be the *Minerva* brig from Surinam bound to Boston, with Molasses, Cof-

fee, Cocoa, Arms, Amunition &c for the Americans, sent a petty officer and 8 Men on board and took the Prisoners out of her & brought them on board – Do made Sail in Company the Prize *Minerva* – ²

1. PRO, Admiralty 51/922.
2. *Minerva*, Joseph Dean, master. Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot* ¹

[Yarmouth, Nova Scotia] Thursday, March 27.

Quartered in the houses, waiting for a wind, the people proving extremely kind.²

1. *Providence Gazette*, April 26, 1777.
2. See March 25 journal entry for loss of *Cabot*.

APPRAISAL OF THE MASSACHUSETTS SCHOONER *Franklin* ¹

Marblehead March 27, 1777

The Subscribers.

Being desired by Capt John Selman, to appraise the Schooner *Franklin* Belonging to his Father Mr Archibald Selman, find her Value with Appurtenances to be in our Judgment Three hundred Sixty Eight pounds Eleven Shillings & Six pence. –

£ 368 . 11 . . 6 ²

Francis Felton W^m Doliber

Cost of Apprizement 14/

1. Mass. Arch., vol. 292.
2. When taken into Washington's Fleet, October 10, 1775, *Franklin* had been appraised at £300 . 3 . 8. See Volume 2, 387.

JOHN BRADFORD TO JOHN HANCOCK ¹

[Extract]

Dear Sir

Boston 27 March 1777

. . . I have the pleasure to acquaint you that the *Hancock* has Sail'd for Cape Ann to take in the remaining part of her men, and then he desighn to cruise a Little in the Bay and proceed to Sea. I am Sorry to Say the *Boston* Lays Still at her moorings the *Cabot* Saild last Sabbath on a Cruise the *Lee* the preceeding thursday – the *Lynch* I hope is near her port in france the *Alfred* will haul of[f] in five days being near done with the Carpenters.. I Congratulate you on the pleasing Aspect things wear in France . . .

1. John Bradford Letter Book, vol. 1, LC.

PETITION OF EBENEZER CLEAVELAND TO THE MASSACHUSETTS COUNCIL ¹

To The Honorable Council for the State of The Massachusetts. Assembled at Boston the Twenty Seventh day of March Anno Domini 1777 –

The Petition of Ebenezer Cleaveland of the Town of Gloucester Clark
In Behalf of John Torney John Tarr and Thos Robbins of Said
Gloucester

Humbly Sheweth, That the Said John Torney, John Tarr, and Thomas Robbins, Where Three of the fourteen Unhappy Men, Belonging to Gloucester, Takin prisoners by The *Milford* Man of Warr, from on board, The *Yankee Hero*, Privateer, In June Last.

That The Said, Torney, Tarr & Robbins were turn'd over on board The *Renown* Man of Warr, Now at Rhoad Island –

That they Were So Oppress'd & Harshly Used, to force them To Enter, On Board Ship. That they were Oblig'd to Comply To Escape Such Voilent Hardships, as they Underwent That the Said Torney, has A Wife & Two Children Very poor. That the Said Tarr has Lately Lost A Father in the State Service & his Mother in Very poor Circumstances – That, the Said Robbins has parents Stanch for their Country – That the Said Torney Tarr & Robbins, have Sent home to their Friends, by those Who are Releas'd their Earnest desires & Intreaties: That they may be Cleared or Exchang'd. That Your Petitioner prays Your Honors Would Order Some way for their Release, As in Your Wisdom Shall See Meet And Your Petitioner as in Duty Bound Shall Ever pray &c

Eben^r Cleaveland

[Endorsed] In Council March 27th 1777 –

On the Petition of Ebenezar Cleaveland, orderd that Robt Pierpoint Commissary of Prisoners for this State be, and he hereby is directed to use his best Endeavours to procure the Exchange of John Torney, John Tarr, and Thomas Robbins belonging to Gloucester who were taken by the *Milford*, on board the *Yankey Hero*, and are now in the Hands of the Enemy, 'tis said at Newport –

1. Mass. Arch., vol. 166, 334, 334a.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Thursday March 27th 1777

On Motion Ordered that the Commissary of Prisoners be directed to send all the Prisoners in the Sea Service that he shall collect for the purpose of Exchange to Noddles Island 'till a Prison Ship be provided agreeable to a late Resolve & that the Commissary General be directed to supply said Prisoners with Rations & Fuel in the same manner as he does the Troops in the pay of the State & with Cooking Utensils as shall be necessary.

1. Mass. Arch., vol. 20, 353, 356.

Independent Chronicle, THURSDAY, MARCH 27, 1777

Boston, March 27, 1777.

Last Friday arrived at a safe Port, the Brig *Independence*, belonging to the State, which was taken some Time since, by George Dawson, in the

Pirate Brig, called the *Hope*,¹ and again retaken by William Brown, Esq; in the *Boston Privateer*. She was from Cumberland bound to Halifax.

A Brig, is arrived at a certain Port, captured by Captain Brown, in the *Boston Privateer*: She was from London to St. Kitts, laden with Lime and Provision.²

Last week arrived at a safe Port, a Sloop, lately captured by Capt. Ishmael Hardy. – She was from Halifax, bound to the West-Indies, laden with Salt, Fish and Lumber.

The Prize Ship³ which arrived at a safe Port, as mentioned in our last, was also taken by the above Captain Hardy.

1. See Volume 7, 971.

2. Brigantine *Eunice*, Charles Anderson, master, Mass. Arch., vol. 159, 84.

3. *Weathrill*.

MEMOIRS OF WILLIAM SMITH¹

[Livingston Manor, New York]

Thursday 27h. [March, 1777]

A Rumor for 2 Days past that 2000 Regulars were landed at Peeks Kill but this Night my Nephew Robert T Livingston brings an Account from Rhinebeck Flats that 300 came up the River in Whale Boats within a Week and attacked the Magazine near Peaks Kill guarded by 170 Men carried off 9000 Barrels of Flour and 20 Hogsheads of Rum and that before the Provincials ran off they destroyed 60 Hogshd more to prevent their being taken – 4 regulars killed and a Sergeant taken 2 Americans mortally wounded – a vast Quant[ity] of Hay & Provender got last Winter in W Chester County consumed there.

1. William H. W. Sabine, ed., *Historical Memoirs from 12 July 1776 to 25 July 1778 of William Smith, Historian of the Province of New York, Member of the Governor's Council and Last Chief Justice of That Province under the Crown* (New York, 1958), II, 97.

ROBERT MORRIS TO JOHN BRADFORD¹

[Extract]

Philada March 27th 1777

... The appointment of persons to Superintend the building of the 74 Gun Ship does not lye with me these are Named generally by the Delegate, that represents the State where they are to be built, and the Marine Committee. . . .

You will find the Marine Committee have at length Issued orders for the purchase of the *Mellish* &c so that Your determination to buy her will chime in very well with their orders. The Separation of Congress from many of their papers &c upon the late removal put things a little out of sorts and it is difficult to get the Committees properly into their gears again Or to speak more properly, Members of Congress are too much harrassed & have too much business to do it as it ought to be done. . . .

1. Ferdinand Dreer Collection, Old Congress, HSP.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

Philada Thursday March 27th 1777.

Mr. Ritchie & Mr. Fitzsimmons from the Navy Board attended the Council and laid a State of divers Naval affairs before the Board. Vizt –
Gentlemen: State Navy Board March 27th 1777.

Fully impressed with the weight of Business that in the Commencement of your Office, must have been thrown upon you, and desirous to render what services we could to our Country, we have not waited for any instructions respecting the duties of this board, but have as well as in our power gone through the Business that has come before us. many things however, has occurred, which we think it our duty to lay before you, and we hope you will with your first convenience take them into your consideration, and give Us such advice and instructions respecting them, as [to] you shall seem proper. One of our first duties was to enquire into the State of the Vessels and Boats belonging to this Commonwealth, which we are very sorry to inform Your Honors, is not in the good condition we could wish, most of them requiring repairs or alterations and many of them shamefully deficient in their complement of Men. From the enquiries we have made into the reasons of these deficiencies, it appears to Us that some part might have been remedied, had the Officers exerted themselves as they ought, but at this Time it will be very difficult, if not impossible, to get them manned without your interposition, for it cannot be expected that Men will enlist themselves in this Service at the Wages allowed by the State – When Seaman in the merchants Service can get from Fifteen Pounds to Eighteen Pounds P. Month, and Landsmen from Ten To twelve pounds; We would therefore recommend to your most serious Consideration whether it would not be for the public good to lay an Embargo to prevent any Vessels Sailing from this Port for a few days, or until the Armed Vessels, intended for the Service of the State can be put into a better Condition; with due Submission to your better Judgments we apprehend a measure of this kind would have many good advantages, as well to the general cause, as to The State in particular. The late Council of Safety of this State appointed John Hazlewood [Hazelwood], Esquire, Commander in Chief of the Fire Vessels, Boats and Rafts belonging to the State, subject however to the Commodore of the Fleet for the time being. Capt. Hazlewood has lately informed us that though he is heartily disposed to render every service in his power to the State, he does not choose to continue subject to the Orders of the present Commodore of the Fleet, or any of the Captains who in case of accident may succeed him, but if it should be thought consistant, would wish to have the entire direction of that part of the Armament; how

far his desire ought to be complied with, we submit to you, but we think it of great importance that it should be immediately determined, and in justice to Capt Hazlewood, must say, he appears to have great merit in his department.

There are at present some Officers wanting in the Fleet, we should be glad to know whether any recommendations for such appointments is expected from us, and whether the Warrant Officers are to be appointed by the Council. Some Account[s] have been brought to us, and more we expect may, of services performed or Contracts made previous to our appointment. We are apprehensive a great loss may arise to the State, if the settlement of such Accounts are thrown upon us, who are totally unacquainted with the transactions, and have no Books or documents of the Council to refer to; on that account we conceive it would be more eligible to appoint a Committee for the purpose of settling all Accounts previous to our appointment. We find that there is a great number of Men at present employed in throwing up Works at Billingsport, which we should not presume to take notice of, but as we think, it will very materially effect the defences prepared for this River, as far as we have been able to learn these Works are meant to be upon so extensive a plan that it will be impossible to complete them in time for this Season. The Military people say, if the whole was complete, the Post is not tenable. We pretend to no Judgment in these matters, but as we know this business is much talked of, we beg leave to recommend it to your Consideration, whether any temporary works erected there could not be easily turned to the annoyance of the Vessels, and if so, whether it should not be discontinued. These things we have thought it necessary to represent to you, and we conceive this mode will take up less of your time, than any other. We shall hope for directions in consequence as you may think proper, and are with great respect.

By Order of the Board Gentlemen Your most Obedt humble Servt
William Bradford Chairman

1. Supreme Executive Council Minute Book, 24-27, Pa. Arch.

JOURNAL OF THE MARYLAND COUNCIL ¹

[Annapolis] March 27th 1777.

William Pigot, a midshipman belonging to the *Galatea* Frigate, and taken Prisoner by Captain [James] Campbell of the *Enterprize* Schooner of War is hereby committed to the common Goal of Baltimore County, as a Prisoner of War, by order of the Governor & Council. —

To the Keeper of the public Goal of Baltimore County. —

1. Proceedings of the Governor's Council (20 March 1777-31 March 1779), 4, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Thursday 27th March 1777. –

Mr George Brett appeared before the Board & Agreed to make the Galley he is now Building on Mattapony River six Inches Deeper in the Hold than what he was to do by his former Agreements. –

Ordered that the Captains of each Vessel in the Naval service make a Monthly return to this Board of the Number of Officers and Men in Actual service on Board their respective Vessels, The Number and Size of their Gunns; The Number and Condition of their small Arms of every sort and a full and Complete list of their Amunition and Stores of all kinds. –

Ordered that a Warrant Issue to Capt James Markham for One hundred and eighty Pounds, upon Account, for the purpose of Recruiting Seamen for the use of the Navy. – who gave Bond for his faithfully applying the said Money and rendering a Just and true Account thereof when required. –

1. Navy Board Journal, 197–98, VSL.

JACOB TAYLOR TO JARED TRACY ¹

Sur

After laving plynouth in five days I caime to the Capes of verginey but meting with five Saille of men of war & Severell Small vesels with them they being in with Cape henry I tried to goo in at Cape Charls but I had but gest got by the Cape before A Small Crusers gave me Chais, but being late in the afternoone I Escaped hur by putting to See & ran down the Shore till I caim to Metomkin & put in their & aplied to the Comity wich they under took to Send the Papers over to the governer in A Small boot the govener has ordered the flowr to be brote In Small Crafts & apinted an agent to fored & doo the pisnes the crafts Sailed the 25t of this Instant I am in hopes as the flower is redy for them that they will not be gon long alltho they doo bisnes very sloo here after it Cumes her[e] it is six miles to Carte to the Scooner So I cannot rite the time that they will Dispatch me as I observed before they are very Sloo I heer that their is Men er wor & Crusers Constantly at the Capes & Small Crusers in the bay I shall do all I can to Forerd A dispatch but as the pour is in Another mans hands I can do but litell to wards it. I remain yours to Serve
verginiey owmack County march 27 1777. Jack Taylor

1. Miscellaneous Letters, Force Transcripts, LC. Taylor was procuring flour for the Continental Navy. See Volume 7, 927–28.

JOURNAL OF H.M. BRIG *Antigua*, LIEUTENANT WILLIAM SWINEY ¹

Remarks Thursday March 27th 1777.

3 [A. M.]

Mod & fair

saw a Sail in the NE. Tack'd Brot too the *Spry* Schooner from St Martins to Maryland with Salt – sent 4 hands on board & took her people out.²

Barbuda sse 1/2e 31 leags

1. PRO, Admiralty 51/4117.

2. *Spry*, William Yardsley, master. See Young's Prize List, April 30, 1777.

28 Mar.

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot*¹

[Yarmouth, Nova Scotia] Friday, March 28.

The wind moderated; the Captain ordered the officers to take a schooner, which they did, as also a shallop, the schooner not being large enough to carry all of us; we took [6] bls. flour and 6 quintals of fish; at 6 P. M. sailed, stood to the W. S. W. wind at N. W. by W.

1. *Providence Gazette*, April 26, 1777.

JOHN BRADFORD TO DANIEL TILLINGHAST¹

Sir

Boston 28 March 1777

I wrote you yesterday by post and took the liberty to ask the favr of you to forward a Letter to the Committee of Safety; Respecting the case of a Brig lately cast on shore some where nere point Judith she was sent for account of the Continent to return with Iron for the 74 Gun ship that is to be built here,² I am a stranger to the neighbourhood where she is on Shore, but I am well informed our friends have got the Cargo safe a Shore and the Brig may be sav'd by timely assistance. I shall Esteem it a great favour if you will give the necessary orders to get her off, and Reship the Cargo wch Consists of only 8 bls & 8 trs Oil & 4 Hogds Loaf Sugar weighing 2280 lb any Expencc that may attend it a drt on me shall be hond I have wrote the master Capn John Moodie to follow your directions it will render the publick a very Essential Service the saving that vessell as its attended with the Greatest difficulty to procure small vessells here. I am with Respects and tenders of my best Services Sir [&c.]

J Bradford

1. John Bradford Letter Book, vol. 1, LC.

2. *Betsey*, which Bradford had dispatched from Boston for Baltimore March 4, 1777.

PETITION OF DANIEL MADDEN TO THE MASSACHUSETTS GENERAL COURT¹

To the Honble Councill and honble House of Representatives for the State of the Massatusetts Bay

The Humble Petition of Daniel Madden most Humbly Sheweth

That Your Petitioner was formerly a passenger on board the Ship *Mary* wereof Wm Jones was Late master and bound from St Cristophers to Liverpool that on the 19th of november Sd Ship was taken by an American Privateer Called the *American Rivenue* & Carried into bedford in Dartmouth that Shortly after Your Pettr was by order from the Honble Court March'd from bedford to Providence in order to be Exchanged but by a Counter order from Sd Honble Court was March'd to Wrentham and there Quarterd, that, on hearing the Honble Court had Granted Permission to Capn Jno Jones to purchase a Briga & Carry passengers on parole to Cork Your petr by pass from the Committe at wrentham Came to Boston and Petitiond to Go in Sd Briga on parole. that Your petr was allowd by the

Honble Court to go in the Late Cartel from Salem but thro' Unavoidable delays was prevented from Ariving at Salem Untill an hour after Said Cartel Sailed for Halifax so was Disappointed of a Passage that afterwards Your Petr Petitiond the Honble Court a Second time for Liberty to go on the Sd Briga to Cork on parole or on Certificate of his Releacement a Certificate of wch he Signed presented with his former Petition & a Copy of wch he takes the Liberty to offer with this Both which were Lost thro' accident That as Your petr has no means of Subsistance the person on whome he was Dependant for Suply having Obtained permission to go on Parole to Cork Humbly Begg Your Honrs will Grant him Like permission and As in duty Bound Shall ever pray

March 28th 1777

Dan^l Madden

[Enclosure]

My Lord

Boston March 14th 1777

I take the Liberty to Certifie Your Lordship that I was formerly a passenger on board the Ship *Mary* whereof Wm Jones Was Late Master and by Profession a Surgeon that on the 19th day of Novr last was taken by an American privateer Calld the *American Revenue* whereof Samuel Champlin was Commander & Carried into Bedford in dartmouth, but Now by permission from the Honble the Councill for the State of Massatusetts Bay am Going to Cork in a Vessell there Bound and purchased by permission from Sd Honble Board by Capn Jno Jones And Humbly Beg Your Lordship Will Release to the States a Person of my Rank & in so Doing Your Lordship will Conferr a Lasting obligation on My Lord Your Lordships [&c.] To the Rt Honble Lord viscount Howe New York

1. Mass. Arch., vol. 182, 283-85.

PETITION OF HUGH LYLE TO THE MASSACHUSETTS COUNCIL ¹

To the Honourable the Councill of the State of Massachusits Bay
In General Court assembled

The Humble petition of Hugh Lyle leat master of the ship *Fame* of phillada & in Continental Sarvis Bound to Lisbon march 1776 and on the Voyage got Dismasted & when arrivd at Said Lisbon after a Verry teadious passage Came under the King of portugals Decree was Oblidgd to lave there Said Ship *Fame* And in Order to get out to phillada took a passage by way of The west indias and when in sight of Barbadoes fell in wt The States Brigantine *Tyrrannicede* Capt John Fisk, Commdr and Carried into Salem ² Humbly prays Your Honours would be pleasd to permit your petitioner to Proceed to Phillada by land or Sea as may be most Conveneant & as in Duty Bound Shall Ever pray For the Honour and Success of Your Honourable House & all the united Houses of Assemblies on this here Continent

Boston March 28th 1777

Hugh Lyle

[Endorsed] State of Massachusetts - Council Chamber April 2d 1777

To all whom it may Concern

Permit Cap: Hugh Lyle late Master of the Ship *Fame* in the Continents
Service to proceed to Philadelphia unmolested
By Order of Council

1. Mass. Arch., vol. 166, 338.

2. Lyle was likely a passenger in the brig *Three Friends*, taken by *Tyrannicide* January 27, 1777. See Volume 7.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT¹

[Boston] Friday March 28th 1777

Petition of John Horrogan and Patrick McCarthy Natives of Ireland – Setting forth that they were at Newfoundland forced into the regular Service & sent to Fort Cumberland from whence they made their Escape in a Boat to Machias Since which they have served on board Privateers fitted out from this State, & faithfully performed their duty, as will appear by Certificates ready to be produced – as they are deserters it would be dangerous for them to be found in the Service of these States, if they were taken they can expect no favor, if they could get home to their native Country, they are under no fear of being discovered – as their is a Brig now bound to Cork whereof John Jones is Master pray this Honble Court to permit them to take passage in said Briganteen.

In the House of Representatives, Resolved, That the Petitioners John Horrogan & Patrick McCarthy have Liberty to depart for Ireland in the Brig *Lord Lifford* John Jones Commander of said Brig – should have Permission to proceed to Cork

In Council Read & Concurred

Petition of James Stewart Setting forth that he was taken the 19th Decr 1776 by the *United States* Privateer B Peirce Commander, and on the 17th Febr'y was cast away on a ledge call'd the great Ripp five leagues from the Island of Nantuckett by which means he not only lost all his interest, but was in great Danger [of] losing his Life being exposed in the Boat for eighteen Hours before he could get to the above Island,² prays the Honorable Council's leave to depart this place in Capt Jones bound to Ireland –

In the House of Representatives, Resolved That the prayer of the Petition be granted & that James Stewart be permitted to take his Passage for Ireland in the Brig *Lord Lifford* John Jones Commander, he carrying no Letters without first Submitting them to the Inspection of the Board of War. Sent up for Concurrence

In Council Read and Concurred

1. Mass. Arch., vol. 37, 116, 118, 120.

2. The vessel cast away was a prize (not identified by name) taken by Captain William Brown in the Massachusetts privateer *Boston*. She was a three decker with a cargo of rum and sugar, *Independent Chronicle*, Boston, March 6, 1777.

TESTIMONIAL OF BRITISH PRISONERS PERMITTED TO DEPART FOR IRELAND¹

We the Subscribers having been taken and captivated as Subjects of the British Crown by the American Cruizers and brought into the Massachusetts

Bay as Prisoners, Esteem ourselves under every obligation of Justice & Gratitude to declare and accordingly we do by this Instrument freely unitedly & solomnly declare that we have been treated by the Government of the aforesaid State with the greatest mildness & Lenity: That most of us have had our private adventures generously restor'd to us, which were considerable and might have been taken from us by its present Laws; and have been permitted to purchase a Vessell to convey us to Ireland; and during our residence here we have never been confin'd in a Goal or Guardship, but have been indulg'd with every Liberty we could reasonably have expected in our unfortunate Situation, and have receiv'd many & great Civilities and as we are now kindly allow'd by the Government of the Massachusetts to proceed immediately to Ireland without being sent to N York Hallifax or any other place in exchange for the Prisoners belonging to the American States confin'd there, we cannot omit to express our most earnest wishes & desires that for the Sakè of Justice & Humanity and the Encouragement of future Instances of Lenity & generosity to The Subjects of the British Crown similar to what we have receiv'd an equal number of the Inhabitants of the American States, as nearly in Quality as Circumstances will allow, may be return'd on our Account.

Boston Massachusetts Bay March 28. 1777.

I acknolage to have been Mastr of the a fore Said Mentiond Brigantine,² & have had lave to Purchas Same Vessell of which I am at prest Master – John Jones –

George Collas late Master of the Ship *Venus*, & Servant

John Wilson Late Master of the *Generall Wolf* & Servant

John Curling Late Master of the *Capel*

William Curling Son of Do

Thos Sheehy Late Master of the *Hawke* –

Joseph Barker, Passenger on Bd the *Ester* Capt John Harvey

Robert Reid Late Master of the *Countess of Eglinton*

John Sevon Surgeon of the Bark *Rio Pungo*

Laurence Barron late Master of the Brig *Neptune*

Thomas Brockway Late Master of the Ship *George*

Jno Churchill Master of the Bregg *Nancy*

Thos Newberry Jr Superintendant of Ship *Mellish* & Servt

Wm Penbrick Late Mastr of the Briginteen *Providence* of Cork –

Joseph Hixon Planter of Montseratt & his Sirvent

Timothy Sullivan Passinger Montserrat

George Maybury Mate of the afforsaid Vessel –

Abel Orpin Prentice to Captn Jones –

James Barry Apprentice to Captn Jones –

two Yong Men Passengers, from Jamaca

Mary O Bryan Possenger from Lisbon to Cork

Mrs Huchins & her four Cheldren Possengors –

William Murphy Ditto –

Willm Law -	}	Sailors allowed to work the Ship -
Alen Law -		
William Connor -		
Peter Curran -		
Alexr Ferguson -	}	allowed for to Work the Ship
Den's Dricoll Cook		
Wallis Guerbin		Passenger

I Aknolage to have Been a Pasinger in the Good Ship, Call'd the *Venus*, Capt John Peacock Leat Commander from Jamica twards London And further, this may Certefie that I have had all Maner of Indulgence ever since I was brought in here as witness my hand James Stewart

1. Mass. Arch., vol. 166, 163, 163a.

2. *Lord Lifford*.

Connecticut Gazette, FRIDAY, MARCH 28, 1777

New London, March 28.

Married: In the North Parish of this Town, on Monday last, by the Rev'd Mr. Jewet, Elisha Hinman, Esq; Commander of the *Alfred* Continental Ship of War, to Miss Nabey Dolbeare, Daughter of the late Mr. George Dolbeare. - Parties greatly esteemed and respected.¹

1. *The Pennsylvania Evening Post*, April 8, 1777, quoting a Boston source, described Miss Abigail Dolbeare as "an accomplished young lady of fortune."

ROBERT MORRIS TO THE AMERICAN COMMISSIONERS IN FRANCE¹

[Extract]

Honorable Gentlemen

Philada March 28th 1777.

. . . if you do but effect our European War to employ the British Navy, this Country will become Free and independant in a shorter time than cou'd have been expected. I fancy Genl & Ld Howe have it in View to attack this City they may possibly get possession & if they do it will probably bring on their ruin, for they will then raise a Nest of Hornets that they dont expect & are taught to believe very differently. I am most truely Gentn [&c.]

Rob^t Morris

(No 42) Copy

1. UVL.

JOHN ADAMS TO ABIGAIL ADAMS¹

Philadelphia March 28. 1777

"A Plott! a Plott! an horrid Plott, Mr. A." says my Barber, this Morning. - "It must be a Plott 1. because there is British Gold in it. 2. because there is a Woman in it. 3. because there is a Jew in it. 4. because I dont know what to make of it."

The Barber means, that a Villain was taken up,² and examined Yesterday, who appears by his own Confession to have been employd by Lord

Mr. [Thomas] Fitzsimmons, Mr. [William] Bradford, and Mr. [Samuel] Massey, Mr. [Paul] Coxe, Mr. [Joseph] Marsh, and Mr. [Joseph] Blewer, of the State Navy Board, attended the Council.

1. Supreme Executive Council Minute Book, 27-28, Pa. Arch.

JOURNAL OF THE MARYLAND HOUSE OF DELEGATES ¹

[Annapolis] Friday March 28th 1777. –

The House took into Consideration the Report from the Committee appointed to ascertain and determine the Number of Naval Officers necessary for this State and to describe and fix their several Districts, and thereupon came to the following resolutions:

That the State of Maryland be divided into eight districts, and a Naval Officer appointed for each.

That the river Potowmack be accounted the first district; the River Patuxent the Second; the City of Annapolis with all the Waters above the River Patuxent to the River Magot[h]y inclusive on the Western Shore, the third District; Baltimore Town including the river Patapsico and all the Waters above it to the River Susquehana inclusive the fourth; The Inlets in the County of Worcester the River Pocomoke including the River Wicomico and all the Waters between them, the fifth; – The River Nanticoke including all the Waters to the River great Choptank on the Eastern Shore, the Sixth; The River Choptank including all the Waters to the River Chester on the Eastern Shore, the Seventh; The river Chester including all the Waters above it to the river Susquehana the eighth District.

Sent to the Senate for their Concurrence by Mr Maddox and Mr Allien.²

1. Journal of the Votes and Proceedings of the House of Delegates, 5 February–23 December 1777, 125, Md. Arch.

2. "A List of Officers Proposed for the Concurrence of the Senate."

Naval Officers

First District	–	Meveril Lock
Second	–	George Biscoe
Third	–	John Davidson
Fourth	–	Thos Sellers
Fifth	–	Robert Dennis
Sixth	–	Zachariah Campbell
Seventh	–	Jeremiah Banning
Eighth	–	William Geddis
		1 April

Journal of the Votes and Proceedings of the House of Delegates, 5 February–23 December 1777, 144, Md. Arch.

PURDIE'S *Virginia Gazette*, FRIDAY, MARCH 28, 1777

Williamsburg, March 28.

By mr. Thomas Dixon, who is just arrived from Bermuda, we learn that he was taken in the *Eagle*, capt. Johnson, belonging to Baltimore, with 5000 wt. of gunpowder, salt, and dry goods, by the *Galatea's* tender, one Burns commander, who is a native of Maryland. After remaining on board

the tender some time, he was turned over to the *Nautilus* cruising off Bermuda, where, after remaining the best part of a day, without being offered any kind of sustenance, he was put on shore, to shift for himself. Every thing was taken from the prisoners but the clothes on their backs, and the captain of the *Eagle* was forced to go mate with William Goodrich¹ (who lately made his escape from Baltimore jail) to New York. While he was on board the *Nautilus*, he heard the officers mention the certainty of a French and Spanish war; and, while in Bermuda, the common topick of conversation was, that a vessel from France, bound to Philadelphia, had been taken in the straits by an English cruiser, who, in throwing over her dispatches, one of the letters lodged in the chains, which contained assurances from the French court of her having 15,000 troops at the service of America, if they should be wanted, and of 20 sail of the line being on the point of departure for our assistance. — He also brings an account of the *Buckskin* privateer, capt. Handy, belonging to Baltimore, being taken and burnt by the *Galatea*; the captain and people now prisoners on board that frigate.

Deserted from the *Hero* galley, John Curle, who was enlisted by mr. Henry Stratton, as a marine in Chesterfield county (of which I believe he is a native) and afterwards enlisted with the subscriber as a seaman. He is about 5 feet 7 inches high, and of a dark complexion. I have been informed that he is lurking somewhere in Amelia county. Whoever will apprehend the said deserter, and deliver him to the subscriber at Hampton, or (in case of absence) to the commanding officer at Hampton, shall receive 8 l. reward.

George Mutter.

George Thompson and Samuel Ragland, who had furloughs from me a considerable time ago, to go to Charles City, are desired immediately to return to their duty, otherwise they will be considered as deserters, and treated accordingly.

1. Goodrich arrived in New York on March 23, *New-York Gazette*, March 24, 1777.

JOURNAL OF H.M. SLOOP *Porcupine*, CAPTAIN THOMAS CADOGAN¹

March 1777 Moored in Port Royal Harbor Jamaica
 Friday 28 Moderate and fair Weather
 This day put His Majesty's Sloop *Porcupine* in to Commission as pr Order Vice Admiral Gayton, Saluted the Flag with 13 Guns.

1. PRO, Admiralty 51/707.

29 Mar.

JOURNAL OF THE MASSACHUSETTS COUNCIL¹

[Boston] Saturday March 29th 1777

Ordered that William Phillips & Benjamin Austin Esqrs be a Committee to give directions for the bringing up into this Harbor the Brig *Rising Em-*

pire now lying in Plymouth Harbor & upon her Arrival here to equip her if found suitable for the accommodation of such Prisoners as may be brought into this port by any of the Arm'd Vessels belonging to this or the United States agreeable to a late Act of the General Court for the providing such a Guard Vessel for the reception of Prisoners.

1. Mass. Arch., vol. 20, 359-60.

Providence Gazette, SATURDAY, MARCH 29, 1777

Providence, March 29.

A brig, Capt. [John] Moody, belonging to Boston,¹ which had been taken by a frigate, and ordered to Newport, arrived near Point-Judith on Monday last, when the wind proving unfavourable, she came to anchor. The enemy had put on board two midshipmen and eight seamen, and taken out all her former hands, except the mate and a boy; the latter, while his new shipmates were re[ve]lling below, went on shore in a boat; the mate soon after cut the cable, and the vessel drifting on the west shore, was secured by our troops stationed there. The prisoners have since been conducted to this town.

1. *Betsey*.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Saturday, March 29, 1777

Resolved, That the Marine Committee be authorized to advance to every able seaman that enters into the continental service, any sum, not exceeding forty dollars, and to every ordinary seaman or landsman, any sum, not exceeding twenty dollars; to be deducted from their future prize money.

1. Ford, ed., *JCC*, VII, 207.

JOHN HANCOCK TO ESEK HOPKINS ¹

Sir,

Philada March 29th 1777.

I have it in Charge from Congress to transmit the above Resolve,² which is so explicit that I shall not enlarge any farther than to direct, that you do not after Receipt hereof in any Way whatever exercise an Act of Authority or Command over any of the Vessels belonging to or in the Service of the United States of America. I am Sir [&c.]

J H Presid

Eseck Hopkins Esqr Rhode Island.

1. Papers CC (Letter Books of the President of Congress), 12a, 170, NA.

2. Resolve of March 26, 1777.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JAMES ROBINSON ¹

Sir

[Philadelphia] March 29th 1777

Herewith you will receive Several Packets for Wm Bingham Esqr at Martinico, they are of great consequence and must not on any account fall

into the Hands of the enemy, therefore have them slung ready for Sinking in case of danger. Should you fall in with the Islands so as to make it convenient for landing these Letters at Martinico send an Officer on shore with them. He must deliver them himself and bring Mr Bingham's receipt for them. If you cannot land them going to St Eustatia, you must either send them from thence to Martinico by one of your Officers or some person Mr [Samuel] Curson can depend upon who must go passenger in A Dutch or french Vessel & bring you back a receipt, or else you must after landing the Indico at St Eustatia run over with the *Sachem* and deliver them yourself. I am Sir [&c.]

Rob^t Morris V:P:

1. Marine Committee Letter Book, 64, NA.

ROBERT MORRIS TO WILLIAM BINGHAM ¹

Sir

[Philadelphia] March 29th 1777

The Several Packets sent herewith were intended to be conveyed to you by the *Randolph* Frigate. They were sent out to sea after him by a Small continental sloop which has been cruising in the proper Station for her since the Middle of feby ²

But it seems the *Randolph* carried away one of her Masts soon after she left this Port and put into Charles Town to refit, therefore I send these down after the *Sachem* Capt [James] Robinson bound for St Eustatia from whence he must carefully forward them to you I am Sir [&c.]

Rob^t Morris V:P:

1. Marine Committee Letter Book, 64, NA.

2. The Continental Navy sloop *Fly*, Captain Elisha Warner.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Saturday 29th March 1777. –

James Barron is recommended to his Excellency the Governor and the honble the Council as a Proper Person to be appointed Captain of the Boat *Liberty* –

Richard Servent is recommended to his excellency the Governor and the honble the Council as a Proper Person to be appointed first Lieutenant of the Boat *Liberty* –

Richard Barron is recommended to his excellency the Governor and the honble the Council as a proper Person to be appointed Captain of the Boat *Patriot*. –

Charles Jones is recommended to his Excellency the Governor and the honble the Council as a proper Person to be appointed first Lieutenant of the Boat *Patriot* – ²

Ordered that the keeper of the Public Store deliver unto Capt Edward Travis six Lanthorns, two Magazine Lanthorns, three speaking Trumpetts, two Log Lines, two hour Glasses, one deep Sea Line, two Compasses, two Bolts Canvas No 1, Three Bolts of Canvas for Topsails No 1, One Bolt of

Canvas No 8. – Twenty five pounds of Twine and one Dozen Roping Needles for the use of the Brig *Raleigh* –

Ordered that the keeper of the Public Magazine deliver unto Capt Edward Travis Two hundred and fifty pounds of Powder, six powder Horns and such Shott as he may want for the use of the Brig *Raleigh* –

1. Navy Board Journal, 199–201, VSL.

2. The two Barrons and their first lieutenants had been serving on board their respective boats for months before the Navy Board was created. This action by the Board would seem to formalize the appointments.

VIRGINIA NAVY BOARD TO CAPTAIN WALTER BROOKE ¹

Sir

The Commissioners of the Navy finding it necessary to have a Commodore for the Navy of this Commonwealth appointed have thought proper to recommend you to the hon'ble the Governour and Council for that purpose. You are therefore desir'd to repair to this place as soon as you possibly can in order to receive your Commission –

(Signd) Thomas Whiting 1st Comr

[Williamsburg] 29th March 1777 –

1. Navy Board Letter Book, VSL.

MINUTES OF THE GOVERNOR'S COUNCIL OF WEST FLORIDA ¹

Pensacola the 29th of March 1777

His Excellency the Governor laid before the Board a Letter which he had received from Captain [Thomas] Lloyd of the *Atalanta* Sloop of War which is as follows

Sir

As His Majestys Ship under my Command and the other armed Vessels here at present are ordered upon Immediate Service, but being short of the Established Compliment of Seamen, which cannot be completed without impressing I Beg you would be Pleased to give an order for my raising seamen either on Board Merchant Ships, or on Shore. I am Sir [&c.]

T^s Lloyd

Atalanta Pensacola

Harbour 27 March 1777

Upon which the Board are of Opinion that the act of Parliament 19th of George the Second chap: 30th, authorizing the Governors and Councils of the Sugar Colonies in Cases of necessity to allow of Pressing does not apply to the Colonies in North America And as the act of the 6th. of Queen Ann[e] Chap. 37, Sect. 8 which restrains Pressing in america does not empower them to give their approbation for this Measure they cannot advise his Excellency to Comply with Capt. Lloyd's request and they further Recommend as there is a Vagrant Act in the Province that the Magistrates be desired to apprehend all Vagrants and Idle Seamen on Shore and to

Deliver them over to the officers of His Majesty's Ships that may require them to compleat their Compliment.

1. PRO, Colonial Office, 5/631, 135.

WILLIAM BINGHAM TO SILAS DEANE ¹

[Extract]

Dear Sir, [St. Pierre, Martinique] March 29th 1777

Above is Copy of my last Respects & am still without any of your esteemed Favors; there have been no Accounts lately from America, & very little News that can be depended upon . . .

The Ship *Seine* will sail to morrow for the Place of her Destination; I have taken out of her One hundred Bales of Camp Equipage & Cloth, & Two hundred & Seventeen Cases of Fusils, which I Shall forward to the Continent by several Armed Vessels which are daily expected. I have cleared the Vessel out for St Pierre Miguelon & the General has been So kind as to write a Letter to the Commandant informing him "that he had understood there was a great want of the Articles which composed this Vessels Cargo at St Pierre, & that St Domingo was very well supplied; In Consequence of which he had thought fit to forward the Vessel to that Port, after having taken out a considerable Quantity of Arms &c;" This new Arrangement will greatly facilitate the Success & lessen the Risk of this affair. . . .

1. Silas Deane Papers, ConnHS.

30 Mar. (Sunday)

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot* ¹

Saturday [Sunday], March 30

Light winds and variable, from N. E. to W. by N. at 8 A. M. saw Mount Desart, bearing N. N. W. distance 9 leagues; out oars and rowed part of the day.

1. *Providence Gazette*, April 26, 1777.

CONFESSION OF JAMES MOLESWORTH ¹

[Philadelphia, March 30, 1777] ²

When the Enemy advanc'd Mr. Thomas Inform'd me that the Posts at the Ferry were to be cut down, and the Bridge over Ogdens Ferry to be cut away, and the Cannon at the Fort to be Spiked by a Person on duty there.

Mr. Warren, alias Caton, went in Company with me to the Jerseys, we met with Jonathan Henry Smith at Bullions Tavern who said he would take us safe through the lines which he accordingly Perform'd; we crossed at Milestone Bridge; We inform'd Bullion we were going to New York, who shook his head & said he was much frightened for us.

We went from Milestone bridge to Lord Abercrombie, who sent us to Lord Cornwallis; from thence we went to General Skinner, who was very desirous to know whether General Dickinson had resigned or not. I there found the Hessian Troops were very sickly & numbers died every day.

Colonel Ball offered me a Captain's Commission, which I refus'd; & have never yet had any Commission from the British Generals.

On my return to Philadelphia I acquainted Mr. Sheppard & Joseph Thomas of what Lord Howe had mention'd to me respecting the Pilots, Sheppard told me he expected two every day, and that a Mr. Cameron who he had mention'd the Subject to had been looking for them for some time; said Cameron broke his leg a short time ago.

Mrs. Bryan Inform'd me she had been tampering with some of the Pilots to bring the British Fleet up the Delaware, and Mrs. McCoy afterwards consulted with Mrs. Bryan, she told me if I would call at her house that afternoon I could have an opportunity of conversing with the Pilots about going to New York, which I accordingly did and we Concluded to go on Horseback, one of which Mr. Sheppard was to Provide, Who Likewise Advanc'd me the £ 50 and told me that sooner than Loose the Pilots he would advance £ 100 if he never got a Copper in return. Mr. Sheppard Inform'd me he had three hundred Head of Cattle already provided, and could procure three hundred more if he knew where to deliver them or when the British Troops would be round.

When I Inform'd Sheppard I was ready to set off he applied to Mr. Fox, the Farrier, for a Horse; who Inform'd him he had none, and it looked odd he applying for Horses at that time of Night, he thought he had better wait untill morning, said Fox was present when I received the money.

Sheppard delivered a Book to Warren, alias Caton, which he was to deliver to Mr. Galaway, on Mr. Galaway's receiving it he applied it to the Fire, which enabled him to read it; no letters appeared before; Part of the Contents were that Caton might be trusted.

The above is what the Deceas'd Molesworth Communicated to us the Evening before his Execution, & requested when under the Gallows it might be made Publick.

Walter Stewart

Lt Col. & A.D.C. to M. Gen. Gates
Thos. Proctor, Col. Reg't of
Pennsylvania Artillery

1. *Pennsylvania Archives*, 1st series, V, 280-81.

2. Molesworth made this statement March 30, the day before he was executed.

JOHN ADAMS TO CHARLES ADAMS ¹

Philadelphia March 30 1777

Yesterday, I took a Walk upon the Wharves, to see the Navigation. The new Frigate called The *Delaware*, is hawled off, into the stream and is ready to sail. Captain [Charles] Alexander is to command her. She makes a fine Appearance. - I then went to the House of one [Joshua] Humphreys

an ingenious shipwright and found him making a Model of a seventy four Gun Ship. He has nearly completed it. You see every Part of the Ship, in its just Proportion in Miniature. After this Model the new seventy four Gun Ships are to be built, one at Portsmouth, one at Boston and one here.

I then went to the Foundery of brass Cannon. It is in Front street in Southwark, nearly opposite to the Sweedes Church. This Building was formerly a China Manufactory, but is now converted into a Foundery, under the Direction of Mr. Biers [Byers], late of New York. Here is an Air furnace, in which they melt the Metal. There is a great deep Cavern dug in the Ground in which they place the Mould into which they pour the melted Metal, and thus they cast the Gun in a perpendicular Position. Several brass six Pounders newly cast, were lying there, and several old ones, to be cast over.

There is another Man, one King, who lives in Front street, at the Corner of Norris's Alley, who casts Patterara's² and Howitzers.

Thus you see, that a Foundation is laying, in Arts, and Manufactures, of a rising State. May you enjoy the Fruits of it, in greater Tranquility of Mind, than your Father has enjoyed, while it is laying.

1. Butterfield, ed., *Adams Family Correspondence*, II, 190.

2. Pedrero, a type of small cannon.

JOSEPH HEWES TO GOVERNOR RICHARD CASWELL¹

[Extract]

Edenton 30th March 1777

... I want two vessels now for Continental service, one to go to old France, the other to Martinico. They are not to be had here on charter, & I have no power to purchase any on Continental account. Would it not be advisable for this State to purchase two or three good vessels & hire them to me for the above service. I have power to give high wages for suitable vessels & to insure them. This plan would greatly serve the public cause, & could not be attended with any loss to this State. If any other method could be hit upon by which I could be furnished, I should be exceedingly glad to have your Excellency's influences to expedite it.

1. Governors Letter Books, 1, Richard Caswell (1775-79), NCDAH.

31 Mar.

JOURNAL OF H.M.S. *Milford*, CAPTAIN ANDREW BARKLEY¹

March 1777	At an Anchor in Gaboage [Chebogue] Harbour.
Wednesday 26	Fresh Gales & Cloudy Cold Wr with snow & Sleet at times with a Swell from the Wt ward.
Thursday 27	Endeavouring to float the prize ² Fresh Gales & Cloudy frosty Wr Latter Mode Breezes & fair



Purported to be Richard Caswell

Friday 28.	Empd Getting the prizes Guns & Provisions Out to float her Mode Breezes & Hazy Latter fresh Gales & Cloudy
Saturday 29	Empd Lightning the prize. Fresh Breezes & Cloudy with Snow & Sleet Latter Mode Breezes & Cloudy
Sunday. 30	Do Empd First part Mode & fair. Middle Calm & fair Latter fresh Gales & Squally with Snow & Sleet
Monday 31	Do Empd first part fresh Gales & thick Squally Wr with Snow and Rain Remainder fresh Breezes & Cloudy

1. PRO, Admiralty 51/607.
2. Continental Navy brig *Cabot*.

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot*¹

Sunday [Monday] March 31.

The wind blowing fresh at S. E. and heavy seas, bore away for Mount Desart, at meridian anchored; the Captain went on shore and got a pilot.

1. *Providence Gazette*, April 26, 1777.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS¹

Number 26.
Sir

Eagle Off New York
March the 31st 1777.

On the 9th, 10th and 11th of this Month, by two Packets and the *Thames* which arrived on those different Days in Succession, I received your several Letters, with the Orders from the Lords Commissioners of the Admiralty, as recited in the Schedule annexed.

The Captains, inferior Officers and other Persons in the Fleet concerned, will be made very happy when I have Opportunity to communicate the Approbation of their Conduct signified by their Lordships Directions

The earliest Instructions have been sent to the different Stations for intercepting and seizing the foreign Armed Ships under the Circumstances in their Lordships Orders of the 6th of last November described: And for preventing the Landing of Monsr. De Coudré supposed to have taken his Passage in a Frigate from Havre, correspondent to the Tenor of your Letter dated the 2d of the following Month. Due Regard will be equally had to the Contents of the other Dispatches received as before mentioned.

The *Thames* meeting with much bad Weather on her passage from England, had been separated from all her Convoy; One Transport with Cloathing excepted. Two more, with the same Lading are since arrived. But no Intelligence has been obtained of the *Elephant* Store-Ship, from the time of her Separation two Days after the Convoy left the British Coast; Nor of the *Unity* Ordnance-Transport which parted from the *Thames* the 11th of January.

The Want of those Stores, but of Cordage more especially, becomes

now so considerable, that it will greatly affect the Employment of the Cruizing Ships: Tho' due Care has been taken, as I have more particularly explained in my Letter of this Date to the Commissioners of the Navy, by Conversion and other Expedients, to continue the Use of the serviceable Stores in every practicable Extent.

The Weather becoming more temperate with[in] the last fourteen Days, the Transports have been moved into the North River. Every suitable preparation is making for the further Appointment of them, [as] the Exigencies of the Services dependent on the future Motions of the Army, may require. And the Season now approaching, I most anxiously wait the Arrival of the Naval Reinforcement which may have been intended for carrying on the conjunct[ive] Operations of the next Campaign: As some time will be requisite for refitting, and otherwise getting them in Readiness for that Service.

Many small Armed Vessels were necessarily employed during the past Winter Months, for keeping an open Communication to the Winter-Cantonments of the Army in the Jerseys, by the Channel of the Raritan; And in the Sound, for protecting the Coasting Vessels with Supplies of Provision and Fuel for the Town of New York, from Long Island. Most of those Vessels were Captures chiefly manned from the *Eagle*. One of them, fitted for War, and so employed by the Rebels, was some time since dispatched with Letters to Sir Peter Parker. On her return, she was run onshore in a Snow Storm, and wrecked off the East End of Long Island. Several of the Crew suffered very much from the Severity of the Cold; But only Two lost their Lives by Excess of Fatigue. I must request to know their Lordships pleasure, in what Proportion they will think fit that any Satisfaction for the Hire and casual Loss of Vessels so taken for His Majesty's Service before Condemnation, should be made to the Captors; a Valuation of the Vessels having been previously adjusted.

The *Saint Laurence* Armed Schooner being very much out of Condition, and from any Service she can be expected to render in her ill-suited Construction, not meriting the Expence of Labor and Stores that would be requisite to fit her for Sea; I have judged it expedient to order a Bermuda Sloop named the *York*, of somewhat larger Dimensions and capable of very active Service, to be purchased at a reasonable Price, for a Tender upon the Fleet. And as she will be furnished with Twelve or fourteen Four pounders, I hope her Force and reputed Sailing Properties will render her very successful in the pursuit of the smaller Armed Vessels with which the Rebels are often able to distress the Trade of His Majesty's faithful Subjects, with Impunity. A second Sloop of nearly the same Dimensions, which has been weighed in Haerlem Creek, where she had been scuttled and sunk by the Rebels, is fitting with the same Intent; and the Command thereof given to Lieutenant Knight, lately released from Confinement in the Eastern Provinces. No Expence to the Crown will attend this Appointment, except for Wages, Provisions and the necessary Stores.

On the 17th. Instant the *Hinchinbrook* arrived with Dispatches for the

General from Governor Tonyn. This Armed Vessel being equally ill adapted for Sailing as for War, and in Condition little different from the *St Laurence*, the same Reasons subsist for declining to engage in any further Expence on the Repair of this Schooner also. The Furniture and Stores of the Schooners will contribute to the arming of the Tenders meant to be substituted in place of them. And as the Officers and Companies of the former will be turned over to the latter, in both Instances, no Increase of Expence will be incurred on the Head of Wages by the Change: Unless from any Addition made to their Complements occasionally: This Consideration, I hope, will further induce their Lordships to approve of my Proceedings in these respects. Such Use will be made of the dismantled Vessels, as the State of them upon further Examination will admit.

The Repairs and Refittings of the Cruizing Ships, Flat-Boats, and other incidental Services performed under the Inspection of the temporary Officers of the Yard, will be shewn in a great Measure by the Progress transmitted under Cover with this Letter. The *Swan* has been entirely refitted; And some Attempt would have been made in the same View, with relation to the *Rose*, *Scorpion*, *Thunder Bomb* and *Raven*, if it had been practicable. The first is wholly unfit for Sea; And the others will require more Assistance than our time or Means will admit, for putting them into a proper State of Service, with respect either to their Hulls or Stores.

The Disposition of the several Ships which have been lately ordered from this port, with the State and Condition of them according to the last Reports, will be shewn in the different Returns enclosed.

Their Lordships have been already informed concerning the General Appointments of the Ships composing the Squadrons under the Commodores Sir Peter Parker and Hotham. I have but few Particulars to relate respecting the Proceedings of the first. Different Extra Services for protecting Transports detached to procure Supplies of Fuel and Forage for the Troops at Rhode-Island, have prevented the Frigates from being employed on Cruizing Stations in the Extent proposed: And the Expedition terminating last Year with the possession of that Island, many Ships of different Classes, which it would be desirable to employ for other purposes, must now be necessarily detained for the Security of that important Post.

Commodore Hotham proceeding in the *Preston* according to the Tenor of his separate Orders of the 23d of December 1776, left Rhode Island with the *Brune* the 13th of January. He anchored the 19th in Chesepeak Bay; Where by his unexpected Appearance, an Opportunity offered for seizing a Ship laden with about five hundred and Fifty Hogsheads of Tobacco intended for Nantz. He was there joined by the *Phoenix*. The *Emerald* was afterwards sent to him from Rhode Island, and the *Daphne* from this Port.

Leaving the *Phoenix* and *Emerald* off of Chesepeak Bay, He sailed for the Delaware the 11th of February with the *Daphne* and *Brune*. But both the Bower Anchors of the *Brune* being so badly welded that they broke in

taking up; added to the want of Water, which could not be procured on the Southern Stations, He was induced to send the Frigate back to this Port.

The *Phoenix*, under the same Circumstances, was obliged to leave her Station. But as soon as Captain Parker can be supplied with Water, and the absolutely requisite Assistance of Stores, he will return to Chesepeak Bay.

Commodore Hotham arriving off the Delaware the 17th of February, was forced away from that Station by strong Northerly Winds which prevented his Return until the 11th Instant; And an Opportunity was thereby afforded for an Armed Frigate fitted by the Rebels with several Trading Vessels, to put to Sea from that River. The Commodore taking an American Ship with Ammunition and other military Stores from Nantz, soon after his Return as aforesaid, He thought fit to direct Captain [St. John] Chinnery to see the Prize in Safety to this Port. Several other Captures have been made by the Ships of this Southern Squadron; In Number from Twenty-five to thirty, which have been mostly sunk or otherwise destroyed. I have reason from different Relations to believe, that the small Squadrons under Captain Hamond and Captain Davis, have made as many more; But the Particulars not having been yet transmit[ted,] none of these Captures are added to the General List herewith enclosed.

Some French Vessels trading, or attempting to trade, in the Ports of the disaffected Colonies, have been sent here. But as no Court of Admiralty for trying the Legality of the Seizures can yet be held at New York, And the King's Service does not admit of Men to be spared for the Removal of those Captures to any Port in His Majesty's Allegiance, great Waste of the Cargoes by Theft and Decay in all the Vessels detained, is likely to ensue, to the Prejudice of the Claimants in whose favor the Decision of the Property may be hereafter determined.

The *Daphne* and *Thames* have been dispatched off the Delaware, to join the *Preston*; which Ship will be very soon obliged to return here for Water and the Refreshment of her Company, now very sickly, as I find by the Commodore's last Advices of the 21st Instant. And I have the Mortification to observe, that the same Scorbutic Complaint is lately become more general in the Fleet, by the Want of fresh Provisions which could not for some time past be procured: Neither for the Ships which compose the Eastern (under Sir Peter Parker) or Southern Squadrons; Nor those fitting and detained at this Port, or stationed on the adjacent Coasts.

The *Roebuck* having been met with at Sea the 18th of January far advanced on her passage to Antigua, I daily expect to hear of her Arrival off the Delaware with some of the other Frigates under Captain Hamond's Orders.

I have been restrained by different Accidents, in the Use I proposed to make of the *Vulture* and *Hunter* Sloops on the Coasts of the Southern Provinces this Winter. Captain Mackenzie, then employed with the *Lizard* and *Vulture* in the Bay of Fundy, having very injudiciously consented at the Desire of the Inhabitants, to let the *Vulture* winter at Annapolis contrary

to the Appointment of Sir George Collier, the Sloop was soon after frozen up. And the *Hunter* being ordered at General Massey's Request, to escort a Vessel with Provisions for a Detachment of Infantry posted at Spanish River, so late as the 13th of November, has been detained there or at the Island of St Johns, from the same Cause; as Sir George Collier informs me he had heard nothing of her since.

I shall very soon have Occasion to appoint a Convoy for the *Nottingham* Store-Ship now at Halifax, and some Transports with Recruits; prevented from making their passage last year to Quebec. I shall by that Opportunity send Instructions to Captain [Richard] Pearson, conformable to the Tenor of their Lordships Commands signified in your Letter of the 14th of January; And take Care to give You the earliest Advice of his proceedings in consequence.

The *Mellish* Store-Ship being separated from the *Richmond*, was taken soon after by the *Alfred* Armed Ship, as I understand, and carried into Boston. The Armed Ship was chased on her Return by the *Milford*; but without Effect, by Means of the thick Weather that critically happen[ed] and secured her Escape.

The General meditating an Attempt by Surprize, to take or destroy a considerable Magazine which the Rebels had formed at Peekskill about forty Miles up the North River, a Corps of Troops commanded by Colonel Bird, embarked in four Transports and proceeded up the North River the 22d Instant; under the Conduct of Captain Ferguson in the *Brune*, with the *Dependence*, and another Galley fitted for the Occasion. The Enemy upon the sudden Discovery and Approach of the Armament next Day, set Fire to a part of their Magazines and Barracks before they retreated. The Troops, after they landed, did the same to the rest: Whereby this plentiful Deposit of Provisions, Stores and other Necessaries of various Kinds, was totally destroyed; with no other Loss than two Seamen who were missing when the Troops re-embarked the succeeding Day.

I am with great Consideration, Sir [&c.]

Howe

[Endorsed] R 8 May/ (7 Inclosures)

1. PRO, Admiralty 1/487.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

Sir

Head Qrs Morristown, March 31, 1777

Captain Desheild of Mr Buchanans Ship from Baltimore who was taken by the Enemy and carried into [New] York made his Escape from thence on Saturday Evening.² He informs, that three thousand Troops, British & Hessian, embarked about Ten days ago from the City & Staten Island on board Transports which were laying at the Latter when he came away, he adds that the Enemy have built & are building a number of light flat Bot-tomed Boats about Seventy of which were finished. Captn Desheild says, it seemed to be the general opinion & conversation, that this embarkation was for Chesapeak Bay with a view of making a descent on the Eastern Shore,

or that the Troops were to proceed to the Head of Elk, taking Annapolis & Baltimore in their way, there were some who thought it probable they mean to go up the North River and attempt the Highland fortifications. I have written to Genls McDougal & Clinton desiring them to make the best preparations that circumstances will admit of, for their reception, in case the latter should be their Object.

Captn Desheid being in company with the Captain of the Packet, but unknown to him, heard him say, that a War with France was much expected when he left England which was about the beginning of February. I have the Honor to be [&c.]

G^o Washington

1. Papers CC (Letters from Gen. George Washington), 152, IV, 47-50, NA. Washington sent the same letter to Daniel of St. Thomas Jenifer (Red Book, III, Md. Arch.), and to Patrick Henry who in turn sent a copy to Governor Richard Caswell of North Carolina, Governors Letter Books, I, Richard Caswell (1775-79), 50-51, NCDAH.
2. Dashiell in the Baltimore ship *Farmer* was captured by H. M. S. *Brune*. See Volume 7.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Monday, March 31, 1777

Resolved, That 1,258 dollars be paid to Messrs. Willing and Morris, the same being in full of a bill drawn by Esek Hopkins, at New Providence, 14 March, 1776, payable to Mr. Alexander Frazer, or order, and endorsed to the said Willing and Morris, to be charged to the said Esek Hopkins.

Congress having received advice that the ship *Mercury*, of Nantz, was arrived at Portsmouth, in New Hampshire, with a cargo for the United States, consisting of 11,987 fusees, 1,000 barrels of powder, 11,000 gun-flints, 48 bales of woollens, 9 bales of handkerchiefs, thread, cotton, and printed linens, 2 cases of shoes, 1 box of buttons and buckles, 1 case of sherry, oil &c, 1 box lawn, and 1 case of needles and silk neckcloths.

Resolved, That fifteen tons of the powder lately arrived at Portsmouth, be delivered to the order of the council of Massachusetts, to repay the powder advanced by that State, for the use of the continental army and navy, and that the said council transmit to the Board of War, a particular account of the powder advanced by their State for the use of the United States, and the persons to whom delivered.

1. Ford, ed., *JCC*, VII, 210, 211-12.

JOHN ADAMS TO JAMES WARREN ¹

Dear Sir, —

Philadelphia, March 31, 1777

We have this day received Letters from Europe, of an interesting Nature. We are under Injunctions of Silence concerning one very important Point: and indeed I don't know how far I am at Liberty concerning some others; but thus much I may venture to communicate: That We have an offer of three Millions of Livres in Specie, without Interest, and to be paid when We shall be settled in Peace and Independence; that all Europe wish

Us well, excepting only Portugal and Russia; that all the Ports of France and Spain and Italy and all the Ports in the Mediterranean, excepting Portugal, are open to our Privateers and Merchant Ships. That there is no danger of our wanting Arms or Ammunition for the future – between six and seven hundred Barrells of Powder having arrived in Maryland, and indeed, We had plenty of Powder before. In short, my Friend, altho We have many grievous Things to bear, and shall have more; yet there is nothing wanting but Patience. Patience and Perseverance, will carry Us through this mighty Enterprize – an Enterprize that is and will be an Astonishment to vulgar Minds all over the World, in this and in future Generations. An Enterprize however, which, Faithfullness to our Ancestors who have sett Us Examples of Resistance to Tyranny, Faithfullness to the present and future Generations, whose Freedom depend upon it laid us under every moral and religious obligation to undertake.

Our Accounts from Europe are that great Preparations are making for War and that every Thing tends to that Object, but when or where, or how Hostilities will commence is yet unknown. France and Spain, will act in concert and with perfect Amity, neither will take any Step without the other.

The American Ministers abroad, advise Us to exert ourselves in every Respect, as if We were to receive no Assistance from abroad. This is certainly good Advice and if We have Wisdom enough to follow it, a Division by a War in Europe will be a more effectual Relief to us. I am etc.

1. *Warren-Adams Letters*, I, 307–08.

JOHN ADAMS TO ABIGAIL ADAMS ¹

[Extract]

Philadelphia March 31. 1777

. . . A poor fellow, detected here as a Spy, employed as he confesses by Lord Howe and Mr. [Joseph] Galloway to procure Pilots for Delaware River, and for other Purposes, was this day at Noon, executed on the Gallows in the Presence of an immense Crowd of Spectators. His name was James Molesworth. He has been Mayors Clerk to three or four Mayors.

1. Butterfield, ed., *Adams Family Correspondence*, II, 192.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board

[Philadelphia] March 31. 1777

Capt. [George] Garland of the *Chatham* Gondalo having apply'd for Liberty to go down with his Vessell to Christine to recruit.

Resolved, That Commodore Seymore be desir'd to give him Permission accordingly for one Week.

Capt. [James] Blair having attended agreeable to order it was recommended to him to employ one of his Officers and a Drummer, Fifer or Boatswain, immediately to recruit.

An Order on William Webb in favor of James Stewart for Twenty five

Pounds five Shills for 11 Cords Wood Purchased by John Hazelwood for Ballasting the Ship *Strumbulo*, £25..5.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY ¹

March 1777

Cape Raffaie SW.bW. 12. or 13. Leags

Monday 31

at 6 AM saw a Sail to the NE. Lost by a boat oversettg at Sea (by which Accident Wm Smith was Drowned.) Gunners Stores as follows Swivele 1/2 pounder One Shott & Cartridges for Do Four each, Musquts Black Five, Cartouch Boxes for Do Four, Shott for Do 5 lb Pistols two Pair Cartouch Boxes for Do two Shott for Do 2 lbs. Cutlasses wt Scabbards Four each

1. PRO, Admiralty 51/399.

MONTHLY RETURN FOR THE CONTINENTAL NAVY BRIG *Lexington* ¹

[Extract]

- Brig *Lexington* -

- March [31] 1777 -

Numr	Time of Entry	Mens Names	Quality	Dead Dischd Run	Where Born	What Ship from	Born for Provisions Prisoners	Gone on Board Prises
1	77 Feby 5	Henry Johnson Esqr	Commdr		Boston			
2		Elijah Bowen	1st Lieutnt		N:Engld } Middlen } Cont N:E. }			
3	77 Feby 10	David Welch	2d do		Ireland			} <i>Hanover Prise</i> } 21st Marh 77
4	77 " 12	Jeremiah Holden	Master		Pennsylv			
5	" " 10	Nathan Dorsey	Surgeon		Maryland			
6	" " 18	John Thompson	Gunner		Ireland			
7		Thomas Lyne	B Swain		England			
8	77 Feby 12	John Chester	Carpenter		do			
9		James Connelly	Lieut Maris		Ireland			
10	76 July 27	Richard Dale	1st Mate		Virginia			
11	77 Feby 24	Henry Lawrence	2d do		Denmark			
12	76 Marh 17	Mathew Clear	Actg 3d do		England			
13	76 Aprl 19	Nicholas Simkins	M.S.Man		West Jersey			} <i>Hanover Prise</i> } 21 Marh 1777
14	" " 4	Recompence Hand	do	D 17 Marh	do			
15	77 Feby 21	James Dick	do		Ireland			
16	76 Scpr 2	John Hopes	Clerk		do			
17	77 Feby 10	Clement Smith	Surgs Mate		Maryland			
18	" " 20	James Jackson	Armourer		Ireland			
19	76 Marh 18	John Woodsides	Cooper	D 9 Marh	Pennsya			
20	76 May 22	James Shields	Bt Swn Mate		do			
21	" " 21	Mathew Brannon	do Yeoman		Ireland			
22	77 Feby 28	John Wiggins	Steward		England			
23	" " 12	Mathw Lewis	Carpr Mate		do			
24	76 Apl 3	Samuel Hubble	Qr Master		Eggharbour			
25	" July 29	Edward Hart	do		England			
26	" Marh 18	George Greggs	do		Portugal			

27	"	May 13	John Barry	Serjant		Ireland		
28	"	" 15	Samuel Williams	Cook		England		
29	"	" 20	Aaron Quigley	Able		West Jersey		
30	"	Marh 17	John Gordon	do		Ireland		
31	"	May 20	John Davis	do		England		
32	"	July 29	Thomas Heley	do		do		
33	"	" 7	William Starns	do		No Carolina		
34	"	May 22	John Stewart	do		Scotland		
35			Benjamin Lockart	do		Ireland		
36	76	Octr 20	Thomas Coleston	Ordinary		do		
37	77	Feby 26	Joseph Coleston	do		do		
38	76	May 19	John Hobbs	do	D 3 Marh	do		
39			Ph. McGlaughlan	do		do		
40			Thomas Marlin	do		do		
41	77	Feby 15	John Row	Landsman		do		
42	"	" 15	Thomas Bradley	do		do		
43	76	Ocr 19	William Ryley	do		do		
44	"	Sepr 16	Francis Owens	do	D 3 Marh	do		
45	"	May 16	Henry Beckly	Boy		Philada		
46	"	Sepr 16	William Keith	do		do		
47	"	Octr 12	William Lane	do		do		
48	"	" 12	Daniel Feagan	do		West Jersey		
49	"	" 16	George Morrison	do		Scotland		
50	"	" 12	Andrew Groce	do		Philada		
51	"	June 5	John Harvey	do		do		
52	"	Octr 10	David Clark	do.		do		
		18 March 1777						
53	76	Octr 16	Francis Coleburn	Boy		Philada		
54	77	Feby 24	Jacob Crawford	do		do		
55			Samuel True	Able	R 18 Feby	Ireland		
56	76	May 20	Thomas Haines	Ordnery	R 15 do	Mulatto		
57	77	Feby 21	Nicholas Caldwell	Cabin Stewd		Ireland		
58	77	Marh 6	Richard Wescot	Master			of the Northam ²	for 25 Days
59		do	William Hemmens	Mate		do		do
60		do	Robert Devericks	Able		do		do
61		do	Samuel Langden	do		do		do
62		do	William Heirs	do		do		do
63		do	William Filpin	do		do		for 15 Days
64		do	James Anderson	do		do		do

Hanover Prise }
21 Marh 1777 }

Hanover Prise }
21 Marh 1777 }

MARCH 1777

239

Numr	Time of Entry	Mens Names	Quality	Dead Dischd Run	Where Born	What Ship from	Born for Provisions Prisoners	Gone on Board Prises
65	do	Nicholus Purdy	Passenger			do		
66	do	Robert Duxberry	do			do	for 25 Days	
67	do	George Parker	do			do	do	
68	77 Marh 21	William Pollock	Master			of the <i>Hanover</i>	for 10 Days	
69	do	James Oar	2 Mate			do	do	
70	do	George Eagin	Able			do	do	
71	do	Robert McDonnald	do			do	do	
72	do	William Campbell	do			do	do	
73	do	Alexander McDowall	do			do	do	
74	do	Murdock Millon	do			do	do	
75	do	John Edwins	do			do	do	
76	do	William Robinson	do			do	do	
77	do	Nail Nicholson	do			do	do	

Actually on board the
end of this Month

1 Commander
1 Lieutenant
1 Master
2 Mates
1 Actg do
1 Midshipman
1 Sugeon

1 do Mate
1 Boatswain
1 do Mate
1 do Yeoman
1 Carpenter
1 do Mate
1 Captains Clerk

1 Gunner
1 Lieutenant Marines
1 Armourer
1 Steward
1 Cabin do
1 Master at Arms
3 Quarter Masters

1 Cook
2 Able Sea Men
3 Ordinary do
4 Landsmen
9 Boys
17 Prisoners

—
60

1. Franklin Papers, vol. 2, 9, HSP.
2. British prize brig.

1 Apr.

CAPTAIN THOMAS THOMPSON TO JOHN LANGDON ¹

Memo of Provisions due to Officers belonging to the Ship *Raleigh* who have not receiv'd any Provisions from the Time of their Entry to the 1st of April 1777 –

Name	Time of Entry	Number of Days	Bread in Pounds	Beef in Pounds	Rice or Flour in Pounds	Rum in Galls.	Vinegerr Jills
Mr Shores	Sept. 1, 1776	213	213	319	54	13 $\frac{5}{16}$	30
Mr Shackford	Aug. 5	240	240	360	60	15 $\frac{1}{16}$	34
Mr Yeaton	Sept. 28	186	186	279	46	11 $\frac{10}{16}$	26
Doctr Jackson	Sept. 2	212	212	318	54	13 $\frac{4}{16}$	30
Mr Manning	Jan. 13, 1777.	79	79	118	20	4 $\frac{5}{16}$	11
Mr Meeds ²	Aug. 19, 1776	225	225	337	56	14 $\frac{1}{16}$	32
			1155	1732	290	72 $\frac{3}{16}$	163

Sir Please to pay the above provisions to the officers therein mentioned being due to them from the Continental Frigate *Raleigh*

Tho^s Thompson

To John Langdon Esq agent

[Endorsed] We the subscribers acknowledge to have Receiv'd the provisions &c specified in the within memo

Hopley Yeaton

Peter Shores

Tho^s Manning

Stephen Meeds

1. Isaac W. Hammond, ed., *State Papers. Documents and Records Relating to the State of New-Hampshire* (Manchester, 1887), XVI, 924–25.

2. Peter Shors was first lieutenant of the *Raleigh*; Josiah Shackford, second lieutenant; Hopley Yeaton, third lieutenant; John Jackson, surgeon; Thomas Manning, master, and Stephen Meeds, Marine first lieutenant.

PETITION OF PIERRE LAFITTE AND FREDERICK DELAPORTE
TO THE MASSACHUSETTS GENERAL COURT ¹

To the Right Honourable the great & General Court & Council of the
State of Massasuchets Bay

The Petition of Pierre Lafitte and Frederick Delaporte both Frenchmen
& now in this Town Humbly sheweth

That about four a five Months ago having imported into this State
sundry Merchandises, the Proceeds whereof having enabled them to purchase
a Sloop of about fifty Tons, they intend to load her with Lumber, some
Spermacety Candles pickled & dry Fish &ca

And whereas the Embargo laid on all Vessels by the honourable Court
& Council prevents their Departing & fetching new Supplies which proving
very detrimental to the Petitioners –

Therefore the Petitioners humbly beg of the Honorable Court &
Council, that they may be allowed to sail to the french West Indies, in their
Sloop loaded as aforesaid for which as in Duty bound they shall ever pray
&ca &ca

F Delaporte P^{re} LaFitte

[Endorsed] State of the Massachusetts Bay.

In house of Representatives, Apr 1st 1777

Resolved That the prayer of the within Petition be granted, and that the
petitioners be and they hereby are permitted, to depart from this State,
for the french west India Islands, in the within mentioned Sloop, with A
Cargo of Lumber, Spermacety Candles, pickled, & dry fish – Sent up for
Concurrence

J Warren Spkr

In Council April 2d 1777 Read & Concurred

Jn^o Avery Dpy Secy

1. Mass. Arch., vol. 182, 316.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Tuesday April 1 1777

On Motion Ordered that Mr William Rogers of Marlboro' be and he
hereby is permitted to inlist on Board the Ship *Hancock* whereof John
Manley Esqr is Commander.

1. Mass. Arch., vol. 20, 364, 365.

JOURNAL OF THE NEW YORK PROVINCIAL CONVENTION ¹

[Fishkill] Tuesday Morning, April 1, 1777.

On reading the letter from the Honourable Francis Lewis, dated the
12th of March, relative to the prizes of the sloop of war *Montgomery*,²

Resolved, That this Convention agree to allow one-half of the nett
proceeds of the prizes of the vessel of war *Montgomery*, belonging to this

State, to the captors; and that Mr. Lewis be requested to cause the distribution of the prize money to be made accordingly: And —

Resolved, That Mr. Lewis be requested to lay out the other moiety of the nett proceeds of those prizes in salt, to be purchased at Philadelphia, and advise this Convention thereof as soon as he shall have an opportunity, and have purchased such salt.

1. *New York Provincial Congress*, I, 857, 858, 859.

2. *Ibid.*, II, 181–82.

MINUTES OF THE CONTINENTAL MARINE COMMITTEE¹

In Marine Committee

[Philadelphia] April 1, 1777

Resolved that Colo William Whipple be empowered to Order A Vessel from New Hampshire with A Cargo of Such Articles as he may think proper, to be brought to this Place or Cheseapeake Bay — for Account of the Publick

Extract from the Minutes

J Brown Secy

1. Captain J. G. M. Stone Private Collection, Annapolis.

ROBERT MORRIS TO JOHN JAY¹

No 3.

Dr Sir. —

Philada April 1st 1777.

The enclosed letters came by a French Ship to New-Hamshire & were sent under Cover to Me by Mr Langdon with Many others; I believe they are from England — and wish they May convey agreeable tidings. last week a Brig arrived here with 6800 Muskets & 2100 Gun Locks another in Maryld with 633 bbls Pouders & this ship into Portsmouth brought with her about 12,000 Muskets, 1000 bbls Pouders a Number of Blankets & Cloathing all these are for Continental account and many others may be daily looked for. An offer was made to our Comrs at Paris of two Millions of Livers without interest to be repaid when these United States have Established their Independancy in Peace & quietness, No Security or Condition required, You May be sure they accepted this Noble Bounty & 500,000 Livers was paid down the 20th Jany — 500,000 More was to be paid Every three Months until compleated or sooner if our affairs require it. The Comrs were well received & promised protection of the Court and that their propositions should all be duly attended to. Great armaments & preparations for war &c. I fancy however, we Must try our strength alone for a while longer, altho I firmly believe a General War will & Must eventually take place in Europe this summer I wish our army was in the Field we want Nothing Else to Make the day our own

With great regard & esteem I am Dr sir [&c.]

Rob^t Morris

P.S. My best compts to Mr Duane & Mr Livingston

1. John Jay Collection, CUL.

JOSIAH HEWES TO NICHOLAS BROWN ¹

Philada 1 April 1777

Doctr Binney handed me this Day your favour of the 17 ulto that part Respecting Shipping your Goods is answered in mine of the 29 by this Conveyance, but mr Howell & Greene not Seting out So Soon as Expected give me an Oppertunity of this – I have been Chief of this day Employd in Serch of persons to Give me Information of the Sloop you Mention. their was a Sloop taken up at Sea by the *wasp* Schooner, as pr advertizement Enclosed (taken from Bradfords Newspaper,) I have her Discribed by the Nantucket Men here, and have Mentiond to Some of the Congress that I Shall Enter Claim for, as Soon as Can find a person now in this City; who has been on board her about a month ago provided his Description answers to the other. Should it be your Sloop, Alexr Coffin and others wil prove the Property. it is now Late and the bearers going in the Morning, have not time to be perticular, but you May Rest assured, Shall do Every thing in my Power for the Recovery of the money, She may have Sold for. if Sold, and your Property, wil write you again by first post, and shall do my utmost to Serve Mr Benney

Yours

Josiah Hewes

NB No Vessel arrived from Nantucket Since my last 29 ulto

To be Sold

By Publick Vendue on friday the 14 day of March Inst, at Chincotague Inlet, a Sloop taken up at Sea, and brought in their, by the Continental Schooner *wasp*, John Baldwin Commander. Inventory to be Seen at mr Burdetts, or at the Place of Sale –

NB In Bradfords paper 5 March 1777 ²

3 Other Vessels from Nantucket to Phia besides Jno Brown's Sloop *Abisha* –
Vizt

Uriah Gardner a Brig

Capt Paddock a Schooner

[illegible] Jenkins a Schooner

1. Brown Papers, JCBL.

2. Advertisement appeared originally in the *Pennsylvania Gazette*, February 26, 1777, and was repeated in the issue of March 5.MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board

[Philadelphia] April 1st 1777

An Order to Robert Fitz Gerald to deliver Capt [William] Brown ² 180 Bottoms for Grape Shot and what Blocks he wants.

An Order to William Richards to deliver bolt Rope and Twine to Abraham Mason Sufficient to make Captain [John] Rice's Sails.³

Deliver'd to Capt Tatnall of the Armed Boat *Porcupine* 24 Yards Sacking.

An Order to William Richards to Supply Capt [Hugh] Montgomery with Six Scanes Marline and One Pound of Wipping twine for the Use of the *Effingham* Galley.

An order on William Webb to Jacob Nagle for Two pounds Ten Shillings & nine pence for 1 Keg Spirits Turpentine Contain'g 10 Gallons @ 4/6 pr Gll'n Keg & portorage 5/9 put in the State Store £2 10 9.

Deliver'd to Capt [Benjamin] Rue of the Armed Boat *Fire Brand*, Twenty four Yards Sacking.

Resolved, That this Board will recommend to the Executive Council proper persons to be appointed to the vacancies now in the fleet. And that Commodore Seymore furnish each Captain with a Copy of this resolve, that if any persons under them chuse to apply, they may do it immediately.

Resolved, That Commodore Seymore be desir'd to return to this Board tomorrow a List of all the Officers under his Command and the dates of their respective Commissions.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

2. Commander of floating battery *Putnam*.

3. Commander of galley *Convention*.

GOVERNOR THOMAS JOHNSON TO ROBERT MORRIS ¹

[Extract]

My dear Sir

Annapolis 1 April 1777.

We hear that some of our internal Enemies have been endeavouring to engage some of your best pilots to assist in bringing the Fleet round from New York to Delaware: I look on this as I suppose it is generally considered, as a strong Confirmation of the Opinion, that the British Army intend to make a push for Philadelphia and that the Fleet is to cooperate; it appears to me that if these Motions could be delayed, a little Time gained would probably secure you. We have had many Reports of French Fleets I don't know whether any may be expected or not but I am satisfied that if the British Officers were strongly impressed with the Idea that a considerable French Fleet might be soon expected the British would not go up Delaware – no Officer would hazard the Destruction of the fleet and Army and the irretrievable Ruin of their Affairs at one Stroke which must be the Conseq. of a superior French Fleet coming to your Capes when the English was up your River but the English would finally collect their Fleet in some Situation where it might not only act but be assisted from the Shore – If I am right in my Conjectures it would be very useful to give the Impression which I imagine might be done by the Board of War or some Committee of Congress or the General Officer at Phila collecting some of the best sailing pilot Boats stationing them somewhere below and engaging half a dozen or more pilots acquainted with New York &ca it might be done with an affected Secrecy and just so much leaked out as to lead to the Conclusion that they were to be put on board a French Fleet which was daily expected to arrive off Delaware perhaps the Arrival of some Vessel as an Express with very interesting secret Intelligencè would be a proper point of Time to begin it

I believe our Left handed Friends would soon convey the Intelligence If this Matter appears to you in the Light it does to me I should be glad the Finesse was tried if not I shall feel no Mortification in it's Rejection.

I am dear sir [&c.]

Th Johnson Junr

1. Hubert S. Smith Collection, CL.

APPLICATION FOR A COMMISSION FOR THE MARYLAND PRIVATEER
SCHOONER *Montgomery*¹

Application is hereby made for a Commission for the private Schooner of War called the *Montgomery* Burthen twenty five Tons – carrying two two pounders six Swivels & twenty Musquets her provisions consisting of eleven Barrels of Beef and Pork one Barrel of Fish and two thousand pounds of Bread commanded and navigated by John Burnell Captain John Hall Lieutenant Thomas Cooper Master and twenty five Men of which Vessel Charles Wallace John Davidson William Paca Mary Howard, Charles Wallace Howard, Thomas Howard, Thomas Hyde, Samuel Davidson, Nicholas Maccubbin Junr William Wilkins, David Rodse, John Hamilton, John Meier and Gilbert Middleton of Maryland are Owners. –

[Annapolis] 1 April 1777.

1. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, X, NA.

BOND TO RECOVER FORMER COMMISSION OF MARYLAND PRIVATEER
SCHOONER *Montgomery*¹

Know all Men by these presents that We Charles Wallace and William Wilkins of the City of Annapolis are held and firmly bound to the State of Maryland in the Sum of five hundred Pounds Curr Money to be paid to the said State to which Payment well & truly to be made We bind Ourselves & each of us and of each of our Heirs Exts & Admrs in and for the whole firmly by these presents Sealed with our Seals and Dated this first day of April 1777.

Whereas a Commission was heretofore obtained for the private Schooner of War called the *Montgomery* of which Robert Polk was then Captain and the said Schooner is again ready fitted for a Cruise and now speedily to sail under the Command of John Burnell as Captain but the said former Commission is now at Philadelphia and lately used or yet to be made Use of as Evidence in a Cause or Appeal concerning a Capture made by the said Schooner & cannot therefore now be returned on obtaining a new Commission for the said Schooner Now the Condition of the above Obligation is such that if the said former Commission shall be well and truly delivered up to the Governor of this State for the Time being and shall in no wise be used as a Commission to suffer any other Vessel nor any Act Matter or

JOURNAL OF H.M.S. *Galatea*, CAPTAIN THOMAS JORDAN ¹

April 1777 Moor'd in Castle Harbour Bermuda
 Tuesday 1st Read the Articles of War & Abstract to the Ships Co
 Longbt Employed Watering People Exercised small Arms
 Do [Pleasant] Wr
 at 2 P M Came in the Schooner *Friendship* from Salam
 Laden with Lumber taken by Lt [William Augustus]
 Merrick in the Tender ²

1. PRO, Admiralty 51/4197.

2. *Friendship*, William Bateman, master, from Salem with lumber and spars, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

2 Apr.

JOURNAL OF THE MASSACHUSETTS NAVY BRIG *Massachusetts*,
CAPTAIN JOHN FISK ¹

H	K	Courses	winds	Remks on Wednesday 2th of April 1777
2	7			fresh breaze heasey weather.
3	6		NBW	
5	8			saw the chaise barring SE 3 miles –
7	8			spoke the chaise the ship <i>Chaulkley</i>
8	Lay By		NNE	James Furse Master from the Bay Hondorus for Bristole 31 days out
11	7	ENE	North	mand Her & sent her for Boston –
12	7			<i>Tyrannicide</i> in company Latt By Obs 42D. .6m N. Longd in 45d 8m

1. John Fisk Journal, AAS.

CAPTAIN JOHN FISK TO SAMUEL PHILLIPS SAVAGE ¹

Sir

April 2d 1777

This day I fell in with the Ship *Chaulkley* James Furse Master from the Bay of Hondorus for Bristol. I have sent you all the Papers I have found. Capt Haridon is in Company both our Crews are in health. I am with Respect Sir [&c.]

Jn^o Fisk

At Sea in the Latd 41d.30m. N Longt 45:0 W

1. Mass. Arch., vol. 152, 135.

CAPTAIN JONATHAN HARADEN TO THE MASSACHUSETTS BOARD OF WAR¹

Onboard the Brig *Tyrannicide*
 40. .52 N. Longd 45. .0

Gentlemen

[April 2, 1777] ²

By this Opportunity I have the Honour to Acquaint you that we fell in with and took the Ship *Chakley*, James Fures Comr from the Bay of

Honduras bound to Bristol her Cargo Consisting of Mehogany, Log Wood &c –

I have nothing Particular to Acquaint you with but hope the next prize will prove to be more Valueable I remain Gentlemen [&c.]

Jon^a Haraden

1. Mass. Arch., vol. 152, 228, Board of War Letters, 1776–1777.

2. Date is approximated by letter from Captain John Fisk to Samuel Phillips Savage.

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot*¹

Tuesday [Wednesday], April 2.

At 6 A. M. weighed [from Manset harbor] and ply'd to windward as far as Owl's Head,² where we got wood and water, and landed sixty of our men.

1. *Providence Gazette*, April 26, 1777.

2. At the western entrance of Penobscot Bay.

JOHN BRADFORD TO JOHN HANCOCK¹

Dear Sir

Boston 2 of April 1777 –

I had the Honour of writing you under 27th Ultimo since which have Recd the disagreeable news of the Brig *Betsy* that was bound to Baltimore being taken by the *Unicorn* frigate off cape Henry,² After taken out all the people except the mate and putting two midshipmen and eight other men, they Order'd her to Rhode Island But by the address he piloted her a Shore on a fare Clean Beach to the Southwd of point Judith with the loss only of abot 19 Loaves Sugar; the Remaining part with all the Oil they got safe on shore they Carried the Master to Rhode Island, But a Cartel luckily Arriving the Day after, he was exchanged and is now with the Brig endeavouring to get her off. I have wrote to the Agent of that state, and to the committee of Safety Allso to John Potter Esqr who has assisted in getting the Cargo Stored And I hope to have a favourable Account soon from thence I think its beyond doubt that the Schooner from plimouth is also taken not being Arrived five weeks after Sailing. I am Sorry for our ill sukcess on those Adventurers As the Iron is much wanted & none to be purchd Our bay is free of all impediments we have had no apprehensions of a Cruiser this way for near three months past so that though our frigates are not out they ser[v]e to intimidate the *Boston* after all her delay will be longer detain'd by the small pox breaking out on board and has lain fifty of her men under innoculation the *Hancock* is at cape Ann Old Mr Knox the pilot tell me he never saw sail so fast tho he has piloted the fastest ships in the british Navy least I should tresprese on your patienc I salute you with my best wishes and have the Honour to be with all due respects Dear Sir [&c.]

1. John Bradford Letter Book, vol. 1, LC.

2. *Betsy*, John Moody, master, sailed from Boston March 6, and was taken by H. M. S. *Unicorn* March 15, 1777, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

PETITION OF JOHN STOUGHTON TO THE MASSACHUSETTS GENERAL COURT ¹

To the Honorable Council and House of Representatives of the State of
Massachusetts Bay

Humbly Sheweth

That John Stoughton Merchant of the Island of Madeira, and Ester his Wife late Passengers on board the Ship *Sarah and Elizabeth* Captain James Foot Commander, was on their passage from Jamaica to London, taken by the *Warren* Privateer Captain Cooes [William Coas] and carried into Cape Ann,² Since which Time have remained residents in said Town near Six Months, detained by the indisposition of Mrs Stoughtons health incur'd on our late Voyage after being Ten Weeks at Sea, but is now perfectly recovered, and the Winter Season being far advanced are very desirous of quitting this Continent, therefore Humbly Crave your Honors acquiescence in granting them leave to depart with their Baggage for Rhode Island the particular desire we may have for being permitted to pass that Channel in preference to any other, give me leave to assure your Honors is to avoid the disagreeable Necessity of being Obliged to depart from hence in a Small Vessel to which Mrs Stoughton has the greatest Objections, arising from what she suffers in being at Sea as already alledged, Your Honors Kind Compliance with Indulgence to this humble request, and favorable Assistance with the Necessary passes will allways be Kindly acknowledged as a lasting Obligation Conferd on him who has the Honor to be [&c.]

Boston April 2d 1777

John Stoughton

[Endorsed] In the House of Representatives April 3d 1777 Resolved that the prayer of the Petition be granted provided the Petitioner give his parole to procure Capt Walter Hatch late Commander of a Privateer Schooner taken & carried into Hallifax ³ or some other person of Equal rank if sd Hatch cannot be favoured in exchange for said Petitioner. Sent up for Concurrence

J Warren Spkr

In Council April 3d 1777

Read & Concurred

Jn^o Avery Dpy Secy

1. Mass. Arch., vol. 182, 321, 322.

2. See Volumes 6 and 7.

3. Hatch commanded the Massachusetts privateer schooner *Hope*.

TRIAL AND CONDEMNATION IN RHODE ISLAND ADMIRALTY COURT
OF THE SCHOONER *Two Brothers* ¹

At the Court erected for the Trial of Maritime Causes within and
throughout the State of Rhode Island and Providence Plantations

holden at South Kingstown within and for the County of Kings
County on the Second Day of April in the Year of our Lord 1777 –

Present

The Honbl John Foster Esqr Judge

John Cole Esqr Advocate

Theodore Foster Esqr Clerk

Stanton & Noyes Libellants } The said Schooner her Appurtenances and
vs } Cargo having been Stranded on the Beach or
Schooner *Two Brothers* &c } Shore of the Town of Westerly as set forth in
the Libels is brought upon Trial – The said
Schooner her Appurtenances and Cargo was first Libelled by Joseph Stanton
Esq Col of Regiment raised in the State of Rhode Island and Providence
Plantations for the Defence of said State and the other United States of
America and Joseph Noyes Esq Col of the First Regiment of Militia in the
County of Kings County in Behalf of themselves and Divers other Officers
and Soldiers – Which Libel aforesaid was filed and allowed by the Judge
on the 11th Day of February A.D. 1777 – and on the 12th Day of February
1777 another Libel was filed against the said Schooner her Appurtenances
and Cargo by Samuel Champlin Mariner and Commander of the Private
Sloop of War [*American Revenue*]

Decree vs Schooner *Two Brothers* and Cargo. –

At &c – as before –

I John Foster Esqr Judge of the Court aforesaid having had filled before
me, and having now heard read in open Court a Bill or Information exhibited
by Joseph Stanton Esqr Col of a Regiment raised in the State of Rhode
Island and Providence Plantations for the Defence of said State and the
other united States of America and Joseph Noyes Esqr Col. of the first
Regiment of Militia for the County of Kings County in said State – setting
forth that on the Third Day of February AD: 1777 being on their Duty in
the Town of Westerly in said County together with divers other Officers and
Soldiers under their Command upon the Beach near to the Shore of said
Town of Westerly they Captured and took the Schooner *Two Brothers*
with her Appurtenances commanded by one John Salter together with her
Cargo consisting of sundry Sorts of Provisions bound from the Port of Cork
in the Kingdom of Ireland subject to the King of Great Britain to some of
the Islands in the West Indies subject to said King, and which said Schooner
her Appurtenances and Cargo at the Time of Capture were the Property
of and belonged to some of the Inhabitants of the Kingdom of Ireland
Subject to the King of Great Britain and that they the Libellants had
brought the Appurtenances and Cargo belonging to the said Schooner into
said Town of Westerly within the Jurisdiction of this Court the said
Schooner being stranded on the Beach aforesaid, and that said Cargo and
Appurtenances, for the Causes aforesd by the Laws of said State and the
Resolves of the Honble the Continental Congress are Lawful Prize to them
the said Captors to be divided among them agreeable to said Laws and
Resolves: And therefore they prayed Proper Process to be issued and had

thereon: And I having also had filed before me and now read in open Court Another Bill or Information exhibited by Samuel Champlin Commander of the private Sloop of War called the *American Revenue* of the Port of New London in the State of Connecticut duly Commissioned agreeable to the Resolutions of the Honble the Continental Congress to Cruise against the Enemies of the united States of America for and in Behalf of himself the Owners of and the Officers and men belonging to the said Sloop of War, seting forth and alledging that on or about the Third Day of January AD: 1777 the said Samuel together with his said Officers and men belonging to and on board of the said Sloop of War being on a Cruise against the said Enemies upon the High Seas captured and took the Schooner *Two Brothers* with her Appurtenances then commanded by One John Salter bound from the Port of Cork in the Kingdom of Ireland to the Island of Jamaica in the West Indies together with the Cargo on board the said Schooner consisting of about Eight Hundred and Eleven Firkins of Butter Five Hundred and Fifty Pounds weight of Butter and Cheese Fifteen Firkins One Hundred Forty Two Barrels and One Hundred and Thirty Four half Barrels of Beef Thirty One Barrels and Ten half Barrels of Pork, One Barrel and Twelve half Barrels containing Twenty Two Dozen Neats Tongues, Fifteen Tierces and Twenty Keggs of Pickled Salmon Nine Casks of Oates Fifty Seven Casks of Bread, also Twenty Hundred Pounds weight of Bread One Hundred and Thirty Five Casks of Flour Sixty Barrels of Herrings Twenty Barrels of Salt, &c, which said Schooner her Appurtenances and Cargo before and at the Time of Capture were the Property of and belonged to some of the Inhabitants of the said Kingdom of Ireland Subjects to the King of Great Britain; and that they the Libellants had bro't the said Schooner her Appurtenances and Cargo into the Town of Westerly in the State of Rhode Island & Providence Plantations within the Jurisdiction of this Court for Adjudication the said Schooner being stranded on the Beech within said Town. They further say that the said Schooner her Appurtenances and Cargo for the Causes aforesd by the Laws of said last mentioned State and by the Resolves of said Congress are Lawful Prize to them the said Captors to be shared among them according to said Laws and Resolves: And therefore they prayed that proper Process might be issued and had thereon –

And publick Notice having been given in the News Papers of this State for the Owner or Owners of the said Schooner *Two Brothers* her Appurtenances and Cargo, or any person or persons concerned therein to appear and shew Cause if any they have why the said Schooner her Appurtenances and Cargo should not be condemned, and no Person appearing to claim the same or to shew Cause &c, thereupon John Cole & Henry Marchant Esqrs as Proctors for the said Joseph Stanton &c upon the first Libel, and Rowse Helme Esqr as Proctor for the said Samuel Champlin &c, upon the second Libel now proceed and adduce all their several Pleas Allegations and Several Evidences in support of the Facts alledged in Each Libel, and after a full hearing the whole is committed to the Jury legally impaneled and sworn to try the Truth of the Facts alledged in both Libels

aforesaid and to return a true Verdict thereon according to Laws and Evidence. Thereupon they the said Jurors Returned their Verdict in the following Words. "We find that Samuel Champlin Mariner was Commander of the private Sloop of War called the *American Revenue*, which said Sloop was duly authorized and commissioned by the Honble the Continental Congress to Cruise against and Capture the Ships and Vessels belonging to the Subjects of the King of Great Britain. That on the Third Day of January AD: 1777 the said Samuel Champlin in the Sloop aforesd being upon a Cruise upon the High Seas Captured and took the aforesd Schooner *Two Brothers* with her Appurtenances and Cargo which said Schooner Appurtenances and Cargo, were at the Time of Capture the Property of and belonged to some of the Inhabitants of the Kingdom of Ireland Subjects of the King of Great Britain. That the said Champlin Put on board the said Schooner a Prize Master and Seven Men to Navigate and conduct her into some Port in the united States for Adjudication. That on the Third Day of February AD: 1777 the said Schooner being chased by a British Ship of War, ran in for the Town of Westerly and ran the said Schooner on Shore. That the Prize Master and men on board said Schooner brought a Warp from said Schooner and made it fast to a Swivel Gun and an Iron Barr stuck into the Ground upon Westerly Shore. That the Prize Master and men then began to unlade said Vessel and took out about Sixty Firkins of Butter, the mens Chests &c when the British Ship of War approached so near and Fired so heavily upon said Schooner, that obliged the Persons on board to leave said Schooner in the Condition before mentioned. That a Number of Persons with Two Pieces of Cannon, sent by this State for the Defence of the Town of Westerly &c came down to the Beech, Col. Stanton and Col. Noyes being of the Number. That the Cannon were played upon the Ship of War. That a Barge with Twelve unarmed men came from the British Ship aforesd and boarded said Schooner, and being unable to get her off, set her on Fire and then left her. – That soon after, a Number of Persons from the Shore went on board and Extinguished the Fire. That during the Time of Action the Prize Master and men on Shore were assisting in defence of the Schooner aforesd, all which the said Jurors Submitted &c." which Verdict being now read accepted, and Recorded I the said Judge do thereupon adjudge and decree that the said Schooner her Appurtenances and Cargo are by Law forfeited as Lawful Prize to the Owners of and the Officers and Men belonging to the said Sloop of War called the *American Revenue* and hereby declare that the same are condemned for that Purpose; And I order that the said Schooner her Appurtenances and Cargo be sold by the Sheriff of said County of Kings County or other proper Officer, at Public Vendue to the highest Bidder or Bidders as soon as may be the said Officer first giving Public and sutable Notice of the Time and Place of Sale. And that out of the Monies arising from the Sale the said Officer first pay to the Clerk of this Court, the Amount of the Costs and Charges of the Prosecution Trial and Condemnation of the said Schooner her Appurtenances and Cargo, by the said Clerk to be

distributed and paid to the several Officers of this Court and others to whom the same belongs; And also that the said Officer, pay out of said Monies, to the Seamen and Mariners who were taken in the said Schooner, the Wages due to them at the Time of Capture; And that the said Officer deduct and retain out of said Monies his own Fees for Sale as aforesd; And all the Remainder of said Monies after deducting and paying said Costs Charges Wages and Fees I hereby order to be delivered and paid to the Owners of, and the Officers and men belonging to the said Sloop of War called the *American Revenue* to be shared among them according to such Rules and Proportions as they by their Articles have agreed on.²

John Foster Judge of said Court

The said Joseph Stanton &c being dissatisfied at the aforesaid Decree, appealed therefrom, to the Honble Continental Congress, and Gave Bond in Court, and the Owners of the aforesaid Sloop [*American*] *Revenue*, also have given Bond, to refund the Neat Proceeds of the Sale of the said Vessel and Cargo in Case the said Decree shall be Reversed by the Congress –

John Foster Judge of said Court

1. Admiralty Court Minute Book, vol. 2, R. I. Arch.

2. *Two Brothers* and cargo sold for £4038 . 16 . 4. After paying costs of £1340 . 4 . 0 the owners, officers and crew of the *American Revenue* had a net profit of £2698 . 12 . 4, Shaw Papers, YUL.

MASTER'S LOG OF H.M. BRIG *Halifax*¹

April 1777
Tuesday 2d

At Anchor in Huntington Bay
AM At 6 Weighd in Compy wt the *Senegal* at 8 the *Senegal* Anchord off the Bluff of Loyds neck at Noon
Shiphand point NWbW 3 or 4 Miles –
Little wind and Foggy Weather wt some Rain
at 1 PM came too wt the Small Br in 3 fm of Water Shiphand point WNW 1 Mile at ½ past sent the Tender in shore and the Master with the Boats Mannd and Armd in Shore at Shiphand to take off some Cattle belonging to the Rebels saw the Rebels coming down in Numbers Made the Signl for the Boats to return. fird Several shot at the Rebels as did the Tender, they coming down and firing on the Boats – at 4 the Boats returnd wt 6 Head of Cattle, some sheep.

1. PRO, Admiralty 52/1775.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO JOHN LANGDON¹

[Extract]
Sir

Philadelphia April 2d 1777

Your letter of the 18th Ultimo has been delivered us by Capt [George] Wentworth together with the Several despatches that came by the French Ship *Mercury* Capt Dudoyer and have afforded particular Satisfaction to the

Congress as they must to all well wishers of America – We are surprized not to find amongst these despatches, any letter of instructions or directions respecting this Ship, we do not See any Charter party, or Agreement, nor any Copy of Such, nor in short any rule whatever to go by. – The Ship it Seems was despatched in haste from Nantes, the Contracting parties we apprehend were in Paris and they have contrived to leave us totally in the dark as to the Nature and terms of their Agreement. We must therefore request that you will apply to the Captain, request him to produce the Charter party or A Copy of it, if any he has, the Bills of Loading he Signed for the Cargo, the instructions he has from his Owners or from our Commissioners or the Agents they employed to transact this Affair

We only wish to know the Actual terms on which this Ship came out and the real intention of her future employment and we would choose to comply therewith. Circumstanced as we are, it is impossible to determine here what must be done with her but should you discover that our Commissioners meant She should be loaden with Rice dispatche her to Charles Town South Carolina addressed to Messrs Levinus Clarkson & John Dorsius directing them to load and despatch her Agreeable to the design of our Commissioners Should it appear that She was intended to Load Tobacco Send her into James River Virginia addressed to Mr Benjamin Harrison junr of Berkly Charles City County. If Flour was the object she may come here, but if no Particular commodity was promised and it was only meant that this Ship Should bring out her Cargo to America and carry back from thence any cargo we might have for her, We should not wish in this Case to risque the Ships going to any Other Port, but would Choose you Should load her with A Cargo of Masts, Spars, and Such Other commodities as you can Collect on reasonable terms and Are Suited for the European Markets. The Cargo must go Consigned to the Order of the American Commissioners at the Court of Versailles and the Neat proceeds to be disposed of as they may direct, Whatever Charges arise on the Ship & the advances you make for the Captain You will transmit a fair and clear Account thereof, with the Captains acknowledgement of the receipt of them, together with the Invoice & bill of Loading for the Cargo to the Honorable Doctor Frankin, Silas Deane & Arthur Lee Esqr american Commissioners at Paris . . .

To John Langdon Continental Agent
Portsmouth New Hampshire

1. Captain J. G. M. Stone Private Collection, Annapolis.

JOHN ADAMS TO ABIGAIL ADAMS ¹

[Extract]

[Philadelphia] April 2 1777

By a Letter of 17. Jany. Dr. Franklin, Mr. Deane and Dr. Lee, met in Paris, and on 28. december had an Audience of the Count de Vergennes, Secretary of State and Minister of foreign Affairs; laid before him their Commission, with the Articles of the proposed Treaty of Commerce; were assured of the Protection of his Court, and that due Consideration should

be given to what they offered. Soon after they presented a Memorial on the Situation of our States, drawn up at the Ministers Request, together with the Articles of general Confederation, and the Demand for ships of War, agreeable to their Instructions. Copies of all which Papers, they gave to the Count D'Aranda, the Spanish Ambassador, to be communicated to his Court.

They were promised an Answer from the french Court, as soon as they could know the Determination of Spain, with whom they design to Act with perfect Unanimity. In the mean Time they are expediting several Vessels laden with Artillery, Arms, Ammunition and Cloathing.

The Ports of France, Spain and Florence (that is Leghorne in the Mediterranean) are open to the American Cruizers, upon the usual Terms of Neutrality.

They write for Commissions to be given to Privateers, and for more frequent and authentic Intelligence.

1. Butterfield, ed., *Adams Family Correspondence*, II, 195.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board

[Philadelphia] April 2d 1777

A Petition from James KirkPatrick praying to be made 1st Lieutenant of the *Effingham* Gondalo, and on consideration, Resolved to recommend him for that Station.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

Pennsylvania Gazette, WEDNESDAY, APRIL 2, 1777

Philadelphia, April 2.

The *Randolph* frigate, Captain Biddle, having sprung a mast at sea, is put into South-Carolina to refit.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN CHARLES PHIPPS ¹

April [1777]
Wednesy 2d

Cape Henlopen 35.0 Wt 125 Leagues
at 6 AM Saw a Small Sail to the Eastwd at 10 saw a Sail
to the No ward gave Chace, at Noon in Chace with the
Roebuck in Company
Do [Fresh Breezes and fair Weather]
at 1 PM the *Roebuck* and we fired several Volleys of Small
Arms and 9 pounders at the Chace and brought her too,
which proved to be the *Defence* Privateer from Charles-
town employ'd Shifting the Prisoners, sent 10 Men on-
board of her to assist the *Roebuck* to take charge of her ²

1. PRO, Admiralty 51/688.

2. *Defence*, Thomas Pickering, commander, was a South Carolina Navy brig. Her capture is credited to *Roebuck* rather than *Perseus*, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

MASTER'S LOG OF H.M.S. *Roebuck*¹

April 1777 Do [Dog Island] So 22E 299 Lgs Bermd No 76E
90 Lgs

Wednesday 2d ½ Pt 11 [A.M.] Saw a sail bearing NbE & gave chace at 12 discover'd the chace to be Brig lying too, Shorten'd Sail First part Modt & Rain, Mid Fresh gales & Rain Latter Do & Hazy

P.M at 1 Came up with the chace & ask'd what Brig that was 3 times before they Answer'd at last they said She was a Cruizer from St Augustine, which we fire'd a Volley of small arms into them, & Order'd them to lower their T. sails which they did and Brot too, & sent on board a boat. She prov'd to be the *Defence*, fitted out by the province of So Carolina of 6 Sixes & 8 four pounders & 87 Men, at 5 Employ'd bringing the prisoners on Board &c. & Leiut Orde went to Command the prize with 20 Men from us & 7 from the *perseus*.

1. PRO, Admiralty 52/1965.

AUTOBIOGRAPHY OF CAPTAIN ANDREW SNAPE HAMOND¹

[*Roebuck* at Sea, April 2, 1777]²

on our return to my station in the Delaware, I took a Charles Town Privatier³ by the stratagem of disguising the ship so as to be taken for a three decked West India Man. The Privatier after taking some pains to reconoitre us, actually run up alongside, and was in the attempt to board, when the Marines rose up & pointed their Musquets into him, which made the captain call out lustily for Quarter, and which being granted, not a single offensive act took place in the Capture. She was a stout Brig carrying 20 Guns & 115 Men and sailed remarkably well. I put my First Lieutenant Mr John Orde (now the Admiral of that name) to command the Prize, and sent him with my Dispatches to Lord Howe at New York informing him of my arrival on the Coast, who received Mr Orde (on my recommendation) on board his Flagship the *Eagle*, and took the Privatier into the Kings Service.

1. Sir Andrew Snape Hamond Autobiography, vol. 2, 1-2, UVL.

2. Date is established by Howe's Prize List of May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

3. South Carolina Navy brig *Defence*, Captain Thomas Pickering.

VIRGINIA NAVY BOARD TO JAMES HUNTER¹

Sir To Mr James Hunter Fredericksburg

You are desir'd to furnish Capt [Eleazer] Callender with Anchors Cutlasses and Pike as he may be in want of for the use of the *Dragon* Galley now building at Fredericksburg under the direction of Col [Fielding] Lewis [Williamsburg] 2d April 1777 -

(Signd) Thomas Whiting 1st Commr

1. Navy Board Letter Book, VSL.

JOURNAL OF THE VIRGINIA NAVY BOARD¹

[Williamsburg] Wednesday April 2d 1777

Ordered that Captain John Calvert proceed with the *Revenge* Galley from his present Station to Portsmouth, there to have her cleaned and fitted, and that he then return to his Station at Hampton.

Ordered that Mr [Thomas] Hunton repair with what men he has enlisted for the Navy to Fredericksburg, and when there, follow such orders as he may from time to time receive from Captain Callender

It is directed that the Name of the Galley building at Fredericksburg be the *Dragon*.

Ordered that a Warrant issue to Thomas Hunton junior for Sixty pounds upon account to recruit Seamen, the said Thomas Hunton having entered into and acknowledged Bond with Security for the same.

A Letter was written to Mr James Hunter, Fredericksburg.

Ordered that Mr Thomas Archer deliver Captain [Robert] Tompkins six Barrels of Pork and six Barrels of Flour; Also that Mr William Holt deliver him six Barrels of Pork, six Barrels of Bread, and one hundred Gallons of spirits for the use of the *Henry* Galley.

1. Navy Board Journal, 201, VSL.

HENRY TUCKER TO HIS SON, ST. GEORGE TUCKER¹

[Extract]

. . . This is intended to give you an Account of the Situation of our distress'd Island. – The *Galatea* & *Nautilus* are both here, they have fitted out a Schooner Tender which is Station'd in Elly's harbour, besides this they have impress'd Capt Thomas Tucker's Boat which they keep out continually cruising and by that means decoying the Vessels that are bound here, in this Manner they have taken 5 Vessels with the boat, two of which only are Bermudns Hutchings of Somt & Jno Matholin – the others American's one of wch was commanded by Livingston that was to have gone with Capt Tucker. besides these the Men of War have taken many prizes to the Amt of between 20 & 30,000 £ Value, so that they have drained the Country of money & are now depriving us of bread. – They commit every Act of Hostility, keep all the Bermudians they take as prisoners on board, have broke open Mr Howey's Stores, enter'd sevl houses forcibly and committed Violence in them, stigmatise the people of the first Char[acter]s with being rebels and offer every insult in their power. – The Chief justice Issued a Writ of Habeas Corpus for Capt [Thomas] Jordan to produce Capt Wainwright who he detained as prisoner on board his Ship, but he wou'd not obey it. these Extraordinary proceedings occasion'd the Council & Assembly to propose addressing Lord Howe, they appointed a Committee accordingly, but the Governor consistent with his usual behaviour prorogued the Assembly before they had finish'd their Address. upon this the sevl Parishes chose representatives to meet at the Lane to pursue the plan intended by the

Council & Assembly which they have done, and Apptd Your Brother Harry & Natty Jones to accompany the Address to New York for Lord Howe & they will Sail tomorrow or next day in a large American prize Sloop we bot loaded with Molasses George Gibbs Commands her, thus much for Bermuda Politic's by which you will find there is no coming here, while these Harpies are with us. Nor are we much better off in other respects, there are some Tenders from Jama station'd at Turks Islands, they not only take every vessel they can have the least pretense to do it but prevent any whatever from carrying Salt from thence. – We have had several lately return'd empty so that an end is put to that Trade. . . .

[Bermuda] April 2d 1777.

1. Tucker-Coleman Papers, Earl Gregg Swem Library, CWM.

JOURNAL OF H.M. BRIG *Antigua*, CAPTAIN WILLIAM SWINEY¹

Remarks Wednesday April 2d 1777.

3 [A. M.] saw a Sail to the Eastward: gave chase
5 Fired several shot & brot too the *Rose* Schooner from Nantucket with Lumber bound to St Martins. sent 4 hands on board her²

Lat: in 17.25 Barbuda SEBe 4 Miles.

1. PRO, Admiralty 51/4117.

2. *Rose*, Solomon Bunker, master, laden with lumber and fish. See Young's Prize List, April 30, 1777.

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY¹

April 1777 The Island of Zachea South 4 or 5. Miles.
Tuesy 1. at 2 AM Brought too . . . at 9 made Sail.
Fresh breezes and fair Weather.
at 3 pm. saw a Sail to the S.E. gave chase at 6 fired two Guns to bring her too. she hoisted Danish Colours, sent the Lieutenant on board, proved to be a Sloop from Virginia bound to St Croix, loaded with Flower, Bread, &ca sent an Officer and Men on board, and took the Master and all the Rebels on board the *Glasgow*.²
Wednesy 2 at 2AM Tackt Ship. at 5 saw a Ship and Sloop, gave chase to the latter from a certainty of her being an American. at 10 falling little Wind, had doubts about coming up with her, when our Tender fortunately appeared in sight, to Leeward, and brought her too, proved to be a Sloop from Gaudaloupe bound to Philadelphia loaded with Rum,³ sent an Officer and men on board, and made Sail to Windward in hopes of falling in with the Ship, which the Master of the Sloop informed us was his Consort.
Moderate breezes and fair Weather.

at 5 pm saw a Sail to the N'ward Tackt Ship. at 6 the east end of Moona N.E. distant 6 Leagues.

1. PRO, Admiralty 51/399.
2. Sloop *Juliana*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.
3. Sloop *Unity*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

"EXTRACT OF A LETTER FROM ANTIGUA, APRIL 2." ¹

I have the satisfaction to acquaint you that the cruizers from this island have been very successful against the Americans, and almost knocked up their trade by the many captures they have taken; but notwithstanding all this, our shipping have suffered greatly, and consequently insurances get up, which reduce the profits much. The crops are not to brag of, and what with the want of provisions and lumber, bear hard upon us and the other islands.

1. *London Chronicle*, May 24 to May 27, 1777.

"EXTRACT OF A LETTER FROM ANTIGUA, APRIL 2." ¹

The *Valentine* armed snow, in the service of government, arrived here the 26th ult. and brought in with her three American vessels from Cape Nichola Mole, bound to South Carolina. Mr. Allen, who commanded the snow, says, on his cruize, he spoke with his Majesty's frigate *Pearl*; she had in company with her four prizes, one a privateer of 18 guns, and three brigs, with which she was going to New York.

1. *London Chronicle*, May 20 to May 22, 1777.

"EXTRACT OF A LETTER FROM A GENTLEMAN IN GRENADA TO HIS FRIEND IN LIVERPOOL, DATED APRIL 2, 1777" ¹

That you may know how the pirates are going on in this part of the world, I have inclosed you two or three of our papers. It is not the Americans but the French from Martinico and St. Lucia that are swarming in these seas: they have cut two sloops out of Tobago, and we expect they will do the like in this island, for a day does not pass but they take some vessel, amongst the Grenadines, and they have sent word that they intend to be in some of our ports shortly. It is now become customary as soon as a man hears that his vessel is taken, to go directly to Martinico and buy as much as he can of his own property in again, as things are sold pretty cheap for cash; they are very expeditious with their sales, for they neither wait for condemnation nor any other form.

1. *London Evening Post*, May 31 to June 3, 1777.

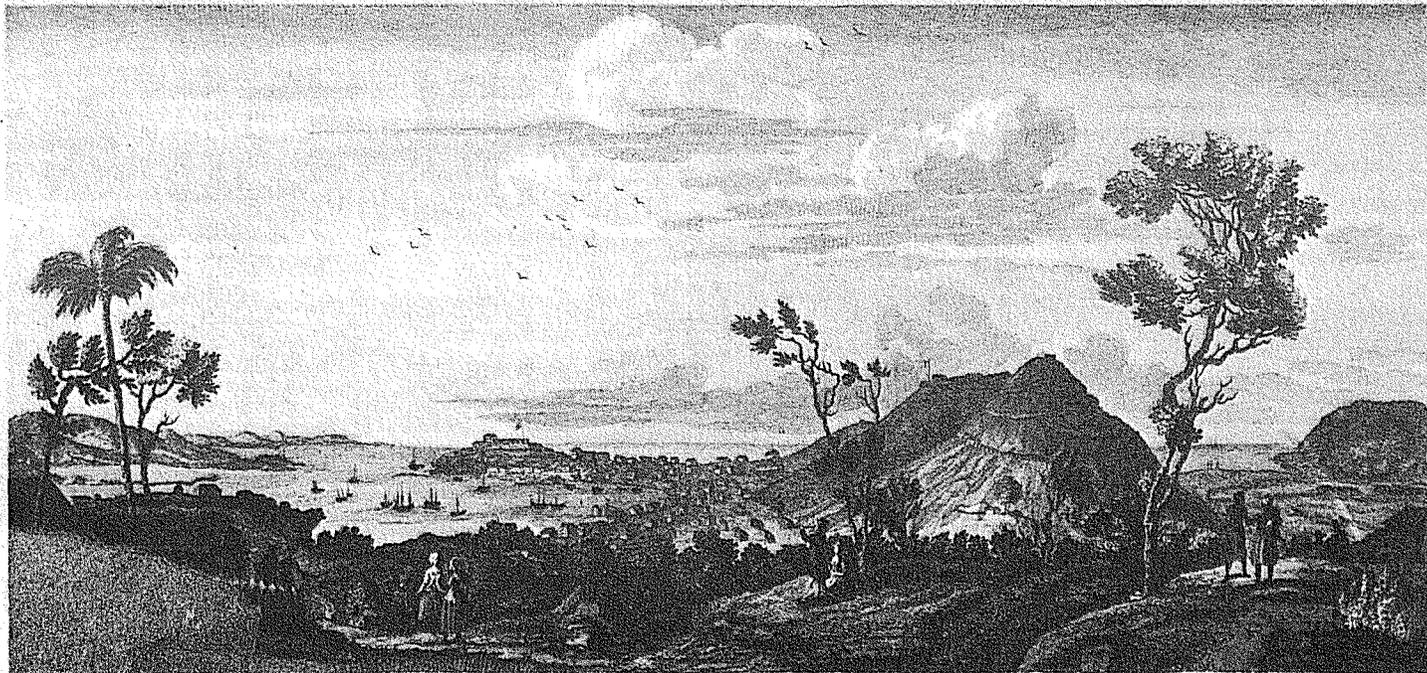
3 Apr.

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot* ¹

[Owls Head] Wednesday [Thursday], April 3 [1777].

Nothing remarkable; employed in ballasting and digging clams for provision.

1. *Providence Gazette*, April 26, 1777.



LE PORT S^t. GEORGE, DANS L'ISLE DE LA GRENADÉ,
Vu du côté de l'Est

Tiré d'un Recueil de differens Ports des Isles Antilles dessinés en 1780. n.º 59.

Continental Journal, THURSDAY, APRIL 3, 1777

[Boston, April 3]

Will be sold at Plymouth
at Public Auction
On Wednesday the 16th April, next
At Eleven o'Clock, A.M.

The Schooner *Industry*, about 85 Tons, – and the Sloop *Polly*, of about 60 Tons with their Stores, Tackle, and Furniture. Inventory of which may be seen at the Time of Sale, or before, if application be made to Watson and Spooner, Continental Agents.¹

1. *Industry* and *Polly* were taken in November 1775 by Washington's armed schooner *Harrison*, Captain William Coit. See Volume 2.

LIBELS FILED AGAINST SIX PRIZES IN THE MASSACHUSETTS ADMIRALTY COURT ¹

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, their Cargoes and Appurtenances, viz. – In Behalf of Capt. Thomas Nicholson and his Company, and the Owners of the private armed Sloop, called the *America*, against the Ship *True-Love*, of about 200 Tons burthen, Charles Moulton, late Master: – In Behalf of Capt. Samuel Champlain, and his Company and the Owners of the private armed Sloop called the *American Revenue*, against the Ship *Mary*, of about 150 Tons burthen, William Jones, late Master; and against the Brigantine *Athol*, of about 100 Tons burthen, James Wadie, late Master: – In Behalf of Capt. William Waterman, and his Company and the Owners of the private armed sloop called the *Diamond*, against the Sloop *St. Thomas Packet*, of about 40 Tons burthen, ————— Anderson, late Master: – In Behalf of Capt. Oliver Allen, and his Company and the Owners of the private armed Sloop, called the *True-Blue*, against the Brigantine *Felicity*, of about 120 Tons burthen, William Park, late Master: – In Behalf of Capt. Joseph Sheffield and his Company and the Owners of the private armed Sloop, called the *Revenge*, against Part of the Cargo of the Ship *Thomas*, taken on the High Seas. All which Vessels and Cargoes, so libelled, are said to have been taken and brought into the Southern District aforesaid.

And for the Trial of the Justice of these Captures, the Maritime Court for the said District, will be held at Plimouth, in the County of Plimouth, on Tuesday the 22d Day of April, 1777, at the Hour of Ten in the Forenoon, when and where the Owners of said Captures, and any Persons concerned, 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.

1. *Independent Chronicle*, Boston, April 3, 1777.

COURT MARTIAL OF LIEUTENANT RICHARD MARVIN OF THE
CONTINENTAL NAVY FRIGATE *Warren* ¹

At a Court Martial held onboard the Ship *Providence* near Filds [Fields] Point in Providence River in the State of Rhode Island on the 3rd day of April 1777 – By Order of the hon Esek Hopkins Esqr Cr in Chief of the American Fleet for an Enquiry into the Conduct of Mr Richd Marvin 3rd Lieut of the *Warren* concerng a Succrilous Paper or Papers Sign'd by him & sent away in a private manner agt the Commr in Chief

Present. Cpts	Abraham Whipple	Presidt
	John B. Hopkins	Silas Devoll
	Hoysteed Hacker	Joseph Hardy
	Jonathn Pitcher	
Lieutenants –	Wm Grinnell	Adam W. Thaxter
	Robt Adamson	Seth Chaping
	Wm Barron	Edwd Burke
	Philip Brown	

Mr Marvin being brot before the Court he was asked if he was Ready for his Tryal –

he answd Yes I am ready – he was then asked the followg Questions –

- | | | |
|--------|----|---|
| | Q. | did you ever Sign any paper or Petition agt the Cr in Chief or agt any Officer in the Fleet to be Sent to Congress |
| | A. | Yes – |
| | Q. | Will you produce the Copies of such Papers as you have Signd & Sent to this Court |
| | A. | They are not in my possessn & if they were I would not |
| Whipp. | Q. | Why did you not at the time you Sent those papers inform the Cr in Chief or Capt Hopkins of it |
| | A. | Because the Act of Congress Says we shall quietly and decently make the Same to known to our Sup. Officer |
| | Q. | Did you Sign any Paper agt any other Off. but the Commr in Chief – |
| | A. | I have no answer to make to that |
| | Q. | How many was there that Sign'd those papers with you agt the Cr in Chief |
| | A. | The Congress can make that known. |
| | Q. | What was the reason you did not acqt the other Officers in the Fleet of it as they might have Signd the Petition or other papers which you have Sent to Cong. |
| | A. | Because we thought they were not so thoroughly acquainted with the Facts that we Sent to Congress as we were – |

- Q. Was any person in Providence or within this State directly or Indirectly at that time knowg of any such Petition being Sent to Cong.
- A. I believe there was.
- Q. What is their names
- A. Their names will appear to a greater Advantage hereafter
- Q. Who was the first promoter of drawg & sendg this Petition
- A. I cannot tell distinctly
- Q. Was Henry Marchant Esqr consulted in drawg this Petition
- A. I am not Certain –
- Captn Hopkins Q. What was the Contents of the Petition Sent to Cong. agt the Cr in Chief
- A. the Facts were of such a Nature that we thot it was our duty to our Coun[try] to Lay them before the Congress
- Com Hopkins [Q.] What Country were you born in
- A. I was born in England, but america is grown dear to me
- Q. Was there any more Sign'd the paper or Petition besides Yourself
- A. Yes there was –
- Q. How many do you think there was
- A. I cannot give you a direct answer
- Whip. Q. Would you tell how many Sign'd it if you did know
- A. If I knew exactly I would
- Q. Will you tell the number that you know Sign'd it –
- A. Have not I answd a Similar Questn to that already
- Hopkins Q. What did you ever See in the Cr in Chiefs Conduct that gave you any cause to Sign and Send any paper to Cong. agt him – ~~or did he ever treat you or any Offr onboard with any dis[r]espt to your knowledge –~~
- A. Some thing that I thot was Injurious to the Publick welfare –
- Hopkins Q. What was it that ever I did that was Injurious to the pubc Welfare –
- A. A number of Facts coming to our knowg which we thought was our duty to Submit to Congress
- Q. Do you remember what the Facts were
- A. I do remember
- Whipp Q. If you remember will you tell what they were
- A. When ever Congress or any body authorized by them, calls upon me I am ready to relate the Facts

- Q. Do you think you was Acting in the character of an Officer when you made & Signd a Complaint and sent it away privately against your Superior Officers –
- A. I think I was –
- Hopkins Q. do you (personally) know of any Fact you ever Saw that the Commr in Chief committed which you have sign'd & sent to the Cong
- A. I [d]efer answering to that untill such time as I appear before Congress or a Comme authorized by them to enquire into the affair.
Mr Adamson Lt of the *Warren* was asked the follow Quests
- Hopkins Q. Was you not asked to Sign that paper that Cap [John] Grannis carrd to Congress
- A. Yes –
- Q. What was the reason you did not
- A. My reason was that the Facts mentioend agt the Commr I did not know to be true
- Cr Hopkins Q. Do you know any of the Facts charged against me
- A. You was charg'd with Saying that there was no [man but] what could be bought – and that the Congress was made up of Merchants, Clerks, Lawyers, and Boys
- Q. How many do you Understd Sign'd the Petition
- A. Eight
Mr Thaxter to Mr Marvin
- Q. Was the Chief mate of the *Warren* asked to Sign the Petition agt Cr Hopkins that was sent to C[ong]
- A. I don't know that he was.
- Cap Whipp Q. Was there any Complaint Sent away with the Petition against any other Offr ~~but the Cr in Chief~~ only tho[se] belongg to the *Warren*
- A. None that I know off –
- Capt Whipp Q. Have you any thing to Say to the Court in your own defence
- A. I have nothing very material

The Court taking into their Consideration the case of Mr Richa Marvin third Lieutt of the *Warren* are of Opinion that he hath treated the Commander in Chief of the American Navy with the Greatest Indignity, and defamed his Character in the highest manner by Signing and Sending to the honl Contl Congress Several unjust and false Complaints, against the Commander in Chief in a private and Secret manner – and also Violating the 28th 29th and 31st Articles for the Regulations of the American Navy, which they think is Acting beneath an Officer in his Station – likewise the

many Insults given by him to this Court, which renders him in our Opinion unworthy of holding a Commission in the American Navy

therefore it is resolved by this Court that the said Lieutt Richa Marvin forthwith deliver up his Commission to the Commander in Chief – and in case he should refuse to do it, that he be put under immediate Confinement until he Complys with the Resolve of this Court

Onboard the Ship *Providence* in
Providence River April 3rd 1777 –

Abraham Whipple	President
J. B. Hopkins	Robert Adamson
Hoysteed Hacker	William Barron
Jonathan Pitcher	Philip Brown
Silas Devol	Adam W Thaxter
Jos ^p Hardy	Seth Chapin
W ^m Grinnell	Edward Burke

Having examined the foregoing Sentence of the Court Martial, I do hereby Ratify and Confirm the same –

Ship *Providence* April 3rd 1777

Esek Hopkins Cr in Chief

1. Hopkins Papers, vol. 3, 2, RIHS.

AMBROSE SERLE TO LORD DARTMOUTH ¹

[Extract]

I am happy to find, that the Rebel Force is every where rapidly declining, and so much declining as to promise the Army but a light Campaign. Whatever People may say or think in England, every Body here, who understands the State of the Country, is satisfied that the Rebellion is dying apace, and that all its future Struggles will be very languid and ineffectual. They have been particularly damped of late from Intelligence received from Franklin, that France will not actively interfere; as well as by sensible Demonstrations among themselves, that a strong Revolution of Sentiment has taken Place in the People, concerning the Intentions and Conduct of the Rebel-Leaders, and the Consequences of continuing their hostile Resistance. A perfect Submission will, I hope, ensue before the End of the Year.

In great Haste, but with the truest Respect and Affection [&c.]
New York, April 3d 1777. Ambrose Serle.

By the Time this Letter will reach Your Lordship, our Army will very probably be in or near Philadelphia. All our Apparatus for passing Rivers, &c. is completed, and will be carried to the Jersies in two or three Days.

1. Dartmouth Papers, Staffordshire County Record Office, England.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board

[Philadelphia] April 3d 1777

The following letter was sent to Commodore Seymore –

Sir – You are requested to order all the officers belonging to the Naval service of this State, whose Vessells or boats are now down the River, to repair on board their respective Vessells immediately (except those who are employed in the recruiting service) and that none of them leave their stations without your permission.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Thursday 3d April 1777.

Ordered that a Warrant issue to Philip Johnson, James Bray Johnson and William Johnson for five hundred and ninety five pounds, being the consideration Money for a tract of land containing one hundred and Nineteen Acres, lying in Charles City County, purchased by this Board, on behalf of the Commonwealth, for the use of a Ship Yard on Chickahominy river, as will more fully appear by a Deed Executed and acknowledged for the same before several Witnesses, which is ordered to be presented to the County Court of James City for proof and record.

Ordered that Captain Robert Tompkins proceed with the *Henry Galley* to Mobjack Bay, there to cruize for the protection of the trade and Inhabitants, and that he use his utmost to comply with this order and prevent any depredations from the Enemy's Ships or Vessels of War.

1. Navy Board Journal, 201-02, VSL.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL ¹

April 1777

Cape Henry NW 8 Leagues

Wednesday 2d at 5 AM saw a Sail in the NW Quarter, at ½ past made Sail and gave Chace, at Noon the Chace, 8 or 9 Miles ahead.

Light breezes & cloudy Wear, observing the Chace leaving us and seeing another in the South, made Sail after her, at 5 PM brought the Chace too in 10 fathom Water off Coratuck, which was a Brig from Martinica bound to Virginia, with Salt and Sundries, took the prisoners out and set her on fire,²

Thursday 3d at 8 AM foggy, at 10 the fogg clearing saw a Sail ahead, made Sail after her, at Noon the Chace 1 Mile ahead.

Moderate and fine Wear

at 2 PM brought the Chace too, the Sloop *Friendship* from Virginia bound to Statia, with flour and Tobacco took the prisoners out and sent a petty officer and 6 Men on board her shortened Sail, fired at the Chace, two Six pounders Shotted,³

1. PRO, Admiralty 51/311.

2. Brig *Industry*, John Jacques, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

3. Seemingly an afterthought to record the shots fired at the *Friendship*.

South-Carolina and American General Gazette, THURSDAY, APRIL 3, 1777

Charlestown, April 3.

We hear that Capt. Milligan, in the *Rutledge* Privateer of this Port, has taken and carried into Martinico, a Guinea Ship, with a valuable Cargo of Slaves.

“EXTRACT OF A LETTER FROM SAVANNAH IN GEORGIA, DATED APRIL 3.”¹

The militia marched four days ago to the southward; the Continental troops, under the command of Col. Elvert [Samuel Elbert] are to follow; and three Continental galleys, one of which carrying two eighteen pounders, two twelve ditto, two nine ditto, and six four ditto, together with the three state vessels, two of sixteen guns, and one of ten ditto, are to go round by water, under the command of Commodore [Oliver] Bowen, to act in concert with the land forces. The object is the blockade of St. Augustine. The expedition was planned upon information of the garrison being in great want of provisions.

1. *Pennsylvania Evening Post*, May 15, 1777. Galleys were *Bulloch*, *Lee*, *Washington*.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS¹

Sir

Antigua 3d April 1777.

Please to acquaint my Lords Commissioners of the Admiralty that I have this Instant received from the *Grenville* Packet, (which only arrived at St Johns Road Yesterday Evening) Your Letters dated the 26th December and 1st January last, and will take the utmost care to execute their Lordships Directions.

The *Druid* Sloop, and *Kent* Armed Ship, having the Trade from Cork, in Company: this Morning appeared off English Harbour: and I have received their Lordships Order to me Dated the 25th December 1776 and immediately complied therewith

As their Lordships are pleased to mention, the *Druid* from her Build is not well adapted for the Service of Cruizing, I must also beg leave to acquaint them, the *Shark* Sloop is in the same Predicament, and I therefore propose making use of her as well as the *Druid*, to Convoy the Trade to England – the first Convoy I have fixed to Sail from St Christophers the first Week of June next, and have Communicated the same to the Commanders in Chief of the different Islands. I am Sir [&c.]

Jam^s Young.

[Endorsed] Rd 23 June Ansd 8 July Notice given of it to Mr Long.

1. PRO, Admiralty 1/309.

4 Apr.

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot*¹

[Owls Head] Thursday [Friday], April 4.

At 6 A. M. hove up, the wind at N. N. W. At 10 the wind wore round

to the W. S. W. and blew very hard. At 1 P. M. came to anchor in Tur-rants's harbour.²

1. *Providence Gazette*, April 26, 1777.

2. Tenants Harbor, Maine.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Friday April 4th 1777.

Ordered that the Commissary General be and he hereby is directed to deliver Capt John Ayres the following Articles of Provisions for one hundred and thirty men for one month for the Cartel to Halifax, called the *two Polly's* Vizt

10 Barrels Beef	1 Ct Sugar.	10 Butts of Water.
5 Do Pork	Box Candles.	1 Bushl Pease.
3,000 wt of Bread	Bbl Common rum.	1 Bbl Flour.
1 Firkin Butter	Case Wt India Do	Potatoes & large Pott.
25 lb Coffee	2 cord of Wood	Cabin Stores.

1. Mass. Arch., vol. 20, 374, 376.

CONTINENTAL MARINE COMMITTEE TO THREE CONTINENTAL NAVY CAPTAINS ¹

(Circular)

Sir

[Philadelphia] April 4th 1777

The Committee have written to the Council of war in Providence requesting their assistance in getting the Frigate under your command manned with all possible expedition. On your part as the service of your Country demands it, so this Committee expect your most diligent exertions in geting immediately manned, and out to sea, there to Cruize in such Lattitudes as will be most likely to fall in with & intercept the enemies Transport Vessels coming to reinforce or to supply their Army at New York. If it should be your good fortune to meet with any of the enemies Ships of war not greatly your Superior in force we doubt not but you will do honor to the Navy of the United States, and to yourself by bringing such into port with you. — should your efforts aided by the Council of War be insufficient to man your ship fully for A Cruize you are in that case to endeavour to get her manned in such manner as to carry the Ship round to Boston and there exert yourself to compleat your Number and proceed on the Cruize aforesaid. Wishing you Success and health We are Sir [&c.]

To Captain J: B: Hopkins of the Frigate *Warren*

Captain Abram Whipple of the Frigate *Providence*

Captain Dudley Saltonstall of the Frigate *Trumbull*

1. Marine Committee Letter Book, 65, NA.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Friday, April 4, 1777

Resolved, That all captures made, or to be made, by vessels bearing commissions, issued by the president of South Carolina, previous to this 4th

day of April, be considered as valid, as if made under continental commissions, and that a copy of this resolve be transmitted to each of the United States, as a law in any prize cause, which may be depending or instituted in any of the courts therein, and to secure the condemnation of vessels taken under such commissions, Congress having been made acquainted, that Mr. President Rutledge has granted commissions for letters of marque and privateers, for want of proper information, that by a former resolve of Congress such commissions were to be granted by Congress only.²

1. Ford, ed., *JCC*, VII, 219, 223-24.

2. See April 19, 1777 entry for commissions granted by Governor Rutledge.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL¹

Philada Friday April 4th 1777.

The petition[s] of Capt. Blewer, Mr. Milton, Mr. Gardner and Doctor Phile were read.

On motion Agreed, that a Naval Officer be Balloted for; whereupon, Doctor Frederick Phile was chosen and appointed Naval Officer, for the Port of Philadelphia.

1. Supreme Executive Council Minute Book, 30-32, Pa. Arch.

MINUTES OF THE PENNSYLVANIA NAVY BOARD¹

State Navy Board

Philada Friday April 4th 1777.

The following letter was sent to Commodore Seymore -

Sir: - This board think it necessary to inform you that they do not consider the fire fleet as under your direction except in time of Action of course, that the Orders to the Officers of that department should go through this board at all other times.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

JOURNAL OF H.M.S. *Preston*, CAPTAIN SAMUEL UPPEBY¹

April [1777]
Friday 4

Do [Cape Henlopen] N63:45 Wt 11 $\frac{2}{3}$ Leagues
am saw the *Daphne* & *Thames* with each a Sloop in Tow,
made the Signal for the Lieuts of those Ships, found the
Sloops to be American Vessels from Martinico to Phila-
delphia with Rum, Molosses & Salt, hoisted out the
Cutter which was employed in carrying the Commodores
Baggage onboard the *Daphne*, in Company the *Thames*
Daphne & two Prizes.

Squally weather

made the Signal for weekly Accounts, Struck Commodore
Hothams broad Pendant which was hoisted on board the
Daphne, made Sail & parted Company with the *Thames*
and *Daphne* who had destroyed their Prizes at 3 saw
a Schooner & gave her Chace at 7 she brot too boarded

her, she came from Philadelphia bound to Hispanolia laden with Flour, being an old Vessel with very bad sails & had sprung a Leak got her alongside and dismantled her, got out some barrels of Flour, when she filled, let her go adrift.

1. PRO, Admiralty 51/720.

DIXON AND HUNTER'S *Virginia Gazette*, FRIDAY, APRIL 4, 1777

Williamsburg, April 4.

The British frigate *Emerald* of 32 guns, a few days ago came into the bay, from a cruise, having taken sundry trading vessels belonging to these states, most of which the enemy burnt. Seventy two American prisoners were landed on the Eastern Shore last week, in order to be exchanged.

Some vessels from the port of Boston, as well as from other ports, have lately made a safe harbour in this State, notwithstanding there are three men of war stationed at the capes.

PURDIE'S *Virginia Gazette*, FRIDAY, APRIL 4, 1777

Williamsburg, April 4.

Arrived in Rappahannock, in 14 days from Boston the schooner *Mariana*, Mark Towell commander.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL ¹

April 1777
Friday 4th

Cape Henry N12°W 7 Leagues
at 4 AM sounded 15 fathoms, at 5 saw two Sail to the Westward, made Sail and gave Chace, at 10 brought the Chace too, a Schooner, *Friendship*, from Corrosau [Curaçao] bound to Virginia in Ballast, took out the prisoners and scuttled her, made sail for the other.
at 2 PM Tack'd Ship & left off [f] chace being too near the Shore, our prize in company,

1. PRO, Admiralty 51/311.

JOSEPH HEWES TO GOVERNOR RICHARD CASWELL ¹

Sir,

Edenton 4th April 1777 -

I had the honor of writing to you a few days ago by Mr Benbury, this you will receive from Michael Payne Esqr a Gentleman who was appointed Collector of this Port by the last Congress at Halifax, as that appointment was made to continue 'till the meeting of the present Session of Assembly, I suppose some new arrangements will take place, he is well qualified to fill the office, and has acted with strict honor and integrity during the short time he has enjoyed it. I sincerely wish he may be continued therein. I therefore take the liberty to introduce him to your Excellency, and to request the favor of your influence in his behalf, in case any other person should

make application. I must also beg leave to inform your Excellency of some other matters that will require the attention of the Legislature. I have always understood that the two vessels building at South Quay were to be Row Gallies, that they were to be stationed at Ocracock Bar, and that this state was to pay part of the expense of their Equipment for this purpose a quantity of Cannon, Sail Cloth, Anchors, &c have been purchased by this State. I have been informed, that the Virginians have altered this plan, that they have made them ships, and intend to order them to Sea – if so they will be of no service to the trade of this state, and ought not in my opinion to have the Guns, Anchors, &c I have not the least doubt but that our Enemies will send some of their small Cruisers to our Bar, in the course of the Summer when our Trade will be entirely stopped, unless we have a proper force at Ocracock Bar I will submit it to the consideration of your Excellency, whether it would not be good policy to purchase one of those vessels from the Virginians, and keep her stationed at the Bar. I am told one of them is exceedingly well calculated for the purpose – draws very little water and might be rowed through the Shoals at any time on an emergency, she would answer that purpose much better than the *King Taminy*, who might either be sold, or sent out on a Cruise. If Virginia will not part with one of them, would it not be well to build such a one on purpose for the defense of our Inlet, in which case the Guns, Anchors, & Canvas should be reserved for her – if they are suffered to go out of the State the loss will be irreparable, and I fear our trade will be at an end. Before I left Philadelphia, I had two drafts made of proper Row Gallies. I now send them to your Excellency.

The *King Taminy* was ordered to lay at the Bar for the protection of the Trade. She is now in our Bay the Commissioners inform me, they cannot get a Captain or men. No good man can be found, that will take the Command of her to be as a guard ship. I am very sorry for it, and sincerely wish that the Vessels which stop at the Bar occasionally may not be carried away by small armed Cutters and Boats. When I was in Halifax Mr Neal shewed me a survey that he made of Cape Lookout Bay. Will your Excellency do me the favor to send it me, shall I apply to Congress for some Cannon to fortify it? if such application is desired, it will be absolutely necessary to carry the plan of that Harbor, otherwise Congress will not take the matter into consideration.

I intend to set out for Philadelphia in a few days. I shall be glad to receive an answer to this letter before I go and to have your Excellency's commands. I intend to do myself the pleasure of writing to you frequently after I get to Congress and flatter myself you will now and then give me a line. I have not received a letter from the Northward for some time past, my friends there expect me, so do not write – the last post brought me some News papers, which I now send enclosed. I have the honor to be with great respect and esteem Dr Sir [&c.]

Joseph Hewes

JOHN ANCRUM TO GOVERNOR RICHARD CASWELL ¹

Sir

Wilmington, 4 April 1777

As you have been pleased to honor me with the Office of Judge of the Admiralty for this port – An intricate affair appearing before me now, in consequence of a Prize libelled in said Court, and my not being acquainted with the Resolves of the Continental Congress, of the mode of proceeding in the Court of Admiralty for the United States, – It will oblige me, if your Excell'y, would order the mode & rules of trial to be forwarded me by the first opportunity – For want of the above I was obliged to adjourn said Court until further orders – I am informed that 12 jurors are to sit on the issue of the trial, – this with other circumstances, from my being unacquainted, induced me to make the above adjournment until I have your Excellency's answer. I have the honor to be [&c.]

John Ancrum

1. Governors Letter Books, 1, Richard Caswell (1775–79), NCDAAH.

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY ¹

April 1777

St Jermaine NbE $\frac{1}{2}$ E. 3 or 4 Leagues.

Friday 4.

At 5 AM two sail in sight. at 7 saw a Sail to the N. E. gave chase, by her actions, she was an American, hoisted the Pinnacle out to chase, it proving calm, and sent her with the Master Mann'd and Arm'd.

Calm and Cloudy Weather;

at 2 pm the Pinnacle Returned with the Chase, which proved to be a Sloop from St Thomas's bound to Philadelphia, with a trifling Cargo of Rum and Molasses, having four Carriage Guns, and some Swivels.²

1. PRO, Admiralty 51/399.

2. Sloop *Betsey & Ann*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.JOURNAL OF H.M. SLOOP *Porcupine*, CAPTAIN THOMAS CADOGAN ¹

April [1777]

At Anchor in Bluefields bay [Jamaica]

Friday 4

At 7 A M fired a Gun & repeated Commodore's Signal $\frac{1}{2}$ past Weighed & came to Sail in Company with His Majesty's Ships *Maidstone* & *Hornet* & 42 Sail of Merchant Ships

1. PRO, Admiralty 51/707.

JOURNAL OF H.M. BRIG *Antigua*, CAPTAIN WILLIAM SWINEY ¹

Remarks Friday April 4th, 1777.

3 [A. M.]

saw a Sail in the NE & gave chase
Fresh Breezes & Squally with Rain

3 [P. M.]

Spoke the Chace a Sloop from Philad with Flour & Tobacco ² sent 6 hands & an Officer on board her

Latd: in 18°24 N St Johns SbE $\frac{1}{2}$ E 23 legs

1. PRO, Admiralty 51/4117.

2. *Ranger*, Daniel Bigelow, master, for St. Eustatius. See Young's Prize List, April 30, 1777.

"EXTRACT OF A LETTER FROM BARBADOES, DATED APRIL 4." ¹

In England you will scarcely believe that the French and Dutch islands now supply the English islands in the West Indies with many articles, and particularly provisions. It is thus accounted for: The Americans carry goods to those foreign markets, from whence we are glad to purchase them at an advanced price.

1. *London Chronicle*, June 14 to June 17, 1777.

5 Apr.

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON ¹

April 1777
Saturday 5th

Do [Cape Ann] W 1 N 40 Leags
at 10 AM sett the fore Sail & top Sails, made the Signl for a Sail in the S E Qr got up top Gallt yards Made Sail & Gave Chace in Compy w[ith] the *Diamond*.
Fresh Gales & Clear
at 1/2 past 2 PM Spoke the Chace a Sloop from St Eusteen for Kenebeck,² sent a mate & 4 Men on board her, took 11 Prisoners out of her & sent 6 of them on board the *Diamond*. Short'n'd Sail -

1. PRO, Admiralty 51/420.

2. *Polly*, Charles Colehan, master, with molasses, salt, coffee and cordage, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOHN BRADFORD TO ROBERT MORRIS ¹

[Extract]

Boston 5th April 1777

. . . the *Alfred* finishes Graving to-day, we shall soon be ready to put in her Guns, the Capt² is not yet return'd from New London where he went to get a Wife . . .

1. John Bradford Letter Book, vol. 1, LC.

2. Elisha Hinman.

Providence Gazette, SATURDAY, APRIL 5, 1777

Providence, April 5.

Wednesday last [April 2] one of the gallies belonging to this State, unfortunately blew up near Bristol, by which accident eight men were killed.¹

1. *Newport Gazette*, April 3, attributed the galley *Washington's* destruction to a Captain Brady of the Royal Artillery, and placed the number killed at eighteen.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Saturday, April 5, 1777

Whereas, the general assembly of the State of Rhode Island and Providence Plantations did, at their session in October last, pass a resolve, em-

powering the governor to grant commissions or letters of marque and reprisals to private vessels of war, giving such instructions, and taking such bonds, as should be agreeable to the resolutions of Congress, until commissions could be procured from Congress:

Resolved, That acts done under such commissions, as have hitherto been granted by the governor of the said State, by virtue of the said resolve, be of the same force and validity, as if they had been granted by Congress, under the signature of the president.

That it be recommended to the governor of the State aforesaid, not to grant any more commissions, to recal such as he may have issued, and to deliver out continental commissions in their stead.

1. Ford, ed., *JCC*, VII, 226.

CONTINENTAL MARINE COMMITTEE TO THE RHODE ISLAND COUNCIL OF WAR ¹

Gentlemen

Philadelphia Apl 5th 1777

We have ordered the Frigates in the State of Rhode Island &c out on a Cruise, and as it seems they are not fully manned, We earnestly request your Assistance that they may be manned with the utmost Expedition. – If they cannot be fully and expeditiously manned in your State, We desire that you would order Draughts to be made from the Militia of Men best acquainted with the Sea to assist in carrying them to Boston, where they may avoid a Blockade and procure Seamen, such of the Soldiers who may be put on board the Frigates to be discharged, that they may return and join their respective Companies, as may not chuse to inlist in the Sea Service.

We have addressed ourselves to you Gentlemen on a Supposition that you are invested with Power sufficient to enable you to comply with our Request if it should be necessary to draught from the Militia, and that the Genl Assembly may not be sitting when this reaches You. If the Assembly should be sitting when you receive this, and you are incompetent to the Business, please to lay this Letter before them, otherwise We hope that you will execute it, for by doing it you will render an essential Service to the common Cause and greatly oblige Gentr Your [&c.]

	John Hancock	William Ellery
Robert Morris	W ^m Whipple	Abra: Clark
	Richard Henry Lee	Tho ^s Burke

1. Letters to the Governor, 1777, vol. 10, R. I. Arch.

SAMUEL MIFFLIN TO ALEXANDER GILLON & Co.¹

Gentlemen

Philada April the 5th 1777

My last to you was the 7th Ulto. by Capt. [John] Souder Inclosing you first bill Wm Oliphant on his father David Oliphant Esqr of Charles Town, for One thousand Dollars at 10 days sight when paid to be held at my Disposial – Since I have a letter from Capt Barry Hartwell informing me that my Briga *Salley* under His Command Bound from London To Tobago, was at Sea Seized by Samuel Chamlen of the *Reveng* [*American Revenue*]

Privateer belonging To Newlondon, that he with the Privateer was arrived in Charles Town – where the Briga was hourly Expected, Should she get in, Must beg the favour that you will defend her As my Property which she Certainly is – as I do in the Most Solemn manner declare to you. I built her, nor ever did or none do or at the Time of Capture any Person whatever hold the least Part or share thereof.

You will Observe she is Registered in the Name of James Mitchell of Londonderry in Ireland – last September Twelve months Capt Hartwell sailed from here wth A load of Flax seed To the Address of Mr Mitchell whom I permit'd to Employ the Briga in such manner as He should Judge most Conducive to my Interest in Consequence of this discretional Power Mr Mitchell ordered Capt Hartwell to the West Indies – First making the Brig His Property In order to secure her against English Captures – how she has Since been Employed Capt Hartwell can inform – you well Know the Pra[c]tice of these Matters – If you fail in Clearing her on Tryal in the Court of Admiralty, Lodge an Appeal to Congress where I have no Doubt of Recovering my Property on your Transmitting Me the Proceedings of the Court where she was Tryed.

The Change of Property was without my Desire Knowledge or Consent in any way – but notwithstandg Could I Conceive setting up a Claim would materially Effect the Reputation of Mr Mitchell (who could have nothing in View but serving me as an Old Friend[])] – I would sacrifice the Whole – but I Conclude this Cannot be the Case here – The Proceedings of the Court Can never go to Europe Authenticated therefore A base Report will be of but little Avail with Respect to Injuring Mr Mitchell Caractor – Besides the number of ships under Similar Circumstances With mine ha[s] made the thing Very familiar –

If you are fortunate Enough to get the Vessel Clear Employ her in the best manner you Can on Freight Either To France Spain Holland or the west Indies, and Insure her value If to be done on Terms that will not totally distroy her Earning – she had Dutch Papers. Hartwell Can Tell you What is done with them

Should the Brig be Condemned and an Appeal Lodged A valuation is the next Step, the Brig is about nine Year Old, but between ourselves very valueable for Her Size – as I Know your Capacity in Matters of this sort and flatter my self of your friendly Inclination Toward me – make it unnecessary to give Any particular direction about this Part –

If she cant be Employed as you shall Judge To Appearance of Advantage Lay her up in some place where she will Receive the lea[s]t Damage and be at the least Expence untill I can give further Instructions About her – any Port she may go to Direct her to the Care of your friend and Back to you If you think Proper with her nett freight in such Articles as you please which sell for my Acco – best set Statia I shall be Glad to have her under the Care of my Kinsmen Messrs J. & S. Jones – I am with Tender of my best Services [&c.]

Sam! Miffin

Inclosed you have Second Bill Wm Oliphant on David Oliphant Esqr For 1000 dollrs

[Endorsed by Miffin] Alexander Gillon & Co South Carolina p Capt Chatton Covering a letter to Capt Hartwell

[On verso] A Compromise of one or Two hundred Pounds sterg Will be Acceptable Rather than a law Suit

S M -

1. Nathaniel and Thomas Shaw Letters and Papers, Portfolio 21, NLCHS.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL ¹

Philada Saturday April 5th 1777.

The Navy Board presented a List of Officers, whom they recommend to be Commissioned on Board the Navy as follows: Fire Sloop *Etna*, Capt. William Clerk; Fire Brig. *Vulcano*, Lieut. William Rogers; Fire Ship *Strombulo*, Lieut. James McKnight; *Arnold* Battery, 1st Lieut. Thomas Fell; *Effingham*, 1st Lieut. James Kirkpatrick; *Thunder* Guard Ship, Capt. Francis Gilbert; *Dragon* Do, Capt. Benjamin Thompson; *Lyon* Do, Capt. Henry Martin; *Resolution* Do, Capt. William Lyell; *Repulse* Do, Capt. John Harrison; *Argus* Do, Capt. Nathanl Galt; *Viper* Do, Capt. Stephen Beasley.

Agreed, That the Officers recommended by the Navy Board be appointed & Commissioned accordingly.

1. Supreme Executive Council Minute Book, 32-34, Pa. Arch.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board

[Philadelphia] April 5th 1777

An Order to Capt Richard Eyres of the *Delaware* Schooner to deliver John Nicholson his Servant Man, named Matthew Ford, now on board his Schooner he paying Charges if any.

Application being made to this Board by the Continental Navy Board for 10 Tons Pig Iron, to Compleat the Ballasting of the Frigate *Delaware* - an Order was sent to Captain [Henry] Dougherty² to deliver any quantity not exceeding Ten Tons taking a receipt and returning it to this Board.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

2. Dougherty commanded the Pennsylvania Navy ship *Montgomery*.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN CHARLES PHIPPS ¹

April 1777

Saturday 5th

Ditto [Cape Henlopen] No 35:00Wt 48 Leagues.

at 9 A M the *Roebuck* made our Signal to go ahead saw two sail ahead gave Chace and made the Signal to the *Roebuck* for seeing them at Noon in Chace and the *Roebuck* in Sight.

Strong Gales and Squally Wr

fired several shot at a Schooner & brought her too, sent an Officer & Men to take Charge of her² & gave Chace to another Sloop at 5 P M came up with her and fired several 9 pound shot & Small Arms at her, brought her too, She proved to be the *Sechem* Sloop belonging to the Congress,³ sent an Officer & Men to take the Charge of her, the Longboat in Shifting the Prisoners broke away and was lost

1. PRO, Admiralty 51/688.
2. Schooner *Neptune*, Daniel Van Vorhus, master, from Philadelphia with flour, hoops and staves, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.
3. *Ibid.*, Continental sloop *Sachem*, Captain James Robinson, "sloop on a Cruize; armed for War." The *Sachem* had been ordered for St. Eustatius, from Philadelphia, on March 29, with instructions to take or send certain dispatches to the Continental agent at Martinique, Marine Committee Letter Book, 64, NA.

GEORGE WOOLSEY TO JOHN PRINGLE, PHILADELPHIA¹

[Extract]

Sir/

Baltimore 5th April 1777

your favour of the 1st Instant is now before us & Contents noted we wish as you do that all our Privateers would send in something, but begin to fear for the *Sturdy Beggars* best Prize. We are thankful for the £200 in the *Oliver Cromwell* and hope both She and the *Montgomery* has done well We have now the *Emerald* English Frigate in our Bay. its said she has taken fourteen Prizes and burnt them all.

1. Woolsey & Salmon Letter Book, LC.

MARYLAND COUNCIL TO CAPTAIN GEORGE COOK¹

Sir

In Council Annapolis April 5th 1777. –

It seems to us unlikely that you much increase the Number of your Men in Baltimore; you are therefore directed to bring the *Defence* down here, where, after we receive your Report, of the State of your Crew, we shall give you such further Orders as we think best We are &ca
Capt Cooke

1. Council Letter Book (1777–1779), Md. Arch.

MARYLAND COUNCIL TO CAPTAIN JOHN DAVID¹

Sir

In Council Annapolis April 5th 1777. –

We expect you would, by this Time, have been down with the *Conqueror*; if any new Difficulties have occurred, you ought to advise us of them; We presume your Galley is at least so far fitted, as that she may be worked about the Bay to exercise the Men, if she is, you are to come to Annapolis for Orders, if she is not, write us immediately what is wanting. We are Sir
&ca

Capt David

1. Council Letter Book (1777–1779), Md. Arch.

CAPTAIN STEPHEN BRUCE TO THE MASSACHUSETTS BOARD OF WAR ¹

Gent

Charleston So Carolina 5th April 1777 -

I embrace the first opportunity to acquaint you of the Safe Arrival of the Ship *Genl Lincoln* after A Ruff Passage of Nineteen Days, which has been the fate of all the Vessells that has Come from the Norward to this Place. the most Part of them has had a much Longer Passage then we have, I found The Ship to be agreeable to my Expectations a fine Sea Boat, and an exceeding fast Sailor - a few Days before We Arriv'd we Saw a Large Ship which we Tuck to Be a British frigate who gave us Chase But Not gaining any thing upon us Soon gave over the Chase -

I am Very Sorry to inform you that the Ship has Arrived to a very bad market, finding all Kinds of west India Goods Selling at a Low Price, and Rice in great Demand, there being a great Number Vessels here after that Article, and thay expect Many More being advised of a Great Number Coming from the Norward to Load at this Place, the Markets are Very fluctuating, rice has been with in a Short Time since from 30/. to 60/. P Ct - Brown Sugars has been as high as £45 Down to £15 - Jamaica Rum £7. to 50/. West India £6. to 31/3 - and other articles in proportion, before this will Reach you - must have been advised of the Arrival of Capt [Alexander] Wilson who was so unfortunate as to fall in Near about when the markets was at the worst his Rum and Sugar sold very Low - and Rice very high Mr [Alexander] Gillon inform Me that the Greater Part of his Cargo Cost 60/. P Ct - I am in hopes to Load the *Genl Lincoln* for Somthing Less, Rum and Sugar are Some what higher the[n] it was a sho[r]t Time Since and from the Best Judgment I am able to form it will be higher. I Should be glad to Keep Part of my Cargo on hand - But the Board urged my Giving the Ship Dispatch am obliged, to Sell the Cargo in order to Purchas the Rice having No other way Pointed out by the Board to be Supply'd with Money for that Purpose, - Accordingly I have Advertize'd my Cargo for Sail to be gin on Monday the 7th Instant. - the Situation of affairs are such here I expect to have Occation for some assistance - I find Messrs Gillon & Co Did the whole Business for Capt Wilson Respecting his Cargos which I shall avail myself of i[n] Part - By your Letter to Messrs Gillon & Co you there inform them that you had order'd Me, as a Compliment to Mr Plearne to receive on Board the Ship *Gen. Lincoln* Six Casks of rice P Ct for as many Hundred as she would Take - which is not agreeabl[e] to my orders - Messr[s] Gillon & Co In behalf of Mr Plearne, improved the Compliment in Capt Wilson, and thay expect to do the same in the *Genl Lincoln*, I am therefore put to the Dissagreeable Necessity of either going Contrain to my orders Or Dissipointing Mr Plearne and his friend Mr Gillon, who is very ready to improve the fore Mention'd Compliment, I could wish'd that my Orders had Corresponded with Messrs Gillon & Co Letter - however I shall Consult the Board Intentions and act accordingly - Capt Wilson is Now ready for the Seas and waits for Nothing but a favorable opportunity, I believe his outward bound Cargo did not Load him with rice into Several Hundred Casks as you will be advised P Mess[rs] Gillon & Co -

I have Concluded Not to goe in the ship to France and expect to Terry here untill some time June and if this Should Come to hand in Season, I should be happy in hering from the Board, it tis impossible for me to Detarmin when I shall Be able to get the ship away but I hope in the Corse of five weeks – and shall bring with me home by Land Invoice & Bills Lading of the Cargo to France for further Particulars respecting the Markets & I refare you to Capt Nicholas the Bearer of this who has been in this Place for some time Pass, and is Better able to inform you then I Can write

and shall only add that I will Do eve[r]y thing that tis in my Power in order to give the ship Dispatch & for the Intrest of the Concern'd and am Gent with due respect [&c.]

Step Bruce

To Saml Phillip Savage Esqr
President Board War Boston

1. Mass. Arch., vol. 152, 138–40, Board of War Letters, 1776–1777.

JOURNAL OF H.M.S. *Antelope*, CAPTAIN WILLIAM JUDD ¹

April 1777 Moord in Port Royal Harbour
Saturday 5th at 6 AM Lieut Coats [James Cotes] took Command of the
race Horse Arm'd Sloop and Saluted with 13 Guns Returnd 11.

1. PRO, Admiralty 51/39.

JOURNAL OF H.M.S. *Seaford*, CAPTAIN JOHN COLPOYS ¹

April 1777 At Sea
Saturday 5th At 1 AM Saw a Sail, Gave Chace, at 2 Do fired 2 Shott
bro't too the Chace, Proved a French Ship from Martinico
for Miquelon, Sent an Officer & Some Men on board her.²
At 12 AM Rosoa E½N 2 Miles.
Modere breezes & Cloudy Wr
At 1 PM bro't too off Rosoa, Fired 25 Guns [in] Return
[for] Different Signals of[f] Rosoa, from the Shiping.
People Empd Mooring the French Ship & Unbending her
Sails.

1. PRO, Admiralty 51/880.

2. *La Seine*, — Morain, master, carrying arms and warlike stores. See Young's Prize List, April 30, 1777. This was one of the ships sent by Beaumarchais.

6 Apr. (Sunday)

INTERLEAVED ALMANACS OF WILLIAM WETMORE, SALEM ¹

[Salem] Apr. 6, 1777.

The *Cabot* Briga drove ashore at the Eastwd by the *Milford*, the people escaped, The Briga tis said bilgd before she was abandond. Capt. Fiske in the *Massa* [Massachusetts] & Capt. Harriden in the *Tyrannicide*, Brigs, were

in compa with the *Cabot*, & thinking it imprudent to attack the *M[ilford]* they stood off. The *M[ilford]* out saild the *Cabot* upon the wind & so took her. Many people blame Capts. F. & H. I think they did right not to attack.

1. *Essex Institute Historical Collections*, XLIII (1907), 120.

JOHN ADAMS TO JAMES WARREN ¹

Dear Sir, –

Philadelphia, April 6, 1777

Yours of 23d March was handed to me this Evening by Major [Joseph] Ward. Your Letter from Plymouth by the Post I duly recd, and immediately wrote an Answer to it; but upon reviewing it afterwards I found so many bold Truths in it that I concluded not to send it, less Peradventure it should get into Hugh Gainé's *Gazette*; and I thought it a Pitty that so many Sacred Truths should appear in Company with so many infamous Lyes as that Paper ushers into the World whenever it appears.

I am much obliged to you for your Sentiments concerning the Navy. A Board I believe will be established at Boston, and a Commissioner in each considerable Port in New England. Complaints are frequently brought here from Boston and from Providence concerning the Continental Agents and other Officers. I am sorry for this, but cannot help it. At Providence I fear, by what I have lately heard, there has been a System of Selfishness, and at Boston of Incapacity. I had the Honour of belonging to the first Naval Committee, which set all our maritime Affairs agoing; and they did it with a Vigour, Assiduity and Dispatch, which precluded all Censure and Complaint: But I went home last December was twelve Month, and Advantage was taken of that Opportunity, one or two other Members being absent at the same Time – Coll. Lee went home, and Gadsden and Langdon and Deane was left out – to choose a new Committee.² Since which there has been nothing but Languor, Censure and Complaint.

Upon my Return they did me the Honour to put me upon the Board of War, which takes up my whole Time, every Morning and Evening, and renders it totally impossible for me to look into the marine Department, which if I had Leisure to do, ignorant as I am of every Rope in the Ship, I would perish if I did not put that Department in a respectable order. There is nothing wanting but some one Person whose Vigour, Punctuality, and Constancy, should draw the Committee together every Morning and Evening, direct their Attention to the Object, and keep it fixed there. There are Gentlemen enough of the Committee who understand the Business, and the Board of Assistants are pretty well qualified and every Man upon the Continent who knows any Thing of the Subject might easily be induced to contribute the Assistance of his Knowledge at least by Letter. The Fracas between [Manley] and McNeal [Hector McNeill] had reached this Place before your Letter, hope it will do good. Am glad to hear that our Quota is likely to be raised at any Rate. Send them along and let Us beat the Scoundrels to Attoms, as I am Sure we can and shall. I am, etc.

[No signature.]

This Letter, so full of myself and so abusive to others, is intended barely to exculpate myself. I cannot bear any share of the Blame of the failures in the marine Department.

1. *Warren-Adams Letters*, I, 310-12.

2. Actually Lee, Gadsden and Deane were named to the "new" [Marine] Committee, Ford, ed., *JCC*, III, 428.

JOHN ADAMS TO JAMES WARREN ¹

My Friend, —

Philadelphia, April 6, 1777

The Business of the naval and marine Department will I hope be soon put in a better Train than it has been. A Board of Assistants has been appointed here consisting of three Gentlemen, not Members of Congress, whose whole Time is devoted to the Service, Mr. [Francis] Hopkinson, Coll. [John] Nixon and Mr. John Wharton are the Men.² The first is a Gentleman of Letters, the second an able Merchant, the third an eminent shipwright.

There is a Talk of appointing a similar Board at Boston and a Commissioner at every considerable Port in N. England. Who would be proper Persons for those Places? They should be well acquainted with Navigation. They should be well informed in Trade. They should be Men of Character and Credit.

The Marine Committee have lately recd. Letters from Captns Thompson, McNeal [Hector McNeill] and several others, pointing out Defects, Abuses and Mismanagements, and proposing Plans of Improvement, Redress and Reformation. These will do good. This is the Way to have things go right; for Officers to correspond constantly with Congress and communicate their Sentiments freely.

McNeal, I suppose, by his Letter, before this, has sailed and I hope your Embargo is off, before now, that the Privateers may have fair Play. Indeed I am sorry it was ever laid. I am against all Shackles upon Trade. Let the Spirit of the People have its own Way, and it will do something. I doubt much whether you have got an hundred Soldiers the more for your Embargo, and perhaps you have missed Opportunities of taking many Prizes and several Hundreds of Seamen.

South Carolina seems to display a Spirit of Enterprize in Trade superior to any other State. They have Salt at half a Dollar a Bushell and dry Goods in great Plenty, tho dear. Many french Vessels have arrived there, some Bermudians, and some of their own. They have exported their Crop of Indigo and a great deal of Rice. They have some Privateers and have made several Prizes. Tobacco too begins to be exported in large Quantities from Maryland, Virginia and North Carolina. Vessells sell at very high Prices in all these States. In short in one more Year I fancy Trade will be brisk in every Part of the Continent, except with Us, the Destruction of whose Fishery has deprived Us of our Staple and left Us nothing to export. We must build Ships and cutt Masts and take Fish with our Privateers, etc. I am, etc.

[No signature.]

1. *Warren-Adams Letters*, I, 312-13.

2. Navy Board of the Middle Department; see Volume 7.

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY ¹

- April 1777
Saturday 5. St Jermaine NEBN. 7 or 8 Leagues.
Light Airs with showers of rain, saw three Sail to the S.E. gave chase at 2 pm cleared Ship for Action, and all hands to Quarters, spoke the chase a French Guinea Man, from Martinico, bound to Cape Francois. The other two Vessels proved to be, our Tender, and a Schooner, she had taken from Martinico bound to Beverly in New England, loaded with Molasses ²
- Sunday 6. At 7 AM gave chase to the N.W. after the French Ship we had Spoke with, the Master of the Yankee Schooner, having given reasons, why she was a suspicious Vessel . . . the Ship was a good way to Windward of us, having altered her Course to the N'ward.
Fresh breezes and cloudy Wr
at 5 pm left off chase, finding we lost ground.

1. PRO, Admiralty 51/399.

2. Schooner *Volante*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.WILLIAM BINGHAM TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

[Extract]

Gentn

St Pierre Martinique April 6th 1777

Herewith you will please to find Triplicate & Copy of my two last Letters to Mr Deane; but as they are addressed to him in an official Capacity, I have thought proper to place them under your Notice, & Shall in future do myself the honor of directing my Letters in the like manner, as I am informed by my last Dispatches from Congress, that you are jointly appointed Commissioners of the United States of America, at the Court of Versailles.

The Armed Sloop *Independence* arrived here yesterday in which came Passenger Mr Reed; My Orders from Congress are to facilitate his Passage to you, with the greatest Expedition; Accordingly he embarks this Day in a Vessel bound to Bordeaux; This Gentleman will deliver you the present as also Some Dispatches from Congress, which I was desired to forward to you.

It gives me Pain to acquaint you of the unfortunate Capture of the Ship *Seine* Capt Morin; She was taken the Evening of her Departure & carried into Dominica, & this Morning I heard of the melancholy News. I am extremely happy that I have taken out of her so considerable & valuable a Part of her Cargo; ² What will be the Result of this Affair, I cannot as yet determine. I shall take every Step that Prudence can point out to recover her. If Capt Morin has been Sufficiently cautious in destroying the Letters & Orders which had a Reference to his Voyage to Boston, & has carefully preserved those that respect his Destination for Miquelon, I hope upon a spirited Application from the General, She will be given up. . . .

By the last Letters that I have received from the honble the secret Committee of Congress, they mention that I may expect very large Quantities of Arms, Ammunition, Soldiers Cloathing &c will be Sent out to my Address, In Order to be forwarded to the Continent, – & that they shall constantly keep sending out Armed Vessels to receive them – I seriously recommend to you this Mode of Conveyance, as the most proper to facilitate a Supply of these necessary Articles, & to insure their Safe Arrival – Very few French Masters of Vessels are acquainted with the Coast of America, & admitting they were, large Ships cannot take the Advantage of running into Small Inlets & Harbors as lesser Vessels may – Besides all the Continental Vessels sail with skillful Pilots, which greatly lessens the Risk.

1. Silas Deane Papers, ConnHS.

2. While Bingham did not specify what items in her cargo he removed, the cargo invoice of *la Seine* was copied by Edward Bancroft and passed to the British.

317. Cases of muskets

154. Bales of tents or tent covers

2. Barrels of flintlocks

2. Do of Gun worms

100. Hand spikes

19. Buckets

359. Bombs

2. Cast iron mortars

17. Sponges and rammers

1000 Lbs of matches

1. Two-beaked anvil

1. Vise

6 Thousand Lbs of Gunpowder

10. Cases of musket balls

1. Case containing sponges and Bags for quick-match

20. Cases of box tin or langrage

43600 flat tiles

B. F. Stevens, ed., *Facsimiles of Manuscripts in European Archives Relating to America 1773–1783* (London, 1889–1895), No. 241. Hereafter cited as Stevens, ed., *Facsimiles*.

7 Apr.

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot*¹

[Tenants Harbor] Friday [Saturday], April 5.

At 8 A. M. weighed anchor, and came to sail, with the wind at N. N. W.

Saturday [Sunday], April 6. Fair and pleasant, the wind at S. S. W. bore away for Cape Porpas [Porpoise] harbour, where we anchored at 1 P. M.

Sunday [Monday], April 7. Employed in wooding and watering; the Capt. set out by land for Portsmouth.

1. *Providence Gazette*, April 26, 1777.

JOHN BRADFORD TO JOHN HANCOCK¹

[Extract]

Dear Sir

Boston April 7. 1777 –

I had the honour to write You a few days since, I beg leave to acquaint You that Mr [Hugh] Orr informs me they have cast four Cannon of twelve

pounds designed for the *Raleigh*, but neither of them stood proof however the French Engineer by no means gives up the Point, he supposes that the others which will be cast solid will stand proof the Marline for boring being now compleat its a great pity that fine Ship should be thus kept back – for want of Cannon. I flattered myself that Evil was remedied by the Arrival from France but the Information I received of the *Raleighs* Guns being come was false

The Ship *Peggy* which was condemned last Augt by our Marine Court after being condemned at Halifax by the Enemy was claimed by persons in Philadelphia. its a pity that matter was not determined, as the property is suffering, and I am prevented settling with the Captors she is a suitable Ship to carry a Cargo of Tobacco or Rice,²

As I propos'd on Capt [Samuel] Tuckers Return to pay the Captors their proportion of all the monyes in my hands, and the *Livelys* Cargo arising to a considerable amount I shou'd be glad to be indulged with Directions, as to the Distribution of the Shares, as the Vote of Congress for that purpose was calculated for Ships having a large number of Officers which are not known in these Schooners, Viz they have no Captain of Marines, Midshipmen or Surgeons Mate Coxswain or Serjant of Marines, which by the Resolves are allowed to Sloops. Therefore if these twentieth parts are allowed to the few petty Officers in those Schooners I fear it will give Umbrage to the men, the Officers & Sailors seem to choose to divide the Shares, according to the Plan the[y] agreed on when they entreed first into the Service, I take it for granted the 1/20th for the Commr in Cheif Is out of the Question in this Divission also that the Ships Lieutenants Cap[tain] of Marines & Mastr are to have the three twentieths & a half undivided by the Resolves; The three last Officers not being mentioned in the Resolves.

I shall be very happy on receiveing your Directions tho I am at the same time sorry to intrude on your busy moments. I beg leave to h[int] that tho the Prise money is not paid the Captors I have always made a point never to turn a man away empty when he came for Monies, which keeps them in good Temper and the Credit of the Service is supported. As my Predecessor Collo [Jonathan] Glover wrested the Powder Ship³ from me, and the Contin[ent] having Occassion to take the whole of that Cargo I am daily receiving bitter Complaints from the poor Tars that their money is kept back from them . . .

1. John Bradford Letter Book, vol. 1, LC.

2. *Peggy* was taken in July 1776 by Washington's schooners *Hancock* and *Franklin*.

3. *Hope*.

ABIGAIL ADAMS TO JOHN ADAMS¹

[Extract]

[Braintree] Monday April 7. 1777

My Brother is going Captain of Marines on board MacNeal.² I hear

there has been an inquiry at the Counsel Board why he has not saild before? and that the blame falls upon the continental Agent.³

1. Butterfield, ed., *Adams Family Correspondence*, II, 202.

2. Continental Navy frigate *Boston*.

3. Later, in a letter begun May 6 and concluded May 9, 1777, Abigail corrected herself regarding her brother, William Smith: "I was mistaken in my Brothers going with MacNeal. He is going in the *Tarter* [*American Tartar*] a vessel which mounts 24 Guns, is private property but sails with the Fleet," Butterfield, ed., *Adams Family Correspondence*, II, 232.

ESEK HOPKINS TO LEONARD JARVIS¹

To Leonard Jarvis Esqr
Agent in Bedford

Providence April 7th 1777

The above is Copy of an Order I receiv'd from the Marine Board² – in Consequence of which I am to request that you will endeavour to pay the people's Shares as soon as in your power. Should any Impediment tend to hinder it should be glad of the favour of a Line from you to know if it is in my power to remove it. I am Sir [&c.]

E H –

1. Hopkins Letter Book, 75, RIHS.

2. Marine Committee to Hopkins, January 21, 1777. See Volume 7, 1008–09.

LIEUTENANT PHILIP D'AUVERGNE, R.N., TO GOVERNOR NICHOLAS COOKE¹
Sir

I came with Sir Peter Parker's commands to proceed as near to you as I could be admitted, to deliver twenty two, American Prisoners,² to be credited upon the account current, A copy of which state: Sr Peter Parker would wish to have to compare the situation of the ballance with his own: I have brought a Letter to which I was desired to bring an answer, with some verbal messages for you from Sir Peter Parker, which I am at a loss how to communicate, as on my way to you a Gun was fired from warwick Point; which has detained me; I will with anxiety expect your commands having the honor to be Sir [&c.]

Phil D'Auvergne

PS: I hope the situation of a cartel Vessel will apologize for the hurry of my writing.

Cartel sloop off Warwick Monday 7th April.

1. Letters to the Governor, 1777, vol. 10, R. I. Arch.

2. "The Names and Qualities of twenty two American Prisoners, to be delivered, to Nicholas Cook Esqr &c at Providence."

[Rhode Island] Monday April 7th 1777.

Oliver Read:	Lieutt & Prizemaster	Jas Studham.	[Seaman] Do
Jas Latham.	Master	Jno Brady	Do
Thos Hawse.	Mate	George West	Do
Martin Inninas	Mate.	Jacob Tucker	Do
Nicholas Peters	Seaman	Andrew Tucker	Do
John Christopher.	Do	Willm Porter	Seamn
Andrw: Dobeson.	Do	Isaac Bell.	Do
Anthy Bonnacoë	Do	Eleiph Buddington.	Do

Peter Panns.	Do	Saml Bude.	Do
Jacob Cooper	Do	Nathan Brand. { account for in an exchange from New London.	Mate
Josh Wardell	Do		
Eliah Curtis	Do		

Council of War Papers, Exchange of Prisoners and Miscellaneous Papers, 1775-1781, R. I. Arch.

COLONEL ARCHIBALD CRARY TO MAJOR GENERAL JOSEPH SPENCER ¹

Sir

East Greenwich April 7th AD 1777

There was three men, Stole a boat last Evening, and made their Escape to the Enemy the One was a Mate of a prize Ship that was brought into this place the other two was Soldiers belonging to my Rigement ² it is sade that the said Mate has taken a Considerable pains to inform himself of the situation of the Guards around the Shoar and the spirit of the people in Country therefore thought it my Duty to inform you of the same, I am [&c.]

Archibald Crary –

1. Letters to the Governor, vol. 10, R. I. Arch.

2. Crary commanded the 2d Rhode Island State Regiment.

New-York Gazette, MONDAY, APRIL 7, 1777

New-York, April 7.

A few Days since the *Tartar* Frigate chaced a large American Vessel. The Rebel Crew, finding no other Way of Escape, ran her ashore on the Jersey Coast, where the *Tartar's* People burnt and destroyed her. She had on board a very valuable Cargo.¹

Wednesday last was sent in here by the *Daphne* Frigate, Capt. [St. John] Chinnery, a Prize Brig called the *Cornelian Molly* [*Cornelia and Molly*] John Lockhard, Master, from Martinico for Philadelphia, loaded with Gunpowder, Sailcloths, &c. taken off the Capes of Delaware. And,

The same Day was sent in here also, the Prize Schooner *Dove*, Flinn, Master, from Philadelphia, bound for Boston, with 630 Barrels of Flour, and 6 Tons and a Half of Iron, owned by William Powell, and taken by his Majesty's Frigate *Tartar*, Capt. [Cornthwaite] Ommaney

His Majesty's Sloop of War the *Falcon*, Capt. Linzee, of 14 Guns, has had a smart Engagement in the West-Indies, a few Weeks since, with a Rebel Privateer Ship of 28 Guns, and a Sloop of 12; the Sloop got off, and the Ship struck; but Capt. Linzee having his Boat shot to pieces, and several of his Crew killed and wounded, he left the Rebel a Wreck to the Mercy of the Sea.²

The *Elizabeth*, Snowball; and *Providence* [*Providence and Mary*],³ from Cork with Provisions, were taken the 3d of Feb. by a Sloop of 8 Guns.

Capt. [Thomas] Wilkinson, of the *Pearl* Frigate, lately died at Antigua; – a worthy and gallant Officer, who may be reckoned a publick Loss.

1. It was H.M.S. *Daphne* rather than *Tartar* which drove the American ship *Sally* ashore on Cape May.

2. Log of H.M. Sloop *Falcon*, February 11, 1777, reveals a much different version of this engagement. See Volume 7, 1174-75.

3. *Public Advertiser*, London, April 28, 1777.

CAPTAIN JOHN PAUL JONES TO ROBERT MORRIS ¹

Honored Sir

Philadelphia April 7th 1777 –

As I was lately entrusted with a very Unexpected Command of great Importance which in the common course of things hath drawn Upon me the Envy of certain Individuals being Unconscious of any misconduct in the line of my duty I have determined to bear no Insinuations that May reflect upon me as a Gentleman or an Officer – therefore I earnestly desire an Opportunity of meeting the bearer or bearers, Author or Authors of certain Aspersions from Commodore Hopkins Face to Face in Your presence, or in presense of the Marine Board.

I mean to make no difficulty or demur about my present Appointment – but will leave You to Judge how much room those who lately Envied me the Command of a Fleet will have to Exult when they See me return to the Eastward to command a Single Sloop of War.²

I have put the plan ³ which I shewed you on the Regulation and Equip-ment of the Navy – with some Small Additions into the hands of the President, who Says he will Meet You at the Marine Board sooner than Usual this Evening in Order to have some Conversation on the Subject. – I am with perfect Esteem and Grateful remembrance of past favors Honored Sir [&c.]

J. P. J.

1. Papers of John Paul Jones, 6567, LC.

2. See Marine Committee to Jones, March 25, 1777.

3. See next entry.

“A PLAN FOR THE REGULATION, AND EQUIPMENT OF THE NAVY,
DRAWN UP AT THE REQUEST OF THE HONORABLE THE
PRESIDENT OF CONGRESS ¹

Let a dockyard be established at the most convenient and defensible Part, within the four Eastern States, let another be established at a proper Place within the five middle States, and a third at a proper Place within the four Southern States, let the Navy be formed into three divisions, one Squadron to Rendezvous at each dockyard. Let a principal Commissioner, a Surveyor, a Treasurer, and Deputies if necessary, with Clerks, and Storekeepers &c. be appointed for each Dockyard. Let it be the duty of the Commissioners to superintend the Building, Repair, Alteration, Victualling, Payment, and outfit of all Ships of War, let it be their duty to Provide and have in constant readiness sufficient Quantities of Provision, Anchors, Cables, Masts, Yards, Sails, Rigging, Warlike and Naval Stores, Slops and all manner of Articles which are necessary for the speedy Equipment of Ships of War, let it be their duty to examine Warrant Officers and to recommend them to the Board of Admiralty, let it also be their duty to inspect into the State and condition of each Ship as soon as she arrives in Port, and to call the Warrant Officers to account for the Expenditure of the Stores in their respective departments; these Officers ought to Make good all Wastage or Embezzlement.

Let it be the duty of any Continental Agent to import such Articles as the Commissioners may direct for the use of the Navy, let it be their duty to supply Ships of War when in Ports at a distance from the dockyards with such Stores and Articles as may be wanted, to enable the Agent to do this with convenience and dispatch, let them have in constant readiness at some of the best Outports certain Quantities of such Articles as the Commissioners may judge necessary, let it also be the duty of any Agents to muster the Ships company when in Port, and make return to the Commissioners on Oath.

Let all the Commissioners meet at Philadelphia and hold a general Conference, once a year, leaving deputies, or Clerks, to carry on the Business in their absence, let it then be their duty to settle all Accts with the Board of Admiralty, or such Person, or Persons as the board shall think fit to appoint to whom they are always to be accountable for every part of their Conduct, let it be their duty to lay before the Board, or whom the Board may appoint, the true State and Condition of each Ship, of each Dockyard, and of all Stores, to point out past Errors, and future Improvements in the construction of Ships, Drydocks, Stocks, &c. to suggest necessary institutions in the Marine department, and to furnish hints to form a clear line of duty for each of the Navy warrant Officers.

The principal Commissioner ought to be a steady Man of Business, a Seaman, and compleat Mechanic well skilled in all respects in the construction and equipment of Ships of War, it will naturally be his duty to inspect the Conduct of the Surveyor and Treasurer.

The Surveyor, ought to be a Shipwright, a Man of great Activity, and of sound Judgement well acquainted with the Qualities and Properties of Ships of War, as well as all their materials and Stores.

The Treasurer, ought to be a Man of Business, and a complete Merchant, the Purchase of Provisions and of Slops, &c. as well as the Payment of the Men might fall under his direction.

The Authority, of the Commissioners must by no means extend to the destination of Ships or their internal Government it being their Province only to keep the Navy in fit Order for Sea service and it being the Province of Commanders in the Navy to govern their Ships according to the Rules and Regulations established by the supreme Power of Congress, and to follow the Instructions which they may Receive from the board of Admiralty, or their deputies, or from Senior or Flag Officers, consequently commanders of Squadrons or of single Ships have a right to call on the Commissioners or Agents for supplies whenever they are in want of them, being always accountable to Senior Officers in their division for their Conduct, but more especially so to the Board of Admiralty.

As the extent of the Continent is so great that the most advantageous Enterprize may be lost before Orders can arrive within the eastern and Southern districts from the board of Admiralty it will perhaps be expedient to appoint deputies for executing the Office of High Admiral, within these extreme districts, to continue in Office only during Pleasure and at all times accountable to the Board of Admiralty. Perhaps one deputy to the Eastward

and another to the Southward may be found equal to the Business, but the number in each department ought not to exceed three, they ought to be Men of inviolable Secrecy, who inherit much discernment and Segacity, and are endowed with consummate Knowledge in Marine Affairs; besides pointing out proper Services for single Ships, and for Squadrons, it may be the duty of the deputies with the assistance of three or more of the most Judicious commanders of the Fleet who may be named by the board of Admiralty to examine the abilities of Men who apply for Commissions, and make report to the Board, also to examine divers Persons who now bear Commissions in the Service, and whose Abilities and accomplishments are very suspicious and uncertain, the board may do the same within the middle district, and by this means the Navy will at a Period not far distant be Officer'd by Gentlemen and Men of Sense, instead of Men of no education, with limited Capacities whom Nature never intended for a Rank superiour to that of Boatswain.

It may also be expedient to establish an Academy at each Dockyard under proper masters, whose duty it should be to Instruct the Officers of the Fleet when in Port in the Principles and Application of the mathematicks, Drawing, Fencing and other manly Arts and Accomplishments.

It will be requisite that young Men serve a certain term in Quality of Midshipmen, or Masters mate before they are examined for Promotion.

And the necessity of Establishing an Hospital near each Dockyard, under the care of Skilful Physicians is self evident. –

Jn^o P Jones ²

Philadelphia 7th April 1777.

[Endorsed] The Honble Robert Morris.

1. Papers of John Paul Jones, 6566a, 6566b, LC.

2. Jones to President of Congress, December 7, 1779:

The President told me that as the Regulations of the Marine was then under Consideration It would be of Service if I would give in Writing the outlines of my Ideas on a Navy System. This I did with great pleasure and the Navy Board at Boston with some other Regulations nearly Corresponding with my essay took place soon afterwards.

Papers CC (Letters and Papers of John Paul Jones, 1777–91), 168, II, 107–22, NA.

RICHARD HENRY LEE TO GOVERNOR PATRICK HENRY ¹

[Extract]

Philadelphia April 7. 1777

We have received very agreeable intelligence from the Commissioners (Dr Franklin Mr Deane & Dr Lee) of the United States to the Court of France – They have been received with great cordiality, promised protection, and an answer to their proposals as soon as Spain has been consulted, with which Country France means to act in close concert. The french had in January 25 sail of the line ready & Spain had 17. And both were certainly to have 30 by April. Ten thousand French troops were marched to Brest where the Fleet lay, and opposite the English coast, which will no doubt occasion alarm and prevent the sending more Troops from G. Britain . . . The Commissioners had negotiated a loan of two millions of Livres, to be

repaid when America was in peace and prosperity, without even the mention of interest, and the Ports of France, Spain & Leghorn are open to our Prizes as well as our Trade. These things look well, and if we are not wanting to ourselves, must in time fix the freedom and happiness of America – We have 12,000 stand of Arms arrived at Portsmouth in N. Hampshire with other Military Stores, and 8,000 stand come in here.

The enemy lately made an attack by surprise on our posts upon the highlands of Hudsons River, but they were repulsed, and driven on board their Ships with precipitation and disgrace by an inferior number of American Troops. They have lately embarked Troops at N. York, the Tories say for this City, themselves say they are going to Chesapeake Bay. Some think they mean nothing but to amuse, whilst others imagine they mean to renew their attack on the heights of Hudsons River – Either of the two last opinions I prefer to the former. . . .

1. Berol Collection, CUL.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board

[Philadelphia] April 7th 1777

An Order on William Webb to John Brannon for one pound ten Shillings & 6 (for 1 month & 6 days Wages, £5 . . 8 deducting Three pounds Seventeen Shillings & Six pence for 1 pair Breeches, 1 pr Shoes & 1 pr Stockings) £1. 10 . . 6.

An Order on William Webb to John Charmondy, for Four pounds thirteen shillings (for 1 mo & 6 days wages £5 . . 8, deducting 15/ for pr Shoes £4.13.

Order'd, Commodore Seymore to send Cap. [Alexander] Henderson with his Galley, down to Reedy Island & Search the different Vessels outward and Inward bound for any Deserters belonging to the State fleet.²

Order'd Captain [Jeremiah] Simmons of the *Arnold* Battery, to attend this Board tomorrow morning and furnish us with his reasons for not recruiting.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

2. Henderson commanded the *Dickinson* galley.

BOND OF WILLIAM LUX IN BEHALF OF CAPTAIN WILLIAM ROGERS' APPEAL FROM ACQUITTAL OF THE BRIG *Minerva* ¹

Maryland to wit

Know all Men by these Presents that I William Lux of Baltimore Town Merchant – am held & firmly bound unto John Winning in the Sum of two hundred and fifty Pounds Current Money to be paid to the said John Winning his Heirs, Executors Administrators or Assigns To the which Payment well and truly to be made & done I bind myself my Heirs, Executors & Administrators in the whole and for the whole firmly by these Presents sealed with my Seal and dated this Seventh Day of April Anno Domini 1777 –

Whereas William Rogers on Behalf of himself and others exhibited a Libel in the Court of Admiralty of the State of Maryland against the Brigantine *Minerva* and her Cargoe praying Condemnation thereof for the Use of the Captors and all others concerned And Whereas on the Hearing of the said Libel and Examination of all Witnesses & Evidences produced by the Parties interested therein a Verdict and Judgment of Acquittal & Discharge was obtained and rendered against the said William Rogers from which Verdict & Judgment the said William Rogers by his Advocate prayed an Appeal to the honourable Congress. Now The Condition of the above Obligation is such that if the above named William Rogers do and shall prosecute the said Appeal with Effect & pay & satisfy to the Appellee his Executors, Administrators or Assigns in Case the said Judgment shall be affirmed as well all Costs and Charges adjudged by the said Court of Admiralty to be paid by the said William Rogers to the said John Winning as all Costs and Charges that shall be awarded to the said John Winning by the Court before whom the said Appeal shall be heard, tried & determined, then the above Obligation to be void otherwise in full Force and Virtue.
Signed Sealed & delivered

in presence of Dan Bowly

Will^m Lux

1. Admiralty Court Papers, Box 1, 1776-1781, Md. Arch.

DR. GEORGE LOGAN TO SAMUEL LAWFORD, LONDON ¹

[Extract]

Dear Lawford

Charles Town, South Carolina, April 7th 1777

I have reflected for sometime whether your receiving a Letter from a Rebel (tho' an old Friend) will be looked upon as Treason or not, however I now venture to acquaint you of our safe Arrival at this Place where we arrived last December after numberless Difficulties, such as laying under Trees at Nights, and sometimes in open Boats on Water, however We are safe moored among our Friends in peace – I say in peace because there is all the Appearance of it, that is We have a great Trade, every body very busy, and to crown all, at the same time We are ready prepared for our Foes, if they attack us either by Land or Sea, as to the latter (by Sea) the brave Sir Peter Parker may give you a good History of the Carolinians Exploits on the 28th of last June, a good History of which you have in one of your Magazines – I fear the British Navy suffered a Slur on their maritime Character, it was on that day, when, tho' brave fellows they suffer'd incredibly – Had it not been for want of Powder at the Fort (which was the Case for two Hours) every Vessel must have sunk, at least when they got a fresh Supply they played on the Ships with such Spirit, that they were obliged to slip their Cables and take the Benefit of the Ebb Tide in a most shattered Condition. General Clinton can inform you that the Americans are not ignorant of the Art Military – We have enjoyed Peace ever since.

... I have lately seen one of our 36 Gun Frigates which is as noble and compleat a one as ever sailed from Britain in every respect the *Randolph*

she is called built in Philadelphia where her Guns (12 pounders) were also cast –

N.B. We have got up 18 of the *Actaeons* Guns, a number of fine Cables and some very fine Anchors belonging to the *Experiment*, *Bristol* and other Vessels . . .

1. PRO, Colonial Office, 5/127, 87–90. An intercepted letter.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD ¹

Navy Board [Charleston] Monday 7th April 1777 –
The Board Mett According to Adjournment

Present

Edward Blake Esqr first Commissr

Josiah Smith, Thos Corbett, Thos Savage, Roger Smith Esqrs.

Order of the Privy Council –

That the Commissioners of the Navy may purchase ten hands for workmen in a shipyard and write for three white workman from the Northward that they may Lease [Robert] Cochrans place on the Terms proposed or such [indecipherable word] and terms as they shall think Necessary for the Public Service

Agreed to hire or Lease Capt. Cochrans Ship Yard with five Negroe Workmen, and Every Building thereon as formerly Hired or Leased to Paul Pritchard, for Twelve Hundred Pounds Currency P Annum –

1. Salley, ed., *South Carolina Navy Board*, 54–55.

8 Apr.

MAJOR GENERAL WILLIAM HEATH TO JOHN LANGDON ¹

Sir Head Quarters Boston April 8th 1777

The Honble Thomas Cushing Esqr has Just Informed me, that the Two Continental Frigates which have been fitting out of this Port and are now ready for the Sea were to have had their Powder from This State (Massachusetts) But that upon a Proof of the Powder it appears Bad I think it is of great Importance that the Ships should be at Sea as Soon as Possible, as many advantages may accrue from it, If you Can therefore furnish the Powder necessary for the Two Frigates from that lately arrived, and now under your Care (which I suppose will be nine or Ten Tons) Consistant with your Instructions I think it will greatly Promote the Publick Service, and I would most Heartily recommend it, I am Sir [&c.]

W Heath M G

1. William Heath Papers, vol. 4, MassHS.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Boston] Tuesday April 8th 1777

Petition of Laben Lynds setting forth that he entered on board the Brigantine *Independence*, Simeon Sampson Esqr Comander on the 2d day

of May 1776 as mate of said Brig and served in that Capacity till the Twenty fifth Novr last, when said Brig was unfortunately taken and carried to Halifax, where Your Petitioner has been Confined on board the *Belogna* till the fourteenth of February last – when your Petitioner & eight other prisoners made their Escape from said Ship & humbly prays for such relief as the Honble Court shall see meet. –

In the House of Representts Resolved that there be paid Seven pounds out of the publick Treasury of this State to Laben Lynds the within Petitioner to enable him to pay his Expences from Machias to Boston and also to bear his Expences home he to be accountable for the same if required –

In Council read and Concurred

1. Mass. Arch., vol. 37, 161, 162–63.

ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE ¹

Gent Men

Providence april 8 1777

herewith you have Copeys of two Court Martels on two officers belongg to the *Warren*,² which you will approve off or Disanoll as you think proper the Ships are much in the Same Situacion as they ware when I Rote you Last, the *Hamdon* is Repared, mand and Ready for Sea, tho at present the Situacion of the Enemys Ships are Such that it is a Dought whare She Can gitt out – the Sloop *Providence* is Nearely mand under the Care of Leut Pecther [Jonathan Pitcher] and Shall try to gitt hur out Soon – the Situacion of the Ships are more Criticull Now then they Ever have ben, altho I make Not Much dout But we Can Defend them by Sea but Should the Enemy gitt Pursesion of the Lande it will Not then be in our power to do it and at present things hear have a bad prospect – the Sea Cost and Providence in purtic[u]lar is almost with out people to Defend them the milishe Refuses to Come in on acct of the high Prices of Goods and the Low Wages the State gives them and the princable men that have maid fortens by Priviteren have bought Estates back in the Cuntrey & have and are now Moving a way which Must Leave the town in a Defencless Condition

There is a grate unEasynes with the Late Crues of the *Alfred* and Sloop *Providence* Ocasiond by Capt Jones going a way and Not Leaving propor Muster Roles, or Rather None as he Did not Sign those he left, the Agents thinks they have No gide to Divide the Money by. it may be for the good of the Servis that you ordor Capt Jones to Do it Soon or that you Empower Sume of the other officers to Do it.

I hope I shall Not give offence by Menchening once more the Nessity thair is of fixing Comisioners of the Nave or Sume people with full Power under you over the Navell affairs in these parts and in that Case thair will be no Nesesity of aney offesor in the Stacion I Now Bare and I Shall be Well Pleased when Ever the Bisness Can be Better Don with out my Sustaining the office I Now Do

if You think Proper you Will Send a Comision for Liut [Ezekiel] Burroughs to Comand the *Hamdon* & if Capt Jones Dose Not Come to

take Charge of the Sloop *Providence* think it Will be Best to give Leut Pit[c]her a Comision for hur

I am Gentle men [&c.]
E H

1. Hopkins Papers, vol. 2, 51, RIHS.

2. For one of these courts martial, see that of Lieutenant Richard Marvin, April 3, 1777.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS ¹

Number 27.
Sir,

Eagle Off New York
April the 8th 1777.

Several Transports from Cork with Provisions for the Army, having most of them, without any apparent Necessity, bore up for the West Indies and put into Antigua; Vice Admiral [James] Young appointed Lieutenant Hugh Christian of the Navy to embark in one of them and conduct such as were in Readiness to proceed at the same time, for this Port.

Lieutenant Christian arrived here with the several Transports in the enclosed List described, the 5th Instant: Having testified great Attention and Diligence on that Occasion. The two last Ships upon the List are part of the *Thames's* Convoy: But no Intelligence has yet been received of the *Elephant* Store-Ship, nor the Ordnance-Transport [*Unity*].

Vice Admiral Young expresses in his Letter by Lieutenant Christian of the 12th of February, his Regret on Account of the unavoidable Delay which the Frigates sent to be cleaned and refitted at Antigua, would meet with from the Nature of the Climate and small Number of Artificers to be procured there. Captain Hamond advises me that he arrived in English Harbour with the *Pearl* the 27th of January: And having under the Vice Admiral's Inspection, attended to give the earliest Dispatch to the cleaning and refitting of those two Ships, expected to be joined in time by the *Camilla* and *Perseus*, and to be returned upon his former Station by the 20th of last Month.

I have great Concern to hear by the same Opportunity, of the Death of Captain Wilkinson of the *Pearl*, an Officer of most distinguished Resolution and Ability. He died the 15th of February.

The *Phoenix* sailed Yesterday for her former Station in Chesepeak Bay. And the *Brune* and *Merlin* the 5th Instant for the Coast of North-Carolina. These being the only Changes made in the Disposition of the 31st past, enclosed with my last Letter of the same Date.

I am, with great Consideration, Sir [&c.]

Howe

1. PRO, Admiralty 1/487.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN CHARLES ALEXANDER ¹

Sir

[Philadelphia] April 8th 1777

The Marine Commissioners having reported to this Board that the Frigate *Delaware* under your command is ready for Sea, you are hereby

directed to proceed to Cruize for the enemies Transport and Provision Vessels that may be coming from Europe to New York, You will proceed so far to the Eastward and so far from the Coast as will be the least likely to fall in with the Enemies Ships of war until you[r] Men are well practiced and fitted to engage with strong Ships. When that is the case you are then to draw nearer to the Coast of North America, and Cruise along the said Coast from Block Island to the Capes of Virginia doing your true endeavour to take, burn, Sink, or destroy as many of the enemies Ships and Vessels of every kind as you may have the good fortune to fall in with. The prizes you may be lucky enough to take you will send into such Ports of the United states as you shall think will be the safest from the informations you may receive, you are to pay due attention to the printed Instructions from the Navy Board. It is possible that we may think proper to give you fresh Orders which shall be lodged with Henry Fisher at Lewis Town, and the light House will be ordered to shew a large white sheet when they have such orders and find a frigate in sight. Should any unfortunate accident befall you destroy these Orders rather than let the enemy get them, and you will as opportunities occur transmit us Accounts of your proceedings

You will be careful of the *Delaware* her Stores and Materials, Kind to your Officers and Men but observing strict discipline, and you are to pay due attention to the printed Instructions of the Navy Board. Inclosed you have Signals whereby you are to know American Vessels of war. We are sir [&c.]

I. Marine Committee Letter Book, 65-66, NA.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JAMES NICHOLSON ¹

Sir

[Philadelphia] April 8th 1777

It seems currently reported that the Frigate *Virginia* under your command is ready for the sea and that she only waits for Orders. Hoping this may really be the case, we despatch the following Instructions by which you are to be governed. You are immediately to proceed with the said Frigate to Sea, embracing such favourable winds as may be likely to run you quickly off[f] the Coast, for as we know you are not in condition to meet the enemies Ships in Battle on advantageous terms at present, we wish you to avoid them until you get well manned and your People tollerably trained, therefore soon as you clear the land schape your Course for the Island of Martinico, and there deliver to William Bingham esqr American Resident at that Port the letter sent herewith directed for him. We expect a quantity of Arms ammunition Cloathing and other Stores to be lodged with him by this time and he is directed to put a part of them on board the *Virginia* and you will direct them to be received on board, granting bills of lading for what are so received. Should Mr Bingham have shipped these Stores or the greatest part of them previous to your Arrival, it is likely there may be Others at St Eustatia and you may apply there to Mr Saml Curson junr Mr Corneilus Stevenson & Mr Henricus Goddet for any such that may have come to their

hands granting them bills of Lading for what you receive. When you Arrive at Martinico Mr Bingham will inform you what british ships of war are amongst the Windward Islands also what other of the enemies Cruizers are there, and whether the Inhabitants of the British West India Islands continue the practice of fitting out ships in a Piratical manner without commissions and if upon A view of these things Mr Bingham and you should be of opinion that it will be useful to our Commerce for you to make A short Cruise amongst the Islands for the purpose of protecting our Trade and distressing the enemy by all means let it be done.

The British ships of war after being any length of time in the West Indies are rarely well manned and as we hope your ship will sail well, we hope you may either be able to cope with them in Battle or to outsail them, as to any other Cruizers they must outsail or Submit to you, but if you can add some of the enemies Ships to our Navy it will render essential service to your Country inspirit our Seamen and do honor to yourself.

Should you take any Prizes whose Cargoes are perishable or particularly suited to the West India Markets you may order such articles to be sold there and lodge the Money with Mr Bingham taking his drafts for the same, but the Ship and other parts of the Cargo must come to America for condemnation

You will be particularly attentive to collect as many Seamen as possible, not only what may be necessary for the *Virginia*, but as many as you can bring to assist in manning the rest of our Navy. It is expected that you contend warmly on all necessary occasions for the honor of the American Flag. At every foreign port you enter salute their Forts, and wait on the Governor-General or Commander in chief, asking liberty of their Ports for the Ships of the United states of America – Take care that your people do not molest their Trade or Inhabitants nor in any shape disturb that good understanding we have with them. We think you should not only attempt to get seamen at every port you touch at, but also encourage them to enter from every Prize you take, and if amongst these you should number any of the British ships of war, You must be particularly attentive to prevail on the most useful Petty & Warrant Officers to engage in our Service – the encouragement for them is great and we want them much. When your errand to the West Indies is completed you are to return to Some Port in these States.

The uncertainty of the state of war and the stations the enemy may choose for their large Ships makes it improper we should fix positively on any one particular, but as it is likely those middle states may be the Seat of war the nearer you can land the stores to our Army the better. It is expected from every Commander in our Navy that he will use his officers and people well, Still preserving strict discipline and decorum – that prisoners be treated with humanity that great care be taken of the ships their Materials and Stores, and that due attention be paid to the private Instructions of the Navy Board. We are Sir [&c.]

P: S: you have herewith signals whereby to Know the American ships of war

1. Marine Committee Letter Book, 66-67, NA.

MINUTES OF THE PENNSYLVANIA NAVY BOARD¹

State Navy Board

[Philadelphia] April 8th 1777

Whereas there appears a great deficiency of hands in the fleet, and in order to supply the said fleet, we apprehend it necessary that the recruiting should be prosecuted with the greatest expedition.

Resolved, That every Captain shall be allowed Twenty Shillings for every recruit hereafter inlisted, as an allowance for said Captains expences, which sum, to be paid on the Recruits passing Muster.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

Pennsylvania Evening Post, TUESDAY, APRIL 8, 1777

Philadelphia, April 8.

By a vessel in 45 days from Nantz in France, we learn, that the privateer which carried Dr. Franklin, since the two prizes formerly mentioned, has taken and carried into some ports in France, five others, one of which we hear was a Lisbon packet.¹

1. Captain Lambert Wickes, in the Continental Navy ship *Reprisal*. One of the prizes was the Lisbon packet *Swallow*. William Bell Clark, *Lambert Wickes Sea Raider and Diplomat, The Story of a Naval Captain of the Revolution* (Yale University Press, New Haven, 1932).

Pennsylvania Packet, TUESDAY, APRIL 8, 1777

Philadelphia, April 8.

A ship is arrived at Hampton, in Virginia, from the Island of Martinico, with about sixteen hundred stands of arms, thirty thousand weight of gun powder, and some dry goods.

Capt. Mumford, from Cape Francois, informs that the brig *Warren*, Capt. Paul Read, from Boston, was taken the 11th of March, just off the bar of the Capes.¹

1. *Warren* was taken by H.M. Sloop *Badger*, March 11, 1777, according to her journal.

COLONEL MORDECAI GIST TO THE COMMANDING OFFICER AT WHETSTONE FORT¹

Sir/

You are hereby requested to Stop the Privateer *Revenge*,² and not suffer her to pass the Fort untill the Master or Commanding Officer delivers into your custody three Soldiers of my Rigement Vizt John Walker, John

Callahan and whom you will please to confine in your Guard-house untill sent for. yr mot Obt [&c.]

M: G

Balt[imore]: 8th April 1777.

1. Mordecai Gist Letter Book, NYPL.
2. Maryland privateer schooner *Revenge*, eight guns and thirty-five men, William Gosnold, master, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, XIII, NA.

COLONEL MORDECAI GIST TO THE COMMANDING OFFICER ON BOARD
THE MARYLAND PRIVATEER SCHOONER *Revenge*¹

Sir/

You are hereby required to deliver to Capt [Jacob] Brice or his order John Walker, John Callahan and three Continental Soldiers of my Regt in Brice's Company – to him or his Order –

Given under my hand at Baltimore this 8th Apl 1777.

M. Gist Colo 3 Regt
Maryland Troops

1. Mordecai Gist Letter Book, NYPL.

Maryland Journal, TUESDAY, APRIL 8, 1777

Baltimore, April 8.

Captain [Robert] Cochran, in the armed Brigantine *Notre Dame*, lately arrived at Charlestown, South-Carolina, with a valuable Cargo, from France. "Accounts were received in France, before Capt. Cochran's Departure, of the Arsenal and Dock Yard at Portsmouth having been burnt in the Beginning of December, the Loss is computed at Two Millions Sterling, but at the present critical Situation of Great Britain, being in all Appearance on the Eve of a French and Spanish War, and the Supplies of Naval Stores from America being discontinued, it will be hard to determine what the Loss may be estimated at."

Capt. Cochran carried into Charlestown an armed Victualling Ship, bound from Cork to New-York, which he took after a short Resistance.

JOSIAH POLK AND EDWARD LLOYD TO THOMAS SIM LEE¹

Sir,

Annapolis Apl 8th 1777

By Express from Congress to Govr Johnson we are informed that three thousand of the Enemy have embarked and said to be destined for Chesapeake Bay with design to make an Attack on the Eastern shore or to go up to the head of Elk and take this City and Baltimore Town in their way. Congress have directed that Govr Johnson should give immediate Orders for the removal of the Military stores and powder from Annapolis to Frederick Town and from Baltimore to the Town of Carlisle in Pensilvania The Govr and all the members of Council being Absent except Col Loyd and myself we have under these circumstances thought it most prudent to lay

a Copy of the above request of Congress before the Assembly that they may take orders there in and have sent the Originals by Express to the Govr we therefore think your immediate Attendance indispensably Necessary And are with great respect [&c.]

Josiah Polk Edw^d Lloyd

1. Gilmor Papers, MdHS.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Tuesday 8th April 1777.

Ordered that Captain Thomas Lilly repair to Pepper Creek where the *Gloucester* Galley is now building, and give such directions respecting the finishing the said Galley, with dispatch, as he may judge necessary.

1. Navy Board Journal, 203, VSL.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN JOHN LINZEE ¹

April 77	Cape Hatteras N 21 Wt Distance 6 Leagues
Sunday 6th	At 6 A M Saw a Sail ahead supposed to be the <i>Pearl</i> . At 7 Bent a new Main stay sail & set it At 9 Got up fore Yard & reefed the Sail At 10 Saw a Sail to the Eastward, Swayed up Main Yard Set fore sail & Main sail & Gave Chace, Bent the fore Stay sail. First and Middle parts fresh breezes & Cloudy Wr At 1 P M Wore Ship & Set Mn TS At ½ past 3 fired 6 Nine Pounders at the Chace & brought her too but could not send a Boat on board. Brought too in Main TS, up Fore & Mn sail & lay too under Main & Mizen Stay-sail. At 8 fired several VOLLIES of small Arms at the Brig to make her shew a light & keep Company
Monday 7	At 2 A M Fired at the Brig several swivels At 12 hauled down Main & Mizen staysails & set the Mizen, the Prize Brig in Company Hoisted out the Cutter & sent a Mate & 6 Men on board to take Charge of her & send on Board the Prisoners. At Noon More Moderate First & Middle part fresh Gales & squally Wr Latter fresh breezes & Cloudy. At 1 P M the Cutter return'd with the Prisoners, she getting under the Lee Quarter, was over set & was lost, but the People saved. the Brig was called the <i>willing Maid</i> , Roger Pye Master from St Thomas's, bound to Ocrecock, Loding Sugar, Rum & Salt, Wore Ship & made Sail
Tuesday 8th	Saw a Sail to Westward, out all reefs & set steering Sails & gave Chace, swayed up Fore top Gallt mast & got the Yard across. at ¼ after 6 Left off Chace, shorten'd Sail. At 9 they hailed from on board the Brig and told

us she had sprung a leak and would certainly sink with them, brought too & hoisted out the Pinnace, Sent the Lieut: & 7 Men on board to bring on board the People & remainder of the Prisoners, got all the People onboard & hoisted the Pinnace in. Made Sail & Left the Brig sinking.²

1. PRO, Admiralty 51/157.

2. *Willing Maid* is mistakenly credited to H.M.S. *Pearl* in Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

9 Apr.

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot*¹

[Cape Porpoise Harbor] Monday [Tuesday], April 8.

At 8 A. M. hove up and came to sail, with the wind at E. by N.

Tuesday [Wednesday], April 9. At 2 A. M. made Cape Ann, at 6 came to an anchor in Salem harbour, at 11 hauled into the wharff, and discharged the people.

Thomas Weaver, 1st Lieut.

John Margeson, act. Lieut.

Joseph Vesey, Master.

John Dinsdell, 1st Lieut. Marines.

Edward Ruddock, Chief Carpenter.

[Endorsed] Suffolk, April 16, 1777. Thomas Weaver, John Margeson, Joseph Vesey, John Dinsdell, and Edward Ruddock, made oath that the foregoing journal, by them subscribed, is just and true, before me,

Joseph Greenleaf, Justice of Peace.

Having examined the foregoing journal of the brigantine *Cabot*, signed and attested by my brother officers, I do hereby certify the facts therein related.

Edward Arrowsmith, Capt. Marines.

[Second endorsement]

State of Massachusetts-Bay.

I Henry Allen, jun. Notary Public, by lawful authority duly admitted, dwelling and practicing in Boston, in said State, do hereby certify all whom it may concern, that the foreg[o]ing is a true copy of the original journal, and of the caption thereon taken by Joseph Greenleaf, Esq; and that the said Joseph Greenleaf, Esq; is a justice of the peace for the county of Suffolk, within said State, and that full faith and credit is and ought to be given to his acts and attestations as aforesaid. Thus done at Boston, in said State, this twenty-first day of April in the year of our Lord one thousand seven hundred and seventy-seven. In testimony whereof I have hereunto set my hand, and affixed my notarial seal.

Henry Allen, jun. Notary Public.

1. *Providence Gazette*, April 26, 1777.

JOHN BRADFORD TO THE CONTINENTAL MARINE COMMITTEE ¹

Honble Sirs

Boston 9th April 1777

I have the honour to receive a Letter from the Marine Board under the 21st march, in wch you are pleasd to mention that the officers and seamen, concernd in Captur[e]s, complain of there being kept out of there money, I wish they had not a just Reason for there complaint, however I beg leave to Exculpate my self, from that Charge, for the present, and E're long the honourable Board will be convinced by the Commisrs to whome my Books shall be laid open,² that I have paid the men £2000 prize money, besides having paid Colo [Jonathan] Glover £919. I have it as invariable practice, never turn a man away when he Ask'd money, if he had a demand for prize money, Its true I have been put to great inconveniences, long after I had the honour of entering into this department, and before any prize money came into my hands, to be obliged to Borrow large sums, wch I did do till I had advanced seven hundred pounds of my own money, on the whole, the Credit of the Continent never sufferd through me, the reason that the accounts have been so long unsettled was unavoidable, the Exigence of the Army being such, I was oblig'd to send forward large quantities of Goods uninvoiced & unappraised, the Expedient now taken will remidy that evil, I shall loose no time in Settling every account, and forwarding them to Congress, and pray give me leave to answer the honble Board. it was not owing to inattention, to their orders under the 18th Octor that I have not comply'd therewith, but to a pressure of Business I being placd between providence and portsmouth, I have had a great plenty of Business, from both quarters I have been endeavouring to add to my help but coul'd not, the young people all having Engag'd in the Army.

I informd you some time since that I had a prospect of furnishing the *Raleigh*, with a Sett of Cannon of our own manufacture, having for that purpose taken fifty tuns pig Iron out of the *alfred*, they meet with indifferent success, the three they first cast burst in prooving, But other two stands proof, I shall advise you of our future [Success]

I am Sorry to Acquaint you with the loss of the Brig *Cabbot*, Which saild from Salem last Sunday fortnight, in Company with two Arm'd Brigs belonging to this State, this same night they fell in with the *Milford* frigate, and she Chasd the Brig *Cabbot* a Shore, where she was lost, I cant larn the particulars, therefore shall suspend any further Acot till I see Capt[n] [Joseph] Olney who is on his way from portsmouth here,

the *Alfred* is now taken in her Ballast, the Carpenters being done with her *Alfred*, the *Boston* this day got into King Road from Cape Ann – And the *Hancock* fell down to Nantasket, they will both sail its probable in a few days, The *Mellish* I've purchas'd at a very moderate pri[ce] giving only £ 1020, she sails fast, and Capt [John Paul] Jones is of opinion she will make a good Cruiser, the Sc[hooner] *Lee* has been saild three weeks on a

Cruise, having nothing meteri[a]l to add I Salute & have the honour to be Gentlemen [&c.]

John Bradford

1. John Bradford Letter Book, vol. 1, LC.

2. Isaac Smith, Ebenezer Storer and William Philips, appointed to settle prize accounts; see letter to Bradford, March 21.

JOHN BRADFORD TO THE SECRET COMMITTEE OF THE
CONTINENTAL CONGRESS¹

Honble sirs

Boston 9th April 1777

Your honble Chairman Mr Morris, informs me you never Received an Account [of] my transactions Respecting the Sloop *James*, Capt Gillis that was taken afterwards retaken [and] Carried into Salem, I wrote you fully on that subject under the 16th Decr² and informd you that some months before the Committee wrote to me on that matter, the Sloop arrivd at Salem and Cargo was sold, But tho the Sloop was Condemned, they had not sold her till after hearing from Congress, she went off at £200, and being much out of repair and badly found, (being robb'd [by] the Cruisers that had taken her) I thought she sold at her full vallue, nothing could be done [in the] matter but receiving our proportion of Vessell & Cargo the Accounts I now transmit as settled wi[th] the owners, I am sorry to acquaint the honble Board that the *Tryton* is not yet saild, being disappointed of a parcell pot & pearl Ash, how to mak up a Cargo for her I know not, having only three hundred & twenty T[ie]r[ce]s Salmon, & two trs pearl Ash, yet provided I am in pu[rsui]t of Oil to morrow will determin whether I shall get it,

The Ship *Esther* was to sail yesterday for Rappahannock the Ship *mell[ish]* we purchas'd for £ 1020, the *Peggy* a fine ship one of our prizes Claimed by former owners at philidelphia lays unimprov'd waiting the decision of Congress I shall use my utmost Exertions, to dispatch the *Tryton* I have the Honor to be with all due Respects Gentlemen [&c.] the Sum of £973. .7. 11½ I have Carried to its proper Credit

J B

1. John Bradford Letter Book, vol. 1, LC.

2. Letter of December 16, 1776 has not been located. *James* was captured by H.M. Sloop *Ranger* and recaptured by Massachusetts privateer *Rover*. See Volume 6.

JOURNAL OF THE MASSACHUSETTS COUNCIL¹

[Boston] Wednesday April 9th 1777

Instructions for Captain John Glover Appointed to negotiate the Exchange of Prisoners

- 1st You are to hoist a White Flag at the Mast head of the Sloop [blank] and to continue it abroad night and Day, untill you return to this Place.
- 2d You are to be particularly careful that no Cannon, Musquet, Pistol or Fire Arms of any kind, be recd on board the Vessel, while she is considered as a Cartel, a Violation of this Order may possibly occasion

- the Detention of the Sloop, and furnish a pretence of doing an Act of Violence, under the Assertion that the Vessel is fitted for War.
- 3dly All Prisoners are to be Victualled at two thirds Allowance.
- 4th A Quiet peaceable Demeanour towards the Prisoners is particularly recommended, and to avoid all Dissentions on board you are directed not to make the Present unhappy dispute the Subject of your Conversation with them.
- 5thly It will be deficient on many Accounts to lay down the exact mode you are to follow in the Exchange, That must be left to your own Judgement observing this that the Prisoners are to be Exchanged for a like Number of Persons belonging to the New England States, giving the preference however to those of this State if to be had, if not to any other of the American States, who are Prisoners under the directions of Sir George Collier.
- 6thly You are to make all the Dispatch, that the Nature of the Service will permit in returning to this Port, with those Subjects of the United States of America, whom you may receive in exchange, and have a written Certificate from the Commissary or other Officer appointed to Conduct the Exchange of Prisoners.
- 7thly On your Arrival at Halifax you are forthwith to Apply to Sir George Collier or other proper Officer and deliver the Letter herewith delivered you, directed to him and exhibit a Copy of your Instructions and also a list of your Prisoners to the End they may be exchanged as above.

To Capt John Glover,

Sir You are hereby directed to take Charge of the Sloop a Cartel fitted out by this State, and with the said Sloop, proceed immediately to Halifax and there deliver such Prisoners as you carry down there, to Sir George Collier or some person appointed by him as Commissary with whom you are authorized to Negotiate the Exchange. And you are directed if possible to procure the releasement of as many American Prisoners as you carry down British and also for those discharged here and permitted to Depart this State with Captain [John] Jones agreeable to their written request now delivered You. And also for the Crew of the *Milfords* Tender and others sent at the same time from the State of New Hampshire to Rhode Island in Number about Fifty: and for about Sixty others discharged from Plymouth, and permitted to go to Ireland under the care of Captain John McDonnell.

For these You are directed to take in Exchange if possible Capts Burk [William Burke], Samson, Hatch and Parsons, with as many of their Officers and Seamen as You can Procure or any others belonging to the United States and this State in Particular, as may be offered You.

You will observe and follow as near as may be the Instructions given you by the Council of this State, and in all respects conduct yourself prudently, using the greatest Oeconomy and Dispatch.

JAMES WARREN TO SAMUEL PHILLIPS SAVAGE ¹

Sir

Plymo April 9th 1777

I have the pleasure to Inform you that Capt [Isaac] Bartlett in Schooner *Plymouth* Arrived here yesterday, with 2 or 300 Arms, A little duck, A few flints, & some few Other Articles, as much as his own Cargo would purchase after A poor sale he left Hallet ² at Martinico 25 days ago to sail in five days after him, heard of Coffin, & McClannin at St Petre. the Schooner the last was in & Cargo was sold & Coffin had A prospect of selling his Ship Capt Bartlett proceeds to Boston the first Wind. I dont think it necessary to wait your Orders for that purpose, as the risque from here is not Considered of any Conseq[ue]nce] I am [&c.]

J Warren

1. Mass. Arch., vol. 152, 149, Board of War Letters, 1776-1777.
2. Commanded Massachusetts Navy sloop *Republic*.

JARED TRACY TO WILLIAM TALLMAN ¹

Sir

Bedford April 9th 1777.

As there is a number of Vessles expected here with flour &c from Virginia, on Accot. of the United States, you are desir'd to unload & Store the Cargoes, until opportunity presents to Ship it to Norwich to the care of Captn Joshua Huntington, or to Hartford to the care of Jeremiah Wadsworth Esqr. and it is then to be Shipp'd, in small Vessles in such a manner as may be thought the most secure from the enemy.

And all Masters of Vessles arriving with such Cargoes are hereby Directed to Deliver them to you.

By Order of the Comsy Genl. [&c.]

Jar d Tracy

1. Miscellaneous Letters, Force Transcripts, LC.

AMERICAN PRISONERS TO BE EXCHANGED ¹

Memo of Prisoners sent for

[Providence] April 9th 1777.

Richard Low	} Seamen taken in the Sloop ² Moses Lippitt Master from Sta Croix by the Ship <i>Niger</i> , and are now supposed to be on board the said Ship.
Thomas Roberts	
William Gorton	
Benedict Arnold	Mate of the Brig ³ Joseph Lippitt Master from Sta Croix by the <i>Cerberus</i> and is now supposed to be on board said Ship.
James Murray	Mate of Capt Pe[illegible] taken by the <i>Cerberus</i> . He hath a Wife and Child [in] East-Greenwich.

1. Council of War Papers, Exchange of Prisoners and Miscellaneous Papers, 1775-1781, R. I. Arch.
2. *Hope*.
3. *Elizabeth*.

ROGER SHERMAN TO GOVERNOR JONATHAN TRUMBULL ¹

[Extract]

Sir

[Philadelphia] April 9th 1777

Capt [Robert] Niles of the *Spy* was here last Saturday he Said That there were a number of the Enemy's Ships of War in Chesepeak Bay So that he could not go to Virginia That he wanted 750 Dollars toward paying for a Cargo of Flour which he had purchased upon which I moved Congress to advance to the State of Connecticut one thousand Dollars which was Granted – and I delivered 750 of them to Captain Niles and he drew a Bill on Your Honr for payment the whole is Charged to the State and I must acct for it when I return home Nothing very material has occurred here Since my last . . . Congress received a Letter from Dr Franklin, Arthur Lee & Silas Dean dated about the 27th of January – it does not contain any thing material more than what has been published in the News Papers they have been offered a loan of Two million Livres without Interest payable after the United States are settled in Peace and Safety which they Gratefully accepted for the use of the States & 500,000 Livres has been received – all ranks favour our cause – It was not certainly known to them whether a War between Gr Britain & France would be Soon Declared . . . a Vessel has lately Arrived here from Sweden with Arms & ammunitiion . . .

1. Emmet Collection, Mss., NYPL.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO THE
PENNSYLVANIA COUNCIL OF SAFETY ¹

Gentlemen.

Continental Navy Board 9 April 1777

We wrote to you about a Week ago, requesting you to return Three Guns you borrowed from the Sloop *Race Horse*, our Captain informs us that he has waited on your Honble Board for an Answer to that Letter, but supposes you have been so much engaged that you could not attend to it. We beg leave therefore to renew our Request that you would be pleased to return said 3 Guns, as we are in pressing Want of them, & fear that our Sloop which we are anxious to send to Sea, will be detained on this Account. We are sorry to be this troublesome, but Affairs are so critical that we must wave Ceremony. We are Gentlemen [&c.]

Fra^s Hopkinson John Nixon John Wharton

[Endorsed] Captain [Joseph] Blewer knows nothing more of these Guns than that they were delivered in the State house yard to Mr Paneass and by him to Mr Hiles –

1. Simon Gratz Autograph Collection, Case I, Box 22, HSP.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL ¹

Philada Wednesday April 9th 1777.

The State Navy Board sent in a recommendation of two Officers of the Navy, Viz: Brigantine *Convention*, first Lieut Douglas Spence. Battery *Putnam*, 2d Lieut George Myers.

Agreed, That the Paymaster of the Pennsylvania Fleet be allowed Captains Pay.

Orderd, That Lieut Douglas Spence, and Second Lieut George Myers, recommended by the Navy Board, be Commissioned accordingly.

1. Supreme Executive Council Minute Book, 37-38, Pa. Arch.

PENNSYLVANIA NAVY BOARD TO CAPTAIN JOHN HAZELWOOD ¹

Sir – [Philadelphia] April 9. 1777

The following appointments being made in the fleet under your command, you'll please to communicate them to the different Officers, at same time give them orders to procure their Men as fast as possible, & come to this board to receive their Commissions.

In the present emergency, it will be proper that you urge every Officer under you to compleat their equipments with all possible expedition.

Fire Sloop *Aetna*, Cap. William Clark

Brigt *Vulcano*, Lieut. William Rogers

Ship *Strubulo*, Lieut. James M'Knight

Guard Boats.

Thunder, Cap. Francis Gilbert –

Dragon, Cap. Benjn Thompson –

Lyon, Cap. Henry Martin –

Resolution, Cap. William Lyel –

Repulse, Cap. John Harrison –

Argus, Cap. Nathaniel Galt,

Viper, Cap. Stephen Beasley –

By whom built

Williams & Clinton

Boyer Brooks

Mordicai Hill

Hale & Dunn

Samuel Robins

Ditto

Hale & Dunn

1. Navy Board Minute Book, vol. 1, Pa. Arch.

PENNSYLVANIA NAVY BOARD TO COMMODORE THOMAS SEYMOUR ¹

Sir – [Philadelphia] April 9 1777

The following promotions & appointments being agreed to you will please to communicate them to the different Captains, at the same time direct them to recommend proper persons to this board to fill up the Vacancies which those promotions will occasion.

Promoted

Francis Gilbert,	from the Ship <i>Montgomery</i>
Benjamin Thompson,	“ “ <i>Experiment Galley</i>
Henry Martin,	“ “ <i>Washington</i>
William Lyell,	“ “ <i>Dickinson</i>
John Harrison,	“ “ <i>Bright Convention</i>

Appointed

Thomas Fell,	1st Lieut., to the <i>Arnold Battery</i>
Jas Kirk Patrick,	“ “ to the <i>Effingham</i>
Douglass Spence,	“ “ to the <i>Bright Convention</i>
George Myers,	2d Lieut., to the <i>Putnam Battery</i>

1. Navy Board Minute Book, vol. 1, Pa. Arch.

Gazette of the State of South-Carolina, WEDNESDAY, APRIL 9, 1777

Charles-Town, April 9.

One of the gallies belonging to the state of Georgia, has . . . taken a schooner in St. Mary's river, laden with rice in bulk, destined for St. Augustine.

The *Rutledge* privateer of this Port, commanded by Capt. Jacob Muligan, has lately carried into a safe Port, a Brigantine of 10 Guns, from the Coast of Guiney, with 42 Slaves, a large Quantity of Elephants Teeth, &c. which he took almost under the Guns of a Fort at Barbados, and in Sight of several Vessels at Anchor, one of which, supposed a Man of War, weighed and gave him Chace.

NEWS FROM ST. CHRISTOPHER ¹

Basseterre (in St. Christophers) April 9.

A storeship bound to New York, has been taken and carried into Port Pietre, Guadaloupe; part of her lading has been retaken by the *Seaford*, in a vessel bound to Martinico. We suppose the Admiral has sent to demand her, which whether complied with or not, will bring our good friends the French to an explanation.

1. *Pennsylvania Journal*, May 28, 1777.

10 Apr.

ISAAC SMITH TO JOHN ADAMS ¹

[Extract]

Boston. April. 10. 1777

I wish we were better Able to coape with the enemy att sea, for they have the Advantage of us greatly for they seem to take almost every thing. They have got Bermudas as a place of rendezvous, by which they have all the Advantage possible. I had a Master come by the way of N. York last week, haveing been taken in a brig of mine with 300 hhd. Molasses, [powder?], small Arms and sundry Other Articles, by which shall be a large sufferer.

1. Butterfield, ed., *Adams Family Correspondence*, II, 206.

Independent Chronicle, THURSDAY, APRIL 10, 1777

Boston, April 10.

Last Week arrived at a safe Port, from Martinico, the Privateer Sloop of War, *Rover*, belonging to Salem, after a Passage of 31 Days; the Captain of which informs, – That a Privateer fitted out of that Port, by the French, carrying 6 Guns and 25 Men, had captured, and sent into that Place, a large Guineaman, with 300 Slaves on board, a quantity of Elephant's Teeth, and Gold Dust. – That the American Cruizers sent Prizes into that Port daily, – That a Privateer Brig, fitted out at Providence, but belonging to Connecticut, had arrived there, and brought in a Snow, from Guinea, having

on board 297 Slaves, a Brig laden with Fish, and a Sloop laden with Staves, which were all condemned at that Port.

Yesterday arrived at a safe Port, a Privateer Schooner, commanded by Capt. [Joseph] Cunningham, in a short Passage from the French West-Indies, where she has lately sent in several Prizes.¹ We learn that the French Ports are crowded with Cruizers and Merchantmen, belonging to these States, and that all Kinds of Goods are sold at a moderate Price.

1. Cunningham commanded the Massachusetts privateer *Phoenix*, Mass. Arch., vol. 6, 227.

LIBELS FILED AGAINST THIRTEEN PRIZES IN MASSACHUSETTS
ADMIRALTY COURT FOR THE MIDDLE DISTRICT¹

State of Massachusetts-Bay, } To all whom it may
Middle-District. } concern.

Notice is hereby given, That Libels are filed before me, against the following vessels, their cargoes and appurtenances, viz. In behalf of John Fisk, commander of the armed brigantine *Tyrannicide*, owned by the State of Massachusetts-Bay, and of his company on board her, against the brigantine *Three Friends*, of about 100 tons burthen, Arthur Helme, late master. In behalf of Captain John Lee and his company, and the owners of the private armed schooner called the *Hawke*, against the brigantine *Betty*, of about 100 tons burthen, James Simonet late master. In behalf of Capt. Benjamin Dean, his company and the owners of the private armed schooner called the *Revenge*, against the ship *Royal Charlotte*, of about 200 tons burthen, Ignatius Fenwick, late master. In behalf of Captain Elias Smith his company and the owners of the private armed brigantine called the *Washington*, against the brigantine *Placentia*, of about 130 tons burthen, Thomas Eldrad, late master; and against the brigantine *Dorothy*, of about 75 tons burthen, John Pennell, late master. In behalf of Captain William Brown, his company and the owners of the private armed ship called the *Boston*, against the ship *Peirce*, of about 190 tons burthen, Simeon Rogers late master; and against the brigantine *Independence* of about 120 tons burthen, ——— Harvey, late master; and against the brigantine *Eunice*, of about 130 tons burthen, Charles Anderson, late master. — In Behalf of Captain Ishmeal Hardy, his company, and the owners of the private armed sloop called the *Lady Washington*, against the ship *Weathrill*, of about 160 tons burthen, Martin Cox, late master. In behalf of Capt. John Stevens, his company, and the owners of the private armed sloop called the *Satisfaction*, against the ship *Royal George*, of about 220 tons burthen, Peter Young, late master; and against the brigantine *Margaret*, of about 200 tons burthen, John Biddlecomb, late master. — In behalf of Captain Abijah Bowden, his company, and the owners of the private armed sloop called the *Rover*, against the ship *Duke of Leinster*, of about 200 tons burthen, Patrick North, late master. — In behalf of Capt. Francis Brown, his company, and the owners of the private armed sloop *Charming Sally*, against the schooner *Betsey*, of about 30 tons burthen, William Clarke, late master. — All which vessels, 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, in the County of Suffolk, on Tuesday the 29th day of April, 1777, at the hour of ten in the forenoon, when and where the owners of said captures, and any persons concerned, may appear and show cause (if any they have) why the same, or any of them, should not be condemned.

N. Cushing, Judge of said Court.

1. *Independent Chronicle*, Boston, April 10, 1777.

CAPTAIN WILLIAM COIT, CONNECTICUT NAVY SHIP *Oliver Cromwell*,
TO GOVERNOR JONATHAN TRUMBULL¹

Hond Sir

New London April 10th 1777

The time of my mens engagement being so Near it's Expiration have tho't it would give less Trouble to Your Honr and myself to have but one Settlement and that to the first of May, You will receive this by the hands of Captn [Eliphalet] Roberts and Leut [John] Chapman who Will bring their Accounts, and as You may think proper to adjust them, it shall be my rule with all others – I should have waited on Your Honr with my Accounts before this, had it not been of the greatest Consequence to the Ship for me to have been Steady to her. – for as I mistrusted and intimated to You, so it has turn'd out, and the Confusion Would be much worse should I leave the Ship a day as All Recruters publick & private are trying by all methods to Seduce and Induce my Men away, and their Time being so Near up, and the Demand for Seamen so great, that every method is taken to decoy them, and such a Variety of reports propigated respecting the Ship, that I have as much as I Can turn my Hands too to keep the peace and Order that is necessary on Board – From the Great Demand and Ernest Solicitations of all Others Your Honrs Will see how great the Necessity is of my being impowered to Ship men for Whatever Service you Mean the Ship to go On, and to do that it is absolutely Necessary for me to inform them of the terms we Mean to Allow, and if she is to Cruise. I hope to be try'd out of port, it will be difficult to gett men for less than the Continental Conditions, and it is full time I was About it, I now have many good men, tho disappointed, a fine Choir of Under Officers many of whom do not want to leave the Ship, and upon good Encouragement am perswaded I can soon gett as good a Crew as has been Seduced from the Ship by Means (If I Can believe people) that is truly Devilish, and a better Crew Never belong'd to one Ship than I had – I would Advise to leave the Appointing of an Officer in Melally's² Room untill I See you, Which will be the latter end of Next Week, unless you give Orders for my sailing which if you think best, I am gone, for I have Seventy go[od] Seamen now Waiting for the ship at Wood's hole, & thereabouts and Can [get] at Once. Leut Chapman and Captn Roberts Can Inform your Honrs of [the] Menutia of the Ship in all particulars – For News thare is Eight Ships [(in) Gardners Bay)

besides the Five Frigates now off which are Supposed to be [af]ter wood and provisions, I am with Respect Your Honors [&c.]

William Coit

1. Conn. Arch., 1st Series, IX, 160, ConnSL.

2. Michael Melally, former first lieutenant, who was discharged March 14, 1777.

ASSIGNMENT OF PRIZE SHARE BY A CREWMAN OF THE CONNECTICUT
PRIVATEER SLOOP *American Revenue*¹

Know all Men by these Presents that I Peter Companion late a Mariner belonging to the private Sloop of War called the *American Revenue* fitted out in the State of Connecticut and commanded by Captain Samuel Champlin for and in Consideration of the Sum of twenty five Dollars to me in hand paid, by William Rogers and Theodore Sayward the receipt whereof I do hereby acknowledge & am therewith fully contented, satisfied and paid, have and by these presents do voluntarily give, grant, assign over and convey to the said William Rogers and Theodore Sayward jointly and severally all my Right, Title, Interest & Claim which I have or ought to have of in & to any Share or Part of the Prize or Prizes which have heretofore or may hereafter be taken by the aforesaid Sloop called the *American Revenue*.

And I the said Peter Companion do hereby nominate and appoint the said William Rogers & Theodore Sayward jointly & severally my true & lawfull Attornies & Agents for receiving the Monies which may be due to me from the Privateer aforesaid and to give discharges & receipts for the same which shall be good in Law & Equity, hereby authorizing them or either of them to apply the same to their own Use & Sole Benefitt & Behoof, as I have received Satisfaction therefor. In Witness whereof, I have hereunto sett my hand & Seal this tenth Day of April 1777.

Signed Sealed &

Delivered in presence of

his

Peter Mitchell P.M.M. Monvielle²

Mark

his

Peter X Companion

Mark

Jn^o Cooke

1. Nathaniel and Thomas Shaw Letters and Papers, Portfolio 11, NLCHS.

2. This date similar assignment was executed by Monvielle, another crewman, Nathaniel and Thomas Shaw Letters and Papers, Portfolio 11, NLCHS.

VICE ADMIRAL RICHARD LORD HOWE TO CAPTAIN RICHARD PEARSON, R.N.¹

Eagle off New York

Sir,

April the 10th 1777.

Early in January I received your Letter of the 15th of last November, referring to a Copy of your Orders from Captain [Charles] Douglas of the 3d of the same Month; To an Account of the State of the Ships appointed to remain the succeeding Winter under your direction in the St Lawrence; And to an Estimate of the Number of Seamen required to be furnished as therein stated, for serving on the Lakes at the opening of the ensuing Campaign: Which several papers, were, with your said Letter, enclosed.

That the first opportunity may be taken for the Conveyance of the Infantry and Stores that were prevented by bad Weather from entering the St Lawrence at the Close of the Season last Year, Captain Ommanney sails immediately with the Transports in which they are to embark, from this Port. Touching at Halifax to be joined by those which have been there assembled for the same destination, He will proceed to conduct them up the St Lawrence without delay. But as it is probable that some Operations upon a Plan already concerted, will have been commenced prior to the Arrival of the *Tartar* at Quebec, I have thought fit, that you should continue in the direction of the Maritime Service connected therewith, until further Order. Captain Ommanney will therefore return to be employed according to [his] destination; unless from some unforeseen necessity it may be deemed requisite for the *Tartar* upon application from the General Sir Guy Carleton, to remain any longer time in the St Lawrence than is at present intended.

The Services being eventual, no addition is made to your last Orders from Captain Douglas for rendering every suitable Assistance to advance the progress of the Army wherein your aid and concurrence may be desired. More especially as the general Line of Conduct with respect to your communications with Sir Guy Carleton, has been pointed out for your guidance in the Extract of my Instructions of the 13th of last Ju[ne] which Captain Douglas was directed to leave with his Successor in the Command, when he should quit the Station.

But as in my last Advices from the Lords Commissioners of the Admiralty, it is signified that a number of Supernumerary Seamen sufficient to supply the place of the Men spared from the Ships of War, will be sent out by their Lordships orders early in the Spring; In view to the Employment of the dismantled Frigates at Quebec, on such Cruizing Service as the general purpose of the American Armament may require, and the actual State of the Ships when the Navigation is open, will permit; Your attention will be given to these objects also. Wherefore if, under the several Circumstances beforementioned, You see expedient to proceed yourself, or to appoint (as may be more eligible) either of the other Frigates, or their Commanders temporarily placed in the *Garland*, for such occasion; You are at liberty to issue the necessary Orders, and otherwise to act therein at your discretion.

For preparing the Frigates with that intent, you are moreover permitted to nominate such qualified persons as you can procure, to the Vacant Posts of Commissioned and inferior Officers in the different Ships, during the absence of those in each Class who have been detached for Service on the Lakes: Taking care to furnish me with proper Lists of the double Appointments so constituted, that the intentions of the Lords Commissioners of the Admiralty, for the payment of Wages to those Officers proportioned to the time of their Service in those several Capacities, may be duly complied with.

The Choice of Stations for the Ships which can be employed at Sea, will be best made during the earlier part of the Summer, towards the Southern Entrance of the Gulph of St Lawrence; From Cape Breton to the

French Islands of St Peters and Miquelon and West part of the Great Newfoundland Bank gener[ally.] As the State of the Weather or information of any Armed Vessels fitted by the Kings rebellious Subjects for intercepting the Commerce with the Provinces of Quebec, may induce. The Ships so stationed, will be furnished at the Port of Halifax, with the necessary Supplies of Stores and Provisions they shall need. They may occasionally inspect the State of the Sedentary Fisheries on the Western Side of the Gulph, and the Settlements at the Island of St Johns for the purposes more fully stated in my Instructions to Captain Douglas beforementioned.

Towards the Close of the Season whilst the Navigation of the River is yet practicable, it will be incumbent to provide a safe Convoy for the Trade of the Province Homeward bound. It cannot escape your notice that the Frigate reserved for such occasion, should be of a description the least proper from her present Condition to be employed for Winter Service on these Northern Coasts: Whereby a convenient opportunity will be afforded for the complete Repair and Refitting of the Ship so circumstanced, in Europe.

But if from the nature of the Operations in which your Assistance is required by the General as aforesaid, You find it inexpedient to Order One or more of the Ships of War on such Cruizing Service early in the Summer; It is then my desire, for reducing the very considerable Expence created by the detention of the Transports from which the Seamen are to be drafted conformable to the Generals Estimate, That a suitable distribution of the number of Men to be sent from England for the Frigates in place of those ordered upon the Lakes may be made amongst the detained Transports; And so many thereof as the General deems it not absolutely improper to release, be sent immediately back to England. The Transports are to be ordered for Deptford. And You will please to inform the Secretary of the Admiralty by the same conveyance, of the several steps which shall have been in that case taken thereon.

You are to cause the Seamen of the Frigates employed upon the Lakes, to be received as they arrive from that Service, and borne on board the *Garland* or other Frigates in the manner directed by Captain Douglas when he left the Station, with regard to those belonging to the *Blondé* and *Isis*. The Seamen of the Transports which Sailed for England before their return from the Lakes, are in general to be received; and such of them as are disinclined [to] enter for the Service on Wages, to be borne in the Frigates on a Supernumerary List for Provisions only, until they can be sent to England. Or, if brought in the Frigates which repair to th[is] Part of the Coast when the Term of their necessary stay in the St Lawrence is expired, they will be equally permitted to return to England, if they desire it. I am therefore to request that you will assure them of my intention therein; and direct a List of their Names or other sufficient Testimony of their late Services to be sent with them, that I may be duly apprised concerning the particular Persons having claim to the promised Indulge[nce.]

Captain Douglas having directed You in his Orders of the 3d of last November, to send t[he] information you have occasion to communicate to



Vice Admiral Howe's Sea Chest

me respecting your proceedings, to Halifax, pursuant to the Tenor of my General Letter of the 13th of last June calculated upon the appearances that existed at that time: It is necessary I should now acquaint You, that your future dispatches are to be addressed to me at this Port. I am Sir [&c.]

Howe

(A Copy.) Howe

Capt: Pearson, or Senior Officer for the time being St Laurence

[Endorsed] In Lord Howe's Letter No 28

1. PRO, Admiralty 1/487.

GEORGE WASHINGTON TO MAJOR GENERAL WILLIAM HEATH¹

[Extract]

Morris Town April 10th 1777

These Gentlemen² have also written to me concerning some Powder, due from the Continent to the State of Massachusetts – about 15 Tons they say. – I really thought this demand had been satisfied long ago out of the 75 Tons taken about this time last year;³ If it has not, I have no objection to returning what has been had for the use of the Army, but with respect to that lent to the Armd Vessels, if it has happend since my departure from Boston, I can give no order as it is not within my department but comes properly before that of the Marine; you must therefore discriminate; and as I think Genl Ward was Instructed to repay the Powder borrowed from the Massachusetts bay; I wish you to enquire of Him, and the Comy of Stores, by what means it was neglected.

1. Washington Papers, LC.

2. William Sever and Thomas Cushing.

3. Taken in the ordnance ship *Hope* captured by Washington's schooner *Franklin*. See Volume 5.

MINUTES OF THE PENNSYLVANIA NAVY BOARD¹

State Navy Board

[Philadelphia] April 10th 1777

Captains [Leeson] Simmons & [Joshua] Allen who were appointed to Visit the Signals & Alarm Posts made the following report – vizt

On our arrival at the first Alarm Post at the Cape, under care of Major Henry Fisher, to be in very good readiness to execute the intentions proposed, having his boat & Horse ready, and a trusty hand at the Light House. But was desired by Major Fisher to acquaint you of the necessity of having an assistant with him, in case of a retreat, should the Enemy make an attempt to land there, and if agreeable to the board wou'd chuse Cap. Murphey [Daniel Murphey] with his boat and Crew for that purpose as he has many disaffected persons around him.

From the Cape we proceeded to the second boat at Mushmellion, under the care of George Jackson, which we found in Readiness.

From the above we proceeded to the third boat at the Mother Kill, given in charge, to Samuel Edwards, but now under the care of John Marshall,

who has it in charge by way of Partnership, but we wou'd recommend Mr Marshall for the Post, being well recommended to us as a sober Man, particularly, as we have been informed, Edwards has neglected the duty when under care.

From thence we proceeded to Bombay Hook, to the fourth Boat, under the care of Benjamin Rook, whom we found from his Post, and but three men in the boat to proceed up with. We have employed Mr Pearson of that place, to attend in his room, till the said Rook should return, and that the board would see him paid out of his wages.

We found all right at the other Posts, till we came to No 5 Steep water Point, where Lawrence Morris, whom we found absent from his post, which we have given in Charge to Mr James, Liveing near it, with desire to recommend a trusty Man to it, in case the said Morris should neglect again.

From steep Water Point, we proceeded up to No 6, 7 & 8; at No 8 at Chester, on enquiry found Mr Coburn somewhat edicted to Liquor, but that he had given very good attendance last Summer to his Duty, but found on talking to him, that he would not do the like again under penalty of becoming turned out of his Post; leaving Mr Grub of that place as a Check on him, who has promised to inform the Board of any neglect he shall commit.

At No 10 Billingsport we left charge of the Gun and Flag, to the Commanding Officer there, giving him the proper instructions for that purpose.

From that we proceeded to the Fort Island, desireing the Commanding Officer to give such orders, as was proper to be observed.

We found at Gloucester, all right.

We think proper to inform the Board that we have required all the Men on their Station, that in case the boat below them, should come to their Posts and find them absent, that in that case the one absent should loose one half of a Months pay. In like manner we informed the Men at the different Guns, leaving it at the discretion of the Board to recompence the Post that shall take up the Alarm, before the next one below him, to be paid out of the Money forfeited.

N B We have deliver'd to each Post four rounds of Powder besides the one in the Gun taking away what bad Powder they had - deliver'd in the whole 12 Rounds of 3 pd Charges. Rece'd of the damaged powder 4 Rounds.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

Pennsylvania Evening Post, THURSDAY, APRIL 10, 1777

To be Sold at public vendue, at the London Coffee-house, on Saturday, the 12th instant, at six o'clock in the evening, the brigantine *Friendship*, as she came from sea, now lying at South-street wharf, with all her tackle, furniture, &c. agreeable to the inventory now to be seen at the Coffee-house. Also five pieces of light cannon, and about five hundred shot, on board said brig. Any gentleman inclinable to see the brig, will be attended

on by the Captain at any hour, who may be found at the house of James Skinner, the corner of South and Second streets.

April 10.

ADVERTISEMENT FOR DESERTERS FROM THE PENNSYLVANIA NAVY
ARMED SCHOONER *Delaware*¹

Philadelphia, April 10, 1777.

Deserted from the armed schooner *Delaware*, belonging to this state, the following men, viz. Henry Packton, alias Blackton, a native of New-Jersey, and of Dutch extraction, five feet ten inches high, brown complexion, and short brown hair; he had on, when he deserted, a brown coatee, breeches of the same, swanskin jacket, and small round hat. Likewise Thomas Hattery, born in this state, said he lived at Chester formerly, and was a schoolmaster, five feet five or six inches high, brown complexion, black hair tied, the tip of his nose remarkably red; he had on, when he deserted, a light blue broadcloth coat, buckskin breeches, and cocked hat with a black cockade in it. Whoever secures said deserters, so that they be returned on board said schooner, shall have Eight Dollars reward, or Four for either of them, and all necessary Charges. Richard Eyres, Captain.

1. *Pennsylvania Evening Post*, April 15, 1777.

VIRGINIA NAVY BOARD TO COMMODORE WALTER BROOKE¹

Sir To Commodore Brooke

We are informd from very good authority that a Fleet of Men of War and Transports with Troops from the Northward may be expected in the Bay every day – You are therefore desired to order the two Captains Barrons² to keep an extraordinary look out and shou'd there arrive any such Ships of War or Transports in the Bay direct them to give immediate notice thereof to this Board. –

(Signed) Thomas Whiting 1st Commr

[Williamsburg] 10th Apl 1777 –

1. Navy Board Letter Book, VSL.

2. James and Richard Barron commanders respectively of the armed boats *Liberty* and *Patriot*.

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY¹

April [1777] St Jermain's EbS $\frac{1}{2}$ S. 2. Leagues.

Thursday 10 Fresh breezes and hazey Weather.

at 2 pm saw a Sail in the S.W. Qr gave chase, at 6 fired three four pounders shotted, and brought her too, hoisted out our boat, and sent the Master on board, proved to be a Brig from Gaudalupe, bound to Newberry, loaded with Molasses brt the Master and People on board, and sent a Petty Officer, and five Men to take charge of the Prize.² At 9 made Sail.

1. PRO, Admiralty 51/399.

2. Brig *Aurora*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

"EXTRACT OF A LETTER FROM ST EUSTATIA, DATED APRIL 10. 1777." ¹

Great numbers of prizes continue to be carried into Antigua, Dominico, St. Kitts, Anguilla and Tortola, by vessels of two & 4 guns, 10 or 20 men, mostly small craft, and these cruise without any commission. Several transports have passed this for America from St. Kitts, &ca. in two divisions, the first about 17 sail, no soldiers, the second about 9 sail, about 400 troops, no convoy only clear of the islands; these ships are mostly armed and have 16 guns and 40 or 50 men as it is said, and from that to 20 & 24 guns; four ships of war have since sailed for America, the *Pearl*, *Perseus*, *Beaver* and *Roebuck*.

1. *Continental Journal*, May 2, 1777.

11 Apr.

WILLIAM GARDNER TO CAPTAIN WILLIAM FURNEL ¹

Portsmo April 11th 1777 –

You haveing on board the Sloop *Polly* whereof you are Commander two Hundred Barrels of Gun Powder the property of the United States of America; It's my desire (in behalf of John Langdon Esqr) that you proceed immediatly for Nantaskett Road near Boston, where it is probable you will find the two Contintl Frigates built in the State of the Massachusetts; vizt *Hancock* John Manly Esq. Commander & *Boston*, Hector McNeal Esq. Comr – to the former you must deliver one Hundred Barrels of which Powder, to the latter Eighty Barrels of ditto & the remaining twenty Bbs to the order of Thomas Cushing Esqre Continental Agent in Boston, who will pay you Freight for the whole Quantity. – I do most Earnestly Entreat that you will use every necessary precaution for it's safety in Conveying it thither as well as to make the greatest Dispatch, the two Frigates lay waiting for the same. I am with wishing your safe arrival there & Return Home [&c.]

W^m Gardner

[Endorsed] I Acknowledge to have Recd a Copy of the above Instructions which I promise to Comply with – William Furnel

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

ESEK HOPKINS TO COMMODORE SIR PETER PARKER ¹

Providence april 11: 1777

you will Excuse the fredom I take When you may be Assuerd it is Nothing but Humanity in Duces me to Request your assustanc to the Barer Mrs Marey Briggs of White Haven to Gitt a pasage by the first opertunrty Home as She is a gentl Womon that has behaved Well under hard Misfortens and a Longe Captivety Which She has gon through with pacence and fortitude and When She Comes to Newport perhaps Will be an Entire

Stranger Sume Litle part of your Knone Humanuty Will Not be missplased
on So Deserving a parson.² I am with Estem [&c.]

E H

To Sr peter Parker
Comandr of the British Ships Newport

1. Hopkins Papers, vol. 2, 51, RIHS.

2. Parker replied on April 13 that he would "afford her all the assistance in my power," Hopkins Papers, vol. 2, 16, RIHS. Mrs. Briggs had been a passenger on board the ship *Lowther* taken by Continental Navy brig *Cabot*. See Volume 6.

JOURNAL OF H.M.S. *Cerberus*, CAPTAIN JOHN SYMONS ¹

April 77
Friday 11

At Anchor off Hope Island
at 3 P M saw a Sloop aground between Warwick & Green-
wich [Conimicut] sent the Boats Man'd and Armd to sett
her on fire after taken one Man out of her (the rest having
made their Escape) fired several Swivells & Musquets at
People assembled in Arms on the Shore.

1. PRO, Admiralty 51/181.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

[Lebanon] April 11th, 1777.

Voted, That Seth Harding, Esqr, be and he is hereby appointed Captain
and Commander of the ship *Oliver Cromwell* during the pleasure of the
General Assembly or this Board.

Voted, That Timothy Parker be and he is hereby appointed First
Lieutenant of the ship *Oliver Cromwell* during pleasure.

Voted, That John Chapman be and he is hereby appointed Second
Lieutenant of the ship *Oliver Cromwell* during pleasure.

Voted, That John Smith of East Hartford be and he is hereby appointed
Third Lieutenant of the ship *Oliver Cromwell* during pleasure.

Voted, That Capt. Eliphalet Roberts be and he is hereby appointed
Captain of Marines on board the ship *Oliver Cromwell* during pleasure.

Voted, John Prentice 2d be and he is hereby appointed First Lieutenant
of Marines on board the ship *Oliver Cromwell* during pleasure.

Voted, That Bela Elderkin be and he is hereby appointed Second
Lieutenant of Marines on board the *Oliver Cromwell* during pleasure.

Voted, That Capt. Josiah Burnam be and he is hereby appointed Master
of the ship *Oliver Cromwell* during pleasure.

Capt. Wm. Coit is discharged from the Ship *Oliver Cromwell* on the
14th of April instant.

Inlisting orders went out to Capt. Harding for inlisting men for a new
crew for the ship *Oliver Cromwell*, to serve untill the 14th of October next
unless sooner discharged.

1. Hoadly, ed., *Connecticut State Records*, I, 216.

GOVERNOR JONATHAN TRUMBULL TO CAPTAIN WILLIAM COIT OF
THE CONNECTICUT NAVY SHIP *Oliver Cromwell*¹

Sir

Lebanon April 11th 1777

I Recd yours of Yesterday and am Content that you Make up your Accounts, to Monday Next inclusive Carefully Observing the Times of Dismission, Desertion or Decease of Such as have left the Ship in any of those ways

My Council of Safety have been greatly Mortified for a Long Time to find it out of their Power to push the Ship out on a Cruise they are Sensible that You have from various Causes been greatly E[m]barrassed and that you Still Labour under Difficulties in your Command which they Consider as Insurmountable and have therefore Appointed Seth Harding to be Capt in your Stead with a proper Choir of Officers for a Term to Come and you are Desmitted with the Officers [and] men on board the ship from & after 14th of April Instant. You will not fail to make up your Accounts to the Time of their dismission by the first of May next that a full Settlement for Time Passd may be had, Ready to be Laid before the Govr and Council of Safety or the Gen Assembly. I am Sir [&c.]

J T

To Capt W^m Coit

1. Conn. Arch., 1st Series, IX, 161, ConnSL.

Connecticut Gazette, FRIDAY, APRIL 11, 1777

New-London, April 11.

Wednesday Se'nnight, Capt. Isaac Champlin, in the Sloop *Polly* of this Port, arrived at Boston, in 29 Days from Cape Nichola Mole, by him we learn the following Arrivals, Viz. At Cape Nichola, Schooner *Betsey*, Moses Griffing, and Schooner———, John Ord, in a Letter of Marque, from Philadelphia; Schooner *Cullendine*, Henry Reves, from So. Carolina; Sloop ——— Josph Ferribe, from N. London.

In Lat. 38 Long. about 69. Capt. Champlin saw 33 sail of Shipping, supposed to be Transports, whom by their Course, he thinks were bound from New-York to England.

Capt. Joshua Hempsted, jun, of this Place, is arrived at Martinico, in a Letter of Marque Brig, from North-Carolina.

Capt. Wm. Wattles, in a Letter of Marque Sloop belonging to Norwich, is arrived at Dartmouth, from Martinico; Capt. Jabez Perkins, jun. of Norwich, is arrived at Boston, from Cape Nichola; and Capt. Elisha Lathrop, in a Brig belonging to Norwich, is arrived at this Port from the West-Indies.

We learn there has been a Hurricane in the West-Indies, which has done considerable Damage.

We also learn, that in the Course of last Month there has been uncommon blowing Weather on this Coast.

JOHN ADAMS TO ABIGAIL ADAMS ¹

[Extract]

[Philadelphia] Ap. 11 [1777]

The fine new Frigate, called the *Delaware*, Capt. Alexander, has sailed down the River. I stood upon the Wharf to see the fine figure and Show she made. They are fitting away the *Washington*, Captn. Reed [Read], with all possible dispatch.

1. Butterfield, ed., *Adams Family Correspondence*, II, 203-04.

AUTOBIOGRAPHY OF CAPTAIN ANDREW SNAPE HAMOND ¹[*Roebuck*, off Capes of Delaware, April 10-11, 1777] ²

On Making Cape Henlopen I discoverd Adml Hothams Flag who had been cruizing there for the Month past, and as I found he did not think himself authorized to quit the Station to me until he should receive further orders from the Commander in Chief Lord Howe, He at my request came with his Flag to my ship, and sent his own 50 Gun ship into New York to repair some damage she had sustained. The Next day on clearing up of a Fogg, a large Mercht Ship appeared standing into the River Delaware under full Sail,³ we endeavord to cut her off from the entrance, which we effected; but she still continued her course for the shore, and having a small sand between us, the detour we were obliged to make, prevented our stopping her, notwithstanding the incessant Fire she received from our Broad side as she passed; and no sooner did she strike the ground than the Crew run out to the Bowsprit and jumpd over Board; When she blew up with a most terrible explosion, forming a column of liquid Fire to a great height, and then spread into a head of black smoke, showering down burnt pieces of wood &c which coverd a space round about for near 1/2 a Mile on the Water that included our ship & the Boats (which were endeavoring to prevent her running ashore) but no Person was hurt by the fall – This ship was a great loss to Washingtons Army, as she was loaded with Arms & Cloathing from France, with 35 Tons of Gun Powder contained in a Magazine built for the occasion. This Explosion was not only heard at Philadelphia (60 Miles off) but many windows were broke in the City by the shock. all the *Roebucks* windows were compleatly smashd, not being much more than the length of a Cable from the explosion; Not a Vestige of the ship appeard after it was over.

1. Sir Andrew Snape Hamond Autobiography, vol. 2, 2-3, UVL.

2. Dates established by journal of H.M.S. *Camilla*, and see letter from Henry Fisher to the Pennsylvania Navy Board, April 12, 1777.

3. Ship *Morris*, Captain James Anderson.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN JOHN LINZEE ¹

April 77
Friday 11

Cape henlopen N30Wt Distce 21 Leagues
At 1 AM fired 6 Guns & made Signal to bring too with the Star board Tacks on board. At 3 Lost sight of the *Pearl* & Brig. At 5 fired 8 Guns as a Signal to make Sail. the

schooner in Compy. At 8 Saw a Sail to the Westward gave Chace. The fog clearing up a little, saw the land & Cape Henlopen light House bearing NW 5 or 6 Miles and a large Ship at an Anchor to the Northwd of the lighthouse, fired a Gun at the Chace on which she hoisted rebel Colours & Tacked & stood in for the lighthouse. At 10 Sld [signaled] The Ship to the Northward got underway, & stood for the Chace & fired several Guns at her, upon which she run ashore a little to the Northward of the lighthouse & began to Engage the other Ship which proved His Majesty's Ship *Roebuck* Kept a Constant fire on the rebel Ship. At $\frac{1}{2}$ past 10 Anchor'd with the Bt Br in 3 faths Water with a spring on our Cable, veered $\frac{1}{3}$ of a Cable within 2 Cables length of the rebel Vessel. Cape henlopen light house WNW 1 Mile. fired two broadsides at the Enemy which she blew up; in an instant, there was nothing but splinters of her to be seen,² the Explotion gave the Ship so great a Shock that every Pain of Glass in the Windows were Broke. The Ship Tending In Shore struck the Ground abaft was Obligated to cut the Cable & Spring & run off, the *Roebuck* in Company Commodore Hotham. At Noon a Signal on board the *Roebuck* to Anchor. Captn Linzee went on board the Commodore Cape henlopen SSW Distce 2 Leagues. Cape May NNE Distce 5 Leagues.

Light Airs & Hazey Wr

At 1 PM Anchor'd with the Small Bower in 10 fathoms Veered $\frac{1}{3}$ of a Cable. Cape henlopen lighthouse SW. heard several Guns fired in the Offing. Bent the Best Bower Cable to the spare Anchor. At 6 Weighed and came to Sail in Company with the *Roebuck*. Cape henlopen SBW 4 or 5 miles At 10 Spoke His Majesty's Ship *Thames* at an Anchor Anchor'd along side of her with the small Br in 9 faths Water Veered $\frac{1}{2}$ a Cable. Light house Sth 3 or 4 Leags

1. PRO, Admiralty 51/157.

2. Ship *Morris*.

CAPTAIN WILLIAM STONE TO GOVERNOR THOMAS JOHNSON¹

May it Please Your Excellency

Sir,

Baltimore 11th April 1777 -

I having lately applied to the General Assembly of this State Seting forth to them by Memorial the illegal Sale of my Brig the *Friendship* now detained in the Service of the S[t]ate; and that Body not having given me so Satisfactory an answer as I could wish. - I am advised to apply to you, - Sir,

requesting that you would be pleased to interpose your good offices in my behalf, and as this affair has been so long pending and the delay greatly to my disadvantage, you will be pleased to do your endeavour to bring the affair to a Crisis. – I am entirely unwilling to part with my Vessill – I only want her restored, and to be allowed what is reasonable for the time She has been in the Service. – upon my firs application by Memorial to the Council of Safety the state owed me £300 and upwards for 11 peices Canon, and when the Balance was struck – wha[t] the Agents had advanced little more than £100 was due by me to this State which I was always willing and ready to pay; I have a letter in my Custady of Capt John Martin which he wrote just before he Sailed from St: Eustatia, addressed to Mr Hercules Courtney Esqr here wherein he Mentions that he may Depend he shuld not depart that harber untill Mr [Richard] Jennings had got my proপরty inshured – which shoves that he then had no intention to disposes of my Brig, as he afterwards did by Bill of Sale. – I am informed by Capt Charles Wills of this place lately from St Eustatia that Capt Vn Bibber [Abraham Van Bibber] informed him that He always thought the Bill of Sale was only Conditional and that I was to have the Brig again with out any dispute Capt: Wills also informed one of the Gentlemen, now in the house Assembly, to the above purport. – The Above Circumstances Corresponds and strongly corroberates the Evedence already adduced by me. – which is now filed among the papers in the House, I therefore entreat your Excellency will be pleased to peruse the State of this affair, and if you think my demand just and equetable, you will give orders to have my Vessil restored to me, – the great expence loss of Time and uneasiness of mind this affair has Cost me is very great, and Should be extreamly happy if your Excellency would use your endeavours to have it at last finally Sattled. – I have been Twelve times at Annapolis about this matter and once had four Evidences, all whoes expences I was Obliged to pay besides pay horse hire and expences of keeping. –

I shall be glad you would be pleased to honour me so far as to let me hear from you as soon as Convenient or by Capt Charles Ridgely who is the Bearer of this. – I have the Honour to be with all respect Sir [&c.]

William Stone

1. Executive Papers, Box 7, Folder 37, Md. Arch.

JOHN PAGE TO ST. GEORGE TUCKER ¹

My dear Tucker

Wm'sburg April the 11th 1777

I snatch a Moment at the Council Board to scribble you a few Lines by an Express who carries a Letter from G. Washington to the Govr of S. Carolina – We have just been informed by the General that 3000 Men had embarked at Amboy & New-York & were ready [to] sail on the 29th Ultimo, their Destination unknown – but supposed to be to our Bay, Delaware, or up Hudson's River – the 2d appears to me to be the most probable Sup-

position. By a Letter from G. Johnson one of the General's Secretaries to our Governor, we are assured that a French Vessel has arrived at Boston with a large Quantity of Powder, Arms Cannon &c for a Frigate now building & a Variety of Articles of great Value – that a french 50 Gun Ship sailed at the same Time from Nantz with 60 brass field Pieces &c &c on board bound to Boston which was hourly expected – & that 2 very rich English Ships from London were carried into Boston worth £50,000 Sterling – I should have mentioned that a french General, Col. & Majr came in the abovementioned Vessel well recommended by Dr Franklin I have not Time to add another Word – I am yrs sincerely
 John Page
 To St George Tucker at Charles Town South Carolina

1. Tucker-Coleman Papers, Earl Gregg Swem Library, CWM.

DIXON AND HUNTER'S *Virginia Gazette*, FRIDAY, APRIL 11, 1777

Williamsburg, April 11.

The Sloop *General Washington*, Captain Moseley, is arrived from Curaçao, laden with salt and dry goods.

The men of war below, since our last, have set ashore 27 more prisoners.

SOUTH CAROLINA NAVY BOARD TO JAMES BLACK ¹

Sir/
 Navy Board [Charleston] April 11th 1777 –
 You'l Receive by Capt. [John] Mercier of the Sloop *Beaufort* Two Eighteen pounders (Carriage Guns) to be Mounted on board the Galley you are Building for this State, You'l please have them fitted in such manner as will best answer the purpose for which they are Intended. We think they may be fitted on Skids in such manner as to point at least two points on Either Bow. We are Informed the Guns on board the Georgia Galleys are fitted in that manner In regard to the Masting the Galley we have no Objection to such as you Mention, but would recommend longpole heads to Each, so that a Flying Topsail may be set to [half line break in both copies] may be very square so that as much Can [break] spread on her as can be to Advantage. We [break] recommend that you fitt as many stocks for several Guns as can Conveniently be mounted on [break] you get her finished with all posible dispatch [break] Capt. Merciers Sloop wants some Necessary Alterations to make her fitt to Mount Guns, You'l please do whatever he may think Necessary to her, and pray Dispatch her as soon as posible as we are in great want of her for Immediate Service. by Order of the Board
 Edw^d Blake first Commissr

1. Salley, ed., *South Carolina Navy Board*, 55–56.

12 Apr.

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON ¹

April 1777 Do [Cape Ann] W1½N 16 Leags
 Saturday 12th at 1 AM Sound'd 100 fathms Muddy Ground at 2 AM

Wore at 4 Saw a Sail to the NE Made Sail & Gave
 Chace at 5 Tack'd & fir'd 11 Nine pounders to bring the
 Chace too, at 1/2 past 6 the Chace brought too, a brigg
 from Bourdeux for Boston,² at 7 bore Down & Join'd
 the *Diamond* –

Modte & hazey

at 2 PM sent a Mate & Mid: on board the Prize, the
Diamond sent 6 Men on board her at 1/2 past came on
 board 12 Prisoners, sent 6 of them on board the *Diamond*
 at 7 PM Parted Compy wt the Prize –

1. PRO, Admiralty 51/420.

2. *Timoleon*, Joseph Blaid, master, with lead and bale goods, Howe's Prize List, May 22, 1777,
London Gazette, July 8 to July 12, 1777.

PETITION OF URIAH OAKES AND WILLIAM SHATTUCK
 TO THE MASSACHUSETTS GENERAL COURT ¹

State of the } To the Honble the Council and Honble House of Representa-
 Massa Bay } tives in General Court Assembled

The Petition of Uriah Oakes and William Shattuck Owners of the
 Brig *Hawke* a private Vessel of War Commanded by Jonathan Oaks
 Humbly Shew –

That in Consequence of your petrs being informed by a Number of the
 Members of this Honble Court, that a Resolve had passed permitting and
 Allowing Privateers to proceed on any Cruises against the Enemies of these
 States, they have at a very great Expencc compleatly fitted the said Brig for
 the Sea, having all her provisions, on board, and all her hands & Warlike
 Stores on board, and if she is detained, it will be a very great Loss & Damage
 not only to your petitioners but also to the hands who are Chiefly Sea Men
 not belonging to any Town in this State. –

They therefore humbly pray your Honors would be pleased to permit
 said Vessel to proceed on her Cruise, and that she may not be any longer
 detained.² And as in duty bound shall pray

Uriah Oakes William Shattuck

Boston Apl 12: 1777

1. Mass. Arch., vol. 182, 341.

2. *Hawke* had been commissioned early in November 1776. See Volume 7.

MASTER'S BOND FOR THE RHODE ISLAND SLOOP *Dolphin* ¹

Know all Men by these Presents that we Caleb Greene of Warwick in
 the County of Kent in the State of Rhode Island and Providence Plantations
 Mariner as Principal and Terence Reiley and Nathan Waterman, both of
 Providence in the County of Providence and State aforesaid Merchants as
 Surety are held and firmly bound unto Joseph Clarke Esqr. General Treas-
 urer of said State in the Sum of One Thousand Pounds Lawful Money to

be paid to the said Joseph Clarke in his said Capacity or to his Successor in said Office for the Use of said State: To which Payment well and truly to be made we bind Ourselves Our Heirs Executors and Administrators and each of us and them for and in the whole jointly and severally firmly by these Presents. Sealed with Our Seals. Dated the Twelfth Day of April in the Year of Our Lord One Thousand Seven Hundred and Seventy-seven.

Whereas the said Caleb Greene who is Master of the Sloop *Dolphin* is permitted by a Resolve of the Council of War of this State to proceed with said Sloop and her Cargo to the Island of Santa Croix. – Now the Condition of the above written Obligation is such That if the said Caleb Greene shall proceed to the Island of Santa-Croix and there land his said Cargo and invest the Neat Proceeds in Arms Ammunition and other Warlike Stores, Duck Ticklenbourg Ozenbriggs, Cordage, Woolen Goods Coarse Linnens Paper Medicines and Salt, and shall return therewith to this or some other of the United States, and if the Owner or Owners shall upon her return give the Refusal of her Cargo to this State, and further if the Master of said Sloop shall in all Things during and respecting said Voyage comply with the Resolutions of Congress and the Acts of this State respecting Trade, then this Obligation shall be void or else in full Force.

Sealed and delivered }
in the Presence of – }

Caleb Greene
Terence Reily
Nathan Waterman

H^y Ward junr William Mumford.

I. Maritime Papers, Bonds, Masters of Vessels, vol. 3, Part 2, R. I. Arch.

Providence Gazette, SATURDAY, APRIL 12, 1777

Providence, April 12.

The Privateer Brig *Fanny*, Capt. Whittlesey, of Connecticut, has taken and carried into Martinico a Snow from the Coast of Africa, having on board 297 Slaves; also a Brig laden with Fish, and a Sloop laden with Staves, which were all condemned and sold at that Port.

The *American Revenue* Privateer, of New-London, has taken and sent into North-Carolina a Vessel bound from London to New-York, with a Cargo of Dry Goods, valued at Thirty Thousand Pounds Sterling.

By Advices from France, we learn that Capt. [Lambert] Wickes, who commanded the armed Vessel in which Dr. Franklin took Passage, after his Arrival at Nantz went out on a Cruize, and took five Sail of British Ships, which were carried into that Port, and condemned.

We hear that two Vessels bound to New-York, laden with Provisions, have been taken and sent into a safe Port at the Southward.

On Wednesday last 36 square-rigged Vessels, among them two Frigates and two Tenders, sailed from the Harbour of Newport; but whether they had Troops on board is not yet ascertained.

VICE ADMIRAL RICHARD LORD HOWE TO CAPTAIN
CORNTHWAITÉ OMMANNEY, R.N. ¹

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. in North America.

The Commander in Chief of the Land Forces in these Provinces, having desired that a Convoy may be provided for the several Transports as specified in the enclosed List, those destined for Nova Scotia being attended by the Agent Lieutenant Chads who is directed in the present Conduct of them to follow your Orders; you are to prepare to take them under your Convoy; and when they are in every respect ready for the Sea, to proceed with them the most speedily, for the Port of Halifax.

Having, upon your arrival there, delivered to Sir George Collier the Senior Officer in the Command of His Majesty's Ships on that Station, the Letter you will receive herewith; you will be discharged from any further concern with the Transports which are to remain in the Province of Nova Scotia; to take under your Convoy, in addition to those proceeding with you from this Port for Quebec, (which are to be the objects of your particular care) such others having the same destination, as Sir George Collier shall point out. And you will be thereupon to repair immediately with the said Convoy through the Gut of Canso, to Quebec. Your own Experience of the Navigation, and your zeal for the King's Service, will direct you in the choice of the safest and most expeditious means for effecting the passage up the River St Lawrence with the Transports, as Circumstances will admit.

When the Officers and Recruits, with the Stores embarked in the Transports sent from this Port, have been landed at Quebec, as the General Sir Guy Carleton or other Commander of the Land Forces present shall appoint; The *William and Mary* Transport is to proceed for England, according to the Orders which the Master has rece[ived.] The *Milford*, *Integrity*, and *Ann*, are to take onboard the Forage or other Necessaries which the Commissary General residing there, h[as] provided for this Army to be conveyed to New York. And as it is probable that the Operat[ions] upon the Plan already concerted for the Northern Army, will have been commenced prior to your Arrival, which renders any change in the Direction of the Maritime Department devolved upon Captain [Richard] Pearson, unnecessary You are therefore to leave him in the Execution of the Instructions you will be herewith charged to deliver, or forward to him, upon your Arrival at Quebec: Unless from any peculiarity of Circumstances, it shall be deemed requisite upon the Generals request, for the Ship under your Command to be detained on the same occasion. You are otherwise, as soon as you shall have received Sir Guy Carletons Dispatches for the Commander in Chief of the Army in these Provinces, and that the several Transports have been made ready as aforesaid, to return with them to this Port for further Orders: Being however at liberty to call at Halifax in your passage, for any supply of Stores or other Assistance which the State of the Ship at that time may require.

Given onboard His Majesty's Ship the *Eagle* off New York the 12 day of April 1777.

To Capt: Cornth: Ommanney

Commander of His Majesty's Ship the *Tartar*.

By Command of the Vice Admiral

Jos: Davies.

(A Copy.)

1. PRO, Admiralty 1/487.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Saturday, April 12, 1777

The committee on appeals having reported, that they have heard the appeal, entered on the part of Jonathan Burnel, and others, owners or claimants of the brigantine *Sherburne*, &c. from the verdict found, and sentence of condemnation passed in the court of admiralty for the port of Philadelphia, in the state of Pennsylvania, against the said brigantine, fully argued, proceeded to give judgment thereupon, and the opinions of the said committee, to wit: James Wilson, Jonathan D. Sergeant, John Adams, Roger Sherman, Thomas Burke, and William Ellery, being delivered, the said committee was equally divided, by reason whereof no judgment could be given:

Whereupon, in order that no failure of justice may ensue,

Resolved, That a committee of five be appointed to rehear and determine the said appeal:

The members chosen, Mr. [Thomas] Heyward, Mr. R[ichard] H[enry] Lee, Mr. [George] Clymer, Mr. [William] Duer, and Mr. [Benjamin] Rumsey.²

1. Ford, ed., *JCC*, VII, 257, 259-60.

2. *Ibid.*, 384, on May 23, 1777 Congress resolved to take no action on the *Sherburne* appeal.

PENNSYLVANIA NAVY BOARD TO HENRY FISHER, LEWES, DELAWARE ¹

Sir -

[Philadelphia] April 12th 1777

The Board received yours of the 10th and according to your desire have sent down Capt Murphey in the Armed Boat *Eagle*, who has instructions to follow your Orders in all respects; We pray you will send us all the intelligence you can possibly get on Monday next we shall send down another Boat.²

1. Navy Board Minute Book, vol. 1, Pa. Arch.

2. *Salamander*, Captain Charles Lawrence.

PENNSYLVANIA NAVY BOARD TO CAPTAIN DANIEL MURPHY ¹

Sir -

[Philadelphia] April 12th 1777

You are immediately to proceed with your Boat ² and People to Lewis Town Creek, and there apply to Mr Henry Fisher and strictly follow such

directions as he shall give you. We request you to keep your People in good order, and not suffer them to stray from the Boat or to commit any Riots.

1. Navy Board Minute Book, vol. 1, Pa. Arch.
2. Armed boat *Eagle*, with a crew of twelve as follows:

No	Mens Names	Quality	
1	Daniel Murphy	Capt	
	Lewis Pankett	Gunner	Dischargd 10th June "Neglect of Duty"
	Michael Love	Private	Apl 4th to the 9th June as Private
2	Michael Love	Gunner	In the place of Lewis Pankett June 10th
3	Thomas Whitfield	Private	
	James Davis	do	Dischgd 3d July Unfit for the Service
4	Samuel Thomson	do	
5	William Robinson	do	
6	John Dougherty	do	
7	Jacob Connor	do	
8	Patrick Mullen	do	
9	Cornelius Walters	do	
10	Thomas Turner	do	
11	Adam Liney	do	
12	Peter Pankett	do	

Record Group 4, Muster and Pay Rolls, Pennsylvania Navy, Pa. Arch.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board

[Philadelphia] April 12th 1777

Ordered, Jeremiah Simmons, of the *Arnold* Battery to deliver to Mr Joseph Rice his Apprentice Boy now on board, named David McCoy.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

HENRY FISHER TO THE PENNSYLVANIA NAVY BOARD ¹

Gentlemen

Lewistown April 12. 1777

Yesterday morning the Ship *Morris*, Captain [James] Anderson was chased into the mouth of our Bay by a Frigate, the *Roebuck* laying in the road made sail after her. Captain Anderson run his Ship on shore about half a mile from the Light House, the two ships continually firing at him, and he return'd the fire for near three hours in a most brave & gallant manner – The ships sent three Boats, which was beat off by the *Morris*. Captain Anderson landed his Packet for the Congress wh I have forwarded up by two French Gentlemen – when finding he could defend her no longer, he laid a train & blew the ship up, and I am sorry to tell you that so brave a Man has fell in the attempt – the Mate and fourteen of the Crew are safe on shore – The scene was horrible to behold. The cargo is in part blown on shore, viz. Guns, Cloaths, Gun Locks &c. &c. &c. – We have a number of men saving the Cargo.

The *Roebuck* is now in the Road and two Frigates at Anchor upon the lower part of the Brown. There has been a second flag from the *Roebuck*. The Officer says they expect their whole Squadron in, shortly, and should

they arrive I will give you the earliest advice in my power. – I am Gentlemen
[&c.]

Henry Fisher

After writing the within, the two ships that lay at the Brown, are making
sail up the Bay – the wind at N.N.E. – Saturday Morn. 9 o'clock – therefore
sent the Alarm. –

Henry Fisher ²

[Endorsed] Arrived at 10. o'clock & dispatched in 10 Minutes

John Enos at Cantwell's Bridge
The Express was tore.

1. Papers CC (Letters Addressed to Congress), 78, IX, 79–80.

2. Fisher's letter was published in the *Pennsylvania Gazette*, April 16, 1777.

COLONEL MORDECAI GIST TO BRIGADIER GENERAL WILLIAM SMALLWOOD,
ANNAPOLIS ¹

[Extract]

Dear Sir

Baltimore 12th April 1777

I have to Inform you that I have taken out of the Privateer Schooner
Revenge Seven Regular Soldiers, four of whom belong to your old Regiment,
whom I propose to have tried by a Court Martial to Morrow – after which,
they shall be sent under guard to Annapolis upon examination I found
that the Lieutenant of the Privateer knew them to be Soldiers, and had in
some other Instances descended to meanness Inconsistent with the Character
of a Gentleman, or man of Principle upon which I ordered him to be con-
fined on board the *Virginia* Frigate as a Prisoner – where I did propose he
should remain until I had the Opportunity to send him under Guard to the
Assèmbly: but on reading over the late act I find they have affixed a penalty
in such cases, which upon application of the owners of the Vessel,² I was
Induced to have recourse to – and upon releasement of the Lieutenant – not
having any Magistrates in Town, they have pledged their word and honor to
comply with the act of Assèmbly, and have made themselves Accountable to
the State of Maryland for One hundred Dollars to be deducted out of the
Lieutenants prize Money (if any), to which Purpose I have given the Captain
a Certificate with permission to sail . . .

1. Mordecai Gist Letter Book, NYPL.

2. Owners of the privateer *Revenge* included William Lux and Daniel Bowly of Baltimore,
Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, XIII, NA.

NARRATIVE OF CAPTAIN ANDREW SNAPE HAMOND ¹

[*Roebuck*, at sea, March 22 – April 12, 1777]

after stopping at St Christophers to take in Water put to Sea the 22d
following, and persued our Voyage towards the River Delaware.

In our way thither we had the good fortune to take two of the Rebel
Continental Cruizers, the one of 14 Guns and another of 10 Guns ² besides
four or five small Vessels laden with different supplys for the Continent,
and arrived off Cape Henlopen the 6th of April. The next day I fell in

with Commodore Hotham in the *Daphne*, who now took the Command of the Squadron, and (his ship the *Preston* being sent to New York to refit) He hoisted his Pendant on board the *Roebuck*.

On our arrival in the Delaware we were informed that the Rebel Frigate called the *Randolph* had sailed out a few weeks before, but meeting with bad weather had sprung her Masts, and had put into Charles Town South Carolina to refit. For this disappointment however we were amply made amends by intercepting a large Ship which the Enemy had sent to France for Powder, Military Stores & Cloathing for their Army. Not being able to cut her off from the Land, she attempted to run ashore, which she had nearly effected, under a very heavy fire from the Ships which she returned, when she instantly blew up into the Air, and when the smoke cleared away not the smallest vestige of her remained to be seen Except on the surface of the water – She was called the *Morris*; and besides 40 Tuns of Gun Powder, was said to have a Cargoe on board worth 50 thousand pounds worth of army accoutrements & clothing – Another of less Note had been taken by the *Daphne* a little before,³ and a third was taken about this time in the West Indies,⁴ which together made up a capital loss to the Enemy.

1. Hamond, No. 6, UVL.

2. The two prizes were the South Carolina Navy brig *Defence*, 14 guns, Captain Thomas Pickering, and Continental Navy sloop *Sachem*, 10 guns, Captain James Robinson.

3. *Sally*, taken March 12, "deserted by the People," from Nantes with gunpowder, lead, etc., Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

4. *La Seine*, with military supplies, taken by H.M.S. *Seaford*. See Young's Prize List, April 30, 1777.

NICHOLAS ROGERS TO SILAS DEANE ¹

Sir Port Au Prince St Domingo April 12th 1777

Let me assure you nothing could give me more uneasiness than the singular & secret manner in which I was obliged to leave France, and being in such Circumstances as not to be able to inform you when nor how, for I was strongly suspicious, that if it came to Beau Marchais's Years [*sic ears*] he would do his utmost to detain poor Du Coudray who let me assure you is most sincerely attached to our Cause & I believe a true republican.

We had a very disagreeable Passage of five and forty days 'tho all have arrived safe, but we have not been so fortunate as to find an immediate Passage for America which has detain'd us here twelve or fifteen days. there are but few American Vessels that come to this Port, & but few french fitting out from it, tho we sail this very Night in one of about sixty Ton, a remarkable swift Sailer & if we get fifty Leagues clear of the Islands we have no doubt of escaping, we clear out for St Eustatia but are destined for Newbury, there is an American that arrived here from Carolina in fifteen days this is his fourth Voyage which he says shall be his last as he has made his fortune, he has brought Rice which is from 25 to 35 Livres the hundred, he has brought me but little news except the confirmation of the defeat of the Hessians, – he says the Congress Conduct themselves at present with the utmost secrecy, which prevents so great a circulation of news as formerly –

General Washington is near Philadelphia with his Army tho' he could not tell me what number it consisted of – General Lee is certainly taken, and it is suspected was betrayed – Mr Hancock is not President of the Congress nor could he tell me who was.

he says Paper Currency passes in Eustatia which is hardly credible – all kinds of Amunition are at a moderate Price tho' Cloths & linens are yet excessively dear – Rice sells at St Augustin a five shillings a pound & the Troops are in a most wretched situation – I ask'd him a thousand other questions which he seem'd to be ignorant of, in fact he seem'd to be a very ignorant fellow, or I should be able perhaps to give you a more interesting Letter,

he was chased within about ten Leagues of this Coast by a Frigate & three Cruisers, they are as insolent as ever they were the last war for they don't suffer a single small french Vessel to pass without searching, almost at the mouth of the Ports, such Politeness of the french Ministry is by no means approved of by the people of this Island who think they have need of a few frigates at least to make themselves a little more respectable than to be treated with such contempt – Faith I am afraid they intend to be the spectators only of our Battles; with all my heart if they intend also to have no pretensions to the benefits of them which I am afraid is the Contrary every thing appears so here.

The Governor of Martinique who by all accounts was a fine spirited Fellow, was chose Governor of this Island but is since dead which is much regretted.

There are eleven American Vessels lying at the Cape Francois at present, five or six went out of the Mole the other Day one of which was taken the second day she was out owing to her bad sailing but the others easily escaped, she was carried into Jamaica with many Frenchmen on board of her who lost everything they had, even their Cloaths. I saw one of them who told me the Americans were treated much better than them for they had nothing but bread and Water allow'd them the whole time – it is currently reported that there are vessels arrived loaded with Artillery & Officers, I wish to God it may be true–

Mr Du Coudray desires to be most respectfully remembered to you, I entreat you Sir not to take his Silence for disrespect which I assure you he is not capable of, he thinks it the best Apology as you are in some measure offended with him and he is much afraid without reasons sufficiently Just, & it gives me great uneasiness to find you are not perfectly pleased with me for what I dont know, for if my Conduct is blameable it is owing to my Abilities & not to my intentions or inclinations for I declare to you they are as sincere and as ready as our Cause is Just – I hope to wipe away all Suspensions by my Conduct in America, as Does Du Coudray 'till then be assured of the Sincerity of [&c.]

N- R-

[Endorsed] Mr Rogers

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY ¹

April [1777]
Saturday 12.

So end of Moona S.bW. $\frac{1}{2}$ W 3 Miles.

At 5 [A. M.] came too with the Best Bower in Moona Bay . . . sent the Long boat and Cutter ashore, with the Masters of some of the Prizes we had taken, and part of their Crews to the number of 18 in the whole sent with them Provisions for three Weeks, four Muskets, 4 Cartouch boxes, 2 Cutlasses and Ammunition ² at 10 Weigh'd and came to Sail.

1. PRO, Admiralty 51/399.

2. Apparently they had been landed to relieve *Glasgow* of carrying too many prisoners while she continued her cruise. That Captain Pasley had promised to return for them within three weeks is borne out by the *Glasgow's* journal of May 2:

at 6 AM Weighed & came to sail, stood for the Island of Moona At 12 Anchord at the West end of Moona in 9 fath as did our Sloop, and Schooner . . . sent the boats ashore in search of the Yankees, who we found by a Note they left behind them that they left the Island, 6 days after our departure.

NEWS FROM ST. CHRISTOPHER ¹

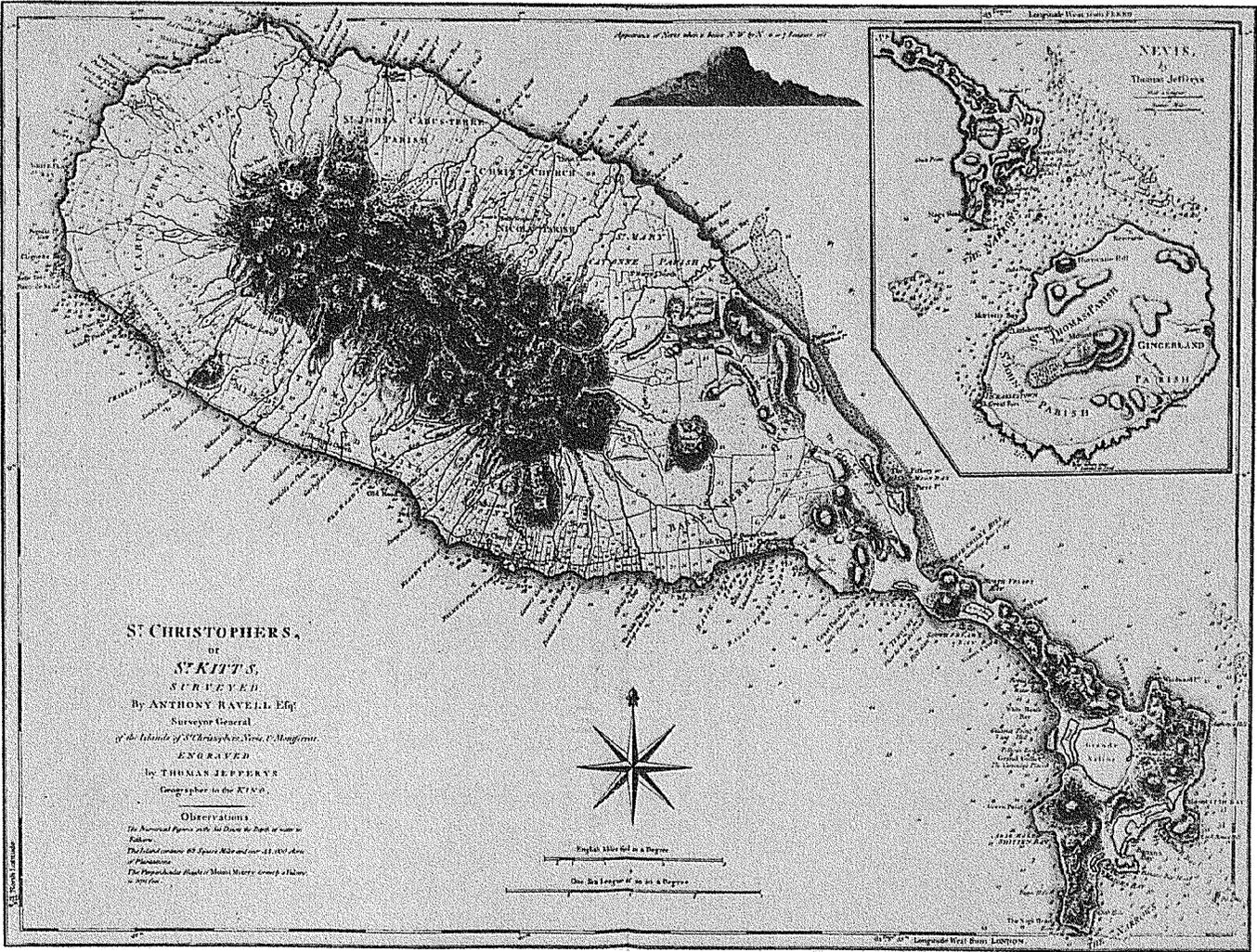
Basseterre (in St. Christophers) April 12.

We have collected the following particulars from persons lately arrived from the Windward Islands, and from English papers.

The pirates have cut two vessels out of Tobago, and there are 26 pirate vessels out of Martinico, cruising to windward, for the outward bound ships, chiefly manned with Frenchmen; one of these pirates, who took a brig from Cork, after a short engagement, had not a single man on board who could speak any English but "strike to Congress." So many of the Cork fleet have been carried into Martinico, that beef is now selling for forty shillings per barrel. The governor gives the pirates every encouragement: – they fit out their vessels there, or rather the French are all turned pirates. In particular, they are now cutting a prize snow down to make a pirate of her. The English sailors carried in in the prizes, are encouraged to run a few dollars in debt, and then have the option of going on board a pirate, or going to jail. We should not omit doing justice to the spirited behaviour of Governor [Valentine] Morris of St. Vincents. He sent to the French Governor to demand the English prisoners, offering to pay their debts. The demand was immediately complied with, and he recovered, at one time to his country, twenty-six stout fellows, who immediately entered on board a privateer which he is fitting out himself. He offers commissions to every man who will give in proper security, observing, that when every cowardly foreigner is fighting under pirate colours, he will run the risk of granting letters of reprisal to his country-men.

The prizes, amongst which are several Guinea ships, brought into Martinico, are sold immediately, and publicly, without condemnation. The best slaves are sold for ten joes apiece.

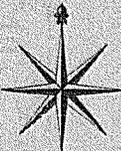
The *Seaford* has taken three French pirates and a sloop loaded with ammunition, supposed to be one of those loaded from the French ships that



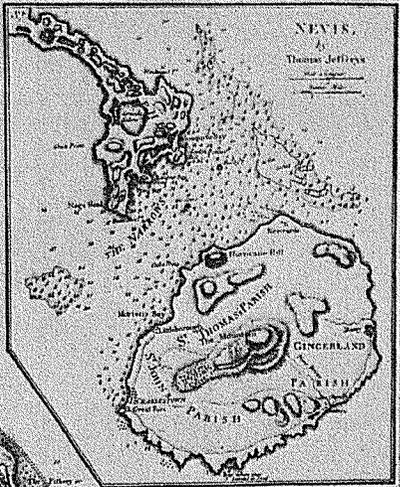
ST. CHRISTOPHERS,
 or
ST. KITTS,
 SURVEYED

By ANTHONY RAVELL Esq.
 Surveyor General
 of the Islands of St. Christopher, Nevis, & Montserrat.
 ENGRAVED
 by THOMAS JEFFERYS
 Geographer to the KING.

Observations
 The horizontal Figure with its Dials is kept in view in
 fullness.
 The Island contains 85 Square Miles and over 41,000 Acres
 of Population.
 The perpendicular Height of Mount Nevis exceeds 4,000
 Feet.



English Miles to a Degree
 One Sea League is 3 1/2 Degrees



W. B. Smith, London.

Longitude West from LONDON.

their Boats and Barges, but finding no Possibility of getting clear, she run aground. The Crew, and two French Gentlemen Passengers got on shore, but the Captain determined to disappoint his Enemy in Part, laid a Train and blew up the ship, and lost his own Life unfortunately in the Explosion. I regret the Loss of so brave a Man much more than that of the ship and Cargo. The People are fishing in order to save what they can, and I hope they will save the Cannon. The French Gentlemen, it is said have brought Dispatches from France to the Congress. I hope this is true. If it is, I will let you know the Substance of it, if I may be permitted to disclose it.

1. Butterfield, ed., *Adams Family Correspondence*, II, 209-10.

CAPTAIN GEORGE COOK TO GOVERNOR THOMAS JOHNSON ¹

Dear Sir Ship *Defence* [Baltimore] April 13th 1777

I should have wrote you more particular, but not knowing of Capn David's Sailing till this minute, obliges me to be as short as in my power.² – The Ship *Defence* is now ready to Sail for Annapolis by the first opportunity, we want a Pilot to Carry her down, and hope you'l direct Mr Middleton to come up for that purpose, I wrote him sometime past, but has not come.

One Capn Jones a Lieutt on board of the Frigate,³ thought Proper forcibly to take one of my Men when on duty, on Shore, on Board of that Ship, and now keep's him, for no other excuse than that one of the Men belonging to this State and in this Ships Tender, Entered with them when the Ship was at Sea, with them, And one of my Men on Leave, on Shore last Night was unmercifully Beat for belonging to the *Defence*, such Arbitrary and Unpresidented Measures taken to insult the Province as Well as those in the Service, is what I shall leave to your Better Judgment. I have the Honor to be Dr Sr [&c.]

George Cook

1. Red Book, XIV, 102, Md. Arch.

2. Captain John David, of the Maryland galley *Conqueror*.

3. Lieutenant Aquila Johns, of the Continental frigate *Virginia*.

COLONEL MORDECAI GIST TO COLONEL JOHN STONE, ANNAPOLIS ¹

Dear Sir Baltimore 13th April 1777

In consequence of some despatches from Congress to Captain [James] Nicholson I have thought proper to permit three men of the Old Battalion Whom I had confined in the Guard House to go on Board the *Virginia* Frigate with the promise of the Captain if you and the General disapprove of it that he will land and deliver the men agreeable to your order – if I have in this point exceeded the line of my duty – you must do me the Justice to attribute it to my Zeal and hope my good intentions will be a sufficient apology for the error committed I am with much respect Sir [&c.]

Mordecai Gist

1. Papers of Mordecai Gist, 1777-1779, Force Transcripts, LC.

WILLIAM JACOBS, SAILMAKER, IN ACCOUNT WITH CAPTAIN GEORGE COOK
OF THE MARYLAND SHIP *Defence* ¹

George Cook Esqr Commander of the Ship *Defence*

	To William Jacobs	Dr
1776	For the Tender	
Novr 29	To Repairing Mainsail & flying Jibb Workman- ship Twine & Rope	5..-
	To 2 yards oznabrigs	3..6
	To 7¼ yds of No 3 Duck	7/ 2.10..9
	To Making a Tarpawling Workmanship & Twine	3..6
1777		
Febry 9	To Altering a Pendant for the Ship <i>Defence</i> } Bunting & Labour	12..6
	To 4 yds No 4 Duck for the Tender	8/ 1.12..-
	To Altering 1 Pendant Bunting & Labour for Ditto	12..6
March 10	To Repairing Ships Sails 25 Days	10/ 12.10..-
	To Making 1 Mizzen 1 Forestaysail & 1 Flying Jibb Containing 4½ Bolts Canvass	17/6 } 3.18..9
	To 34 lbs Twine	5/6 9..7..-
	To 1 Cwt 0 qr 6 lbs Rope	90/P Cwt 4.15..6
	To Making 5 Coverings for the Arm Chest	2/6 10..-
	To 4 hanks of Marline	2/6 10..-
	To 24½ yards Bunting	5/6 6.14..9
	To Making 1 Continental Jack & Pendant	1.10..-
	To Thread 3/9: 6 Sail Needles	2/ 5..9
April 5	To Touching 3 Compasses	3/ 9..-
	To 2 New Glasses for Ditto	15..-
		<hr/> 47..5..6
	Cr By 371 lbs Beeff	3½ 5..8..2½
		<hr/> £ 41.17..3½

Ballance due

Errors Excepted by me

William Jacobs

[Endorsed] Recd April 13th 1777 of Capn Geo Cook a Draught on Mr
Jesse Hollingsworth for the above Sum of £41.17.3½ which is in full
£41.17.3½ William Jacobs

1. Scharf Collection, MdHS.

14 Apr.

JOURNAL OF H.M. SLOOP *Albany*, LIEUTENANT MICHAEL HYNDMAN ¹

Aprill [17]77 Cape Sable No 38° Et 84 Leagues
Monday 14 At 8 [A. M.] Sounded no Ground Saw Several Pen-
guins thick foggy Wear at 12 Sounded in 60 fathm fine
Sand in Compy the Sloop

fresh Gales and Cloudy Wear
 at 1 PM Saw a Sail in the N E qr at 4 PM fired 6 Guns &
 brot too a Brig Called the *Polly* from Boston to Guada-
 loupe brot the Prisoners on bd at 6 made Sail the prize
 in Compy

1. PRO, Admiralty 51/23.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Boston] Monday April 14 1777

Mr Phillips came up with a Message from the Honble House to acquaint the Major Part of the Council that it was their Desire that the resolve permitting Privateers to depart under certain Restrictions if not fully signed, may be sent down to the House. –

The Secretary went down with a Message by order of the Major part of the Council to acquaint the Honble House that the Resolve referred to in the foregoing Message was not fully signed by the Major Part of the Council & was directed to lay the same upon the Table –

1. Mass. Arch., vol. 37, 186, 198.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 14 April 1777

Order'd that Mr [Ellis] Gray deliver Capt John Roach [Roche] one Roll sheet Lead for Ship building at portsmo – he paying for the same by an Order of Mr Langdon ²

1. Mass. Arch., vol. 148, 258, 259.

2. Continental Navy sloop-of-war *Ranger*.

MASSACHUSETTS BOARD OF WAR TO ALEXANDER GILLON & CO., CHARLESTON ¹

Messrs Alexr Gillon & Co
 Gentr

War-Office
 Boston April 14th 1777 –

This will be handed you by Capt Bradford Master of our Ship *Pliarne*, & inclos'd are Invoice & Bills Lading of 7 H'ds white Sugar which we pray you to dispose of to the best advantage for our Account, & ship the proceeds aboard Capt Bradford in Rice, with which Article we pray you to load him with all dispatch, & consign him to Messrs J Gruel & Co in Nantes on our Acco – But as the Sugar sent you will be very inadequate to the purchase of a Cargo, we shall send off by a special Messenger by Land sufficient to repay you any sum you may advance, either for the *Pliarne*, or Capt [Jacob] Cole ² whose Cargo we fear will be insufficient, as the Articles we sent in her we fear are very low at your Market.

By order of the Board
 Sam^l Phps Savage, Prest

1. Mass. Arch., vol. 151, 63, Letters from the Board of War, 1776–1780.

2. Master of the ship *General Lincoln*.

SAMUEL ELIOT TO GOVERNOR JONATHAN TRUMBULL¹

Honord Sir

Boston 14 April 1777

It is with the greatest pleasure I am able to inform you of the arrival of the Schooner *Anna* on Saturday Eveng; Captur'd by Capt [Samuel] Smedley on 16 March in latitude 16 Longitude 48. – she was bound from Bristol in England to Dominica. – As Mr [John] Lewis the prize Master will deliver this to your Honor, and will hand you the Invoice of the Cargo it will be needless to mention them in a Letter particularly.

The Cargo consists mostly of articles which will bear a very advanced price in this Place – The Flour and Painters Colors in perticular, as there has been none at Market for a long time, the other articles are much wanted. –

I shall Libell her in behalf of the Concern'd, (vizt the State as owner, the Captain Officers &c onboard) and will pay the best attention in my power. –² I shall esteem it a perticular favor if your Honor will hand me a List of the articles wanted for the State, (as they may be laid by themselves, and forwarded as soon as desir'd,) and any other directions you may please to give. – As Mr Lewis was desirous of waitg upon Your Honor, I consented upon his promising to make the greatest despatch, I shall defer unloading the Vessell till his return. – Capt Smedley four days before he took this Prize fell in with and Captured a large Bark from Liverpool in Engd bound to Pensacola,³ the perticulars of which, and his Engagement with 2 Large Ships Mr Lewis will give – As the *Anna* made no opposition the Men (according to the Custom with us) are entit'led to their Wages – I request the Sentiments of your honor and your Councill of Safety, and will act agreeably thereto –

I must request the favor of the Invoice by Mr Lewis as I have not been able to take a Copy of it. – The Bark is arriv'd at Dartmouth, as soon as I have finish'd Libelling &c the *Anna* – I will go there and take such measures as I believe to be most for the Interest of all concern'd – and will take all the previous Steps necessary to her Condemnation, and if necessary have her Cargo taken out & securd in some of the Back Towns. – We in Boston look upon Dartmouth as most expos'd of any place in this State. –

I have wrote Capt [Seth] Harding p Mr Lewis and have reque[ste]d his attendance & assistance, as I am certain it will be more for the General Interest for him to be at Boston or Dartmo[ut]h.

With the greatest respect, I remain [&c.]

Sam Eliot

1. Conn. Arch., 1st Series, IX, 99a–99b, ConnSL. Eliot acted as Connecticut agent in Massachusetts.

2. *Anna* was libeled against on May 8 for trial at Boston, May 29, 1777, *Independent Chronicle*, Boston, May 8, 1777.

3. Bark *Lydia*.

Boston Gazette, MONDAY, APRIL 14, 1777

Boston, April 14.

Wednesday arrived at a safe port, a privateer schooner, commanded by Capt. Cunningham, in a short passage from the French West Indies, where

she has lately sent in several prizes.¹ We learn that the French ports are crowded with cruisers and merchantmen, belonging to these States, and that all kinds of goods are sold at a moderate price.

Saturday last arrived safe in Port, a Prize Brig, with Eleven Hundred Quintals of Fish, taken by the Privateer Sloop *Charming Sally*. She was bound from Newfoundland for Lisbon.²

1. Captain Joseph Cunningham, commander of the Massachusetts privateer sloop *Phoenix*, Mass. Arch., vol. 6, 227.

2. Brig *Hannah*, Henry Bailey, master, Mass. Arch., vol. 159, 92.

New-York Gazette, MONDAY, APRIL 14, 1777

New-York, April 14.

Yesterday Morning a Brig, loaded with Tobacco and Flour, taken by the *Thames* and *Daphne*, came into Port,¹ together with another Prize, and a Victualler from Ireland.

1. *Bolton*, William Stevens, master, from Philadelphia, with tobacco, flour, bread, lumber, tar and turpentine, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

MINUTES OF THE PENNSYLVANIA NAVY BOARD¹

State Navy Board

[Philadelphia] April 14th 1777

Ordered, That each Galley and Armed Boat, and Floating Batteries, be provided with two good and proper Spikes for each Gun, for the purpose of Spikeing up their Guns upon an emergency and that Mr [Manuel] Eyre be directed to procure them One Hundred Spikes –

1. Navy Board Minute Book, vol. 1, Pa. Arch.

PENNSYLVANIA NAVY BOARD TO CAPTAIN JOHN RICE¹

Sir –

[Philadelphia] April 14th 1777

The Vessell under your Command being now ready, you are immediately to proceed with her down to Cape May, and on your arrival there, to inform yourself what Ships or Vessels of the Enimies are in the Bay or Cruising of[f] the Cape, that you may be the better able to judge how to conduct yourself.

The principal intention of sending you down is to protect the Inward & Outward bound Vessells, and as Cap. [Isaac] Roach of the *Delaware* goes down with you on the same service, we expect you will be able to execute it with good effect. We recommend it particularly to you, and that you give every possible assistance to all such Vessells.

While there are any of the Enimies Ships in the Bay or Road, it will not be safe for you to venture out to Sea, but when that is not the case you are at liberty to Cruize between great Egg harbour to the North & Sinepuxent to the South, taking care never to go out of sight of the Land, and that you are not more than Forty Eight Hours at one time from your Station. Captain Roach and you are always to Cruize in Concert, and not to separate if possible.

There is too much reason to believe that a communication is kept up

between some people on Shore and the Enimies Ships, by which means they get supply'd with fresh Provisions and intelligence. We recommend it to you to be very diligent in preventing any such intercourse, and that if you discover any persons concerned in it, you inform the Executive powers of the State where they reside, or if necessary secure them yourself.

Should you procure any intelligence of the Enimies motions, particularly respecting the present embarkation at New York, you are to forward it to us by Express immediately, either by land or by Water, as you may judge most expeditious.

In case of a fleet coming into this Bay, you are to send us immediate advice of it, to watch its motions as long as it can be done with safety, and as your Vessell draws but little water, you may annoy the Boats they employ in Sounding; When that cannot be done without endangering your own Vessell, you are to retreat on this side the Chevaux de Frize; Capt Roach will have Orders to Cooperate with you upon every occasion, and we trust you will execute this service with Honor to yourself and service to your Country.

To John Rice Esqr Commander of the Brigantine *Convention*.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

BENJAMIN BROOKS AND JAMES CAMERON TO THE CONTINENTAL CONGRESS ¹

April 14th 1777

Reported by Henry Fisher, & Express sent to Bomba[y]hook to Benjamin Brooks, from him to James Cameron at Port Penn Certifying that there is Nine of the Enemys Ships of Warr in Delaware Three Lys in Old Kill Road and Three at the Middle & Three at the Narrows –

Benjem Broo[k]s Jas Cameron

1. Papers CC (Letters Addressed to Congress), 78, IX, 81, NA.

SHIPMENT ON ACCOUNT OF CONTINENTAL MARINE COMMITTEE
TO JOHN LANGDON ¹

Invoice of Merchandize shipped by Samuel & Robert Purviance on Board the Schooner *Friends Adventure* address'd to John Langdon Esqr of Portsmouth, New Hampshire for accot of the Marine Committee –

210 Barrels Burr Flour	368 . . 1 . 14 Wt	}	£445 . 18 . . 5
@ 22/6 & bbl at 3/ –			
236 do Commn Do	447 . . 1 . 11	}	435 . 13 . . 4
@ 19/6 & bbl @ 2/6			
Cooperage & nailing			3 . 15 . . –
Scow hire shiping the Flour			2 . . 5 . . –
			<hr/> 887 . 11 . . 9
12 Tons Barr Iron 797 Barrs	}		618 –
@ £51 . 10 Pr Ton			
			<hr/> £1505 . 11 . . 9

Baltimore 14th Apl 1777
 Commissions on 1505.11..9
 sundry Disburstments to Capt Smith 76.10..5

1. Captain J. G. M. Stone Private Collection, Annapolis.

MINUTES OF THE MARYLAND COURT OF ADMIRALTY ¹

Court of Admiralty 14th April 1777
 Present The Honble Benja Nicholson Esqr judge
Sturdy Beggar John McKeel Esqr Commr

a

The Ship *Elizabeth* – Joseph Snowball Captn
 Libell f[file]d the 24th March 1777
 Monition issd Same day
 Condemnation
 day of Sale Ordered to be on Monday the 21st Instant

1. Admiralty Court Minutes, November 27, 1776 – November 7, 1778, 21, Md. Arch.

Gazette of the State of South-Carolina, MONDAY, APRIL 14, 1777

Charles-Town, April 14.

Admiral Sir William [*sic* James] Young's Squadron at Antigua has lately been reinforced, by the *Hind* and *Favorite* Men of War; and Admiral Gayton's, at Jamaica, by the *Fly*, *Hornet*, and *Beaver*. The Cruizers on both Stations are so exceedingly vigilant, that it is difficult for any thing to escape them. Besides, these, a Number of piratical Vessels, fitted out at Dominica, Tortola, Antigua, and St. Kitts, without Commissions, greatly annoy our Trade. On the other Hand, the West Indian Seas swarm with armed Vessels from this Continent.

Admiral Hotham's Squadron, which has wintered in the Bay of Chesapeake, we hear, has lately quitted it, and either gone to cruize, or to be hove down.

The 25th of last Month, the following Men of War, having been hove down at Antigua, sailed from thence for this Continent, viz. the *Roebuck*, *Pearl*, *Mermaid*, *Perseus* and *Cameleon*.¹ The *Flora* and the *Falcon* were careening, and to sail about this time. The Captain of the *Pearl* dying, Capt. Elphinstone of the *Perseus* was promoted to the command of her; the Captain of the *Cameleon* to the command of the *Perseus*, and Capt. Linzee of the *Falcon*, to that of the *Cameleon*.

The *Perseus* Frigate, when she last visited this Coast, cruized all the Way from New-York in about 18 to 25 Fathom Water. The Ship *Grasshopper*, William Coombes, jun. late Master, from Cork, with Provisions for General Howe's Army at New-York, taken by Capt. [Robert] Cochran, was re-taken by the *Perseus*, and is arrived at Antigua.

1. *Camilla*; not *Cameleon*.

CAPTAIN JAMES COOPER TO VICE ADMIRAL CLARK GAYTON ¹

Copy

Sir This serves to acquaint you, that on the 13th Inst on my Passage to this Island, ABreast of the Isle de Vache; I saw a large Ship to the Southwest, standing to the Northward, with Her Top Gallant Sails half Mast up – And as soon as she got right a Head of us, She wore Ship to the southward, she hauled her Courses up, took in her Top Gallant [sails] laid her Mizon Top Sails aback; with an intent as we supposed, to speak us. On my seeing him do that, I hauled down my Steering Sails, hauled my Courses up, & took in my Top Gallant Sails – She being then about $\frac{3}{4}$ of a Mile distant from us: then she fired a Gun to Leeward, & hoisted Blue or White Colors; but which we could not distinguish, she being between us and the Sun. This happened about $\frac{1}{2}$ past 5 o'clock in the Afternoon. – I immediately hoisted my Colors, & fired a Gun to Leeward; after which, She Edged away; filled her Mizon Top Sail, & set her Fore Sail. Then I set my Fore Sail, & fired a Gun athwart her Forefoot; of which [s]he took no Notice – After which I fired another; when She hauled down her Colors & made all the Sail, that She possibly could; & stood away right before the Wind for some Minutes: Then I fired another, (which I believe) struck her: After which she hauled her Wind & hoisted her Colors, (which could then distingust to be White) after their being down at least 10 Minutes [she] fired a Broad Side at me; which I returned. She then Wore Ship, & fired another Broad Side; which I also returned. Afterwards she fired 3 Guns; they were again returned by me. Then she made all the Sail that she could, & stood in Shore; being then distant about 6 or 7 Leagues off Port Louis.

She Mounted 24 Guns on her Gun Deck, & 6 on her Quarter Deck. [As] I had a great number of Passengers on Board, some of whom being Ladies, & night coming on; I did not think it proper to follow her, but kept my Course for this Island – In company with the *Mermaid* Capt Bowie from Glasgow. – I am well satisfied, as are also all the Gentlemen passengers; that from every Manoevre She made (as well as from Information we received at St Kitts, “of an American Privateer of large force, cruzing to the Leeward of those Islands.” that this was the Ship Meant – Althoug[h] that She faught us under french Colors. –

In consequence of the Above, I thought it my Duty to Acquaint you with the particulars; at the same time not omiting to inform you, that She had a Great Number of Men; her Decks & Tops being lined with them. –²

I am with the Greatest respect Sir [&c.]

James Cooper

Dated the *Ladies Adventure*

Off the Navasa 14th April 1777. –

P:S At Madeira, his Majesty's Ship the *Levant* Capt [George] Murray, took an American privateer,³ the day after we arrived, that is, on the 7th March Ulto: whom it was supposed She had carried to Lisbon or Gibraltar; the latter of which place she was the Station of: And sent from thence by Adml [Robert] Man, upon the Application of the Consul of Madeira informing

him that the coast of that Island was infested by American privateers; some of whom he chased & engaged Vessels, even into the very Road of Funchall.

1. PRO, Admiralty 1/240.

2. This engagement may have been with the Pennsylvania privateer ship *Oliver Cromwell*, Captain Harmon Courter.

3. Pennsylvania privateer brig *General Montgomery*, Captain Benjamin Hill.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS¹

Sir/

Antelope Port Royal Jamaica the 14th April 1777

Since His Majesty's Ship *Maidstone* sail'd from Bluefields, the 4th of this Month, with the Convoy Consisting of about 40 sail of Ships & Vessels, I have Intercepted the inclosed letters found in a Bale of Goods out a Vessel taken by One of my Cruizers, and Supposed to be bound for St Peters Mecalon [Miquelon], which their Lordships will see what a Trade is Carried on with the Rebellious Colonies by the French, therefore I have thought it Necessary to send them Express, in a fine going Vessel, (His Majesty's Brig *Badger*) Captain Charles Everit [Everitt]; who is Just hove Down and fitted for Sea – hope it will meet their Lordships Approbation, and to Convince their Lordships of the *Badgers* going well, she has been out but two Cruizes, and have taken 22 Sail of Rebel Vessels; Indeed he has been so Vigilant in his Duty, that it is unlucky for him, that I am Oblidged to send him Home, as it takes him from the Chance of my giving him post, as my time is so near to be relieved; as in all probability, Should their Lordships send him back to Jamaica, he will not be here before I am Gone, and he will have no Chance of Post, without their Lordships should be pleased to consider him – Another piece of Great Service he performed in his last Cruize which was as follows; I sent him to Turks Island to protect the Salt Trade, and when he found that the Customhouse Officers there Cleared out the Bermudian Vessels when loaded with Salt for Bermudas & New York, and they all went to the Rebellious Colonies, with their Salt, he laid an Embargo on any Salt to be Shipp'd either for Bermudas or New York until my further Orders, which hindered a Number of Vessels loading with Salt to Carry to the Rebels, when he arrived at Turks Island he found three french Vessels there in order to load with Salt which he Order'd away, and told them if ever he found any of them there again, he would Sieze them and send them to me – I beg leave further to acquaint their Lordships, that the 12th Instant His Majestys Armed Ship the *Kent* arrived here with a Convoy from Cork, and all the Ships bound to this Island he brot in Safe; she wants many repairs which I have Ordered to be done as soon as the Service will admit of doing it, in order to send her home with the Next Convoy the latter end of Next Month Nothing has happened since the *Maidstone* Sail'd, only the *Boreas* is arrived from a Cruize, with some Prizes, and this day the *Winchelsea* Sailed on a Cruize – I am Sir [&c.]

Clark Gayton

[Endorsed] Rd 22 May ansd 8 July

1. PRO, Admiralty 1/240.

15 Apr.

JOURNAL OF H.M.S. *Milford*, CAPTAIN SIR WILLIAM C. BURNABY ¹

April [1777]

At Moorings in Halifax Harbour

Tuesday. 15

Came on Board Captain Sir W C Barnaby Bart whose
Commission was read & Supersaded Captain Andrew Berkly
Acting Captain.

1. PRO, Admiralty 51/607.

BUILDERS OF THE CONTINENTAL FRIGATE *Raleigh* TO THE
NEW HAMPSHIRE DELEGATES IN CONGRESS ¹

Gentilman

Portsmouth April 15th 1777

We hope you will excuse the liberty we have taken in troubling you with this Letter the Intensun of which is to Acknowledge Obligation we are under to Capt [Thomas] Thom[p]son for his Asistance in building the *Raleigh* Frigate By oppportunity and observeations he has Acquired great Knowledge in Naval Architecture from which we have Derived Great Advantages and are under Dayly Obligations to him for further Instructions as we are young in boulding Ships of War his Readeness to Serve us in this Respect Deserves our Acknowledgments and we know of no other way But through you to make this Gentelmans merits Known to Congress Which is the Reason of troubling you with this Litter we think him a veary good Judge of Building and Contriveing Ships of war he has don much Sarv[i]ce to the Continante in this Branch in these States and when he Sales we Shall Lament his Loss while we are Boulding future Ships of war altho this is a private Leatture we meane it to ansure a Public Person and therefore must beg the favour of you Gentm to Make the Contents known to Congress as we understand Capt Thomson is gon to Philla and it is the only thanks we are able to Pay that Gentelman we are with Great Respect [&c.]

To William Whipple and
Edward [Matthew] thornton Esqrs
Deligats for N Hampshere

James Hackett
James Hill
Stephen Paul

1. Captain J. G. M. Stone Private Collection, Annapolis.

JOHN BRADFORD TO LEONARD JARVIS, DEPUTY CONTINENTAL AGENT, BEDFORD ¹
[Extract]

Bosto[n] April 15th 1777

I receiv'd orders ² by last post to purchase thr[ee] Ships and to Arm them for Cruisers with not exceeding Eighteen Nine pounds Cannon, pray say is any Vessells at Bedford that will answer the purpose, and give me your opinion whither it will be best to make the Needed alteration in the *Mellish* at Bedford or to send her here for that purpose, if the latter let me beg you, to immediately set about preparing to send her round, as they earnestly recommend dispatch . . .

1. John Bradford Letter Book, vol. 1, LC.

2. See Congressional resolve of March 15, 1777.

ROBERT MORRIS TO DANIEL OF ST. THOMAS JENIFER ¹

Sir

Philada April 15th 1777

I believe my Clerk omitted to insert the list of drafts I paid on acct of your State in the last letter I wrote You, therefore it shall be added hereto. The Agreement I made with your Convention has been the most Ill fated of any I ever had Connexion with a Ship of ours had onboard 500 Muskets intended for you, the Cursed Ships of War have drove her onshour at our Capes & the Captain attempting to blow her up after a brave defence lost his life,² There was onbd 2500 Muskets for the Continent and the Mate writes me a good many will be saved unless the Tories plunder or Seize them, I am now sending down orders & assistance & whatever is saved of our share shall be delivered to your order, I expect they will be brought up to Dover & suppose they may easily be Conveyed from thence into Your State.³ If the Powder from the West Indias meets any disaster I shall beg to pay the ballance in Money for our losses in attempting to full fill this agreement are beyond all bearing. with great respect I am Sir [&c.]

Rob^t Morris –

Richd Harrison's bill dated Martinico 14th Jany last in favr of Capt Wm Miles 1940 Drs	£727.10..–
Abram Van Bibbers bill in favr of Capt Mathw Corn 495 Drs	185.12..6
Richd Harrison's bill to Jno Kenyon 339 Drs	127..2..6

1. Red Book, III, Md. Arch.

2. Ship *Morris*, Captain James Anderson.

3. Morris wrote this date to Caesar Rodney at Dover, Delaware, requesting him to hire wagons and send them under militia guard to carry off the salvaged goods, William Buell Sprague Autograph Collection, HSP.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board

[Philadelphia] April 15th 1777

Captain Hazelwood having attended according to Order, and the present state of the fleet, respecting the Commanding Officer being considered, it was agreed to recommend him to the Executive powers, as a proper person to be second in Command.

The board considering the inconvenience attending their Orders going through the present Commodore, who from his infirm state, cannot attend the duties of his station, are of opinion that for the present, all Orders from this board should be directed to Commodore Hazelwood, & that Mr [Andrew] Caldwell and Mr Fitz Simons [Thomas Fitzsimmons] wait upon Commodore [Thomas] Seymour to acquaint him with this resolve.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN CHARLES PHIPPS ¹

April 1777

Cape Henlopen Lighthouse SSE

Saturday 12

at 6 PM spoke His Majesty's Ship *Camilla* . . . spoke the *Roebuck* and was Ordered by Commodore Hotham to

- proceed up the Delaware and Anchor between the Brown & Brandy Wine
- Sunday 13th at 6 [A. M.] Anchored off the 14 fa bank in 7 fa Water found riding here His Majesty's Ship *Thames*.
Strong Gales and squally Wear
at 10 (PM) Anchored near us the *Pearl*
- Monday 14 at 3 AM the Rebel Vessels and run up into Morris's River, the *Pearl* fired several Guns being ashore at 11 got under Sail.
Do Weather
(PM) Running down the River at 4 Anchored in Cape Henlopen Road found here His Majesty's Ship *Roebuck* the Lighthouse SSE 2 Miles
- Tuesday 15. AM sent all the Prisoners onboard the *Daphne* for New York employ'd as necessary.
Fresh Gales and Hazey Wear
at 5 P M sailed hence the *Daphne* with several Prizes in Company for New York.

1. PRO, Admiralty 51/688.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN JOHN LINZEE ¹

- April 77 Cape henlopen light house SW 3 or 4 Miles
- Tuesday 15 At 5 PM [A.M.] Saw a Sail under Cape May, fired a Gun as a Signal for seeing a strange Sail. Hoisted out the Pinnace and sent the Pilot on board the Tender. hoist out the Longboat Sent the Pinnace mann'd & Arm'd with the Lieut to endeavour to cutt off the Schooner under Cape May, Saw the tender fire several Shot at the Schooner & a Pilot boat which had boarded her at 9 saw our Pinnace on board her. Immediately after saw the Schooner on fire & the Pilot boat drove on shore by the tender, Got up Fore top Gallt & Yard across. Saw a Signal on board the *Roebuck* to join her At 10 the Tender joined us. the Pinnace came on board wth the Lieut. found the Schooner was an American Vessel from the West Indias Laden with Rum & Sugar, the People on Shore kept a brisk fire on the Boat & the Schooner being aground, was obliged to set her on fire & leave her. Weighed & Came to Sail. . . . At Noon Cape henlopen light house SW 3 or 4 Miles, standg for the Commodore & fleet.
First part light airs & hazey Wr middle & Latter fresh breezes & Clear Wr
At 2 PM Anchor'd with the Small Br in 6 fathm water in Old kill road veered 1/2 a Cable. Cape henlopen light house SBE 2 or 3 Miles found here H: M: Ships *Roebuck*,

Thames, Perseus & Daphne & 5 Prizes. At 5 Sail'd H: M: Ship *Thames*. At 6 the *Daphne* fired a Gun for the Prizes to weigh & get under sail

1. PRO, Admiralty 51/157.

JOURNAL OF THE MARYLAND COUNCIL ¹

Annapolis April 15th 1777.

Ordered That Captain [William] Patterson Master of the Schooner *Dolphin* proceed to Baltimore with the sick of the Ship *Defence*. –

That the Commissary of Stores deliver to Captain Cooke for the use of the sick six Blankets also five hundred weight of Cannon Powder, three hundred Gun flints & fifty weight of Musquet Ball for the Ship *Defence*. –

That the Commissary of Stores deliver to Captain [John] David three hundred and fifty weight of Gun Powder, twenty four Cutlasses, half of a Ream of Cartriche Paper, and Sheet Lead sufficient for Aprons for Cannon. –

1. Proceedings of the Governor's Council (20 March 1777–31 March 1779), 17, Md. Arch.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL ¹

April 1777

Cape Henry N26°W 12 Leagues

Monday 14th

At 6 AM saw a Sail in the NW Quarter, made Sail and gave Chace, at 7 she made a Signal and we answered it, at 8 AM spoke her, which was the *Phoenix* from New York, at 11 saw a Sail in the NW gave Chace, the *Phoenix* on our Larboard Bow at Noon saw 2 Sail to Winward.

Fresh gales and hazy,

5 Sail in sight, the *Phoenix* made our Signal to Chace to the NW, and she Chaced to the NE, made Sail & chaced 1½ past 3 PM fired 1 Six pounder to bring the Chace too, which was the Brig *Ann* from Baltimore, bound to Nantz with Tobacco & flour,² sent a petty Officer & 7 Men onboard, the *Phoenix* not in sight, took the prisoners out

Tuesday 15th

At 5 AM saw a Sail in the NW, gave Chace, at 6 AM brought the Chace too by firing a Gun at them, which was the Schooner *Susannah* from Virginia bound to Statia, with Tobacco and flour,³ brought her alongside and took the prisoners and Cargo out & scuttled her, at 11 punished John Woodbridge 12 Lashes for Drunkeness.

Light breezes and Clear Wear

saw a Sail in the NW Quarter, made Sail & gave Chace, our prize in Company, at 7 PM lost sight of the Chace, reef'd the Topsails sounded from 15 to 10½ fathoms.

1. PRO, Admiralty 51/311.

2. *Ann*, Francis Robins, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

3. *Susannah*, William Horn, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD ¹

[Charleston] Tuesday 15th April 1777 –

A Letter to Capt. James Dohartee

Capt. James Dohartee Sir/.

You will herewith receive your Commission as Capt. of the [Beaufort] Row Galley now Building by Mr James Black for the use of this State, the Commissioners of the Navy desire that you will give the Necessary Directions for Finishing her with all possible Dispatch, and that you do as soon as possible come to Charles Town, in order to get the Necessary Stores for fitting and Arming said Row Galley

By Capt [John] Mercier you will receive Two Eighteen pounders to be mounted as prow guns – We wish they could be mounted in such Manner as to be pointed on Either Bow without Depending Altogether on the Steersman, we are Informed the Row Gallies in Georgia have their Guns fitted in such Manner as to Travase at least four Points Either way – We would also recommend your bringing the Dementions of all your Sparrs, to get your Sails made by

By Order of the Board

Edward Blake first Commissr

1. Salley, ed., *South Carolina Navy Board*, 55, 56.

16 Apr.

PETITION OF THOMAS WOODBERRY TO THE MASSACHUSETTS GENERAL COURT ¹

To the Honble Council & Honble House of Representatives of the State of Massachusetts Bay The Petiton of Thos Woodberry In behalf of himself and others Owners of the Schooner *Swallow* Humbly Sheweth that your Petitioners have a Small Schoor Aboute fifty five Tons and a Cargo of Lumber and fish Suitable for the West Indies and where as molosses Cotten Salt &C Are much Wanted in this Town –

Your Petitioners Humbly Pray your Honors to permitt them to Send the Said Schoor to the West Indies with a Cargo of Lumber and fish and to Return with a Load of West India produce your Petitioners are willing to give Bonds that Such Goods as the Said Schoor Shall Bring home Shall be Sold at the Prices Regulated and to be under Such Other Restrictions as Your Honors may think fit to Lay them, and your Petitioners as in Duty Bound Shall Ever Pray

Thomas Woodberry in behalf
of himself and owners of the
Schooner *Swollow*

Beverly 16 of April 1777 –

[Endorsed] In the House of Representatives April 1777

Resolved that the Petitioners have Leave to send out the within named Schooner when they shall make it Appear to the Naval officer at Salem by a Certificate under the Hand of the Select men of Beverly that said Town have Completed their Quota of the Continentiel Army & give Bond in the Sum of _____ that they will not carry out any men but what belong to such Towns as have Completed their Quot[as] of the Contine[n]tiel Army

1. Mass. Arch., vol. 182, 344.

JOHN BRADFORD TO, ROBERT MORRIS ¹

[Extract]

Dear Sir

Boston 16th April 1777

The Brig *Lively* is not yet gone, we discover'd a defect in her foremast and was oblig'd to take it out, it is again set & we are getting her away with all expedition, I shall Address the Master to John Weriat Agent there ² and shall charge him with the letter directed for him, the Capt Taunt is a man highly recommended for a sober discreet man here in this state & has had the Command of Vessells from hence his Mate is one of this Town, Brother to Capt Cazneau who was appointed to one of the Frigates – ³ The *Betsy* still remains on the Beach, but her hull is unhurt, the Capt is here & this hour sets out for So Kingston to wait the spring tides to make a second attempt to get her off, the first failing, – he tells me the last springs were very low, so that they could only get her round with her head off shore, he makes no doubt he shall be able to get her a float at the full moon . . .

I am sorry for the loss of the *Cabbot* the Capt is now in Town he brot all his men off, and he assures me the Brig is totally lost, (and a great loss it is.) he propose after calling a Court of enquirey to go to Phila with a particular Account of every Occurrence . . .

1. John Bradford Letter Book, vol. 1, LC.

2. Weriat was Continental agent at Savannah.

3. Isaac Cazneau who did not accept the appointment.

PETITION OF THOMAS HARRIS & CO. TO THE MASSACHUSETTS COUNCIL ¹

State of Massachusetts

Boston April 16. 1777 –

To the Hon'ble the Council of the State of Massachusetts

The Petition of Thomas Harris & Compny [owner] of the Armed Schooner *America* now in the Harbour of Boston

Humbly Sheweth That your Petitioners have at a Great Expence fit't said Schooner (where of Isaac Snow of Casco Bay was late Commander) in a Warr like Manner with Sixteen Carriage Guns Sixteen Swivells, Musketts & One Thousand weight of Gun Powder, and Ball in Proportion Navigated with Eighty Men and has on Board Provisions for a Four Months Cruize upon the Enemies of the united States of America – to Effect said Purpose your Petitioners humbly Requests that the Honble Council of this State

would Grant a Commission unto Daniel McNeill as Commander of said Schooner & as in Duty Bound shall ever Pray –

Thom^s Harris & Compny

Danl McNeill Capt
Isaac Snow 1st Lieut
John Smith 2d Lieut
Wilfred Fisher Master
Willm Preston Capt Marines

[Endorsed] In Council April 17t 1777 Read & Ordered that the Prayer of the within Petition be granted & that a Commission be issued out to the within Mentioned Daniel McNeil as Commander of the Said Schooner called the *America* – he complying with the Resolves of Congress –

Jn^o Avery Dpy Secy

1. Mass. Arch., vol. 166, 351.

MASSACHUSETTS BOARD OF WAR TO EMANUEL MICHAEL PLIARNE ¹

Mr Pliarne,
Sir,

War-Office,

Boston 16 April, 1777

We have rec'd your favour of the 6th March & agreeable to the Expectation of an Express from us which you therein mention, we have sent Mr John Appleton the Bearer of this, & have remitted you by him the four thousand pounds which you were apprehensive you might want – We have also sent by him – 9111 Pounds, – which we suppose sufficient to purchase a Cargo for the Ship *Pliarne* late *Caledonia* which sails the first fair Wind for Charlestown So Carolina, & likewise Money sufficient with the Sugars we ship by them to purchase a Cargo for the Bark *John* & A Brig which we hope will sail soon – for Virginia – The Money sent pr Mr Appleton for the Ship *Pliarne's* Cargo, is intended under your direction for Mr [Alexander] Gillon to whom we consign her, we apprehend this most agreeable to you, if not you have Liberty to alter it as you please, the other Cargo's we suppose you will purchase yourself in Virginia –

It appears by your Letter that it would be more agreeable to you that the *Pliarne* should load with Masts &c. for Europe than go to the Southward, but she is too small to carry Masts, & Bees Wax & Peltrys are not to be had here – for these Reasons the Board have determin'd that she shall go to So Carolina, & have directed Mr Appleton to make you the offer of being concern'd in her or not, & beg you would upon Receipt of this acquaint him with your Determination But that you may not be disappointed, if you have a Wish to be Concern'd in a Mast & Lumber Speculation the Board would acquaint you that they have two large ships, one of which is now loading, & the other will sail the first fair Wind from Marblehead to the Eastward to load with those Articles, & do now make you an offer to take the half of either or both of them – the Brig which we intended for a joint Concern with you, knowing that we could replace her whenever we should hear from you that the Navigation was open to Virginia; & being able to give a Load

to her for France we have sent her on our own Account to Messrs Gruel & Co at Nantes, we shall immediately send a Vessel to you in her stead – We are obligd for your information respecting Flour & have taken the necessary Precautions for ourselves – We are sorry that [Holton] Johnson has been so long detained at Baltimore, hope he has sail'd before this – We inclose you a Schedule of our proceedings, from which you will be able to judge how much we have done towards the Fulfilment of our part of the Contract – We are very respectfully – By order of the Board,

Sam^l Phps Savage, Prest

1. Mass. Arch., vol. 151, 64–65, Letters from the Board of War, 1776–1780.

OWNERS' AND COMMANDER'S BOND RESTRICTING ENLISTMENTS IN
MASSACHUSETTS PRIVATEER SCHOONER *Active*¹

Know all Men by these presents That We Nehemiah Somes Merchant and Andrew Gardner Mariner both of Boston in the County of Suffolk are held and Stand firmly bound and Obliged unto Henry Gardner Esqr Treasurer of the State of Massachusetts Bay and his Successors in said Office in the full and just Sum of Six hundred pounds to be paid unto the said Henry Gardner Treasurer as aforesaid or his Successors in said Office, to the which payment well and truly to be made we bind ourselves our heirs Executors and Administrators Jointly and Severally firmly by these presents Sealed with our Seals dated the Sixteenth day of April, in the Year of our Lord, One Thousand Seven hundred & Seventy seven

The Condition of this present Obligation is Such That Whereas the Great & General Court of the State aforesaid on the Seventh of April Instant by their Resolve of that date did allow that the Inhabitants of any Town within said State who had raised their full proportion of the Continental Army to fit out private Vessels of War, but not to Ship or receive on board any Men that are the Inhabitants of any Town in said State that have not raised their proportion of said Army

If Therefore the said Nehemiah Somes & Andrew Gardner shall not Ship or receive any Men on board the Schooner *Active* whereof the said Gardner is Commander that are the Inhabitants of any Town within the said State that have not raised their proportion of the Continental Army, then the above written Obligation to be void, but in default thereof to remain in full force & Virtue

Signed Sealed & Delivd

Nehemiah Somes

in the presence of

And^w Gardner

Tim^o Austin Jno Furnass

1. Mass. Arch., vol. 139, 127. Similar bonds for other privateers are to be found in this source.

SAMUEL ELIOT TO GOVERNOR JONATHAN TRUMBULL¹

Honor'd Sir

Dartmouth 16 March [*sic* April] 1777

I did myself the Honor of writing to you, on the 14th Instant by Mr [John] Lewis – which I doubt not you have receiv'd, by him I mention'd

my hearing of the Arrival of the Bark (taken by Capt [Samuel] Smedley,) at Dartmouth,² but my information was wrong, she put into a place call'd Woods Hole, very much expos'd to the Enemy, and on my arrival in this Place, it was the general Opinion she would be retaken. – I had provided a boat, and had everything prepar'd to go down and secure her Cargo, when (about 3 oCk P M) to my great satisfaction I saw her enter the River. I immediately went on board and took Possession of her Papers – which I now transmitt for you perusal, I find no Invoice of the Powder – the Gunner has made a return of two whole and five half barrels, which they on board say is all – she mounts 10 Carriage & 4 Swivel Guns & 2 Cohorns, and seems to be well found in every respect, as the powder is an Article in great demand, I will order it out and shall make preparation to unload the whole Cargo as soon as possible, whether there are any articles on board not enumerated, I am not able to Say, if there should be, I will by the first Post give an Account to you – Mr [George] Newcomb the Mate will d[e]l[ive]r this to your Honor, he may give some information more respectg the Cargo. – I must beg the favor of the invoices by him when he returns – with respect I remain [&c.]

Sam Eliot

NB I must request the favor of a List of such Articles as may be wanted for the Use of the State, as they may [be] in readiness to forward immediately upon application – There were no Letters on board when she Arriv'd –

1. Conn. Arch., 1st Series, IX, 97a-97b, ConnSL.

2. *Lydia*.

PERMIT GRANTED BY GOVERNOR NICHOLAS COOKE FOR
EXCHANGE OF PRISONERS ¹

State of Rhode-Island and Providence Plantations.

Permission is hereby granted to Maj James Tew, whom I have appointed to negotiate an Exchange of Prisoners, to proceed in a Cartel Sloop to Newport for that Purpose, and also to return again in her with such Prisoners, Women and Children, as he shall receive at Newport.

Given under my Hand at Providence
the 16th Day of April, A.D. 1777.

[Notation on verso]

Jos: Randal in a Schooner from S. Carolina to W Indias

Benja Harris Master of the Brig *Sally*, from Boston to So Carolina taken last May, now at N York –

1. RIHS Manuscripts, vol. 6, 80.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board

[Philadelphia] Apl 16th 1777

Captain Henderson, of the Gondolo *Dickinson* having recommended

John M'Clain as a proper person for a second Lieutenant, the Board represented him as a fit person and he was appointed accordingly.

Repeated Orders having been issued from this board, for the Commanders of the Armed Vessels Batteries and Boats belonging to this State, to furnish them with lists of such necessaries as were wanting to compleat their equipments and to apply for orders to the Commissaries and Store Keepers to supply them with all such necessaries.

The board cannot but be surprised to find that notwithstanding such orders, daily applications are making to them for Articles which shou'd have been procured in consequence of these orders and it being represented to us, that some of the Capts of the Gondolos, did lately go on board the Ammunition Vessell belonging to this State and take from thence a quantity of powder and shot, which imply'd either a want of those necessary articles, or a very great abuse in the Captains who took them, to prevent all such abuses or wants in future, the Board Orders. That Commodore Hazelwood do direct every Officer Commanding any Vessel, Battery or Boat in the service of this State, immediately to furnish him with a list of such Articles as he or they may want to compleat their respective Equipments, agreeable to the establishment made by this Board.

After such requisition if any Vessel, Battery or Boat shall be found deficient in any such articles, the board will consider the Commander of such Vessell, Battery or Boat, as answerable for the consequence, except it can be made appear that such articles have been applied for and could not be procured.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

AFFIDAVIT RESPECTING IMPRESSMENT OF PHILIP MILLER ¹

Philip Miller duly enlisted in the Service of this State on Board the Ship *Defence* maketh Oath that on or about the 11th Day of April instant he was going in the Ship's Boat on Shore at Fell's Point in Baltimore Harbour, when he was Seized by Aquila Johns Lieutenant of the Continental Frigate commanded by Captn Nicholson, forcibly detained, assaulted by the Said Aquila Johns, and against his own Consent carried on Board the Frigate, where he was detained for the space of three Days, during which Time he was beat & abused by the Boatswain on Board said Frigate, that on the 4th Day he obtained Liberty to go on Shore for some Cloaths, in Charge of a Midshipman, when he made his Escape.

Sworn to in Council [Annapolis] this 16th Day of April 1777. —

R Ridgely Clk Co

1. Executive Papers, Box 7, Folder 48, Md. Arch. Another petition (undated) requesting the Governor to order Nicholson to release John Coram, master of schooner *Betsy*, who was also impressed on board the Continental Navy frigate *Virginia* is in the same source, Box 9.

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY ¹

April [1777]

St Jermain's NbW. 3. Leagues.

Thursy

Light Airs, with Calms, the first and latter, the middle fresh breezes and hazy W^r[Wednes-
day] 16

at 12 [noon] saw a Sail to the S.E. made sail and gave chase inclinable to Calm, fired several Guns to bring her too, Arm'd the Long boat, and sent the Master in chase who after firing several Swivels brought her too, proved to be a Sloop from Martinico bound to So Carolina, brought the Prisoners on board, and sent a petty Officer & 4 Seamen to take charge of her.²

1. PRO, Admiralty 51/399.

2. Sloop *Sally*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.NEWS FROM ST. CHRISTOPHER ¹

Basseterre, April 16.

So eager are the French for piracy, that many Planters in Martinico have sold their property, and vested it in pirate vessels with the permission of their Governor. In short St. Pierre is full of pirates and their prizes. Had ever British thunder a more proper object than the destruction of such a thievish place? Or could any governor deserve the exaltation of Haman more than he, who, in a vile association with thieves and robbers, prostitutes the honour of a great King, his master, and sullies the character of a gallant, loyal people? but indeed, why do not our Governors send to demand all British property carried into French and other neutral ports? An answer of restitution or refusal would be well worth the trouble. An open enemy is much better than a secret enemy, and we trust Britain will yet take severe vengeance on every pitiful associate of the American rebels.

One piece of management in the French deserves recommendation. If the vessels they take be too good to be sunk or burnt, they immediately change her from a ship to a snow, or from a snow to a brig, and so stand it out that the owners are mistaken in their challenge; this, in Martinico, is done at an out bay called Lamontan. There the pirates first bring in their prizes and divide the spoil, which, if slaves, they are immediately dispersed over the country, and sold for what can be got for them. Two slave ships were carried in there about the beginning of March; one *Enfanton* purchased both cargoes from the pirates, and sold them afterwards all over the islands.

One Piegent [Prejent] who was of service to Dargout in the sedition of St. Domingo, and is now his chief favorite, a fellow of no visible property, is the ostensible owner of four pirate vessels, and is said to be concerned in many more for his Excellency's benefit. Besides the flag and rendezvous for pirates in the heart of St. Pierre, there is another flag and rendezvous close to the garrison at Fort Royal. There the pirates are publicly careened and supplied with every conveniency. Lord [George] Macartney has sent several pressing demands to the French Governors at Martinico and St. Lucia to get the English property restored, which has been carried in by the

pirates, but the answer has been, "they know nothing of the matter." Yet it is to be supposed his Lordship will continue the demand, till he forces out of these pirate Governors, something like an explanation. (*Oh! how the royalists flounce and fling.*)

On Friday the 11th inst. all the forts and batteries at St. Eustatius, cannonaded his Majesty's pilot boat *Balaboo*, for contaminating herself by going near a vessel which the Dutch supposed to be a pirate or rebel. The Dutch ought to publish a reward for the best poem on the subject. The vessel which the *Balaboo* spoke, was from Demararo. The *Balaboo* had her colours flying and all sail set, and only passed within hail of the vessel; but conscious guilt made Mynheer suppose it was one of her beloved rebels. (*Tory news.*)²

1. *Pennsylvania Journal*, May 28, 1777.

2. Parenthetical comments are those of the printer of the *Pennsylvania Journal*.

17 Apr.

RICHARD BULKELEY TO HENRY NEWTON¹

Sir. Secys Office Halifax 17th April 1777

The Lieutenant Governor having been inform'd that several Vessels are about to clear out for St Augustine, with an intention to carry their Cargoes to New York, and being apprehensive they may fall into the hands of the Rebels; I am to acquaint you that you inform them the Masters, that no pass will be granted them to Sail from this Harbour, and further that he will represent the whole of the proceedings to Lord Howe, if they Attempt to the Contrary of this notice. I am &c –

(Sign'd) Richard Bulkeley

1. Dispatches and Letters of Governors, Lieutenant Governors, and Secretaries, Record Group 2, vol. 136, N. S. Arch. Bulkeley was Secretary of the Nova Scotia Council, and Newton was Collector of Customs.

JOHN LANGDON TO MAJOR GENERAL WILLIAM HEATH¹

[Extract]

Sr.

Portsmouth April 17th 1777 –

Your favour of the 8th Inst. I reced at Exeter (where I was on Publick Business) accompanied with a Letter from the Honble Council of the Massachusetts & also one from the Hon'ble Mr Cushing setting forth the necessity of Ten Tonns of Powder for the two Frigates – My being out of Town was the only reason of my not answering it immediately. I now beg leave to inform you that I immediately on my receiving the Letters sent down Orders from Exeter to Ship two hundred Barrels Powder on board one of the Coasters agreeable to Mr Cushings desire they were accordingly Shipped on board the Sloop *Polly* Capt Fernald who sailed last Friday Evening but the Wind promising unfavourable put back & sailed again on Sunday evening last hope ere this he has arrived . . .

1. William Heath Papers, vol. 4, MassHS.

CAPTAIN JOSEPH OLNEY TO CAPTAIN JOHN MANLEY ¹

Capt. John Manl[e]y,
Sir,

Boston, April 17, 1777.

Whereas on the 25th of March last, the continental armed brigantine *Cabot*, under my command, was forced on shore at Geboges [Chebogue Harbor], by the *Milford* frigate: In vindication of myself, I think it my duty to call on you, being the superior officer in this port, praying that you would call a court of enquiry, to be composed of the Continental sea commanders here present, that my officers may be examined, before we part, respecting our late disaster. I am, Sir [&c.]

Joseph Olney.

To Capt. John Manly, of the *Hancock*.

1. *Providence Gazette*, April 26, 1777.

CAPTAIN JOHN MANLEY TO CAPTAINS HECTOR MCNEILL,
ELISHA HINMAN AND JOHN ROCHE ¹

Gentlemen,

Boston, April 17, 1777.

You are desired to attend upon a court of enquiry, to be held at Mr. Marsten's, in Congress-street, at 4 o'clock this afternoon, at the request of Joseph Olney, Esq; respecting the loss of the Continental brigantine *Cabot*, under his command.

Signed John Manly.

To Hector M Neil, Elisha Hinman,
and John Roche, Esquires.

The above is a true copy.

Attest.

William Lamb

1. *Providence Gazette*, April 26, 1777.

JOHN BRADFORD TO WILLIAM LUX, BALTIMORE ¹

[Extract]

Dear Sir

Boston 17th April 1777

I must ask your pardon for my long Silence pressure of Business occassioned it, and not a want of friends[hip] the Congress having imediate Occassion for a Brig I employ'd the one I wrote you about in their service, I fitted a second out and sent her for Baltimore, but she was Stop'd on her way by the *Unicorn* it wou'd give me pleasure if I could serve you by an enquiry [of] the *harlequin's* prize,² but I am utterly a stranger to the people [of] that state, and 'its not in my power to serve you, if in fu[tur]e any prizes should get in here I will have an eye to them . . .

You ask what Commissions I charge. I have not yet forwarded any of my Accots to Congress, But I charge 2½ PCt on the Gross Sale I suppose it will be allow'd, I don't expect of the Agency from the Captors my Business is so great I can't attend it –

1. John Bradford Letter Book, vol. 1, LC.

2. Brig *St. James* taken by Maryland privateer *Harlequin* in the summer of 1776. See Volume 6.

JOHN BRADFORD TO JOHN HANCOCK ¹

[Extract]

Dear Sir

Boston 17th April 1777

... I hope things will operate more to the satisfaction of the Publick as Mr Hopkins is not in Command as the disaffection was very general,² the late resolves for advances to be made for the encouragement of seamen will have its salutary effects in manning them ships, but ours are manned –³

The Capts Waters & Tucker with my self are looking out for proper ships, but they are not yet accommodated there's a ship Building at york very fit for a Cruiser & set up for that purpose her lower deck lay'd, but if we buy her, we have no meterials to fit her therefore we suspend that, for the present and give the prefference to purchasing a Vessell with part of them –

I hear nothing of the Schooner I sent from plimouth I think she must be taken, and the Brig that went on shore at point Judith is still there her hull unhurt, the last spring tides were remarkable low we hope to get her off the next full moon –

1. John Bradford Letter Book, vol. 1, LC.

2. See Congressional resolve of March 26, 1777, suspending Commodore Esek Hopkins from command.

3. See Congressional resolve of March 29, 1777.

JOHN BRADFORD TO NATHANIEL SHAW, JR.¹

Sir

Boston 17th April 1777

Capt John Moodie in the Brig *Betsy* Belonging to the Continent and bound to Maryland for a load of Iron, to build the ship of Warr in this state having Occassion to come into your state to repair some damages he receiv'd by being ashore on point Judith, I request your kind Aid & Assistance in furnishing him with what he may have occassion for to enable him to perform his voyage and give him all possible dispatch the Iron being much wanted, here being none to be purchas'd in this state his draft will meet due honour – I am Sir [&c.]

1. John Bradford Letter Book, vol. 1, LC.

JOHN BRADFORD TO THE CONTINENTAL MARINE COMMITTEE ¹

Honourable sirs –

Boston 17 April 1777

I have the pleasure to acquaint you with the arrival [at Nantes] of the Brig *Fanny*, Capt [William] Tokely. Copy of a letter from J. Di Schweighauser, dated Nantes 29th Decemr I now inclose I give you Joy on the occassion, and am sorry the dispatch of the *Fanny* was like to be impeded by the Capt & Crew refusing to return in her, I am in conjunction with the two Captains seeking after ships to accomodate them, we can't yet hear of any suitable for that purpose, we hear of a large ship set up at Old York for the design of a ship of War, her lower deck is squar'd off, she may be purchas'd, but was I to buy her, we should only be posses'd of a hull without

a possibility of getting furniture for her, I am put to difficulty even to get a Coil of spun yarn, if we should have arrivals from France with Materials, I think that ship wou'd be Object worthy attention, a Judicious Shipwright from this town has been down to view her and reports her to have a very fine bottom and to be very well Constructed, The Ship *Alfred* belonging to Phila which was some time since sent to Beverly by a Capt Giles, and I am told is like to be clear'd, is as I am inform'd by Capt Tucker a fast Sailer & might be made by altering her deck's a suitable ship to mount Eighteen six pounders, is it not probable the owners wou'd sell her, we have two fine ships in this port ready for the sea, belonging to private Gentlemen, but they won't sell on any consideration, I have wrote to Mr Jarvis to get the Alterations made on the *Mellish*, if it can be done with expedition at Bedford, if not to send her here –

The publick has Sustain'd a loss in that valuable Brig the *Cabbot*, the Capt has had a Court of inquirey on his conduct and have acquitted him with honour, it appears on Evidence given before the Court that Capt Olney was deceiv'd by the two Captains of the Brigs belonging to this state who had agreed to Board the *Milford* but left him in the lurch,² the proceedings of the Court will be forwarded to the Honourable Board by next weeks post, she ran on shore at Cape Forsoe about one hundred miles to the Westward of Halifax, it has cost a very considerable sum of money to bring the Crew up, they all got safe to town except one man lost in landing –

I am preparing to forward my Accounts by next weeks post, and have the honour to be with all due Respects Gentlemen [&c.]

[P. S.] I must not omit mentioning a publick hospital is much wanted being at a great Expence to keep people at Sick quarters this goes by a private hand I had but short Notice therefore have taken the Liberty to Blend the information due to the hon Secret Committee with that of the Marine Board

To the hon John Hancock Esqr Chairman
of the Marine Board

1. John Bradford Letter Book, vol. 1, LC.

2. Captains John Fisk and Jonathan Haraden, of the Massachusetts Navy brigs *Massachusetts* and *Tyrannicide*.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT¹

[Boston] Thursday April 17th 1777

In the House of Representatives, Whereas, the present employment of the Vessels of War in this Harbor is of the utmost importance to the Interest of the United States, and by their Acting in Concert at this Moment, peculiar advantages may arise respecting the Safety of this Coast, and the Security of the important Supplies that are now daily expected in this and other Ports. –

Therefore, Voted that Mr [William] Cooper, Capt Batchellor [Josiah Batchelder] Mr [George] Partridge & Brigr [Joseph] Palmer, with such as

the Hon'ble Board shall join be a Committee to Confer with Commodore Manley, Capt McNeil & the Commanders of the Continental & Colonial Vessels, together with the owners & Commanders of such Armed Vessels as may be in this Harbor for the purpose of Uniting them in some immediate and important Service, as far as the Orders they have received from Congress or the Government of the States to which they belong will allow, and that the Board of War be desired to be present at this Conference. –

Sent up for Concurrence –

In Council Read & Concurred & Moses Gill Benjamin Austin & Daniel Hopkins Esqrs are joined.

1. Mass. Arch., vol. 37, 202, 204–05.

ORDER OF THE MASSACHUSETTS COUNCIL ¹

Council Chamber [Boston] April 17, 1777

Whereas This State has furnished Thomas Cushing Esqr the Continental Agent for the use of the Continental Frigates under his Care with Tons of Powder & the said Agent has Informed this Board that he is ready to refund to this State the Powder he has been furnish[ed] with out of the Continental Powder he has lately recd from Portsmouth, Therefore Ordered that the Commissary General be & hereby is directed to receive said Powder as the said Thomas Cushing Esq is ready to deliver him for the use of this State, & he the said Commissary is directed to Convey & place the same in the Magazine at Watertown.

1. Mass. Arch., vol. 173, 144.

Continental Journal, THURSDAY, APRIL 17, 1777

Boston, April 17.

Saturday last [April 12] arrived safe in Port, a Prize Brig, with Eleven Hundred Quintals of Fish, taken by the Privateer Sloop *Charming Sally* [Francis Brown, commander]. She was bound from Newfoundland for Lisbon.¹

Also last Saturday arrived safe in Port, Mr. John Lewis, Prize master of the Brig. *Ann*,² of and from Bristol, bound for Dominica, laden with Bread, Flour, Oyl, Paint, &c. taken by the Brig *Defiance* [*sic Defence*] Capt. Samuel Smedley, who also took a Bark of 130 Tons, laden with Stores, bound to Jamaica, which arrived at a safe Port last Week.³ On the 10th ult. Captain Smedley had an engagement with two Ships for four Glasses, but their metal being too heavy, he quitted them. Mr. Lewis has favored us with Bristol prints to the first of February, taken in the above Brig from which we have extracted the following . . . That Captain Brown in the Privateer Sloop *Charming Sally*, and Capt. E[leazer] Johnson in the *Dalton*, are taken and carried into Plymouth; and that *Argo*, Ward, & *Betsey*, Lebras, bound to Bilboa, are taken and carried into Lisbon.

By a vessel in 45 days from Nantz in France we learn, That the privateer which carried Dr. Franklin, since the two prizes formerly mentioned, has

taken and carried into some port in France, five others, one of which we hear was a Lisbon packet.⁴

1. Brigantine *Hannah*, *Independent Chronicle*, Boston, April 17, 1777.
2. Libel identifies the prize as the schooner *Anna*, *ibid.*, May 15, 1777.
3. *Lydia*.
4. Packet *Swallow*, taken by the Continental brig *Reprisal*.

Independent Chronicle, THURSDAY, APRIL 17, 1777

Boston, April 17, 1777.

Since our last, the Officers, Marines and Mariners of the Continental Sloop of War, the *Cabot*, (which was mentioned to have ran ashore, on the Rocks of Jeboge, in Nova-Scotia) arrived in this Town, – together with 14 Sailors, who deserted from the *Milford* Frigate, while at Anchor near that Place.

GOVERNOR JONATHAN TRUMBULL TO SAMUEL ELIOT¹

Sir

Lebanon 17th April 1777 –

With Pleasure I received your Fav[r] of 14th p M[r] [John] Lewis – Your Procedure with Respect to the Prize meets Approbation– shall be glad you will proceed with both as mentioned for the Best Interest of the concerned – Inclosed you have a Minute of such Articles as you are desired to receive for particular Use – the Remainder of the Schooners² Cargo, reserving Beef Bread & Flour to further Order you will dispose of to the Best Advantage – the Wages of such prisoners as have conducted Well & have been guilty of no Inimical Acts, you will please to Discharge – The Invoice of the Schooners Cargo is returned you – You will please to proceed as is proper with the Bark att Dartmouth –³ should think it best that her Cargo shall be Secured as Danger is apprehended – & Inform of your Proceedings with Each as you have Opportunity – Capt Harding has no Concern in the Brigg *Defence* present Cruize – Capt Smedley has the Comand & Charge of her – Capt Harding is appointed to the Comand of Ship *Oliver Cromwell* now in Harbour of N London belongg to this State & preparing for Sea – You cannot have his Assistance – Wishing you success in Business I am Sir [&c.]

J T _____

1. Conn. Arch., 1st Series, IX, 100, ConnSL.

2. *Anna*.

3. *Lydia*.

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE WILLIAM HOTHAM¹

Private

Dr Sir/

New York April the 17: 1777

Not thinking your Tender is a conveyance by which any material information is to be hazarded, I only write to acknowledge the receipt of your favors by the *Preston*. We learn from a Prize lately arrived here, that the *Roebuck* & *Perseus* were met with in Lat. 30°; whence I conclude those ships, and (I hope) the *Camilla* & *Pearl* also may have some time since joined

you. The *Phoenix* is returned to her former Station. She will be found between the upper part of the middle & the Horse Shoe. Wherefore when you can spare any of the Frigates two single Deck ships & a Sloop constitutes the proportion I wish to have added to his Command. The *Brune* & *Merlin* have been detached for a particular Service. We Trust you may expect daily to hear from them, the last bein to join you as soon as her prior destination will admit.

I rejoice in any Satisfactory advices you have received from England. You are to applaud your own abilities as the Source of them No other acknowledgement being thereon due (but as a concurrent Evidence) to Dr Sir [&c.]

Howe

1. Collection of Lord Hotham, Yorkshire (East Riding) County Record Office, England. Hotham was on board H. M. S. *Emerald* in Chesapeake Bay.

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE SIR PETER PARKER ¹

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: in North America.

Whereas by a Letter dated the 19th of last March, addressed to You, and subscribed by the several Captains assembled pursuant to your Order of the 17th of the same Month, for holding a Court Martial to try Lieutenant John Thomas Duckworth, first Lieutenant of His Majesty's Ship the *Diamond*, Mr Charles Rex Gunner, Charles Bayley Gunners Mate, Joseph Hodgman Gunners Yeoman, Michael Terrill Simon Cannons, John Bates, Andrew Wilson, Robert Reed, William Eneas and John Reeves Gunners Crew, belonging to the said Ship, upon the charge of a capital Offence exhibited by Captain Feilding Commander of the said Ship, in his Letter to you of the 20th of last January, it appears, that the said Captains so assembled, declined to hold a Court Martial, because the Persons charged as above mentioned, "had been before tried at a Court Martial on the 23d of January last and honorably acquitted."

And Whereas I am of Opinion that to whatever imputed Crime such acquittal may be supposed to refer, the Obligation upon the said Captains (Captain Feilding excepted) to have formed a Court, was still indispensably binding; Their Right to pursue their own judgment in the course of every subsequent proceeding being always admitted. But being further of Opinion, that Captain Feilding could not with propriety have sat as a Member of such Court, the Order for Trial having been founded solely on his Complaint and Representation: For these Reasons, and that Justice may be duly and regularly administered in the present Case, I do hereby authorise and require you to cause a Court Martial to be assembled (as soon after the return of the *Diamond* to Rhode Island as Circumstances will admit) for the trial of the said Lieutenant John Thomas Duckworth, Mr Charles Rex Gunner, Charles Bayley Gunners Mate, Joseph Hodgman Gunners Yeoman, Michael Terrill, Simon Cannons, John Bates, Andrew Wilson, Robert Reed,

William Eneas and John Reeves Gunners Crew in His Majesty's Ship *Diamond*, as principals or accessories in the Death of the five Seamen belonging to the Transport, named the *Grand Duke of Russia*, who were killed on the 18th day of last January as set forth in the Letter from Captain Feilding of the 20th of the same Month herewith enclosed.

You are to transmit to me the original Judgment of the Court with the Minutes of the Proceedings thereof on this occasion, and to return the Letter from Captain Feilding sent herewith.

Given onboard His Majesty's Ship the *Eagle* off New-York the 17th day of April 1777 –

Howe.

To The Commodore Sir Peter Parker *Chatham*
By Command of the Vice Admiral Jos: Davies
[Endorsed] In Lord Howe's Letter (No 34)

1. PRO, Admiralty 1/487.

PENNSYLVANIA NAVY BOARD TO THE CONTINENTAL MARINE COMMITTEE ¹

Gentlemen – [Philadelphia] April 17th 1777

By the information which this Board has received, it appears there are now several of the Enimies Ships and Tenders in this Bay, and as none of the Armed Vessells belonging to this State can be employed in the Bay, except one Brigantine and one Schooner, which are already order'd down,² the Board are apprehensive they may not be adequate to the purpose of keeping the Cape May Channel clear of the Enimies Cruizers, or of protecting the Inward and Outward Bound Vessells.

They therefore submit it to your honors, whether it wou'd not be for the Publick Service to Order such of the Continental Vessells as are fit for the Purpose down, to Co-Operate with the Vessells belonging to this State.

1. Navy Board Minute Book, vol. 1, Pa. Arch.
2. Brigantine *Convention* and schooner *Delaware*.

VIRGINIA NAVY BOARD TO CAPTAIN ELEAZER CALLENDER ¹

Sir

We are inform'd Lieut. John Lurty is now in your Neighbourhood if so be pleas'd to let him know that the Commissioners of the Navy have appointed him first Lieutenant of the Galley now building at Fredericksburg² under your command and desire him to repair to his duty accordingly –

We have sent Capt [Wright] Westcott of the *Scorpion* to the Ropewalk for the Rigging for your Vessel and hope he will be with you in a fortnight

(Signd) Thomas Whiting 1st Comr

Navy Board [Williamsburg] 17th Apl 1777 –

1. Navy Board Letter Book, VSL.
2. *Dragon*.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Thursday, April the 17th 1777.

Sailing Instructions to Captain Edward Travis, of the Brig *Raleigh*, for making a Cruize, not to exceed six month, were Drafted, read, and considered, and the same being considered, are approved by the Board, And It is Ordered that a Copy thereof signed by the presiding Member, be delivered Captain Travis, he having signed and agreed thereto. see Book of Sailing Instructions.

Adjourned till to morrow 10 o'clock

Signed Thomas Whiting 1st Commr

1. Navy Board Journal, 207, VSL.

JOURNAL OF H.M.S. *Portland*, CAPTAIN THOMAS DUMARESQ ¹

April 1777

Thursday 17th

Do [St. Bartholomew] bore SWbW $\frac{1}{2}$ W 19 Leagues at $\frac{1}{2}$ past 5 AM Saw a Sail to the No ward made Sail in Chace. Fired a six and three 12 Pounders brt too the Chace which proved a Schooner from Egg Harbour near Philadelphia hoisted out the Pinnacle brt her hands on board us, sent a Midshipman & 4 hands on board her, lost 3 Cutlasses over board, handing 'em into the boat past 9 in pinnace and made Sail, The Tenders & Prize in Co ²

1. PRO, Admiralty 51/711.

2. Schooner *Dolphin*, Andrew McKenzie, master, bound for St. Eustatius, with a cargo of flour and tar. See Young's Prize List, April 30, 1777, PRO, Admiralty 1/310.RICHARD HARRISON TO THE MARYLAND COUNCIL ¹

Gent.

St Pierre M/que Apl 17. 1777.

Inclosed I send you a Copy of my last respects informing you of my resolution to remain in this Island.

I have now to acknowledge the rect. of your favr of the 8th of February which was delivered me a few days ago by Capt [John] Young of Philada and agreeable thereto I send you a Copy of the declaration of Messrs Nibbs, respecting the Capture of their Schooner by Capt Pattison [William Patterson] with their Accot subjoined, which is the only Document I am able to furnish & which the General deemed sufficient to make Mr. [William] Bingham and myself responsible for the damages.

It is very true that I did not object to Capt Pattisons design of pursuing this Vessell at the time he took leave of me, because he told me he had well informed himself that she was not a Flag of Truce – But a day or two before, when he first broached his Project to me, observing that she had a white Flag in her Shrouds, I told him that she had the Appearance of such a Vessell, & strictly charged him not to meddle with her or any other that he might find under similar Circumstances, or that were in any manner under the protection or within the Jurisdiction of the French Government – This

Gentlemen, I aver on my sacred Word & Honour and I would send you my Deposition to the same Effect was there any person here to take it. – As to his taking the Vessell near Dominique, Circumstances plainly contradict him. For the people, whom he put ashore on the Island, were here with a Complaint to the General within Six hours after he left the Bay.

I am happy in informing you that this affair has proved of no bad Consequence to any other American: and had not the Circumstance of her being a Flag of Truce nearly concerned the Honour of the General, & Pattisons gross imprudence provoked him, I am well convinced that he would never have taken any Notice of it, for you may rest assured that he is heartily disposed to serve us and our Cause to the utmost of his power. I am very sincerely Sirs [&c.]

R^d Harrison

(Duplicate)

1. Executive Papers, Box 2, Folder 182, Md. Arch.

18 Apr.

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON ¹

April 1777

Do [Cape Ann] W2°S 53 Leags

Friday 18th

2 AM Wore *Diamond* in Company –

First part Fresh Breezes & foggy Weathr Middle & Latter Calm & Foggy

at ½ past 3 P M Saw a Schooner to the Northwd fir'd 4 nine Pounds & one 3 Pounder to bring her too, a Schooner from St Lucea for Ipswich ² sent a mate & 4 Men on Board her. Came on board 4 Prisoners, at 11 P M Sound'd 120 fathm Brown sand, *Diamond* in Company –

1. PRO, Admiralty 51/420.

2. Schooner *Polly*, with molasses and coffee, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Friday April 18th 1777

On Motion Ordered that the Inspector of Powder for the County of Suffolk be and he hereby is directed to inspect the Powder supplied the Ship *Boston* Hector McNeil Commander from the Powder Mill at Stoughton wch upon Tryal proved to be insufficient, said Powder being now at the Powder Magazine in Boston, and report to this Board what is best to be done with said Powder.

1. Mass. Arch., vol. 20, 416, 418.

GOVERNOR JONATHAN TRUMBULL TO NATHANIEL SHAW, JR.¹

[Extract]

Sir,

Lebanon 18th April 1777.

This moment received P Post yours of yesterday, have no objection against your furnishing Capt. Saltonstall as proposed, and rendering every assistance needful from this State.² . .

1. Shaw Mss., Force Transcripts, LC.

2. For the Continental Navy frigate *Trumbull*.

Connecticut Gazette, FRIDAY, APRIL 18, 1777

New-London, April 18.

Last Saturday Morning, about thirty Sail of Shipping, being Men of War and Transports from Newport, passed by this Harbour, supposed to be bound to New-York.

A few Days ago a large Prize Ship taken by the *Defence*, Capt. Smedley, belonging to this State, arrived at Bedford. She is said to have 5000 Barrels of Provisions on Board.

The Ship *Oliver Cromwell*

Seth Harding, Esq: Commander,

Lying in the Harbour of New-London,

Is nearly ready to sail on a Six Months Cruize, having great Part of her Men engaged. – Able Seamen or Marines will meet with great Encouragement, and receive Pay equal to those in the Continental Service.

Apply to the Sign of the Golden Ball in New-London, or on board the said Ship.

JOHN PEIRCE, JR. TO JONATHAN TRUMBULL, JR.¹

[Extract]

Albany April 18, 1777

Lake Champlain is open – Lake George is not – It is surprizing the Troops do not come in faster – Commodore Wynkoop writes that a number of Boats with Canadians & Regulars were seen somewhere near Gyllelands Creek – that our whole force is not more than fourteen hundred, he very much fears that Ty. will be lost before the Garrison get in . . .

John Peirce Jur

1. Jonathan Trumbull Papers, vol. 6, 80a–80c, ConnSL.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN HENRY DUNCAN ¹

April 1777

Friday 18

Moor'd in the No River Off New York –
at 7 AM arriv'd here the *Defence* a privateer Brig taken by the *Roebuck* ² was inform'd the *Daphne* was aground on robens reef sent a Row Galley & other B[oa]t[s] to her Assistance

Little Wind & foggy
 at 2 PM sent Boats to the *Daphne* for the Privat[eer]s
 prisoners at 6 Anchor'd here an Arm'd Sloop taken by
 the *Perseus* ³

1. NMM, Admiralty L/E/11.
2. South Carolina Navy brig *Defence*, Captain Thomas Pickering, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.
3. Continental Navy sloop *Sachem*, Captain James Robinson.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN BENJAMIN DUNN ¹

Sir

Philadelphia 18th April 1777

The Navy Board of this State having made application for the Assistance of such Continental Cruizers as can with propriety be employed to defend the Cape May Channel in Delaware Bay against the enemies Ships and tenders now mollesting the trade at the Capes. We have thought proper in compliance with their request to order the *Andrea Doria*, *Surprize*, & *fly* on this Service. You are therefore to proceed soon as it is possible with the Sloop *Surprize* under your Command down the Cape May Channel until you join the *Andrea Doria*, where you will put yourself under the command of your Senior Officer Captain Isaiah Robinson and in conjunction with him and the Gallies of this State exert your utmost abilities to secure the communication between this City and the Sea by means of that Channel, You must to the utmost of your power protect and assist all American Vessels inward or outward bound, and you are also to exert your utmost abilities and address to take, Sink, burn or destroy any or all of the enemies Ships that may come in your way When this service does not require your further Attention consult your senior officer, and with his concurrence you may open the other orders given you herewith and proceed upon the execution of them. Remember there is a Cargo on board the *Surprize* and you will be careful not to expose it unnecessarily to risque of being lost or taken. We are Sir [&c.]

1. Marine Committee Letter Book, 68, NA.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN ISAIAH ROBINSON ¹

Sir

[Philadelphia] April 18th 1777

The Navy Board of this State having requested the assistance of the Continental Navy in defending the Cape May Channel in Delaware Bay so that the inward and outward bound Trade may not be totally obstructed by the enemies ships stationed at the mouth of said Bay.

The Brigantine *Andrea Doria* being now ready for service you are forthwith to proceed down the Cape May Channel and Co-operate with the two Gallies send down by the said Navy Board the Commanders of which will be instructed to Consult with and be directed by you in pursuing such measures as may be necessary to secure and defend the said Channel as well as in any attempt you may think it proper and prudent to make on such of the enemies Tenders and Vessels as you may judge your force equal to

Cope with, and you will exert your utmost abilities and address, to take sink burn or otherwise destroy, any or all of their Cruizers you meet with. –

You will particularly attend to the business of protecting our Trade and procuring any American Vessels inward or outward bound to which you can extend protection or assistance. The Gallies of this state whilst acting in conjunction with you will be subject to your orders. They draw Little water and have heavy Canon in their Bows which induces us to think they might be very successfully employed in mollesting and galling the enemies larger Ships lying at Anchor in the Road or any part of the Bay especially by attacking them in the Night. They Gallies might run into shoal Water on the shoals nearest to where the ships anchored and take such a Station that the large ships could not get near them bring the Bow Guns to bear on the Enemy and keep up a Constant firing until they obliged them to weigh Anchor or slip their Cables. Calm weather will be the best for this sort of business, because the enemies ships would remain unmanageable and the Gallies could Row and do what they pleased. If attacks of this kind are frequently made and with success they will get tired of Anchoring and prefer keeping the sea which will give our vessels a better chance of getting in and out We would like to have this plan attempted and think you would do well to go in one of the Gallies on the first occasion taking care not to disgust the Captain of her thereby, but you will be the better able to judge what can be done afterwards. When you find the service herein recommended does not require your particular attention, either by means of your taking or destroying the enemies Tenders or by their quitting the Station, you may then deem these orders to be fully complied with and opening the others given you herewith proceed as therein directed. And as you have a valuable Cargo on board you will during this service be particularly attentive to the safety of the *Andrea Doria* and her Cargo, only exposing her to danger when you are sensible the true Interest or honor of America requires it. We are sir [&c.]

1. Marine Committee Letter Book, 69–70, NA. Gallies were *Convention* and *Delaware*.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN ELISHA WARNER¹

Sir

[Philadelphia] April 18th 1777

The *Fly* under your command being now ready for service you are to proceed down the Cape Channel until you join the *Andrea Doria*, *Surprize* and two Gallies of this State all of which with the *Fly* are now directed down that Channel for the purpose of securing a Communication & passage between this City and the sea and to protect and assist All American Vessels inward and outward bound as well as to oppose the enemy All in their power. –

You are therefore to Consult with and be directed by your senior officers in this business and exert yourself to the utmost in executing and promoting the service you are now Ordered upon. When this shall be done and Captain Robinson shall think it proper that the *Andrea Doria* and *Surprize* should proceed on their Voyage, you may run up the River and send an officer to inform us how things are circumstanced, keeping your people on

board and w[ai]ting for such farther Orders as we may find necessary to give. – We are Sir [&c.]

1. Marine Committee Letter Book, 68–69, NA.

VIRGINIA NAVY BOARD TO VAN BIBBER & HARRISON ¹

Gentlemen –

Captain [Edward] Travis of the Brig *Rawleigh* is now on a cruise Shou'd he send or bring any Prize or Prizes into any of the French Ports, you are desired to proceed to have them condemn'd and sold, and distribute the Money in the following manner to wit, if a Merchant Vessel one half of the nett proceeds to the Captain and Crew, and the other half you are desir'd to retain in your hands, and if a Man of War or Privateer then the whole to be paid to the Captain and Cr w, but if the Captain or commanding officer of the said Brigg shou'd not make application for their part of the Prize or Prizes, you are to keep the whole in your hands till further orders –

Shou'd Captain Travis be obligd to put into any of your Ports you are desir'd to furnish him with such necessaries as he may be in want of for the use of his Brigg –

(Signd) Thomas Whiting 1st Comr

[Williamsburg] 18th Apl 1777

1. Navy Board Letter Book, VSL.

VIRGINIA NAVY BOARD TO CAPTAIN WILLIAM SAUNDERS ¹

Sir Williamsburg 18th Apl 1777 –

The Board desire you will repair here immediately to take the command of the *Manly* Galley, the late commander being dead ² Your hb'le Servant

Thomas Whiting 1st Comr

1. Navy Board Letter Book, VSL.

2. Captain Joel Sturdivant.

NORTON & BEALL TO DANIEL OF ST. THOMAS JENIFER ¹

Sir Williamsburg 18th April 1777

We are favoured with Yours of the 3d Instant covering a Letter from Martineque, for which we are much obliged, we wish You had informed us where the *Betsy*, Captn Dashiell arrived, we have a Quantity of Powder in her – We have just recd a Letter from St Eustatia dated the 10th Ulto, advising us of the Arrival of Small Arms, Lead, Tin, & Locks, from Rotterdam, which are the Goods bought by Mr McCreery for Your State, we wish to receive orders respecting the same – With tenders of services at this place, & Petersburg, We are Sir [&c.]

Norton & Beall

Our Capes & Bay are clear of Brittish }
Ships Tobo 25/ to 35/ as in Qy }

1. Executive Papers, Box 2, Folder 183, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Friday, April the 18th 1777.

Mr Ebenezer Finley, lodged with the Board, ten thousand Dollars which he received from the Continental Treasury for the use of Messrs Maxwell and Loyall appointed by Congress to superintend the building two Frigates in this State, on account of the United States. Ordered that a receipt be given Mr Finley for the same, signed by the presiding Member, and that the said Money be lodged in the Publick Treasury till called for by Messrs Maxwell & Loyall.

Richard Heywood and others, Sailors on board the *Henry Galley* Robert Tompkins Commander, exhibited a Complaint in writing against the said Tompkins, setting forth, "That their wages have for a considerable time past been detained from them by the said Tompkins, to their great prejudice and disadvantage, as well as to the Service in which they are engaged, & may be a means of deterring and preventing others, to whom a knowledge of this may come, from entering into the Navy, Also that Captain Tompkins is guilty of many other Malpractices, such as making away with and Selling the provisions & liquors belonging to the Galley, & applying the Money to his own use, selling the Arms put into his care, for the use of and belonging to the Commonwealth, and Suffering his inferior Officers to do the same, Wantonly using, and firing away the Powder on board the said Galleys, instead of keeping it to answer better purposes, making his Clerk draw up the Pay rolls one to receive, and the other to pay by, getting drunk frequently, ill treating, and abusing the Men on board, and many other practices, all of which are too intolerable to be any longer borne or submitted to by these Complainants as well as on account of this Commonwealth as to the injustice done to themselves. Therefore praying that the Board will take the matter into their most serious consideration, and either remove or displace the said Robert Tompkins from the command of the said Galley["] which Complaint being read before the Board, It is Resolved that the same be heard on Friday next, at which day Captain Tompkins is directed to attend this Board, and It is Ordered that the parties respectively produce their Witnesses, to be then examined touching the same.

Signed, Thomas Whiting 1st Commr

1. Navy Board Journal, 208-09, VSL.

JOURNAL OF H.M.S. *Galatea*, CAPTAIN THOMAS JORDAN ¹

April 1777
Friday 18th

Cape Fear N53.32W 8 Leagues
at 8 Saw a sail to the Eastwd Gave Chace Do Saw 2
More Sail 1 bore SSW the other NW at Noon the
Chace bore EbN 3 Miles
Strong Gales & Cloudy
½ past 2 Fired 2 Shot At the Chace at 3 fired 3 Shots
More at her & brought too the Sloop *Allston* from Charles

Town So Carolina bound to Philidelphia Laden wt Salt
Rum Tea Coffee &c²

1. PRO, Admiralty 51/4197.
2. *Alston*, William Thompson, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN THOMAS WINDSOR, R.N.¹

Copy.

By James Young Esqr Vice Admiral of the Red, and Commander in Chief of His Majesty's Ships and Vessels, employed, and to be employed at Barbadoes, and the Leeward Islands, and in the Seas adjacent.

You are hereby required and directed to proceed forthwith in His Majesty's Sloop *Falcon* under your Command to St Johns Road Antigua and there take under your Orders and Protection such Transport Vessels hired into the Service of Government and bound to North America as are ready to proceed on their Voyage,² and Sail with them immediately to Old Road St Christophers, where You must use the utmost Dispatch to compleate theirs & your Water and You are also directed to take under your care and protection all such Transport Vessels as you may find lying at Old Road Waiting Your arrival: and are without a Moments Delay to proceed with the aforesaid Transports under your Convoy towards the Coast of America 'till you are 120 Leagues clear of the Island Anguilla, taking especial care none of the Transports lose Company with His Majesty's Ship under your Command, and to the utmost of Your Power protect and Prevent any of them being taking by the Rebels Cruizing Vessels: when you arrive at the aforesaid distance from Anguilla; You are to make a Signal for all the Masters of the Transport Vessels in Company to come onboard you, and then but not sooner acquaint them You are to part Company and Order and Direct the Masters of the Transports to make the best of their way to the Ports in America they are respectively bound to by their Charter Parties: and You are to proceed without a Moments loss of Time and join Captain Hammond [Andrew Snape Hamond] of His Majesty's Ship *Roebuck* pursuant to the Orders You received from him for that Purpose: for which this shall be your Order.

Given under my hand onboard the *Flora*, in English Harbour Antigua the 18th April 1777

James Young.

By Command of the Admiral Geo. Lawford –

1. PRO, Admiralty 1/310.
2. Accompanying a copy of the order to Captain Windsor, which was sent to the Admiralty, was "A List of Hired Transport Vessels, having onboard Troops &c bound to North America, which have put into St John's Harbour, at the Island of Antigua." The transports were *Henrietta*, Robert Elder, master, and *Nathaniel*, Samuel Rolles, master. They had arrived at Antigua on March 20, 1777, PRO, Admiralty 1/310.

"EXTRACT OF A LETTER FROM GRENADA, APRIL 18." ¹

Every thing continues excessive dear here, and we are happy if we can get any thing for money, by reason of the quantity of vessels that are taken by the American privateers. A fleet of vessels came from Ireland a few days ago; from sixty vessels that departed from Ireland not above twenty-five arrived in this and the neighbouring islands; the others (as it is thought) being all taken by the American privateers. God knows, if this American war continues much longer, we shall all die with hunger.

There was a guineaman that came from Africa with 450 Negroes, some thousand weight of gold dust, and a great many elephants teeth; the whole cargo being computed to be worth 20,000 l. sterling, taken by an American privateer, a brig, mounting fourteen cannon, a few days ago. The name of the guineaman was the *St. George*, Capt. Moore; she was bound for this island.

1. Almon, ed., *Remembrancer*, V, 171.

19 Apr.

REPORT OF A COURT OF INQUIRY INTO THE LOSS OF
THE CONTINENTAL NAVY BRIG *Cabot* ¹

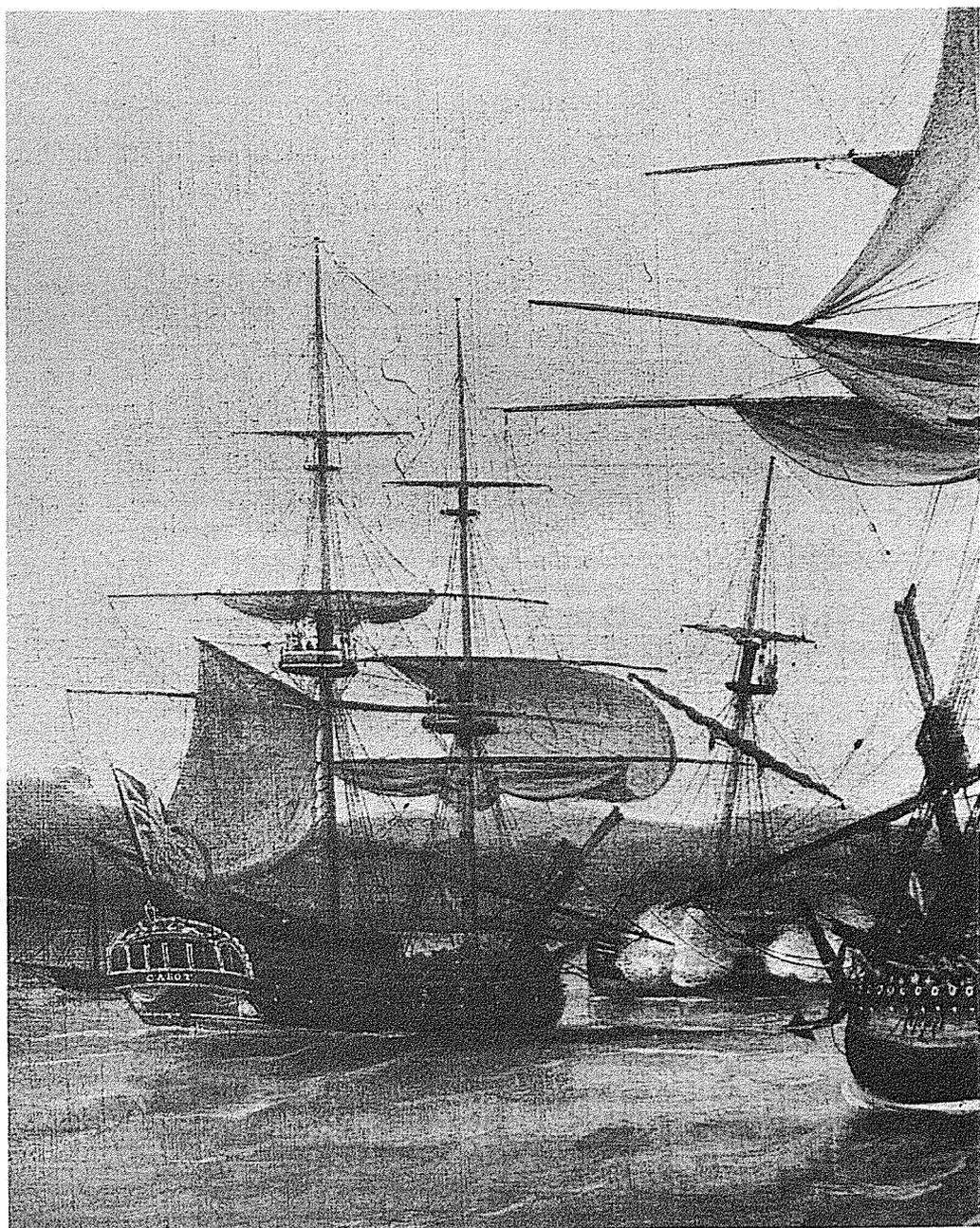
We the subscribers, in consequence of the above request of Capt. Olney,² late commander of the brigantine *Cabot*, in the continental service, having assembled together, in humble imitation of a court of enquiry, proceeded as follows, viz.

First, we called in Mr. Thomas Weaver, late First Lieutenant of the *Cabot*, whose account of things, by way of question and answer, we have duly attended to; and though it did not elucidate the matter much, yet we found nothing which contradicted the facts set forth in the foregoing narrative of the *Cabot's* misfortune.

Secondly, we called in a certain Mr. [John] Margeson, late acting Lieutenant, whose account of things appeared clear and distinct; he strengthened every fact alledged in the above narrative, and gave us much satisfaction.

Thirdly, we called in Mr. [Joseph] Vesey, late master of the *Cabot*; he gave such an account of the whole transaction as was perfectly consistent with a seaman, an officer, and a man of observation.

Fourthly, we called in Mr. Edward Arrow Smith, late Captain of marines on board the *Cabot*; he gave a very circumstantial account of the matter, more especially the conversation, which happened between Capt. Olney, the Captains Fisk, of the *Massachusetts*, and Harriden, of the *Tyrannicide*; his station being on the quarter deck, where he had a better opportunity of hearing what passed, than the foregoing gentlemen, whose duty required their attendance in other parts of the vessel.



Continental Navy Brig Cabot taken into the Royal Navy After Her Capture

Fifthly, we called in a Mr. John Dinsdell, late Lieutenant of marines on board the *Cabot*; his account was also satisfactory.

From the whole we have been able to draw up the following conclusion; Namely, That on the evening of Sunday the 23d of March last, the brigantine *Cabot*, being at a few leagues distance from Cape-Ann, in company with the two State brigs before mentioned, commanded by the Captains Fisk and Harriden, did then and there fall in with a british frigate called the *Milford*: That being near the said ship at ten o'clock at night, they did consult with each other what was best to be done, whether to attack immediately or wait till morning. It being at last agreed on by all the Captains to keep together, and dog the ship until day-light, then to attack, and board her at one and the same time, they again mutually promised to stand by each other to the last, and share each other's fate; That when day-light came on, the two brigs were at a little distance a-head of the *Cabot*, standing to the S. E. the *Milford* at a little distance on the *Cabot's* lee quarter, bearing from N. to N. N. W. and standing on the same tack with them: That the wind blowing fresh, the two brigs a-head reefed their topsails, and tacked to the N. W. passed close under the *Cabot's* lee, but did not speak the *Cabot*: That soon after the brigs tacked, the *Milford* also tacked, and stood after them: That then there was a fair opportunity for the *Cabot* to escape, had Capt. Olney forgot his promise to the other two Captains on the preceding evening; but he, desirous of yielding every assistance in his power to his companions, tacked ship and stood after the enemy, hoping that wind and weather would afford them an opportunity of engaging her with their united strength. A shower of rain soon hid them from the *Cabot*, and the wind hauling to the westward, brought the enemy so far to windward, that when they again espied her she was standing for the *Cabot*, and had cut her off from her two companions, who were now standing to the northward with a pressed sail, without discovering any intention to rejoin the *Cabot*; upon which Capt. Olney put about, and stretched to the southward by the wind, until he found the enemy gained on him; he then bore away, and made use of every endeavour to escape, until Tuesday afternoon, when finding himself hemmed in with land on both sides, and a-head, with an enemy of superior force astern, he called a council of his officers, when it was unanimously determined to stand in for the land, in order to find some shelter from their pursuer, or run the vessel ashore, which they accordingly did between four and five o'clock the afternoon aforesaid.

The foregoing is the substance of the information we have been able to collect from a careful examination, one by one, of the officers who have signed the narrative of the *Cabot's* misfortune.

John Manly,
Hector M'Neil,

Elisha Hinman,
John Roche.

Boston, April 19, 1777.

1. *Providence Gazette*, April 26, 1777.

2. See Olney's letter to Captain John Manley, April 17, 1777.

OWNERS OF MASSACHUSETTS PRIVATEERS TO THE
 MASSACHUSETTS GENERAL COURT ¹

To the Honble the Council & House of Representatives of the State of the
 Massts Bay, in General Court now Sitting –

The Owners of the Private Vessels of War, having been applyd to by a
 Committee from the General Court, to Know if they will send their Vessels
 in Company with the Continental Ships upon a Cruize, and upon what
 terms –

The Subscribers, Owners & Agents for themselves & the rest of the
 Concern'd, having the good of the Country Especially in View; are willing
 to foregoe their prospect of Gain and Agree, that their Vessels shall sail
 in Compy with the Continental Ships, under the Command of Comodore
 Manly, and Cruize under his Orders, for the term of twenty days, from the
 time of their sailing, upon Condition, that the Honbl Court will engage to
 make good the loss if any of them are lost or taken, or damaged by the
 Enemy, provided there is not prize Money enough obtain'd from such
 engagements, to Defray the loss or damage; but if there is, they then Aquit
 the General Court as they only wish to Keep themselves whole –

The Subscribers beg leave to Suggest to the Court that they are Assured
 it will be impossible for these Vessels to be fitted away, unless the Court
 will take off the Restrictions, with Respect to maning them, and they
 apprihend it would have a very good tendency, if no privateers were per-
 mitted to man, unless they could be ready to go with the fleet, and if it was
 Immediately Known that all Vessels of War, in the different Seaports in
 this State, that could be got ready might have the priviledge of getting
 M[en] upon the best terms they could, they Apprihend in this way, a very
 formidable force might be Collected in 8 or 10 days, at least sufficient to
 Scour the Coast of the destroyers of our Trade the British Cruisers – As a
 great number of the Private Vessels are now ready, & the rest may be in 8 or
 10 days from this date and as the present oppertunity if delayd may be lost
 forever, they pray the Court would Interpose in the fitting the Continental
 Ships; that the private Vessel[s] may not be delayd on their Account – If this
 proposal should be agreable to the Honble Court, would it not be prudent,
 that no Vessel be permitted to depart, or any person to go to Halifax, New-
 port, or New York untill the fleet are sail'd

We pray your honors to Act upon this Matter & give your Answer as
 Speedily as may be, for Untill you are determined, every thing is at a loose,
 and Unless this Affair is push't with Secrecy & Spirit, We fear the benefits in
 view, will be in a great measure, if Not Intirely lost

Boston April 19th 1777

Mungo Mackey	Agt for	<i>American Tartar</i>	26. Carrage Guns
Job Prince	Agt for	<i>General Mifflin</i>	20. Guns –
William Shattuck		<i>Brig Hawke</i>	14. Guns
Sam White		<i>Sloop Satisfaction</i>	14 Guns
Thoms Harris		<i>Schooner America</i>	14 Guns
Nehemiah Somes	Agt for	<i>Schooner Active</i>	10 Guns

Gustavus Fellows	for	Schooner <i>Speedwell</i>	8 Guns
Thomas Adams		Schooner <i>Willing to Join</i>	8 Guns

At Sundry Out Ports –

Salem 4 Brigs & 1 Schr 1 Sloop

Marblehead 1 Brig 2 Schr

Beverly 1 Brig 1 Schr 1 Sloop

Newbury Port Several Vessels

All the Above we apprihend can be got ready and will be willing to go.

1. Mass. Arch., vol. 182, 353–55.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Boston] April 19th 1777

In the House of Representatives Resolved That the resolve of this Court of the 7th instant allowing Privateers to put to Sea on Cruizes in certain cases, shall not be construed to permit any privateer to proceed on any Cruize unless he or they who were the Owner or Owners of a Major part of such privateer before the passing said resolve produce a Certificate as in said Resolve is directed; and unless said owner or owners with the Captain of such privateer shall give a Bond to the Treasurer of this State in the penal sum of two Thousand pounds that they will not inlist or take on Board said Privateer any Inhabitant of any of the New England States other than the state of the Massachusetts Bay, and if any such Inhabitant shall proceed on a Cruize in any Privateer from this State he shall forfeit to this State his Right or share in any prize such Privateer may take – And Whereas it has been represented to this Court that there are some Persons attempting to evade the restrictions provided in the said Resolve of the 7th Instant – Resolved that the Commander of the Fort at Castle Island and of the several Forts that Command the several sea ports in this State, Stop every armed Vessel of private Property, from passing their Forts, unless the Commander of each Vessell as aforesaid, shall produce a permit for the same from the Naval Officers of the Port from which said Vessell may sail – And any such Vessel that shall Sail out of any Port or Harbor, without such permit, the Owner or Owners thereof shall forfeit such Vessel with her Stores, or the Value thereof to the use of this State. –

In Council read and Concurred

Consented to by fifteen of the Council

1. Mass. Arch., vol. 37, 213, 215–16.

LIEUTENANT SAMUEL SMEDLEY, CONNECTICUT NAVY BRIG *Defence*, TO GOVERNOR JONATHAN TRUMBULL ¹

Sr

Bedford in Dartmouth April 19th 1777 –

I have the Pleasure to inform your Honour of the Brig *Defence* arival in this Port yesterday Afternoon Not With Standing the bad Situation the brig was in when We Sald With Reguard to the men have made out to Take & Man four Prizes Vizt a bark Ship from Liverpool & Waterford bound to Jamaica Laden with Provisions Iron Work and Nails Sum ball [bale] Good

&c – A brig from bristol bound to Jamaica Laden With flour bread Paints & Oil bottle beer and Cider &c the Above two is arivd the Latter at boston the bark Mounted Ten Iron Guns another brig from Glasgow bound to Antigua Laden With beef & butter a Snow from Dublin With beef and butter &c –² Several Articles in the Prizes to Tedeous to Mention I Shall be Glad to have an answer from your honour What To Do With the brig I am Informed the harbor of New London Is Well Liend With Enemies Ships as it Was When We Saild by Which I found Difucalt in Gitting Out In Consequence of Which Mr Shaw has halled up his Privateer Sloop in this Port I Would Recommend to your honour by all means Lengthun the brig and Put a Quarter Deck on hur that She may be in a Poster to Fight Which Now She is Not & most the Uncomfortables Vessel that Ever I Was In She might be Done at Bostone With Safty and I beleve Verry Soon I think It Would be the best Port for the brig at Present but Shall be Ready to Obay Any Orders that Shall Come from your honour Our Mens Times of Entering is Out & has been Since the first of March Which has made Some Difucalty Many Run a way before We Saild and I Suppose all the Rest Will Do the Same their time being out in a bout twelve Days after and Expected to Go in to the Vinyard they had Pland to Go home but I See their Was No Chance for to make a Cruis Unless We Put to Sea With What We had Accordingly we Did and with the blessing of God have Made Out better then I Expected Considering our Situ[a]tion I Must Conclude by Refering you to the Doctr³ for Fother Peticulers I am your Honours [&c.]

Turn Over –

Sam^l Smedley

N B: I Must Conclude With Out Mentioning the New Appointed Officers to the Brig Which Does honour to themselves and Country allways Ready and Willing to Fulfill and Execute any Orders⁴ I Directed all the Prizes to the Care of Mr [Samuel] Eliot of boston that Should Fall in at or Near that Port as I Know him To be a Carefull man and one that understands the Nature Of Bisness the brig Will Want all New Standing Rigging and all Most All the Sails New and While that is Fitting their will Be time to Altor the Whole I Suppose the Chance of Gitting Men is as bad in New London as ever Which if It is Will be Impossible to Git hur Complement their if your honour Should Conclude to have the men Recru[i]ted the inlisting Orders Will be Necessary –

I beg to Know What to Do with the Prisoners we have Got about twenty 10 Entered on board –

S. S –

The Honble Jonathan Trumbull Esquire
Governor of the State of Connecticut

Favd by }
Doctr Ellis } Lebanon

1. Conn. Arch., 1st Series, IX, 101a–101b, ConnSL.

2. The four prizes, in the sequence listed by Smedley, were bark *Lydia*, schooner (not brig) *Anna*, brigantine *Grog*, and snow *Swift*.

3. Dr. Benjamin Ellis, Surgeon of the *Defence*.

4. Lieutenants James Angel, Jonathan Leeds, and Joséph Squire.

DEPOSITION OF CAPTAIN JOHN WANTON REGARDING PRIZE BRIGANTINE
*Countess of Eglington*¹

The Deposition of Capt John Wanton late of Newport & State of Rhode Island now residing in Bedford in Dartmouth in the County of Bristol & State of Massachusetts Bay is as follows Vizt On or about the ninth Day of February last I the Deponent saild in the Brigantine *Countess of Eglington* lately Captured by the Privateer Sloop *America* Capt William Dennis from said Bedford to South-Carolina and on my Passage had very hard Gales of Wind & large Sea, frequently the Brig proved a remarkable fast Sailer, I had a Proof of it by being Cha[s]ed by the Privateer Brig *Commet* belonging to the State of South-Carolina the Particulars was as follows Vizt at Day-break the Mate of my Brig whose watch was then upon Deck called out a Sail close on board. I then immediately ran upon Deck & being under Close Sail the Night before being Squally Ordered all the Reefs out of the Top sails & made all Sail except Top gallant Sails, the said Privateer appeared to be about two Gun shots Distance & carried all Sail that she could pack both Top gallant Sails & Top mast Steering Sail We was then Rather to Southward of Veniyar [Winyah] & the said Privateer chased me up to Charlestown Barr, where I arrived about an hour before her – The Capt of the said Privateer who went with me in Company to the Governor acknowledged to his Excellency that he had never been so much Beat in Sailing Before the said Privateer was returning from a Cruize of about three Weeks – I saw a Number of Sails upon my passage & several of which gave me chase & allways beat them the said Brig was as stiff a Vessel as I ever saild in, Her proving so fast a Sailer was the means of her fetching such a Very high Price for a Vessell of her Bigness, she sold for twenty two hundred & forty pound Sterling Exclusive of a New Cable One hawser two Anchors & one good fore top sail – And further this Deponent saith not

John Wanton

County Bristol ss

Dartmouth April 19th 1777

the above named John Wanton personally appeared before me one of the Justices of the peace of the County of Bristol aforesaid & after being carefully examined & cautioned to testify the whole truth, made solemn oath to the truth of the foregoing Deposition by him subscribed which was taken at the Request of Adam Babcock to be used in a Case to be heard & tryed at the Superiour Court of Judicature &c. to be held at Barnstable in & for the County of Barnstable in the month of May next upon Appeal from the Marratime Court of the Southern District which was held at Plimouth in said County of Plimouth on the 17th Day of January last Wherein the said Adam Babcock was libellant & John Brown & Capt Isaac Jones & others were Claimants the said Brown & Jones being more than thirty miles distant were not notified nor present at the taking the foregoing Deposition & the said Deponent being bound on a Voyage to sea

Before me Benjamin Atkin Justice Pacis

Copy Examd W^m Winthrop Cler –

1. Revolutionary War Prize Cases, No. 9, Records of the Court of Appeals in Cases of Capture, 1776–1787, the *Countess of Eglington*, Jones, Claimant v. Babcock, NA.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Saturday, April 19, 1777

Resolved, That three persons be appointed as a board of assistants to the Marine Committee, with a salary of 1,500 dollars per annum each, to reside at or in the neighbourhood of Boston, in the state of Massachusetts bay, with power to adjourn to any part of New England; who shall have the superintendance of all naval and marine affairs of these United States, within the four eastern states, under the direction of the Marine Committee.²

That the appointment of the said commissioners be made on Tuesday next.

The Marine Committee having recommended John Rathburn [Rathbun] to be captain of the armed sloop *Providence*,

Resolved, That he be appointed accordingly.

1. Ford, ed., *JCC*, VII, 281, 284.

2. Navy Board of the Eastern Department.

WILLIAM WHIPPLE TO JOHN LANGDON ¹

[Extract]

Philadelphia 19th April 1777.

... I shall pay the earliest attention to what you say respecting Roache's ship – ² if there is a probability of getting cannon from the Massachusetts furnace I think it best to stick close to them as the surest way of obtaining cannon for the *Raleigh* – the bursting of a few, I hope will not discourage the furnace from going on – not more than half those cast in the furnaces this way have stood the proof.

This city is still threatened with an invasion but whether the threats will be executed or not, is a matter of doubt with me. A plan of correspondence between this City and the enemy has lately been discovered – 7 or 8 of the Traitors are under close confinement – some of them will no doubt be hanged – this is disagreeable business, but if we dont hang them they'll hang us, and self preservation, you know, is the first law of nature. – A considerable quantity of the goods will be saved from the ship blown up near the Capes, as mentioned in my last – She had a valuable cargo on board 2100 bbs of powder 2500 stand of arms and a considerable quantity dry goods amounting in the whole to 250,000 livres for account of the public besides private property to a large amount – but the greatest loss is the life of the Captain whose bravery on this occasion is without example.³

The establishment of a Navy Board in the Eastern Department is now in contemplation and I imagine will soon be done – this is a necessary measure and ought to have been adopted some time ago. I am much at a loss for proper men to comprise this Board. Boston, I suppose will be the placé of their sitting therefore it's probable they will be of that town, or neighborhood. My only wish is, that they may be good men – he is my choice who will best serve my country – some gentlemen are very urgent

that I would engage in this business, but it's totally against my principles to accept an office of profit created by a Legislative Body, of which I am a member and to resign my seat from lucrative views would not only be treating honor done me by my constituents with indecency but be inconsistent with that patriotic delicacy, which ever affords the most agreeable reflections – these are my present sentiments nor do I by any means think I shall relinquish them. Whoever are appointed, I suppose must reside chiefly at Boston.

1. William Whipple Papers, 1777–1789, Force Transcripts, 333–35, LC.
2. Continental Navy sloop *Ranger*.
3. *Morris*, Captain James Anderson.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN ISAIAH ROBINSON ¹

Sir

[Philadelphia] April 19th 1777

The Marine Committee gave you Instructions of yesterdays date for performing certain services in Delaware Bay which being accomplished you are to have recourse to the following Orders which you are to obey and fulfill soon as possible. You are to proceed with the *Andrea Doria* and the Cargo on board direct for Cape François in Hispaniola and on your Arrival there wait on the Governor or General asking the protection and liberty of the Port. You will be attended in this visit by Mr Stephen Ceronio to whom you must deliver the letter given you herewith and to Whom the Cargo on board is consigned. This Gentleman will receive the said Cargo with despatch and if he has any public stores on hand that have been provided by him previous to your Arrival or if there be any arrived there from Europe you are to receive the whole or such part as you can conveniently take on board the *Andrea Doria* and return therewith to the first safe Port you can get into in the United states of America preferring this part of the Coast if equally safe. You are to land the Stores and goods wherever you arrive giving us notice thereof and employing proper persons to take charge of them until we can direct how they are to be disposed off. We believe there is sufficient water for the *Andrea Doria* in Egg Harbour – several of the Inlets south of Cape Henlopen, or in several Inlets in North Carolina and probably these may be safer than the great Bays. You will be careful to keep your men on board wherever you go and then take in three or four months Provisions

We hope all this business will be finished before the first day of July Should there be no Public stores for these States at Cape Francois, you will depart from thence immediately after landing your Cargo and proceed down to Cape St Nicholas Mole where you are to apply to Mr John Dupuy and if he has any goods or Stores to ship receive them on board and proceed as already directed. You will get as many men to enter on board your Brig as possible at these places and should there be no stores or goods to bring away you may then proceed on A Cruize Against our enemies, taking sinking burning and destroying as many of their Ships and Vessels as possible. You

may send your Prizes into the French Ports or for the Continent preferring the later when proper and practicable. The Gentlemen mentioned will transact your business, they will supply you with whatever may be necessary, and you may order them to sell all perishable Prize goods or those suited to the West India Markets taking care they are really and truly indisputable Prizes agreeable to Resolves of Congress, but the Vessels and Other Parts of the Cargoes must come to some American Port for condemnation. In this manner you may continue Cruizing until the first day of July, and should you return from the Cape or the Mole and land A Cargo on the Continent as already mentioned before the first of July, you may proceed on a Cruize for West India Ships or others in these Seas until that day. On the first day of July you are to open the Sealed Orders inclosed herein and exert yourself to the utmost in the execution of them taking care that the *Andrea Doria* is clean well manned victualled and every way in good Order for service at that Time.

[Letter concluded on May 2]

1. Marine Committee Letter Book, 86-88, NA. Similar orders this date were issued to Captain Benjamin Dunn, Continental Navy sloop *Surprise*.

LIEUTENANT JOHN LANSING, JR. TO CAPTAIN ISAAH ROBINSON,
CONTINENTAL NAVY BRIG *Andrew Doria*¹

Sir

Hd Quars Phila [April 19, 1777]²

It has been represented to General Schuyler that Mitchel McDonald a Citizen of this City was last Night impressed by some of the crew of your Vessel and carried on Board – The General desires that if this representation is true you will immediately give Directions to Liberate him. By Order &
J Lansing Junr

1. Schuyler Letters & Orders, 18 April, 1776-29 June, 1777, NYPL.
2. Corner of page containing the date is torn off. This letter follows one of April 18, and precedes one of April 20, 1777 in the source.

APPLICATION FOR A COMMISSION FOR THE MARYLAND PRIVATEER
SLOOP *General Mercer*¹

Wm Lux and others of Baltimore County applies for a commission for the Privateer Sloop called The *General Mercer*, Thomas Timpson Captain of the Burthen of forty four Tons, mounting ten Carriage Guns & thirteen Swivels, carrying fifty men, having on Board 25 Musquets, 6 Blunderbusses, 20 pistols, 35 Cutlasses, 30 Pikes, 30 Tomahawks, 600 w[t] Powder 2500 w[t] Ball, 26 Barrels of Beef & Pork, & 30 Barrels of Bread. Witness our Hands this 19th Day of April 1777. –

On Behalf of the owners
Cha Wallace

1. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, VI, NA. Commission was issued this date.

SAMUEL JOHNSTON TO THOMAS BURKE ¹

[Extract]

Hayes April 19th 1777 -

Yesterday a vessel arrived here, loaded with Arms for the State of Virginia in thirteen days from Statia. She brings no news.

1. Thomas Burke Letter Book, 1774-82, 30-31, NCDAH.

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY ¹

April [1777]

St Jermain NE 4 Leagues.

Friday 18.

At 8 AM saw a Sail in the S.E. Qr at 11 saw three sail in the S.E. gave chase.

The first part fresh Breezes and fair Weather, the midd[l]e and latter, light airs with calms,

four sail in sight, still in chase. Tackt Ship, at 2 the chase bore down upon us, supposing us a Merchantmen, but proving his mistake, he made all the sail he could off, fired Eleven Guns shotted to bring her too, some of which struck her, as we found on taking her the next day. Tackt ship and continued the chase.

Saturday 19

At 4 AM St Jermains WbS 2 Leagues

at 5 saw a sail standing in for the Land. little Wind gave chase, proved the Sloop we chased Yesterday, Armed the Longboat and sent the Master in persuit, on their perceiving the approach of the boat, they fired several shot at her, made the signal for the boat to return, fired 3 Guns to repeat the signal. At 11 the Long boat came on board Still in chase.

Moderate and fair Wr

at 2 pm saw the chase run ashore, and all hands employed plundering her. At 3 came to Anchor in the Bay of Jermain with the best Bower in 7 fathom water, with a spring on the Cable, our Broad side to the shore within point blank shot of the Sloop. Sent an Officer with Barge to take possession of the Sloop at 5 Sloop was towed off, and Anchored on our off side. She proved to be a Yankee Privateer, called the *Henry*, Amos Weeks Commander, of six Carriage Guns, six Swivels, two Cohorns & 23 Men.²

1. PRO, Admiralty 51/399.

2. No further identification is given in Gayton's Prize List, Feb. 26, 1778, PRO, Admiralty 1/240.

VICE ADMIRAL JAMES YOUNG TO COMMANDERS OF VESSELS ON THE
LEEWARD ISLAND STATION ¹

(Copy:)
General }
No 17 - }

By James Young Esqre Vice Admiral
of the Red & Commander in Chief of
his Majesty's Ships and Vessels em-

ployed and to be employed at Barbado's and the Leeward Islands and in the Seas adjacent.

In Pursuance of the King's Pleasure Signified by the Earl of Suffolk, one of his Majesty's Principal Secretaries of State, to the Lords Commissioners of the Admiralty and by them Communicated to me.

You are hereby required and Directed Strictly to search and Examine all Dutch Ships and Vessels You may meet with, going to, or coming from the Island of St Eustatia (or the other Dutch Settlements in these Seas) and to send such of them as shall be found to have any Arms, Ammunition, Cloathing or Material for Cloathing on board into English Harbour Antigua to be detained there until farther Order; taking especial care the Hatches are Sealed up and properly secured, and that no Embezzlement is made of the Stores: Lading, Tackle or Rigging &c from any of them; for which this shall be Your Order.

Given under my hand on board the *Flora* in English Harbour Antigua the 19th April 1777

Jam^s Young.

To The Respective Captains & Commanders of His Majesty's Ships *Flora*, *Portland*, *Seaford*, *Hind*, *Druid*, *Beaver*, *Shark*, *Favorite*, *Fly*, *Sylph*, and Armed Brigs *Pelican*, *Endeavour* and *Antigua*.

By Command of the Admiral Geo: Lawford.

1. PRO, Admiralty 1/310.

GOVERNOR GEORGE JAMES BRUERE TO LORD GEORGE GERMAIN ¹

No 11

My Lord

Bermuda April 19th 1777

On the 15 Instant, I was honourd with the Receipt of Your Lordships dispatch No 2, of the 1st of January, forwarded to Me, from New York by Governor Tryon. In answer to which, I have already informed Your Lordship, in my former letters, of the Arrival of His Majestys Sloop of War the *Nautilus*; and likewise of the *Galatea*, Captain [Thomas] Jordan Commander. And these two, of His Majestys Ships of War, have prevented since their Arrival the Coast of Bermuda, from being Infested, with Rebel Privateers; and Myself carried off. Long before Your Lordships Appointment, I had repeatedly Represented, the absolute Necessity of having some Soldiers here for the better Support of Internal Government. And particularly some at the West End, to preserve wrecked Vessels from plunder, And likewise Some, at the principal entrance, for His Majestys Ships, into Castle Harbour. and likewise some Soldiers at the Forts, that Command the entrance into St. Georges, or Town Harbour, where the Custom House is. In order to Countenance or produce, Some little more Respect to Government. for which end, it is absolutely Necessary, that whosoever may be Honored, with His Majestys Commission as Governor here: He ought to have, the Supreme Order or Direction of them. otherwise the Cunning and

Deceit of these People, will endeavour, with all the Art possible, to Create a Shiness or Animosity, betwixt the Kings Officers, which they have frequently attempted to do, and for which purpose, they Addressed Captain Collins, master and Commander of His Majestys Sloop *Nautilus*, at His first Arrival. – I have been very desirous, to keep the people in Peace, during these American Troubles and unnatural Rebellion, but it was my duty to Report, that some of the Inhabitants, had Addressed the Congress at Philadelphia.

And likewise to Represent, the Atrocious Crime, of the Powder being taken off. And some of the Inhabitants in the Country, preventing a Person from hiring Me His Vessel, to carry Dispatches, to the General and Admiral at Boston to Acquaint them of it.

And further the going on board a Sloop, out at Sea, that I had hired to carry my Dispatches, Sixteen or 18 in Number, and three of them, were Members of Assembly, to ask for my letters or dispatches. When my Negro Man Concealed Himself in the pump, and by which means He preserved my letters, and Carried my dispatches Safe to Boston.

And this was such an Indignity to Government, that I was obliged to Report, and these facts cannot be Denyd. A week or ten days after this Insult, Captain Tollemache of His Majestys Sloop the *Scorpion* very, fortunately touched at Bermuda, with a large Transport under His Command, and after consulting Him, I embraced the oportunity, of giving under His Charge, thirty pieces of good ordnance, with the Carriages and all the implements thereunto belonging, out of the Store here, least those Cannon and their Carriages, should be Carried off, as the powder was.

And for the doing of which, the General Assembly, in their Message of the 12 of July 1776, Catechised Me, as your Lordship will find, in their minutes, for sending the said Cannon off. And I gave them for Answer, that I expected His Majestys thanks, for so doing. They likewise prevented Captain Tollemache from purchasing Rice, from different People. And further in Answer to Your Lordships Request, to know what hath passed, since my letter of the 12 of July 1776.

I wrote to Your Lordship November the 30th No 7 by a Brig bound to Liverpole, which letter I Suppose could not have reached London, when Your Lordship wrote to Me, on the first of January. I should be very glad, to have it in my Power, to point out any marks of Steady Loyalty, and to confirm the Declarations of their Sincerity sett forth in their Address: by any Evidence of Myne, in behalf of the Bermudians. I have likewise already wrote to Your Lordship, via New York No 8, 9 and No 10, and Reported that a number of Vessels, have been taken by the *Nautilus*, the *Galatea* and their Tenders. And many of them belonging to Bermuda. As they stole a trade without entring or clearing their Vessels, with Salt to North America, In exchange for Corn &c. Under the specious pretence of the fear of Starving. They carryed on a prohibited Trade, to too great length; and some vessels it is Said, Carried some Arms, or Powder, and Indigo, from

South Carolina, and have been taken by His Majestys Ships before mentioned, the vessels and masters belonging to Bermuda.

These several Seizures, exasperated the People, and caused them to make heavy Complaint against the Captains of His Majestys Ships, notwithstanding the People, were Acting contrary to Law, and Occasioned their writing the Audacious letter to Me upon my proroguing the General Assembly –

The very morning that the *Nautilus* had taken and brought into St George's Harbour, her first prize, Mr John Esten, Judge of the Admiralty Court, resigned. He having been accustomed to Trade, and have Connexions, in North America, He did not Choose to keep that Employment.

And the Captains of the Men of War, being anxious to have the Seized Vessels, brought to Tryal, as soon as possible, I was obliged to appoint, Mr John Randle Mr OBrians Deputy Secretary, a Judge of the Court of Admiralty, for the time being, as the most Loyal Man I could find, and the fittest Person, for the present purpose, where every Man is concerned in Trade more or less, and I soon found out, and joined with Mr Randle, a second Judge Mr Farmer, who my Lord Dunmore, had imployed, as a Judge of the Admiralty in Virginia, when Mr Farmer, was obliged to leave Norfolk and go on board some Vessel, for months with my Lord Dunmore. – The Legislative Body having passed an Act, in May 1775, to prohibit the exportation of flour, Indian Corn, Rice, or any kind of provisions, that might be in these Islands at the time, or that hereafter might be brought in, which was thought absolutely necessary at the time, to Ease the People from the Apprehensions of Starving, in a place where so little Cultivation is carried on, depending chiefly upon nurseing up the Cedars, the building of vessels for Sale, and the freight and Trade, of those Vessels, but the knowing ones; had a more extensive View, of carrying on a larger Trade, than might be necessary to prevent our Starving, and Supplying the Enemies of great Britain in Rebellion, with large quantities of Salt

And the Leaders of the Assembly Availed themselves of that Act to make themselves popular, and to serve particular Traders or their Friends, and when so much Rice, flour, wheat &c. Arrived, as they were neither able to purchase or consume, it was detained by that Law, And I had Petition upon Petition, to allow them to carry some off. particularly such Rice or flour &c, as had been purchased for the Inhabitants of Antigua, and Dominique, and the Masters of such loaded Vessels; having only Called in at Bermuda to See their families, were detained by the Act of Assembly. And the prayer of these several petitions could not be granted, without the meeting of the General Assembly; and therefore I Summoned them to meet, there several times, but in Short they refused to meet, and at last sent me for answer, that they must wait, for an Answer, from the General Congress; to know if they could obtain a Supply of provisions. (an Answer having Arrived I Suppose) they afterwards met, and by Vote of Assembly, permitted such Persons only, to carry off, Rice and flour, as they thought proper, And I was obliged to Assent to such their Votes; or otherwise the Detention of the

Peoples property, belonging to Antigua or Dominique &c would have laid at my door.

And notwithstanding my Repeated Reports, before Your Lordship entered into office, of the Conduct and behaviour of the General Assembly, which may be Seen, on their Minutes, and the Transcripts of their proceeding sent home, from time to time Years ago, and their constant Attempt, and endeavours, to encroach on the prerogative of the Crown. the People have never had one Reprimand or particular Request, or Demand, from His Majesty, to pay their Ministers of the Church properly, (on which Account We have but one at present in Bermuda, to officiate for all the Nine parishes), or to pay any of the Officers of Government Regularly.

Their Views by such behaviour, is to usurp the Executive power of Government, by obliging every inferior officer of Government, Constantly to petition and Sollicit them for the payment of their Stipulated Salaries, and to raise no money Certainly, for the necessary Contingencys of Government. Ten months after the passing of the Act, to prohibit the exportation of Corn, flour, Rice &c Provisions began to grow scarce; Excepting about two or three thousand Bushels of Wheat, which they wanted to send off, it having but a Slow sale here, as they prefer Indian Corn for their Negroes.

Upon which I turned the tables upon them in their own way, by adjourning the House of Assembly from time to time that the Wheat might not, be sent off by Vote: Until all the Wheat was sold by Retail; otherwise I believe Numbers of People would have Starved.

And I had the thanks of many People, for Rejecting the Petition, of those that were Interested in the Wheat, by not meeting the General Assembly, the Leaders of which would have Voted for its being sent off.

The Act of Assembly for preventing the Exportation of All sorts of grain, being soon afterwards expired, the General Assembly made another Bill, similar to the former, which passed the House of Assembly, and board of Council; but as I had found the inconveniency, and partiality of the Operation of the former, After letting the Bill lay with Me for Consideration, Until the next meeting of Assembly, which was about a month, when they readily came But I sent down their bill Dissented to. Only two or three days, before I received His Majestys Disapprobation of the former Act, which had had its operation for a twelve month.

And I thought Myself very fortunate in having so done, in Opposition, both to the House of Assembly, and Council as it proved to be His Majestys pleasure.

I have Reported in my former letters the Insult and Opposition, that Lieutenant [William A.] Merrick of the *Galatea* met with at the Salt Kettle and for which some of the Inhabitants of Bermuda have been highly Culpable. And notwithstanding, they will not give in any Evidence, or inform of, or give up the Offenders, upon which Captain Jordan hath Carried some of the Masters of the Vessels, that He had taken to New York. Notwith-

standing they got their Chief Justice to grant them a habeas Corpus for those Masters of Vessels, but to no purpose, for Captain Jordan would not give them up. Giving for Answer, that He would not, until they brought the Offenders, that made opposition at the Salt Kettle. They likewise Attempted to Arrest Lieutenant Merrick, for detaining one of their boats, in which Boat, He took several prizes. upon which the People are so much exasperated, that they have sent an Embassy with an Address to Lord Howe. I could have wished that the Captains of the Men of War had been a little more moderate, and that the People had not deserved so much Rigour. The *Galatea* hath followed the Embassy to New York, and the *Nautilus* is in Castle Harbour, three miles round the point of Davids Island by Water from Me, And without any Internal Support, I leave your Lordship to Judge, in what a Situation I am in. I have the Honor to be with the greatest Respect [&c.]

George Ja^s Bruere

[Endorsed] Bermuda 19th April 1777 Governor Bruere (No 11) R 19th August

1. PRO, Colonial Office, 37/36.

20 Apr. (Sunday)

ESEK HOPKINS TO WILLIAM ELLERY ¹

Sir

Providence April 20th 1777 –

I receiv'd your esteem'd Favour of Town Meeting day, just time enough to get chose a deputy for this Town had I receiv'd it a Week sooner perhaps I might have been at the head of the Prox – Altho' I have lost the Interest of a parcel of mercenary Merchants Owners of Privateers, I do not think I have lost it in the Major part of this State – I heartily wish the Fleet may do well in the way you have directed it. I am obliged to you for your advice to Continue a Friend to my Country, and you may depend I shall, should I have a few Friends in it – Neither do I expect to remain Inactive –

I can assure you it gives me great Satisfaction that in my own Judgement I have done everything in my power (or would have been in any other mans power in my place) for the Service of my Country – One thing I must ask, and shall think I am not well us'd if it is not Granted – That is an attested Copy of a paper or Petition Sign'd by some of the Ship *Warrens* Officers, and perhaps some other Men to the hon. Marine Board, or to Congress – Should it be in your power to obtain it please to send it soon – if not, please to let me know the Reason why I am not to be allow'd it – ² and you will much oblige Sir [&c.]

E H

1. Hopkins Letter Book, 77, RIHS.

2. On May 14, 1777, Congress provided Ellery with a copy of the complaint against Hopkins for delivery to him, Ford, ed., *JCC*, VII, 352.

CIRCULAR LETTER TO GOVERNORS IN THE WEST INDIES¹Copy.Circular.

Sir

New York

April the 20th 1777.

As great Prejudice has ensued to the King's Service by the granting of Licences for Vessels from the West India Islands to navigate the American Seas, under Pretence of bringing Stores for the Fleet and Army, neither wanted nor applied for; Whereby the King's rebellious Subjects have been enabled to obtain Supplies of some necessary Articles of Subsistence, greatly facilitating their further Opposition to the Re-establishment of His Majesty's Authority in these Colonies; We are therefore to desire your Excellency will be pleased not to grant Licences for Rum or Melasses to be cleared for any Port in these Colonies, not declared at the King's peace; excepting to the Contractors for the Army, who will apply to You thereupon; Or until We can have the Honor to signify to your Excellency that such Restriction is no longer requisite.

We have the Honor to be Sir Your most obedient Servants

Howe

W: Howe.

His Excellency Sir Basil Keith, Govr &c &c &c Jamaica.

The Honble Edwd Hay Barbadoes.

W. M. Burt Esqr Antigua.

Val: Morris Esqr St Vincents

The Rt Hble Lord Macartney Grenada.

[Endorsed] Circular In Lord Howe's Lre No 32

1. PRO, Admiralty 1/487.

JOURNAL OF H.M.S. *Camilla*; CAPTAIN JOHN LINZEE¹

April 77

Sunday 20th

Cape henlopen light house NBW Distce 4 Leags
 At 2 PM Tacked Ship Out 3 reef TS, People Empd
 Rigging Cape henlopen Light house WNW 3 or 4
 Leagues. At 4 Saw a Sail to Windward gave Chace. At
 5 Brought too the Chace, which was the *Perfect Etienne*
Cadenet Master a french Schooner from Cape Nichola mole
 for St Estatia, Laden, Mollasses and some dry Goods² she
 then steering NWBW for the Light house of Cape hen-
 lopen - Cape henlopen then bearing of us WNW 2 or 3
 Leagues, the false Cape WSW $\frac{1}{2}$ W 7 or 8 Miles, then 11 $\frac{1}{2}$
 fm water, At 7 Joined Company His Majestys Ship
Perseus At 8 Came too with the small Bower, veerd to
 $\frac{2}{3}$ of a Cable in 15 fathm water. Cape henlopen light
 then bearing SWBW 2 or 3 Leagues At the time of
 examining the Schooner, Sent a Mate & 6 Men on board
 her to take Charge of her as to all appearance she was
 bound to Philadelphia Recd on Bd the Master, Mate &

2 Passengers & 10 Men Hove out the longboat & sent on board one weeks Provisions for 6 Men.

1. PRO, Admiralty 51/157.

2. Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777, indicates that the *Perfect* was considered a legitimate prize.

PHILIP KEY TO RICHARD LEE¹

[Extract]

Dear Sqr

Chaptico St Marys County 20th April 1777

I have the pleasure of forwarding [torn] circulating News with us with the [torn] that G. Hows Army are certainly moving from the Jerseys – & its conjecturd their aim will be our Bay & a conquest of the E Shore – the *Virginia* Frigate has been compleately man'd by a very warm press – the *Defence* has broke ground & will be down the Bay in a few days – we have a Ship from Patuxent loaded with 500 hhds Tob. that sails for France tomorrow . . .

1. Landon Carter Papers, UVL.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL¹

April 1777

Cape Henry SWBN 8 Miles

Sunday 20th

at 8 AM saw a Sail in the SE Quarter, gave Chace.

Light breezes and hazy Wear

hoisted the Barge out and sent her to Board the Chace, which was the Sloop *Revenge*, from Gaudalupe bound to Virginia with Rum and Sundries,² at 3 PM Made Sail with the Brig & Sloop in Company

1. PRO, Admiralty 51/311.

2. *Revenge*, Henry Laugiew, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

“EXTRACT OF A LETTER FROM ST. EUSTATIA, APRIL 20, 1777.”¹

A small Virginia boat, commanded by Capt. Sinclair, arrived here the sixteenth instant from South-Carolina, with indigo. The eighteenth she sailed again, and that evening took a schooner with one hundred hogshheads of rum, some sugars, and eight hundred Joes. This morning the prisoners came up from Saba, where they were put on shore.

1. *Pennsylvania Evening Post*, May 10, 1777. This was armed boat *Nicholson*.

21 Apr.

REPORT TO THE MASSACHUSETTS GENERAL COURT OF THE COMMITTEE
APPOINTED TO CONFER WITH CAPTAIN JOHN MANLEY¹

The Committee appointed the 17th instant to confer with Commodore Manley & others have attended that Service & Report That they apprehend, that if the General Court do comply with the Proposals contained in the annexed paper² and the Fleet Sail under such Directions of the Board of War as this Court may Order their time of Sailing may then be kept a Secret

& very essential Service to the United States be effected. – The Proposals annexed are from the Owners and Agents of several private Ships of War of this Town & the Court will Judge of their propriety. The Board of War were present at the Conference; & the Committee are of Opinion that if the Court agree to make up a Fleet, it will be best to join all the Strength obtainable within a given time, whether in this Port or any other port within this State – all which is Submitted

[Endorsed] In Council April 21. 1777
Read & sent down

Moses Gill P order
Jn^o Avery Dpy Secy

1. Mass. Arch., vol. 182, 356.
2. An interesting crossed out note at the bottom of the paper reads: "The Owners are willing the Vessels should go upon their first Terms, the Men are not, they expect that they are put on the Continental Establishment for the time being & will not proceed on any other terms," Mass. Arch., vol. 182, 353–55.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Boston] Monday April 21st 1777

In the House of Representatives Resolved, That any private Vessels of War, belonging to any of the Inhabitants of this State, may proceed on a Cruize under the Command of Commodore Manly; Provided that they are rendezvoused at Boston or within the Capes on or before the last day of this month and are their Compleatly ready to proceed to Sea; any Act or resolve of this Court to the Contrary notwithstanding.

Resolved that the Council be desired to give such advice to Commodore Manly & the Commanders of all other Vessels of War that may now go under his Comand, as are Consistent with their present Orders; that they proceed to Sea, wind and weather permitting, on such a certain day as the Council may advise to, and that they continue to Cruize for the Enemy for the Term of Twenty-five days next after their Sailing as Aforesaid.

Resolved, That in Case any Private Vessel of War shall in the Expedition, be damaged by the Enemy while in the Execution of the Commodore's orders, before the Expiration of said term of Twenty five days, such Damage shall be made good by this State to the Owners of such damaged Vessels, provided there shall not be Prizes enough taken by this Fleet, within said Term, for the defraying such damages; or so much of said damages shall be allotted as their proportion such prizes shall fall short of defraying.

Resolved, That no men belonging to either Connecticut, Rhode Island, or New Hampshire Governments, shall be permitted to go in either of the private Vessels of War, that are now Allowed, by these resolves, to proceed to Sea in said Fleet: nor shall any Men in the Service of the United States, or any of them be permitted to go in any of said private Vessels –

Resolved That Copies of these resolves be sent as soon as possible, to the Several New England States, and that the Secretary transmit the same –

In Council Read and Concurred
Consented to by fifteen of the Council

1. Mass. Arch., vol. 37, 218, 223.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Monday April 21st 1777

Whereas the Powder that has been delivered to Capt John Manley for the Use of the Ship *Hancock* by the Commissary General proves in some measure deficient – Ordered that the Commissary General be and hereby is directed to receive the whole, or part of such powder as Capt Manly may deliver him and that the said Commissary Convey and place the same at the Magazine at Waterbury.

1. Mass. Arch., vol. 20, 423, 424.

MASSACHUSETTS COUNCIL TO THE SECRET COMMITTEE OF THE
CONTINENTAL CONGRESS ¹

[Copy]

State of Massachusetts Bay

Gentlemen,

Council Chamber Boston April 21st 1777

We have just received a Letter from William Bingham Agent for the United States of America in the West Indies dated St Pierre Martinico March 23d 1777 Informing that he had shipped to our Address by the Sloop *Republick*, Allen Hallet Mr Twenty five Cases of Muskets, being part of a large supply of those Articles lately arrived there on account of the United States which will be forwarded to the Continent as opportunities of armed Vessels may offer. We have ordered these twenty five Cases of Muskets to be deliver'd to the Order of the Commander in Chief of the Continental Army in this Department.

In the Name and behalf of the Council I am &c

Jer: Powell Presidt

1. William Heath Papers, vol. 4, MassHS.

MINUTES OF THE SELECTMEN OF BOSTON ¹

Boston Ss: At a Meeting of the Selectmen April 21, 1777

Present Messrs [John] Scollay, [Thomas] Greenough, Williams, Gustavus Fellows, [John] Preston, [Harbottle] Dorr.

Capt Allen Hallet from Martinique attended & informs that he left that place the 28 March last in the Sloop *Republick*, with 19 Men. that in about 8. or 9 Days. one of his Men was taken with the Small Pox and djed, one is now sick and five liable to it & now complaining. – his Cargoe consists of 150 hhds Salt, 1200 Stand of Arms & 13 or 14 thousand pounds weight of Powder – whereupon the following Directions were given – Vizt

Capt Allen Hallet

Boston April 21, 1777

The Sloop *Republick* of which you are Master being arrived in the Harbour from the West Indies with the Small Pox on board. Our directions are that you proceed immediately to Rainsfords Island with your Vessel Marriners & Passengers in order to have your Vessel and everything liable to Infection well smoked and cleansed by Mr Hartley Keeper of the Hospital on said Island.

You are not to permit any Person to leave the Sloop or come on board her without our permission, everything on board that will give infection – Mr Hartley will receive from you into the Warehouse.

You may deliver the naked Arms & the Powder to the Person whom the Board of War may employ to receive them. Our further directions will be given Mr. Hartley –

By Order of the Selectmen
William Cooper Town Clerk

Mr Samuel Hartley

Boston April 21, 1777

The Sloop *Republick* Allen Hallet Master from Martinique having the Small Pox on board is ordered to your Island, you are therefore to take on shore into the Hospital House those that are sick of that Distemper, and those that are liable to the distemper, you are to put into the Well house, you are to take on shore (after smoking them on board) all Goods, Bedding & Clothing liable to Infection & sufficiently air and cleanse them, those Persons that are not liable to take the Small Pox after being sufficiently smoked & cleansed & having a fresh shift of Clothes you may permit to leave the Island – the Vessel you are to smoke and cleanse – and when the Vessel with the goods are sufficiently smoked & cleansed you are to report to us for our further Orders. You may deliver the naked Arms & the Powder to the Order of the Board of War.

By Order of the Selectmen
William Cooper Town Clerk

1. *A Report of the Record Commissioners of the City of Boston containing the Selectmen's Minutes from 1776 through 1786* (Boston, 1894), 34–35. Hereafter cited as *Boston Selectmen*.

WILLIAM WATSON AND EPHRAIM SPOONER TO
GOVERNOR JONATHAN TRUMBULL¹

Plymouth 21 April 1777

This pr Capt Auldon [Jonathan Alden]² is to inform your Honor, of the safe arrival in this port, of the Brigantine *Grogg*, from Ireland, Leden with Beef, Butter, Potatoes, Herrings, & sundry other Articles, Taken by Capt Smedley, of the Brigtn *Defence*, belonging to the State of Connetticutt –

The prize Master, has applyed to us as Continental Agents, for assistance, we have taken every necessary precaution, have put on board the Prize such persons as will infallibly prevent purloining & pilfering, and are getting her in to the wharf where we shall very particularly attend to her, 'till your Honor shall please to give orders conc[e]rning her.

As we have the Honor of acting as Continental Agents in this place, and also, of doing business for your Son the Commissry General this way, we shall be much obligd, if you'll permitt us to transact the business for this prize, – which shall be done with Integrity and with strict regard to the Intrest of your State as well as of all concerned in her –

The prize is very Leaky and some part of her Cargo is perishing. – If it be absolutely necessary, we shall, after applying to the Judge of Admiralty for Leave, Take out such articles as must otherways be lost, and make sale of them – Such as potatoes &c which we presume your Honor will not object to. –

With Tenders of our best services att all times, we beg leave to Subscribe our selves Your Honors [&c.]

William Watson & Eph^m Spooner

1. Jonathan Trumbull Papers, vol. 6, 83a–83c, ConnSL.

2. Alden, a midshipman on board *Defence*, was prize master of the *Grog*.

JOURNAL OF H.M.S. *Scarborough*, CAPTAIN HENRY MOWAT ¹

April 1777. Cape Codd So 85 Wt distce 44 Leagues
 Monday 21st At 3 AM made sail. – sounded 140 fathms green mud. –
 at 8 saw a sail bearing EbN ½ N 3 Leagues. – made sail
 & gave Chace. –
 First Light airs & Hazy, Middle & Latter Fresh Breezes
 & thick foggy Wr
 PM sounded 45 fms sand & mud – at ½ past 1 set steering
 sails. – sent the Cutters manned & arm'd after a Schooner. –
 At 5 the boats returned with the *Sally* from St Luice for
 Salem sent a Midshipman & 5 men on board to carry her
 to Halifax – hoisted the boats in & made sail. – parted Co
 with the Schooner. – stretched away to the NWbW after
 a French Schooner of which we had intelligence. –

1. PRO, Admiralty 51/867.

New-York Gazette, MONDAY, APRIL 21, 1777

New-York, April 21.

We are informed that his Majesty's Frigate *Perseus* has taken so many Prizes off the Carolinas, that for want of Hands she was obliged to carry them to the West-Indies.

The following Prizes have been lately carried into Rhode-Island: Sloop *Chance*, from Hispaniola, Molasses, Coffee and Rum; and a new Sloop from New-London to Hispaniola,¹ by the *Juno* Frigate; Schooner *Olive*, from Cape Francois to New-London, with Salt and Molasses, and a Sloop from South-Carolina,² by the *Unicorn*; A Sloop and Schooner by the *Amazon*; ³ and a Sloop from South-Carolina by the *Orpheus* ⁴

Prizes sent in here since our last by his Majesty's Ships, viz.

A Rebel Privateer Brig called the *Defence*, Capt. Pickering, of 14 Guns, from South-Carolina.

And Schooner *Dolphin*, William Raddon, Master, from Philadelphia, laden with Flour, Tar, Tobacco and Lumber, both by his Majesty's Ship *Roebuck*

A Rebel Privateer Sloop of 10 Guns, called the *Sachem*, Capt. [James] Robinson, from Philadelphia, by the *Perseus*.⁵

The Schooner *Mary*, Capt. Tennet, from Cape Francois, for Philadelphia, with Rum, Sugar and Molasses.

Schooner *Harmony*, Simmons, Master, from Surinham for Philadelphia, with Rum, Sugar and Molasses, both taken the 11th Instant by the *Pearl*

Schooner *Raven* from Philadelphia for Nantucket, by the *Thames*

A Schooner Name Unknown, by the *Camilla*.

The 12th Instant, Capt. Hammond [Andrew Snape Hamond], engaged a Ship of 24 Guns, off Cape Henlopen, from France for Philadelphia, loaded with Gunpowder, &c. and after a few Broad sides she blew up, and every Soul on board perished.⁶

Lieut. Douglass was put on board the *Sachem*, and on the 13th he pushed up the Delaware, and burnt a Ship outward bound, called the *Elphinstone*, loaded with Flour and Indigo.

1. *Hero*, James Latham, master, with horses and lumber, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.
2. *Ibid.*, *Happy Couple*, David Lawrence, master, with rice and indigo.
3. *Ibid.*, unnamed sloop, Samuel Beebe, master, from Stonington, Connecticut, with salt, sugar and rum; schooner *Oliver*, John Bulkley, master, from St. Thomas, with sugar and rum.
4. *Ibid.*, *Three Friends*, Benjamin Clisson, master, with rice, indigo and dry goods.
5. *Ibid.*, is noted of the Continental Navy sloop *Sachem*: "from the Congress, Sloop on a Cruise, armed for War."
6. *Morris*, Captain James Anderson.

ORDER OF THE CONTINENTAL NAVY BOARD OF THE
MIDDLE DEPARTMENT¹

Continental Navy Board, Philadelphia, April 21, 1777

All Surgeons and Warrant Officers in or near this city, belonging to the Navy of the United States, and not in actual service, are hereby directed to give personal attendance at the Continental Navy-Board, every Monday and Thursday, between the hours of ten and one in the forenoon, to receive the orders of the said Board.

John Nixon, Francis Hopkinson, John Wharton.

1. *Pennsylvania Gazette*, April 23, 1777.

PENNSYLVANIA NAVY BOARD TO CAPTAINS JOHN RICE AND ISAAC ROACH¹

Sir/ [Philadelphia] April 21st 1777.

In consequence of an Application from this Board, The Honorable the Marine Committee of Congress have Order'd down the Brigantine *Andrew Doria* Capt Isaiah Robinson whose Assistance we thought might be necessary in the Service you are directed to.

By the Rules Established by the Honorable the Continental Congress, the Officers of the United States Command all Officers of the like rank belonging to any particular State when employ'd together.

Of course Cap. Robinson will take the Command as soon as he joins you; You are therefore to follow his instructions on every occasion, (except they shou'd be contrary to those we have already given you) and as

the good of the Service requires perfect Unanimity in the Officers, we recommend it to you, to Cultivate a good Correspondance with each Other.

[Endorsed] A Copy of the Above were sent to each Captain.

1. Navy Board Minute Book, vol. 1, Pa. Arch. Rice commanded brigantine *Convention* and Roach schooner *Delaware* of the Pennsylvania Navy.

Pennsylvania Gazette, WEDNESDAY, MAY 28, 1777

Charles-Town, April 21.

The Brigantine *Chance*, Captain Peter Johnson, an armed vessel, belonging to this port, from Cape-Francois, with a number of volunteers on board for our first regiment of foot, sailed from the Cape the 1st of March, was taken the second by the *Hound* Sloop of War, and lost a few days after, on an island about ten leagues west of the cape; the vessel, cargo, and all the people, except four, lost. The prisoners had been removed to the Man of War immediately after the capture.

The Schooner *Cannon*, Archibald M'Neill, Master, of this State, bound to Cape-Francois, was on the 16th of March chased ashore at Monte Christi, by the *Boreas* frigate, who sent boats in, that threw out half the cargo, and got the vessel off; the people all escaped to the shore. The same frigate, two days before had chased a New England brig, Capt. Coffin, upon the rocks at the same place, where they burnt her – The British cruisers were so numerous and vigilant at Hispaniola, three weeks ago, that scarce any thing could escape them. Eight Masters of captured vessels, out of thirteen, had been put ashore in the space of one week.

The *Galatea* of 20 guns, and *Nautilus* of 16, lay in Castle-Harbour, Bermuda, the beginning of this month, in a condition not fit to put to sea. The *Galatea's* tender, a schooner of two 4 pounders, lay at the same place. They however made captures, by seizing the island boats, and going off in them as islanders, to the assistance of such unarmed vessels as happen to fall in with the land.

JOURNAL OF H.M.S. *Galatea*, CAPTAIN THOMAS JORDAN ¹

April 1777 Charles Town S22.7W 48 Ls
 Monday 21st ½ past Merdn Saw 2 Sail to the Wtwd Gave Chace 1
 Sail Stood to the Sowd Fired 3 Shot & brought too the
 Sloop *Francis* from St Eustatius bound to No Carolina
 Thos Baker Master ²

1. PRO, Admiralty 51/4197.

2. *Francis*, letter of marque, Thomas Baker, master, with salt, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

22 Apr.

Independent Chronicle, THURSDAY, JUNE 19, 1777

Halifax, April 22.

Last Friday arrived a Brig laden with dry Goods, &c. bound from

Bourdeaux, in France, for Newbury; was taken by His Majesty's Ship *Grayhound* and sent in here.¹

The rebel privateer brig, brought in here by the *Milford*, was mentioned in our last, is the same that engaged the *Glasgow* last Summer. She is called the *Cabbot*; fights 16 six pounders on one deck, and had 182 men on board, one Joseph Olney, commander. She sailed from Salem the 23d of March in company with the *Tyrannicide* and *Massachusetts*, two Rebel privateers of much the same force with the *Cabbot*; all three bound on a long cruize to the southward. They had been out but a few Hours when they fell in with the *Milford*, and *courageously* bore down, seemingly with a full intent to engage. – The *Cabbot* was to receive the first broad-side, while the other two were to attack, one on the quarter the other on the bow; but coming near enough to perceive the King's ship was already prepared to receive them, their courage began to fail; and one of the Captains named Fisk insisting (tho' within half Gun shot of the *Milford*) that she was a *line of battle ship* and not a Frigate; the others readily took the hint, and all three instantly hal'd their Wind, and crouded off with all the Sail they could pack. The *Milford* pursued them for two days, and at last run the *Cabbot* ashore near Cape Vison, where said Olney, and his motley crew (including what they call a Captain, two Lieutenants, and a numerous party of Marines) fled into the woods in the greatest hurry and confusion, carrying their small arms and ammunition with them, but could not *spare time* in their fright to set fire to their vessel, which they might very easily have done. Olney himself was the first man in the boat, having *jumped* into her whilst they were hoisting her out.

A party of 20 seamen and about as many marines were detached from the *Milford* as soon as possible in quest of them, but the Rebels having started first, proved too nimble of foot to be overtaken. Marching along shore to the northward of the Cape, they seiz'd upon a light schooner, plundered the adjacent houses for provisions, and set off for N. England, to blaze a broad their heroic exploit. –

Their Vessel, the *Cabbot* sails extremely fast, is exceedingly well fitted for War, and is thought will be taken into the King's Service.

1. *Timoleon*, Joseph Blaid, master, taken April 12, 1777, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777. The brig had an all French crew with an American pilot, N. S. Arch., vol. 495, Vice Admiralty Register, vol. 5, 1769–1777.

JOSHUA BRACKETT TO WILLIAM WHIPPLE¹

[Extract]

Dear Sir

Portsmouth April 22d 1777

I received yours P Capt [George] Wentworth, and was pleased to find you was well & in so good Spirits – I am glad to hear that the Accots from France are so Incouraging – the French seem to be in earnest, and will no doubt amply supply us with every kind of military Stores we may want the day before yesterday, we had another french Ship arrived here a good deal larger than the other –² she is commanded by one Colo [Thomas] Conway

has on board fifty two Peices Brass Cannon – Tents & C[1]oathing & small Arms enough for about eight thousand men, besides Powder Ball, Flints, Lead &c – there is eighteen or twenty french officers come in this vessel – they are a parcel of fine likely men, most of them near six feet high. – I understand they are going to our Army –

Capt Robt Parker, who sailed in the Ship *Portsmo[uth]* sent in Yesterday a Prize Brigg loaded with Beef, pork & Butter – she was bound from Cork to the British Army – he has captured two or three more, but they have not yet arrived he engaged two Ships for about an hour; but as one mounted 16 & the other 14 Guns & hevier Mettal than his, he was obliged to leave them – in the engagemt Robt Tate was killed & another wounded they say that Parker behaved manfully & would have taken the ships by boardg them had he not have weakened himself by sendg so many of his men home in the prizes he had taken –

1. Captain J. G. M. Stone Private Collection, Annapolis.

2. *L'Amphitrite*, one of the ships dispatched by Roderique Hortalez & Co. [Beaumarchais].

MASTER'S LOG OF H.M.S. *Diamond*¹

April 1777

Cape Ann SBW 5 Leagues

Tuesday 22

5 [A.M.] Saw a Sail to Leward gave Chase fired 2 Guns and Brought her to the *Grayhound* Sent her Boat on Board her² Saw Several Sail in shore gave Chase Modt & Cloudy wr
10 Tkd Ship fired a Shot at a Sloop hoisted the Boats out to Chase the Boats Returned the Sloop having Ran aShore

1. PRO, Admiralty 52/1699.

2. *Success* from Boston with potatoes and corn, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JONATHAN GLOVER TO SAMUEL PHILLIPS SAVAGE¹

Dear sir

Marblehead April 22 1777

please to Send Me By Capt Ingerson [David Ingersoll] who is to Bring the Stores for the State Vessels – Six dozen of Jibb Racks & two dozen of Large Hoops for the Masts, & Six Water pails as they are Not to be had here, Last Night arrived into this harbour a prize taken By Capt [John] Skimmer She is a Schr Load with fish.² If the Board Should Incline to purches Belive they May have it By applying to Capt [John] Bradford.

Should you purches, you May if you please Load one Schr More for Bilbao, out of the fish at Salem their Being Now upwards of 1000 Quint[als] of what I Call very good & Large fit for the Market. Should you agree with Capt Bradford for this Cargo it will Save the freight of the fish from Salem up & the Board Can have a Schr of about Seventy three or four Tons a prime Sailor, Either By apprisement to purches or to take it in on freight as

you Should Chuse. please to give me a Line By the first oppertunity I am with grate Esteem [&c.]

Jon^a Glover

1. Mass. Arch., vol. 152, 164, Board of War Letters, 1776-1777.

2. Schooner *Hawke*, Daniel Collins, master, from Canso, Nova Scotia, for Barbados, taken by schooner *Lee*, in Continental service, *Independent Chronicle*, Boston, May 8, 1777.

JOHN BRADFORD TO THE CONTINENTAL MARINE COMMITTEE ¹

Honorable sirs

Boston 22d April 1777

This is Accompany'd in the same inclosure with the Account Sales of sundry of the prizes (which came into my hands) attested by the Auctioner, ² I shall be very happy if it pleases, I am now settling with Mr [Jonathan] Glover the people's Agent, and have submitted my receipt Book to the Gentlemen Commissioned by the honourable Board ³ to let them see the monies I have paid the Captors from the first of my being in Office, it very evidently Appears to these Gentlemen, that the sailors complaints Originated from a different quarter, - I am, in conjunction with the Captains Tucker & Waters looking out for proper ships to make Cruisers in order to accommodate them, but we have not yet heard of any, I have wrote to Mr [John] Langdon on the subject, at Old York is a ship design'd to mount Eighteen six pound Cannon her lower deck is laid & squar'd off, a shipwright from this Town was sent by private Gentlemen to view her, he reports she has a very fine bottom and must sail fast, they cou'd not agree on the price, but if I was to purchase her, we shall only be posses'd of a hull, without any materials, 'its with difficulty we can come at a Coil of spunyarn, the Gentlemen who sent down to york are owners of the *Boston* privateer, which is lately return'd from a Cruise and rendered unfit to go again, they design'd her materials for a new hull, if we shou'd have hemp & Duck get in from france, that ship wou'd be an object worth attention,

The Ship *Mellish* shall have the necessary Alterations made with all expedition, I have wrote to Mr [Leonard] Jarvis that if it can be done there to Set about imediately if not to send her round, I have not yet receiv'd his answer, The ship *Alfred* belonging to Phila lately sent into Beverly by a Capt [Eleazer] Giles as a prize & like to be clear'd Capt Tucker has seen, he tells me she wou'd make a suitable ship for our purpose, is it not probable the Owners wou'd sell her, the privateers in the harbour have liberty to Sail therefore the ships which I had a prospect of buying rea[dy] fitted by private companys, are not to be come at.

The Brig *Cabbot* is a great loss to the publick, Capt Olney with all his Crew (excepting one man drown'd in Landing) are safe arrived here, the Capt has had a Court of Enquirey on his Conduct, the transactions of which he is going forward with to Phila, theirs a total loss excepting twenty six musketts which are not yet come to hand, the expence has been great in getting the people up from where the Brig was lost, I must not omit mentioning the need we have of an hospital, the expence of keeping sick people at private quarters is great, if a hospital shou'd be order'd I beg

leave to Mention the wort[h]y Doctor [Joseph] Gardner as a proper person to have the direction of it. –

We had an Arrival a few days since from Bourdeaux of a Ship belonging to private persons with a valuable cargo of Linnens Woolens &c ⁴ and Yesterday we Recd Certain Accounts of the Arrival of a ship at portsmo having fifty pieces Brass Ordnance with a large number Tents Small Arms &c ⁵ We have Also four victualing Ships sent into the Out ports by privateers Capt Skimmer in the Schooner *Lee* sent into Marblehead a Small schooner with Dry fish mackrell & some Oil from Canso for Barbados. the Wind being Contrary she is not yet got up.

I acquainted the honble Board some time back that I had taken fifty two tuns pigg Iron from the *Alfred* for the purpose of Casting Cannon for the *Raleigh* great part of it proved bad we have cast but Eleven twelve pounds Cannon and they are not yet all prov'd the State have furnished me with fifteen tuns and several Other small quantities we have a prospect of getting a set of Guns for that Ship Speedily this measure I have taken without any particular direction from the honble Board and shall be happy if its approvd off that part of the fifty two tuns taken out of the *Alfred* wch is unfit for the Cannon we are converting into Bar Iron for the use of the ship Building here. I fully intended to forward my Accounts by this post but could not possibly finish them am under a Necessity of deferring it till next post I have the hon to be Genn with all due Respects Yr &c

1. John Bradford Letter Book, vol. 1, LC.

2. Immediately below the salutation Bradford noted "Not Sent" with reference to enclosure.

3. Isaac Smith, Ebenezer Storer and William Philips, named by Congress to settle the much delayed accounts of the prize agents for Washington's fleet.

4. *Dutchess of Mortimer*, Captain Pierre de Campe.

5. *L'Amphitrite*.

PETITION OF JOSEPH MARQUAND TO THE MASSACHUSETTS COUNCIL ¹

State of the Massachuset

Boston April 22nd 1777

To the Honourable Council of the State
aforesaid now sitting at Boston

The petition of Joseph Marquand of Newbury Port, humbly sheweth, that your memorialist with Thomas Jones & John Stickney, all of said Newbury Port in the County essex Merchants, have at their own expence fitted out, arm'd and equipt the Schooner *Washington* Burthen about Fifty Tons wherof Joseph Stockman is Commander, Thomas Clough first Lieutenant & Joseph Wadley Master, as a private Vessell of War to Cruize against the Enemies of the united States of America, with six Carriage Guns (two & three pounder's) Twelve swivels Twenty small arms, three hundred weight Powder & Ball answerable, Twenty Barrells Beef & Pork thirty Cask Bread &c. with Thirty Men, therefore your memorialist pray your Honours would Commissionate the said Schooner *Washington* for the purpose aforesaid, & as in duty Bound will ever pray

Joseph Marquand

[Endorsed] In Council April 22d 1777 Read & Ordered that the Prayer

of the Petition be granted & that a Comission be issued out to Joseph Stockman as Comander of the within mentioned Schooner called the *Washington* – he complying with the Resolves of Congress –

1. Mass. Arch., vol. 166, 361.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 22d Apl 1777 –

Information being given that the *Milford* Frigate is in the Bay Capts Manly [John Manley] & McNeil [Hector McNeill] ² were directed to attend the Board & desir'd to proceed in Quest of her & the Board would supply them with every thing they yet wanted as far as was in their Power

Order'd That Colo [Edward] Crafts deliver Capt McNeil as many Cannister Shott as he may want taking his Receipt for them –

1. Mass. Arch., vol. 148, 275, 278-79.

2. Commanders, respectively, of the Continental Navy frigates *Hancock* and *Boston*.

MINUTES OF THE SELECTMEN OF BOSTON ¹

Boston Ss: At a Meeting of the Selectmen April 22d 1777.
Present Messrs [John] Scollay, [Samuel] Austin.

Mr Samuel Hartley Boston April 22d 1777

You have Reported to the Selectmen that you have taken on shore at Rainsfords Island from on board the Sloop *Republick* Allen Hallet Master which was ordered to your Island by us on account of the Small Pox, all the Goods, Clothing &c liable to Infection, & that you have sufficiently smoked & cleansed the Vessel so that she may come up to Town without danger to the Inhabitants you are ordered to permit her to leave the Island first taking on shore the Sick and those liable to Infection of whom you must take good care and Report to us.

John Scollay Sam. Austin
Selectmen of Boston

1. *Boston Selectmen*, 35, 36.

MASSACHUSETTS COUNCIL TO CAPTAIN SIR GEORGE COLLIER, R.N. ¹

Sir Boston April 22th 1777

By the Account settled With Mr Comissary Spry there appears to be a Ballance of thirteen Prisoners Due to you – And by Accounts settled between Sr Peter Parker & Capt Ayers [John Ayres] at Rhode Island there is a Ballance Due to us of fifty four – since which there has been sent to Rhode Island the Offic[e]rs & Crew belonging to the *Milfords* Tender in number about fifty, for which there has been no Return – And by a writing, now Deliverd Capt Glover, under the hand of Capt Jones & thirty three others, it will appear that they have been Discharged, & have Actually Sailed for Ireland in a Vessell they have been permitted to buy for that purpose on

Promise that they use their utmost Endeavours to Cause the Release of an Equall number of American prisoners now in Your hands – And we now send you by this Cartell Twenty prisoners besides a Negro Woman and Six Children which will Leave a Ballance Due to us of one hundred & forty five Prisoners – over & above these we some time since Permitted Capt John McDonnell to purchase a Vessell at Plymoth from whence he sailed with about sixty prisoners for Ireland, – All these things Considered, we may not Doubt but that you will Imediately Release Such of our Country men as are now in Your Custody, or at Least an equall number with those now sent together with those Discharged as aforesaid

This will be handed you by Capt Jno Glover who is Properly authorised to Negotiate the Exchange of prisoners at Halifax, with whom we have no Doubt, but you will order your Comissary to Negotiate this affair –

Since the foregoing have heard that Doctr Parker Clark a Physician belonging to Newbury port in this State is Confined at Hallifax a prisoner, we now send by this Cartell Doctr Madden of Equal Rank with the said Parker, who has been a prisoner here for some time past, and presume the said Parker Clark will be Exchanged for him & return'd in this Cartell

I. Mass. Arch., vol. 166, 358.

MASSACHUSETTS COUNCIL TO CAPTAIN JOHN GLOVER ¹

sir

Boston April 22 1777

You are hereby Directed to take Charge of the Sloop [blank] ² a Cartell fitted out by this State, & with the said sloop proceed Im[me]diately to Halifax, & there Deliver such prisoners as You C[ar]ry Down there, to Sr Geo Col[li]er or some Person appointed by him as Commissary, with whom You are Athorised to Negotiate the Exchange, And You are Directed if posable to procure the Releasment of as many American prisoners, as You Cary Down British and Also for those Discharged here, & permitted to Depart this State with Capt [John] Jones agreeable to their Written Request, now Deliverd You – and Also for the Crew of the *Milfords* Tender & others sent at the same time from the State of New hampshire to Rhode Island, in Number about fifty, and for about sixty others Discharged from Plymoth, & permitt[ed] to Go to Ireland under the Care of Capt Jno McDonnell

For these You are Directed to take in Exchange if possible Capts [William] Burk[e] [Simeon] Sampson, [Walter] Hatch & Parsons, with as many of their officrs & seamen as You Can Procure, or any others belonging to the United states & this State in particular, as may be offerd You. –

You will observe & follow as near as may be the Instructions Given You by the Councill of this State, And in all Respects Conduct Your self prudently, using the Greatest Economy & Dispatch

[Instructions]

Instructions for Capt Jno Glover, Appointed to Negotiate the Exchange of Prisoners at Halifax. –

- 1st You are to hoist a White Flag at the masthead of the Sloop [blank] & to Continue it abroad night [&] Day untill you Return to this Place –
- 2dly You are to be particularly Carefull that no Cannon, Musket, Pistoll or Fire Arm of any kind, be Recived onboard the ves[sel] whilst she is Considered as a Cartell, a Violation of this Order may posably Accation the Detention of the sloop, and furnish a pretence of Doing an Act of violence under the Assertion that the vessell is fitted for War –
- 3[d]ly All prisoners are to be Victualled at two thirds Allowance
- 4thly A Quiet peacable Demeanour towards the prisoners is Particularly Recomendend and to Avoid all Dessentions on board, you are Directed not to make the present unhappy Disputes the subject of your Conversation with them.
5. It will be Dificult on many Accounts to Lay Down the Exact mode you are to follow in the Exchange, That must be left to your Own Judgement, Observing this that the prisoners are to be Exchanged for a Like Number of Persons belonging to the New England States giving the preference, however to those of this State if to be had, if not to any other of the American States, who are prisoners under the Directions of Sr Geo Collyer.
- 6thly You are to make all the Dispatch, that the Nature of the Service will permitt in Returning to this port, with those subjects of the united States of America, whom you may Receive in Exchange, & have a Writen Certificate from the Commissary or other officer appointed to Conduct the Exchange of prisoners
- 7thly On Your Aryvall at Halifax you are forthwith to Apply to Sr Geo Colyer or other proper offic[e]r & Deliver the Letter, herewith Delivered you Directed to him and Exhibit a Cobby of Your Instructions, and Also a list of your Prisoners to the End they may be Exchanged as above.

1. Mass. Arch., vol. 166, 355, 357–357a.

2. *Two Pollys*.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

[New London] Tuesday 22d April [1777].

Cap Wm Coit, late of the ship *O. Cromwell*, apply'd &c., complaining of hard treatment, in being dismiss'd from said ship &c., and moves also to have a committee appointed to assist in examining the accounts of his officers &c. &c. And thereupon appointed Cap. Jno Deshon, Ebr Ledyard, Esq., and Cap. Jos. Hurlbut, a committee to examine and adjust the accounts of Wm. Coit, late captain, and officers of the ship *Oliver Cromwell* against said ship. The wages of the officers, seamen and marines, to be settled agreeable to contract with said officers &c. at their engaging in the service. And Mr. Nathl Shaw, as agent for this State, is directed to attend said

gentlemen on said examination, and appear and act for and in behalf of this State in the business aforesaid. *Copy given Cap. Coit.*

1. Hoadly, ed., *Connecticut State Records*, I, 212.

Pennsylvania Packet, TUESDAY, APRIL 29, 1777

State of New Jersey ss. To all whom it may concern.

Notice is hereby given, That a Court of Admiralty will be held at Haddonfield in the county of Gloucester, on Wednesday the 21st day of May next, at ten o'clock in the forenoon of the same day, (or as soon after as the said Court shall direct) then and there to try the truth of the facts alledged in the Bill of Thomas Seabrook, Esq; (who as well, &c.) against the brigantine called the *Raby* [*Roby*], &c. burthen about sixty tons, lately in the possession and under the command of Captain Elphinston.¹ To the end and intent, that the owner or owners of the said ship, her cargo, &c. or any person concerned therein, may appear and shew cause, if any they have, why the same should not be condemned ² according to the prayer of the said Bill. April 22, 1777.

By order of the Judge,
W. Livingston, Jun. Register.

1. For capture of *Roby*, see *Journal of H. M. S. Perseus*, November 12, 1776, Volume 7, 120.

2. Libels for trial at Haddonfield the same day were filed by John Monro against the schooner *Popeshead*, and by Richard Somers, against the brigantine *Defiance*, *Pennsylvania Packet*, April 29, 1777.

NAVY BOARD OF THE MIDDLE DEPARTMENT TO THE
PENNSYLVANIA NAVY BOARD ¹

Gentlemen, Navy Board [Philadelphia] April 22, 1777

We shall be much Obliged to you to lend us seventy, two pounds shott for the bearer, Capt [Thomas] Albertson, who is in every other respect now ready for Sea.² Be assured We shall take Care to replace them as soon as possible. We remain [&c.]

John Nixon John Wharton.

1. *Pennsylvania Archives*, 1st series, V, 319.

2. Albertson commanded the Continental Navy schooner *Mosquito*.

Maryland Journal, TUESDAY, APRIL 22, 1777

Baltimore, April 22.

A Brigantine from Ireland for the West-Indies, laden with Salt Provisions, &c. taken by a Letter of Marque belonging to a Northern State, was lately carried into Charlestown, South-Carolina.

The Brig *Active*, belonging to Newbury Port, and bound to Bilboa, is taken and carried into Plymouth in England, by the *Thetis* Man of War. An American Privateer of 10 Guns, Francis Brown, Commander, is also taken and carried into the same Port.

The London Papers as late as January 23, mention . . . That the French Court, notwithstanding the spirited Memorial of Lord Weymouth, demand-

ing the Restitution of an English Ship, (taken by the armed Vessel which carried Dr. Franklin to France) have permitted the Ship and Cargo to be publicly sold at Nantz – That an Express had arrived from Spain with an Account of the sailing of a second strong Squadron from Cadiz – That in Consequence of fresh Advices of the Designs of France and Spain, the greatest Warlike Preparations were making in England, and that the Press for Seamen had become hotter than ever on the River Thames, &c. – That four American Privateers, were in January last, lying in the Harbour of Bourdeaux – That Portsmouth Rope-house was supposed to be set on Fire designedly, and 1000 l. Reward is offered by Government for the Discovery of the Offenders – That the Inhabitants of Bristol have congratulated their King on the Success of his Arms against the Americans – That a Number of Ships, Houses, and Stores in that City had been wilfully set on Fire, and great Damage done – That three Troops of Guards had arrived there to guard the City against Incendiaries – That Mr. Ebenezer Platt, a Planter from Georgia, has been committed to Newgate, for High Treason, being accused of having made free with the King's Stores at Savannah, and of Supplying his Enemies with Ammunition – That Instructions are sent to Lord Stormont at the Court of Versailles to demand the Delivery of Dr. Franklin, in order to be sent to England, and in case of a Refusal, that his Lordship has Orders to return Home immediately.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR. ¹

April 1777 – Cape Henry NW $\frac{1}{2}$ N 6 or 7 Miles.
 Tuesday 22d At 7 AM saw a Ship coming in, hove Short, at 9 upon her discovering the *Phoenix* She Tack'd and stood to the South, Weigh'd Came to Sail and gave Chace at Noon the Chace SSEt In heaving up carried away an Arm of the Best Bower Anchor Unbent the Cable.
 First and Middle parts fresh gales and foggy, latter Modt and Foggy
 at 2 the Chace ² finding we came up, she Bore away $\frac{1}{2}$ past she run onshore all standing. Tack'd Ship and bore away for Cape Henry at 5 Anchored in Lynn Haven Bay in 6 $\frac{1}{2}$ fm with the Small Bower

1. PRO, Admiralty 51/694.

2. Ship *Esther*, from Dartmouth, with sugar and rum, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

23 Apr.

CAPTAIN JOHN MANLEY TO CAPTAIN JOHN PAUL JONES ¹

Sir – Boston April 23d 1777

You are desired to attend a Court Martial on board the Ship *Hancock* in Congress Road on George Torrey an Acting Masters Mate belonging to the Ship *Alfred* by the desire of Captain Hinman Commander of sd Ship

for striking the Master of sd Ship & making Use of much abusive Language to the sd Hinman. The Court to be held on the morrow afternoon 4 oClock
John Manley

1. Papers of John Paul Jones, 6568, 6569, LC.

CAPTAIN JOHN MANLEY TO MAJOR GENERAL WILLIAM HEATH¹

Sir –

Boston April 23d 1777 –

A Son to Colo Jedediah Prebble of Casco Bay has applyed to me for a birth in my Ship, he having followed the Sea for some Years past I would consent to give him a Birth if he could get clear from the Army, his Father has apply'd to me in behalf of his Son & desired that I would write you, praying that your Honor would discharge him as he can greatly better himself & is very desirous of going into the Sea Service, he belongs to Colo [John] Pattersons Regement, I should esteem it a great favour if your Honor would give him a discharge from the Army provided he pay back the Bounty he has received – I am your Honors [&c.]

John Manley

1. William Heath Papers, vol. 4, MassHS.

JAMES WARREN TO JOHN ADAMS¹

[Extract]

Boston, April 23d, 1777

We had last Sunday a prize brought into Plymouth. She was bound to Antigua with a load of beef and butter, and last evening I heard of the arrival of another at Cape Ann, with 2000 lbs. beef and pork.² I suppose she was bound to York. The amazing damage we should have done them, as well as the advantages derived to ourselves, make me execrate the policy of stopping our privateers. I always opposed it. We have now got a resolve passed to let them loose on conditions they will cruise with Manly under his command twenty-five days. Perhaps we shall make a fleet of ten or twelve sail of them soon and some of them 20 Gun Ships. We hope by this to sweep one of their fleets, and to do great execution. We have for encouragement engaged an indemnification for losses which prizes are not sufficient for. I can easily conceive we might have had a fine fleet of our own by this time. Our frigates in concert might have taken several of theirs, that have for the most part cruised single. Your ships are however in harbour here, but it is said have consented to sail together. Last evening the Board of War received an express from Cape Ann, that the *Milford* and a tender were yesterday nigh there and took a Schooner. They are endeavouring to get out Manly and McNeal to take her.

. . . This is to go by Capt. Ayres, who informed me yesterday of his design to set out this morning. I dont know his business but I suppose to apply for some appointment in the Navy. I have not much acquaintance with him. He seems to be an active smart man, has been long at sea, and

as he has commanded one of your Schooners with reputation, I could wish he might succeed. . . .

I have this moment an account of an arrival at Portsmouth of great consequence.³ The particulars of the cargo as they come to us are as below. There came in her a Coll. and a number of officers of the Train to the number of twenty-four.

58 Brass Cannon and Carriages.

Tents for 10,000 men.

Cloathing for 12,000 men.

Stands of Arms 5,700.

Powder about 10 Tons.

Great Numbers Blankets.

Lead and Ball, uncertain how much.

3 mo[nths] passage arrived last Sunday

1. *Warren-Adams Letters*, I, 316-18.

2. *Snow Swift*, taken by Captain Samuel Smedley in the Connecticut Navy brig *Defence*.

3. *L'Amphitrite*.

ORDER OF THE MASSACHUSETTS COUNCIL ¹

State of Masstts Bay

In Council [Boston] April 23. 1777.

Whereas an Act passed the 27th March AD 1777 for securing and making Provision for the support of Prisoners who may be taken by any American Armed Vessel and brought or sent into any port of this State, and it is Necessary that some suitable Person should have the Command of sd Guard Vessel with a sufficient Number of Men to take care she is, from Time to Time, properly Moor'd, and that her Stores with such Prisoners as may be put on board the said Vessel are kept secured. And Whereas the aforesaid Act has impowered the Council from time to time to appoint as there may be occasion, such suitable Person for a Commissary to take care of and provide such Victuals and other Necessaries for the Prisoners confined on board such prison Ship or other Vessel or on any Island, as the Council may Order and direct, and the Council as aforesaid are thereby further impowered to cause such Vessel or Vessels to be procured as may be proper to answer the purpose designed by this Act, and to draw on the Treasurer of this State for such sums from time to time as will be sufficient to have this Act carried into execution, and to make all other Necessary regulations for guarding such prisoners and for carrying this Act in all its parts effectually into Execution –

Therefore Ordered that the Brigantine *Rising Empire* belonging to this State be improved for this purpose and that Ezra Weston – be and hereby is appointed Master of the same for the purpose beforementioned and that three other persons be employed by him in assisting in taking care of said Guard Ship and that the Captain be allowed the sum of Six pounds P Month and the Men Two pounds Ten shillings P Month as Wages, The Captain to be allowed three Rations and the Men one ration each, the allowance for rations to be the same as is allowed the Continental Navy.

And that Robert Peirpont, be and hereby is appointed Commissary of Prisoners to take care of and provide Victuals and other Necessaries for them while confined on board such prison Ships –

Read & Accepted Jn^o Avery Dpy Secy

I. Mass. Arch., vol. 166, 363–64.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 23 Apl 1777

Voted That Capt [John] Bradford be supplyd with a sufficient Number of Cannon for the Ship *Raleigh* at portsmo at the Current price of Cannon –

Order'd That the Comee of Sequestration be desir'd to deliver Capt John Manly five yards of Gold Lace, he paying for the same –

Order'd The Comee of Sequestration deliver Capt H McNeil five yards & half Gold Lace – he paying for the same –

pm

I. Mass. Arch., vol. 148, 279, 280, 281.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

[New London] Wednesday 23d [April, 1777].

Mr. David Bushnell, with Col. Worthington, apply'd and exhibited a specimen of a new invention for annoying ships &c. &c., and on motion &c. voted him an order on officers, agents, commissarys, to afford him assistance of men, boats, powder, lead &c. as he shall call &c. &c. *Delivered him at large.*

I. Hoadly, ed., *Connecticut State Records*, I, 212–13.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS ¹

Number 28

Eagle Off New York

Sir –

April 23d 1777

By this Conveyance you will receive the Duplicates of my last Dispatches of the 20th and 22d of February, 31st of March and 8th of this Month sent in the *Despencer* Packet, which sailed the 11th Instant.

I have since been advised of the Return of the *Roebuck*, *Perseus*, *Camilla* and *Pearl* off the Delaware the 6th of this Month.

Captain Hamond arrived at Antigua the 27th of January; But was not able with the utmost Diligence and every possible Countenance and Assistance from Vice Admiral Young, to get the Ships ready again for the Sea before the 16th of March.

His Delay in that Respect, proceeded from the Sickness which prevailed amongst the different Ships Companies; The inadequate Number of Artificers belonging to the Yard; And the Inconveniences peculiar to English Harbour as a fitting Port, where neither Water nor Wood are to be procured.

I very unexpectedly find that Vice Admiral Young has been pleased to make several Removals of the Captains in those Ships, consequent of the Death of the late Captain Wilkinson; And to appoint (as of his Department) to the Vacancies occasioned by the Loss of that gallant Officer. A

similar Nomination has also been made in place of the deceased Purser of the *Falcon*.

I have not been favored by the Vice Admiral with any Signification of his Motives for those (as I conceive) unprecedented Infringements of the Powers and Rights by the Lords Commissioners of the Admiralty granted to Commanders in Chief respectively, for the special Encouragement of the Officers serving under them. But deeming the Appointments to be unwarrantable and invalid, I have given Orders for superseding them; And for the Officer commanding the *Falcon*, with the Acting Purser upon the Arrival of the Sloop (not refitted in time to accompany the *Roebuck*) to be provided with a passage back to the *Portland* the first suitable Opportunity.

Flattering myself that my Conduct has been perfectly regular in this Case, I presume to hope for their Lordships fullest Countenance of my Proceedings.

As One or more Vessels of a Construction to draw but little Water and be at the same time capable of carrying heavy Cannon, are wanted for the proposed Operations of the ensuing Campaign, it has been necessary to order the *Grand Dutchess of Russia* Transport to be taken for that purpose.

The Ship being one hundred and twenty feet Keel and thirty-six feet Beam, will be reduced and fitted for carrying Three six-pounders on each Side upon the Quarter Deck, and Seven twenty-four pounders in the same manner on the Main Deck; Which she promises to be capable of supporting with Facility. She will have two spare ports in Addition for moving so many more Guns over to either Side occasionally. It is proposed that she should be manned with One hundred and twenty Seamen and Thirty Marines, Officers included; And have two Sea-Officers in the Character of Lieutenants, which are requisite from the Nature of her intended Appointment.

The late Agent, Lieutenant [John] Henry, who has distinguished himself in a very particular Manner on various Occasions during the Progress of this unhappy War, is nominated to command this Ship, called the *Vigilant*. And if their Lordships shall think fit to order her to be received in the Class of Sloops on the Establishment of the Navy, I am by every Obligation of Duty bound to recommend Lieutenant Henry to their favorable Notice for being confirmed in that Appointment. Mr Thomas Goldsbury and Mr Charles Cotton officiate as Lieutenants.

The *Tartar* sailed the 15th Instant with the Officers and Recruits, who being prevented from effecting their passage up the St Laurence toward[s] the Close of the last Year, had been directed to th[is] Port. She is to take from Halifax the *Nottingham* Army Store-Ship, with such other Ships as winte[red] there and were also destined for Quebec. Captain Ommanney is charged with the Letter for Captain Pearson, and is to be himself governed by the Orders, the Copies of which are herewith enclosed. By the same Convoy, Fourteen Transports have been sent to receive a Supply o[f] Forage ordered to be prepared in the Bay of Fundy for the Service of this Army.

Sir Charles Douglas appearing to lay some Stress in his different Letters on the Observation that he had not received Instructions for his Conduct

in the Direction of the Naval Services he had in Charge, during his late Command in the *St Laurence*; I am obliged to submit, that the Services on that Occasion being eventual, no special Instructions could have been given with Propriety at this Distance: Unless in regard to any additional Aid he might need, if his Force was insufficient for the purpose of his Appointment; Or for the suitable Employment of the Ships exceeding the Number that was requisite, in case any of the Frigates then in the *St Laurence* could be spared for other Services. On this Principle, I humbly contend that his General Instructions of the 13th of June last, were competent to his Circumstances.

Captain [James] Hawker finding the *Mermaid's* Bowsprit to be sprung the 14th of January, whilst upon his Station off the Nantucket Shoals, appears to have been by that Accident and the State of the Weather subsequent thereto, compelled to bear up for Antigua. He arrived there the 19th of the following Month; And on the 16th of March sailed for this Port, under Orders from Vice Admiral Young to convoy the *Unity* Ordnance Transport and several others with Cloathing and other Necessaries for the Army; Being the missing part of the *Thames's* Convoy which had steered for Antigua, the *Euphrates* excepted. They all arrived here last Week.

The General determining upon an Attempt to destroy a very considerable Magazine said to be formed by the Rebels in the Province of Connecticut, several Regiments were embarked in twelve Transports the 21st Instant to be landed on the Coast of that Province, as Governor [William] Tryon, who commands the Detachment, should require.

I have committed the Conduct of the Naval Department to Captain [Henry] Duncan of the *Eagle*. He is embarked in the *Senegal*, and has the *Swan* al[so] under his Command: Those Sloops being deemed of sufficient Force, and most proper for the intended Operation.

A Diversion was thought fit to be made at the same time, up the North River. Twelve Transports in which a small Corps of Troops are embarked, attended by the *Ambuscade*, *Mermaid*, *Daphne*, *Rose* and *Dependance* Galley, have been appointed for that Service.

The two Detachments sailed to proceed according to their respective Destinations yesterday.

I am, with great Consideration, Sir [&c.]

Howe

[Endorsed] Recd 5 June Answd the 7 June

1. PRO, Admiralty 1/487.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Wednesday, April 23, 1777

Resolved, That the sum of six hundred and eighty dollars be paid to the captain, officers and privates, of the brigantine *Andrew Doria*, the same being in full of the bounty granted for ten carriage guns mounted, and sixty men, on board of the armed sloop *Racehorse*, at the time of her capture by

the said brigantine *Andrew Doria*, as certified by the register of the court of admiralty for the state of Pennsylvania.

1. Ford, ed.; *JCC*, VII, 292, 295.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN ELISHA HINMAN ¹

Sir

[Philadelphia] April 23d 1777

We expect by the time that these Orders will get to your hands, the Ship *Alfred* under your Command will be compleatly fitted and manned, You are therefore to proceed with said ship immediately to sea, and there Cruize in such Latitudes as will be most likely to fall in with, and intercept the enemies Transport Vessels coming to reinforce or supply their Army at New York, and you are to use your true endeavours to take burn, sink or destroy as many of the enemies Vessels of every kind, as it may be your good fortune to fall in with

The Prizes you may be lucky enough to take you will send into such Ports of the United states as you shall think will be the safest and most Convenient. It is our desire that you shall return to Boston or some safe port contiguous thereto by the 20th of June or first day of July next, You will therefore regulate your Cruize so as to be [in] port by that time when we will have fresh Orders for you Lodged with John Bradford Esqr at Boston to whom you are to apply or send for the same immediately after your Arrival – these Instructions will demand immediate execution therefore you will hold your ship in readiness and keep your Crew together for that purpose. It is expected from every Commander in our Navy that he use his officers and people well still preserving strict discipline and decorum – that Prisoners be treated with humanity and that great care be taken of the ships their materials and stores, all which we desire you will carefully observe and advise us of your proceedings by every opportunity. We expect your most dilligent exertions will be used to execute these orders with All possible dispatch and in the best manner for the service of your Country. Wishing you health and success we remain Sir [&c.]

1. Marine Committee Letter Book, 70–71, NA.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JOHN PECK RATHBUN ¹

In Marine Committee

Sir/

Philadelphia April 23. 1777 –

As we have appointed you to the Command of the Sloop *Providence* of War, now at Providence in the State of Rhode Island, we expect your good conduct in this Station will be equal to the trust reposed in you, and that by a dilligent attention to your duty, every thing possible will be done for the benefit of your Country, which will recommend you to the esteem and future favours of this Committee. –

We now think proper to give you the following instructions which you are to Obey. –

You are to loose no time in proceeding to join your Vessel at Rhode

Island, where you must exert yourself to have her fitted and Manned immediately – When ready for the Sea, you are to proceed on a Cruize in such Lattitudes as will be most likely to fall in with, and intercept the Enemies Transport vessels coming to reinforce or Supply their Army at New York; and you are to use your true endeavour to take, Burn, Sink, or destroy as many of the Enemies vessels of every kind as it may be your good fortune to fall in with. –

The Prizes you may be lucky enough to take you will send into Such Ports of the United States as you Shall think will be Safest and most convenient. –

You are to continue this Cruize for two Months when you are to put into the most convenient Safe Port and apply to the Continental Agent there, with whom it is probable we will lodge fresh instructions for you – but should that not be the case – you are to victual your Sloop for an other Cruize of the Same Space as the Present, and immediately proceed to Sea again taking these Instructions for your plan and conforming to them Strictly. When your provisions are expended return again into Some Safe port in these States – advise us of your arrival and we will give you fresh orders.

You will loose no Opportunity to give us an Account of your proceedings and we depend much on your Vigilance and care in executing these orders –

It is expected from every Commander in our Navy that he use his Officers and People well, Still preserving Strict discipline and decorum, that prisoners be treated with humanity, and that great care be taken of the Ships their materials and Stores, all which we desire you will carefully observe –

Wishing you health and Success we remain Sir [&c.]

John Hancock	W ^m Whipple
Rob ^t Morris	Oliver Wolcott
Richard Henry Lee	Tho ^s Burke
Nathan Brownson	William Ellery

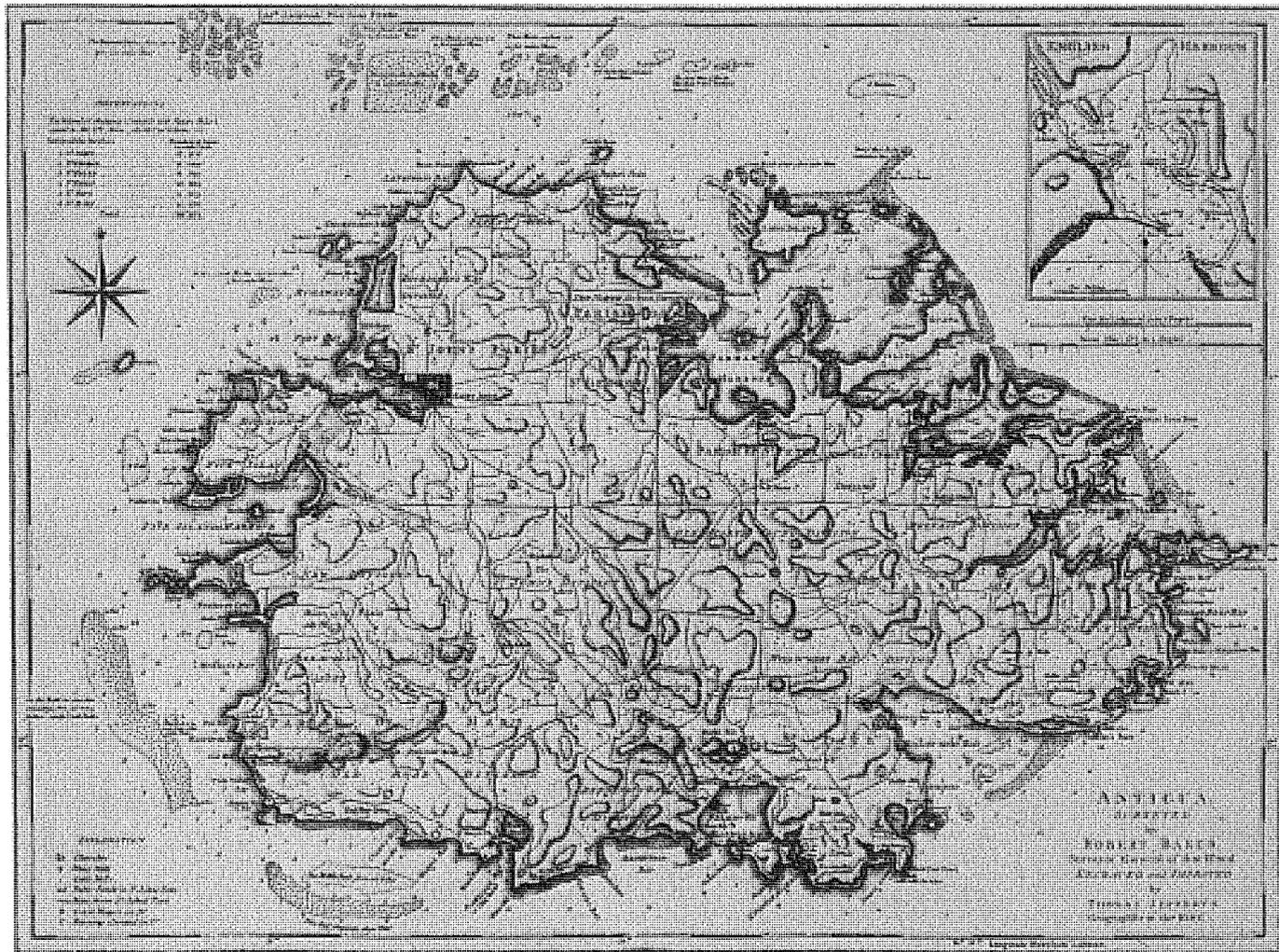
P:S: Inclosed you have signals whereby to Know American Vessls of War –

1. Miriam Lutcher Stark Library, UTL. A copy without signatures and the postscript is in the Marine Committee Letter Book, 71-72, NA.

Pennsylvania Journal, WEDNESDAY, APRIL 23, 1777

Philadelphia [April 23].

A paragraph in a letter from Statia, of the 30th ult. mentions: “There is nothing talked of in Antigua, but privateering, as they call it, but in my opinion, it ought to be called pirating. The Admiral considered it in that light, and has taken some of their prizes from them, and laid hold of the pirates themselves, the fate of them is now depending in Antigua. – The Admiral has been arrested, and vengeance denounced against him, at St. John’s, for spoiling the sport; for they had by that time sent out a number of little boats to pick up your defenceless, vessels, with provisions, which would have been valuable prizes to them. But this *touch* from the Admiral; and



the Court obliging the owners to give security, to refund the *whole*, in case the King of England disapproved of the proceedings, struck such a damp on the pirates, for want of the prize money in hand, that they are very sick of the lay.

“The Admiral, on, being arrested, gave security, and immediately dispatched a ship to London, since which all the ships that came from America to refit, have pressed all hands at Antigua and St. Kitts, out of the merchantmen, and kept all the pirates; so that the *Pearl* &c. return well manned to your coast; but the Londoners will go home with few hands. The people at the Grenades, Dominica, Montserrat, Nevis, St. Christophers, Anguilla, and Tortola, have followed the detestable example of the Antigonians; but I have heard little of their successes, the two last places excepted, and of late *they* have done much mischief. The Governor of Anguilla’s little passage boat, Bermudian built, lays ready, and a number of whites, mulattoes, and negroes, go on board, each with a musket; when they see any vessel off, that will answer their purpose, this vessel sails fast, and not more than two or three men are seen on deck at a time, until they are along side, and then board her. In this manner they took a sloop belonging to your port, and another from North Carolina three days ago, on one cruize.

“The Tortolians have many pirates out, and have been very successful; 19 prizes are sent in there, some of which are valuable; the two last are from South-Carolina, with guns and men, yet taken by a boat and ten men, any of which might have re-taken the prizes and pirates, after they were on board the boat. On the whole, whatever may be the consequence of this very extraordinary conduct of the *Islanders* in general, I may with great truth charge it all to the reprisals owners, viz. Messrs. Joseph and Samuel Brown, Addison and Willock, Montgomery and Campbell Brown, Scot, Dover and Bell, Bertus Entwistle & two other houses.”

A letter from St. Eustatius, of the 5th inst (April) mentions that “the privateer *Rattle Snake*, in company with Capt. Ord and others, have taken and sent into that place two ships from Cork, and six or seven sail from the same port into Martinico; also some ships from Africa with slaves.”¹

The enemy’s ships still continue in our bay [Delaware], where they have taken and burnt several vessels bound in. – The enemy make it a general practice to burn all the vessels, that they take, belonging to this Continent.

1. Pennsylvania privateer schooners *Rattlesnake*, David McCulloch, and *Security*, John Ord, Jr.

JOURNAL OF THE VIRGINIA NAVY BOARD¹

[Williamsburg] Wednesday, April 23d 1777.

Ordered that the Keeper of the Publick Store, deliver to Captain Wright Westcott, Eighteen Bolts of Duck, Number one, eleven Bolts of Ditto Number five, and eleven Bolts of light Ditto, such as Captain Westcott may chuse for the use of the *Dragon* Galley building on Chickahominy – Also three Dozen Sail Sewing Needles, one dozen bolt rope Ditto, one dozen palm Irons, and forty five pounds of twine.

Ordered, that Mr William Holt deliver to Mr John Herbert two thousand pounds of Bacon, one thousand pounds of bread, one thousand pounds of Flour, four barrels of Pork, and one hogshead of Whiskey, for the use of the Ship Yard on Chickahominy.

1. Navy Board Journal, 210, VSL.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR.¹

April 1777 – At Single Anchor Cape Henry SEBe 6 or 7 Miles
 Wednesday 23d: At 8 [A. M.] saw a Schooner, fired several Shot at her, hoisted our Boats out and gave Chace, at ½ pt Came on a thick fogg, lost sight of the Chace, made the Signal for the Boats to return; let go the Sheet Anchor and hove it up for a Best Bower, at ½ pt 11 sent our Boats in Chace of a Sloop –
 Modt and thick foggy Wr
 at 8 PM Fired a Gun a Signal for the Boats to return at 9 the[y] return'd having destroyed a Sloop from Dartmouth, in Ballast and taken 5 Prisoners from onbd her²

1. PRO, Admiralty 51/694.

2. Sloop *Betsy*, George Shockley, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOHN FITZPATRICK TO JOHN STEPHENSON¹

Dear Sir Manchac [Louisiana] 23 April 1777

Last Night between Nine & ten OClock a friend of mine on the otherside the water, sent me word, that the Spainards of N Orleans had seized on all the English Vessells, at or about that place, that all the English Merchants there had orders to quit the place in 15 days – as for the Vessells being taken and the English Gentlemen ordered out of town is true, what the reason is for so doing can't say without we have a War with Spain, if so I make no doubt you have better information yourself than what I can give you, therefore have thought proper to advise you of the present, when any thing further occurs and an opportunity offers shall acquaint you of the same & am &c

P:S: The acct of Vessells taken Morgan & Mathers Brig with 25 Negroes. Mr Waughs Brig & sloop with all his goods on board. Pickles Brig with his goods & several others names unknown to the amt of 13 –

1. John Fitzpatrick Letter Book, NYPL.

JOURNAL OF H.M.S. *Antelope*, CAPTAIN WILLIAM JUDD¹

April 1777 Moord in Port Royal Harbour
 Wednesday 23d AM came on Board Mr Ramsey and paid the Ships Company Prize Money, for the *Ranger* and *LeMira* Briggs²

1. PRO, Admiralty 51/39.

2. Brig *Ranger*, from Philadelphia, with flour and lumber, and brig *St. Mary*, from Cape St. Nicolas Mole, with gunpowder and wine, had been taken in 1776, Gayton's Prize List, February 26, 1778, PRO Admiralty 1/240. See Volume 6, 1285 and 1450 for captures of *Ranger*, October 15, 1776, and *St. Mary*, October 29, 1776.

24 Apr.

JOHN BRADFORD TO LEONARD JARVIS ¹

Sir

Boston 24th April 1774 [1777]

Your favour of the 21st is before me note what you say respecting altering the *Mellish*, if it can be done with you, can it be with expedition, are there a sufficient number of Carpenters or will they want more help, will it be best to do it by the Jobb, or by the day, will it not be best to have the Captain present when the Alteration is making Mr [Robert] Morris some time since desired me to buy him a Brig, I wrote him of the purchase of the *Active*, he accepts her, therefore, please to put her to his Account, & I will pay the purchase & Outfit having money lodged with me for that purpose –

I should be glad you will get her away with all possible dispatch, and follow the directions for Addressing her, Agreeable to the inclosed directions, only with the alteration of *Active* for *Lively*, please to call her by the name of the *Delaware*, the inclosed Letter to John Wereat Esqr you will forward, As no oppertunity offers of sending provission for the Voyage, its luckey you can provide for her at Bedford, Beware of Counterfit hampshire Bills, abundance of them are passing – I am with Respect [&c.]

[Enclosure of the directions in the form of a postscript]

P.S. You'l please to give the Master of the Brig *Lively* written instructions directing him to apply to John Wereat Esqr in Georgia who will load the Vessell with a Cargo of Rice for which he is to sign bills of Loading on Accot & Risque of the owners of the Brigg Consign'd to Messrs Samuel & J- H- Delap Merchants in Bourdeaux, Mr Wereat will supply him with what is wanting for the Vessells charges & expences in Georgia from whence he must sail soon as possible for Bourdeaux & there apply to Messrs Delap who will receive the Rice, & put on board a Sufficiency of salt to deep ballast the Brig, they will pay charges & he must then proceed from Bourdea[ux] with the Brig & Salt for this coast getting in to the first safe Port Southward of New York & give us Notice of his arrival, I expect he will be carefull of our Interest, frugall in expences & dilligent in dispatch both at sea & in port & he may depend on a reward equal to his merit – Yours &c R M

[Here follows a list of certificates by number]

1. John Bradford Letter Book, vol. 1, LC.

CAPTAIN JOHN MANLEY TO CAPTAIN HECTOR MCNEILL ¹

Sir –

Boston Apl 24th 1777 –

You are desired to attend a Court Martial on my first Lieut ² for his continual neglect of Duty & possative Disobedience of Orders, the Court to be held at Mr Marstons in Congress Street at 4 oClock this Afternoon –

John Manley

1. Charles Roberts Autograph Collection, HCL.

2. Joseph Dobel.

COTTON TUFTS TO JOHN ADAMS¹

[Extract]

[Boston] April 24. 1777

We hear that a Number of capital Ships are to be built by order of Congress. With respect to the Expediency of it, May not the following Queries have some Weight. – Suppose a Vessell of 60 Guns to be built in so short a Time as the present Exigencies of our affairs require to render it of Use in the present Contest, what Number of Men are to be employd in building and what will be the expence of the same? Suppose it to be built, what Number of Men are required to man her and where are they to be procurd. – Three Frigates built 12 Months past are not yet equipt for sea. What would be the Condition of a 60 Gun Ship. How long must she lay and how is she to be manned.

It has been our Misfortune to be plungd into more Business than we could possibly conduct with any Degree of Clearness and to enter upon *new* Business before we had finishd *old*. Necessity has often compelled us to this. Wisdom points out what is profitable and necessary to be done, but Means are not always at hand. In this Case We must pass on to what is practicable and content ourselves with a Lesser Good where we cant obtain a greater.

1. Butterfield, ed., *Adams Family Correspondence*, II, 220–22.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT¹

[Boston] Thursday April 24th 1777

In the House of Representatives, Whereas on the Evening of the 22d Instant advice was received by this Court, that a Ship Supposed to be the *Milford* Man of War, was in Ipswich Bay & had taken several Vessels, and Whereas this Court by their Committee have made Commodore Manly and Capt McNeil the Commanders of the Continental Frigates in this Port whose Ships are ready for Sailing, any further Supplies of Military Stores or Provisions that they might Judge necessary; and further advice being receiv'd that said British Ship still continues in our Bay, chasing and taking Vessels to the great loss of this and the United States Therefore

Resolved that it is the sense of this Court that said Captains ought immediately to put to Sea in pursuit of said Vessel or any other that may be infesting this Coast, with such private Armed Vessels as are ready to Join them, that the Enemies Ship may not any longer be permitted to pursue and take Vessels in our very Harbours to the great damage and disgrace of this & the United States and that Commodore Manly & Capt McNeil be furnished with Copies of this resolve.

Also that Commodore Manly be directed to notify the Captains of such Armed Vessels as can immediately put to Sea, that they may Join him accordingly –

In Council Read and Concurred

Consented to by fifteen of the Council.

1. Mass. Arch., vol. 37, 233–34.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Thursday April 24th 1777

Whereas an Act passed the 27th March A D 1777 for securing & making provision for the support of Prisoners who may be taken by any American Armed Vessel & brought or sent into any Port of this State, & it is necessary that some suitable person should have the Command of said Guard Vessel with a sufficient number of Men to take care she is from Time to Time, properly moor'd, & that her Stores with such prisoners as may be put onboard the said Vessel are kept secured. And Whereas the aforesaid Act has impowered the Council from time to time to appoint as there may be occasion such suitable person for a Commissary to take care of and provide such Victuals & other necessaries for the prisoners confined onboard such prison Ship or other Vessel or any Island as the Council may Order and direct; and the Council as aforesaid are hereby further impowered to cause such Vessel or Vessels to be procured as may be proper to answer the purpose designed by this Act, and to draw on the Treasurer of this State for such sums from time to time as will be sufficient to have this Act carried into execution, & to make all other necessary regulations for guarding such prisoners and for carrying this Act in all its parts effectually into Execution –

Therefore Ordered that the Brigantine *Rising Empire* belonging to this State be improved for this purpose and that Ezra Weston be and hereby is appointed Master of the same for the purpose beforementioned and that three other Persons be employed by him in assisting in taking care of said Guard Ship and that the Captain be allowed the Sum of Six pounds p Month & the Men two pounds ten shillings p Month as Wages – The Captain to be allowed three Rations and the Men one ration each, the allowance for rations to be the same as is allowed the Continental Navy – And that Robert Pierpont Esqr be and hereby is appointed Commissary of Prisoners to take care of and provide Victuals & other necessaries for them while confined on board such prison Ship –

Petition of Samuel Page for himself & Company setting forth that he has ready for a Cruize against the Enemies of America a Sloop called the *Trenton* Comanded by John Leach praying that he may be commissioned for that purpose – Ordered that the Prayer thereof be granted & that a Commission be issued out to the said Commander he complying with the Resolves of Congress – Bond being given a Commission & Instructions were delivered accordingly

Petition of Daniel Martin & Thomas Adams setting forth that they have now ready for a Cruize against the Enemies of America the Schooner *Buckram*———Marany Master & praying that he may be commissioned for that purpose – Ordered that the prayer thereof be granted and that a Commission be issued out to the said Commander – he complying with the Resolves of Congress – Bonds being given a Commission & Instructions were delivered accordingly.

1200 Stands of Arms, 13,000 weight of Powder, A Quantity of Linnen, and several Hundred Bushels of Salt.

Deserted from the Continental Frigate *Hancock*, John Manley, Esq; Commander, the following Persons, viz. Josiah Vesey, Michael Flanagan, Lewis Mair Deblois, Patrick M'Callum, Richard Penn, George Newmarth Standley, Job Card, John Lark, Ephraim Sargent, John Hunter, John Shaley, Francis Firsley, and William Diggs. Whoever will take up and secure either of the above Deserters, or convey them on board said Frigate, shall receive One Dollar Reward for each, and all necessary Charges paid.

1. *L'Amphitrite* arrived at Portsmouth.
2. Parker commanded the New Hampshire privateer ship *Portsmouth*, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, XII, NA.
3. *Dutchess of Mortimer*, Captain Pierre de Campe.
4. *Republic*. Minutes of the Massachusetts Board of War, Mass. Arch., vol. 148, 271-72.

OFFICERS OF THE CONTINENTAL NAVY FRIGATE *Boston* TO
CAPTAIN HECTOR MCNEILL ¹

[Copy]

On Board the Continental Ship of War
the *Boston*, Nantasket Road, April 24th 1777

Sir
Understanding by one or two of our Brother Officers, that there is a dispute arisen between Yourself & the Honble Thomas Cushing Esqr, Namely whether ourselves & Men on board this Ship Shall be paid in full the wages for our past Services and one Months advance Wages according to a Resolve of the Honble Continental Congress. – We therefore beg leave to lay before you the Manner of our past living on Board this Ship under Your Command, also what we expect to receive before we Sail. – With pleasure Sir, we appeal to Yourself – whether each one of us has not cheerfully obeyed your Orders and done our Duty in our Several Stations when Commanded, and with patience waited for the Ships Sailing on a Cruize against our Enemies, hope has ever been our Support, Still determind to Serve our Country, Altho' meeting with every thing that has been discouraging willing however to undergoe any thing rather than give you uneasiness on our Accounts we have not Complain'd, but find patience must fail when no prospect is left to Support it, therefore beg leave to acquaint you, that some of us has taken the Liberty to make application to the Honble Mr Cushing Acquainting him that our Support has been inadiquate to our Services, we complained that we had no Small Stores on board this Ship, and sometimes not even fresh Provisions, when within half a Cables length of the Wharf, his Answer was that Congress allowed nothing more, neither Chocolate Coffee or Sugar, the Stinking New England Rum which has been furnished the Ship, is little better than Grogg, the Mollasses so Sour that even the Swine refuse it, Salt proviseons for near A month together while laying in a plentiful Country, is what we did not expect to be reduced to. –

Now, Sir, looking on You as our friend and Commander firmly bent to risque our Lives with yours at all Hazards, we must beg you to hear and redress our Grievances, In the first place, Sir, we expect to be paid in full

our Wages and accounts before we Sail, and one Months advance Wages according to a resolve of Congress, so as to Enable us to leave wherewith to Support our Family's in our Absence. – and pay a few Debts Contracted Since belonging to the Service. –

In the Second place, we Shall be glad to know whether we are allowed Rations According to our Ranks, if we are, we Shall lay in our Small Stores, if we are not, and upon Equal footing with the Land Officers, of Equal Rank, we expect to be found while belonging to this Ship, West India Rum, Sugar, Coffee Chocolate-&c or forced to Quit the Sea Service.

Now Sir, we Earnestly beg you to Settle this Matter, you being Sensible some of us has been to Boston, Several days for that purpose, Being resolved not to Sail unless better paid & Supported, at same time we cheerfully wait Your Answer and Commands and are Sir, with respect [&c.]

John Brown	Laurence Furlong
Simon Gross	Robert McNeill
Hez ^b Welch	John Harris
Richard Palms	

1. BPL.

RESOLUTION OF THE RHODE ISLAND COUNCIL OF WAR ¹

State of Rhode-Island &c –

In Council of War

[Providence] April 24. 1777.

Resolved, That Daniel Tillinghast Esq. the Continental Agent for this State, be, and he is hereby impowered to receive on Loan to him out of the General Treasury, the Sum of One Thousand Pounds Lawful Money to enable him to fit and send away to Sea the Continental Ship *Warren*, John Hopkins Esq. Commander –
£1000 –

A true Copy – Witness.

Silas Downer Clk

[Endorsed] Recd the Contents in full the 25th Dey of April 1777

Dan^l Tillinghast

1. Maritime Papers, Revolutionary War, 1776–1781, R. I. Arch.

Pennsylvania Evening Post, THURSDAY, APRIL 24, 1777

Deserted the 15th instant, from the armed boat *Porcupine*, Robert Tatnal commander, the two following men, viz. James Mills, about twenty-five years of age, five feet eight inches high, round face, and fresh colour. He had on, when he went away, a grey surtout coat, leather breeches, and round hat, &c.

Anthony Moore, about five feet three inches high, a well set young fellow. He had on, when he went away, a ranger's frock, leather jacket and breeches, and an old round hat. Whoever secures said deserters in any of the jails of this state, shall have Twelve Dollars reward, and reasonable charges.

Robert Tatnal.

Deserted the 31st of March last, from the armed boat *Brimstone*, William Watkin commander, the two following men, viz. Edward Lewis, about twenty-four years of age, a nailer by trade, and served his time to Mr. Armitage, about five feet ten inches high, fresh colour, and well set. He had on, when he went away, a brown coatee.

Christopher Taaff (deserted the 21st instant) a blacksmith by trade, and worked with Daniel Offly, anchor-smith in Water-street, about twenty-seven years of age. He had on, when he went away, an old round hat, blue jacket and trousers. Whoever secures said deserters in any of the jails of this state, shall have Twelve Dollars reward, and reasonable charges.

William Watkin.

GOVERNOR THOMAS JOHNSON TO CAPTAIN JAMES NICHOLSON ¹

Sir,

In Council, Annapolis. April 24th 1777.

We have received repeated Accounts of your having impressed, and detained a number of Seafaring Men, and others, who either resided in, or were occasionally at Baltimore Town, and that besides the wrong to the Individuals, it's consequences have been injurious to the Town, in deterring People from going to Market there, for fear of being treated in the same manner. –

We do not know that you can have any Authority, under which to justify such violence, or to interfere in any manner with any Person, who has not voluntarily enlisted in the Continental Marine Service. – If you have any Person, under Colour of his being impressed, we require you instantly to discharge him, and to forbear from a further Exercise of Such an unwarrantable Power. It is the Office of Government to protect every Subject in his Liberty and his property, nor shall we who are honoured by our Country with the highest Department, be idle Spectators of the Oppression of any man in it. We are Sir [&c.]

Th^o Johnson ²

To Captain James Nicholson
of the *Virginia*

Copy. R. Ridgely Cl Cor

[Endorsed] Copy of letter from Govr Johnson to Capt Jas Nicholson April 24, 1777 Rec'd [in Congress] 28 April 1777.

1. Papers CC (Maryland and Delaware State Papers, 1775–89), 70, 195–96, NA.

2. See Nicholson's response, April 25.

JOURNAL OF THE MARYLAND COUNCIL ¹

[Annapolis] April 24th 1777.

Benjamin King appointed Captain of the armed Boat called the *Plater*, and the Governor & Council agree to allow him eleven Pounds p Month for his Services, as Captain thereof. –

1. Proceedings of the Governor's Council (20 March 1777 – 31 March 1779), 27, Md. Arch.

GOVERNOR THOMAS JOHNSON TO GOVERNOR PATRICK HENRY ¹

[Extract]

Sir

Annapolis 24th Apl 1777 –

Immediately on my Receipt of your Letter of the 12th of March; I laid it before the General Assembly . . .

I join in Sentiments with you, as to the Utility of stationing Gallies on the Eastern Shore; some of ours are designed for that Service, but our utmost Efforts have not yet been effectual to get any one completely fitted. – We have three in the Water, partly manned, and three others ready, or very nearly ready to launch, but have not been able, as yet, to get a Sufficiency of Cordage or Hands for the first three. – The fitting out of the Gallies, is an Object of the first Attention with us, will be prosecuted as such, and as soon as any of them are fit, they will be ordered below, where we shall be glad to hear some of yours are ready to act in Concert with them. . . .

1. Council Letter Book (1777 – 1779), Md. Arch.

“A LIST OF THE NAVY OF THE COMMONWEALTH OF VIRGINIA
FIT FOR DUTY” ¹

[Williamsburg] April 24. 1777 –

Brig <i>Raleigh</i> 10 four pounders	60 Men (under Cruising Orders)	
Brig <i>Northampton</i> 10 three & four four pounders		50 Men
Galley <i>Henry</i> , two eighteen & Six six pounders		60 Men
Do <i>Hero</i> , two twelve pounders		50 Do
Do <i>Revenge</i> two eighteen	Do	50 Do
Do <i>Manley</i> two twelve	Do	40 Do
Do <i>Protector</i> one eighteen	Do	45 Do
Do <i>Safeguard</i> one	Do Do	45 Do
Do <i>Page</i> one twelve	Do	35 Do
Do <i>Lewis</i> one	Do Do	35 Do
Sloop <i>Scorpion</i> – eight three	Do	20 Do

Signed – Tho^s Whiting 1st Comr

1. Miscellaneous Manuscripts Collection – Virginia Navy, LC.

VIRGINIA NAVY BOARD TO CAPTAIN WRIGHT WESTCOTT ¹

Sir

The Cordage, Sail Cloth &c on board the Sloop *Scorpion* you must proceed with immediately to Fredericksburg and deliver to Capt Eleazer Callender for the use of the *Dragon*. in your way you must call at Hampton and deliver Capt [George] Muter what Cordage you have on board for the *Hero* Galley. after you have discharg'd the above Articles apply to Mr James Hunter Sr. in or near Fredericksburg for such Articles as he may have ready for the use of the Navy, which you are to bring to Queens Creek



Thomas Johnson



Patrick Henry

on York River making what dispatch you can. If any Enemy in the Bay be very careful in avoiding them.

(Signd) Thomas Whiting 1st Commr

[Williamsburg] April 24th 1777 -

I. Navy Board Letter Book, VSL.

South-Carolina and American General Gazette, THURSDAY, APRIL 24, 1777

Charlestown, April 24.

A Master of a Vessel, that had the Misfortune of being taken by the *Galatea*, Capt. [Thomas] Jordan, arriv'd here a few Days since. In common with many others in similar Circumstances, he experienced very harsh Treatment from Jordan, who descended so far from the Character of a Gentleman, as to make Use of illiberal Epithets to Persons who could not resent it. How he can reconcile this Conduct to the Rules of Propriety and Honour we know not; it is not only directly the Reverse of the Usage of the Crews of the British Vessels, taken by our Cruisers, have received, but contrary to what, we are well informed has been the invaried Practice of Captains Hammond, Elphinstone, Furneaux, and other Commanders in the British Navy.

25 Apr.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Friday April 25th 1777

To the Sheriff of the County of Suffolk Greeting

Whereas Capt Dechamps of the Ship *Duchess of Mortimar* from France has requested this Board that one John Selham one of the hands belonging to said Ship may be by order of this Board confined in common Goal in said County Therefore You are hereby Ordered and directed to apprehend one John Selham a Sailor onboard the Ship lately arrived from France and commit him to the Goal in this Town, and keep him 'till further Order of Council whereof fail not and this shall be your sufficient Warrant

1. Mass. Arch., vol. 20, 438, 439.

SAMUEL ELIOT TO GOVERNOR JONATHAN TRUMBULL ¹

Honor'd Sir

Boston 25 April 1777

It is with the greatest pleasure I am able to inform your Honor, of the arrival of the *Snow Swift* in Boston Harbor she is the last Capture of four made by the *Defence* - On Monday last an Account was handed me of the arrival of a Prize taken by Capt'n Smedley in at Plymouth - I sett out for that place and intended to order her into Boston, as there is not the least Danger of the Enemy, but to my very great Sorrow I found her run on Shore so high up as it would be impossible to gett her off without unloading, as it was my Duty I engag'd a Vessell to lay along side and take as much of her

Cargo out as will lighten and gett her off the Barr – the Sloop is to proceed to Boston the remainder is to be kept on board untill further orders – Mess Watson & Spooner inform'd they had sent the Capt'n to acquaint your Honor of her Arrival – I hope they have wrote nothing respecting the Agency, if they have I must request the favor of not being superceded – I libeld her and her tryall together with that of the Bark is to be on 21 May

The Invoices of the Snow & Brig I have enclos'd for your perusal, I must request them by the return of the Barer, I have taken all needfull precautions, and Shall not in any manner engage any part of their Cargoes, except 10 or 12 bbs Beef to the Committee for suplying the Poor, whose distress is very great – The board of Warr, and the Agents to the Commisary General, have apply'd to me to engage the whole or any part of the Cargoes that are in – but I have absolutely refus'd selling to, or making any agreement with them whatever, untill I have particular instructions from your Honor, respecting the part which the Governor & his Councill of Safety would have lain by for further orders. – I have answer'd them to every application in this manner – If any part of them are to be disposed off, I will give timely notice, and if they will give the highest price the Articles bear – the Agent to the C. Gen shall if agreeable to Govr Trumbull, have part – I beg leave to mention a few perticulars – The 110 bbs Cargo Beef & 9 bbs Pork, I suppose must be charg'd at the Regulated price as likewise the butter 291 firkins, which are part of the Cargo of the *Grog* – the other articles as they are not regulated will bear a much better price, the Snows Cargo being much the Same as the Brigs I shall proceed in the same manner with. – All Articles order'd to be lain by, shall be attended to with Pleasure &c – Capt Smedley wrote me from Dartmouth, “he had requested leave to come into Boston and refitt” – I am just sending an Express to inform him of two Frigates being in our Bay – I must be at a Considerable expence respecting the *Grogs* Cargo, but I intend it shall be laid on the price of the Articles – which will be allow'd I remain [&c.]

Sam Eliot

Schedule of the Cargo of the Snow *Swift* –

30 bbs Beef –	60 firkins butter –	2 bbs Pork –
10 bbs Beef –	3 firkins butter –	2 boxes Soap
6 hlf bbs Beef –	12 firkins –	5 boxes Candles
35 bbs Herrings	300 Teirces Beef	150 bbs Beef
260 firkins butter –	100 bbs Beef –	40 barrels Pork
5 Cags Tongues –		

All which appear by the Cockets & Clearance

Almost all the Beef & Pork is the very best Mess Meat for Planters – There were no regular Invoices on board

Schedule of the Brig *Grog* –

110. bbs Common Beef	15 hlf barrels Tongues –
3 bbs Common Pork –	291 firkins butter
330 bbs & 12 half bbs best Mess Beef	12 Teirces Mess Beef
21 bbs – 20 hlf bbs best do Pork	1 do Pork

102 bbs Herrings	3 bbs Hearts
4 Cags Salmon	1 Crock Marrow
43 hampers Potatoes	6 bbs Grotts
15 Cags Tripe	1 box Lingfish

1. Conn. Arch., 1st Series, IX, 102a-102c, ConnSL.

GOVERNOR JONATHAN TRUMBULL TO NATHANIEL SHAW, JR.¹

Sir,

Lebanon April 25th 1777

On your arrival at Bedford you will carefully inspect the Circumstances of the Prize Bark sent in there by Capt. Smedley.²

You have liberty to take out of the Bark such provisions as you may need for fitting your Sloop there for a cruise having the same duly apprizd and Sending an Invoice of the same to me.

You will advise with Capt. Smedley concerning the fitting out our Briga *Defence* under his command, and concert measures with him for refitting or repairing her rigging and Sails and other necessary repairs to refit her in the best manner, without any material alterations, that she may get to sea as soon as possible, and give every aid and assistance in your power to furnish the necessary material for such repairs. You will likewise advise him to compleat his crew as expeditiously as may be, and assist him therein as you have opportunity. Some proper articles for repairing the Briga and necessary provisions for the cruise may be taken out of the prize.

Capt. [Robert] Niles, or some other master will go to Bedford with the armed schooner belonging to this State,³ by him you will send such articles of the prizes cargo as may be best sent in her. Other articles Such as Bail Goods, Oznabrigs, Haberdashery, wrought Iron, Oatmeal, Kendall Cottons & Woolen Caps you will send forward by land.

I have the pleasure to inform you that the Briga *Grogg*, another of Capt. Smedley's prizes is safely arrived at Plymouth. I am, Sir, with Esteem & Regard [&c.]

Jonth Trumbull.

P.S. If the Schooner is not able to bring all the articles proper to be sent by water, which you judge is best to be saved for the use of this State, send them by some other vessel, or the *Spy* may go a second trip.

1. Shaw Papers, Force Transcripts, LC.

2. *Lydia*.

3. *Spy*.

Connecticut Gazette, FRIDAY, APRIL 25, 1777

New-London, April 25.

The armed Brig *Defence*, Capt. Smedley, owned by this State, and the Sloop *American Revenue*, Capt. Champlin, belonging to this Town, are arrived at a safe Port from a Cruize, in which they have taken Four valuable Prizes each.

Since our last Capt. [William] Wattles, in a small Sloop Letter of Marque, belonging to Norwich, arrived here from the West-Indies, but last

from Bedford. In his outward-bound Passage he took a Brig from Europe bound to the West-Indies, with a valuable Cargo which is sold in South-Carolina.

Sunday a Sloop, Capt. Roland, arrived here from St. Croix, with 1300 Bushels of Salt.

We hear that the Captains Stilman, Lewis and Ley, outward-bound from this Port, but last from Stonington, with one other Vessel, were all taken by a British Frigate last Monday, near Block-Island.

Last Tuesday Capt. William Rogers in the Privateer Sloop *Montgomery*, owned by the State of New-York, arrived here from a Cruize, in which she took the Schooner *Hannah*, bound from Halifax to New-York, with dry Goods, the Brig *Minerva*, Capt. Winning, from Anguilla, with 3500 Bushels of Salt; both which he sent into Baltimore. He also retook a Sloop¹ which had been taken by the *Emerald* Frigate, on her Passage from Virginia to France, and ordered her for this Port; but she unfortunately fell in with the *Lark* Frigate on Tuesday Night last, just without Fisher's Island, who took her. The People by means of their Boat landed in that Island.

The next Day a Whale-Boat which was sent to bring them off fell in with a small Two-Mast Boat from Fisher's Island, bound to Long-Island, having Levi Allen (Brother to Col. Ethan Allen) on Board, and two Horses. The Boat was brought into the Harbour, and Allen examined before Authority, who found about £40 in counterfeit Massachusetts Bills upon him. But as he is to have a farther Examination, we chuse to defer the publishing any further Account of the Matter till our next. He is put under Guard.

1. *Friendship*, retaken April 22, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

LETTER OF AGENCY EXECUTED BY LORD HOWE, SIR PETER PARKER,
AND COMMODORE WILLIAM HOTHAM¹

Know All Men by these presents That We Richard Viscount Howe of the Kingdom of Ireland Vice Admiral of the White Squadron of His Majestys Fleet and Commander in Chief of His Majestys Ships and Vessels employd & to be employd in North America, Sir Peter Parker Knight and William Hotham Esqr Commodores with Captains under them (being the Flag Officers employd in North America) or the Majority of us have appointed and do by these Presents appoint Joseph Davies of Chatham in the County of Kent Gentleman our true and Lawfull Attorney and Agent for the Management of all the concern and Interest of us the sd Flag Officers in all such Prize and Prizes Capture and Captures Seizure and Seizures, Recapture and Recaptures as have been Seized and made by all and any of the Ships and Vessels of War employd on the said Station since the 11th day of July last past and also for the management of all our concern and Interest in all such Prize or Prizes, Capture and Captures, Seizure and Seizures, Recapture and Recaptures, as Shall or may be so Seized and made hereafter during the time that the said Viscount Howe shall or may continue in the Chief Com-

mand as aforesaid Giving and hereby Granting to our said Attorney and Agent our full Power and Authority to Inventory appraise prosecute & Sell the said Prize and Prizes Capture and Captures Seizure and Seizures their and each of their Cargoes Tackle Apparel Guns & Furniture and to receive recover demand Compound and Distribute as the Law directs the Share thereof to Which We the said Flag Officers are or may be Intitled. And also in like manner to receive recover demand Compound and distribute our Share of the Salvage of such Recapture and Recaptures as have been or shall be made as aforesaid, and generally to do and Act for us and for our use and safety as fully and effectually to all intents Whatsoever as we our Selves might or Could do being personally present and Acquittances Releases and other discharges to Make and Grant and one attorney or Agent or More under him to make and Substitute and at pleasure to Revoke; Ratifying and confirming all and Whatsoever our said attorney and agent and his substitute and Substitutes shall Lawfully do or Cause to be done in and about the Premises by Virtue of these Presents And hereby Allowing our sd Attorney and Agent to deduct & retain for his own use at the Rate of Five pounds P Centum out of the Monies arrising from the Sale of our the said Flag Officers Share of such Prize & Prizes Capture and Captures, Seizure and seizures Recapture and Recaptures as a full Recompence for his care and trouble, and also to retain all the Costs Charges and reasonable expences which he Shall or may be at in prosecuting and Completing our Interest concern and Title in the Premises.

In Witness whereof we the said Richard Viscount Howe Sir Peter Parker and William Hotham have hereunto Set our hands and Seals the twenty fifth day of April in the Seventeenth year of His Majestys of 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 and in the year of our Lord one Thousand Seven hundred and seventy seven

Signed Sealed and Delivered by the
said Viscount Howe in our Presence
at New York where no Stamps can be
procured

Howe
P: Parker
W^m Hotham

Jos. Galloway A Serle

Signed Sealed and delivered by the said Sir Peter Parker in our Presence

Toby Caulfield, John Read –

Signed Sealed and delivered by the said William Hotham in our Presence

Na Reynolds W^m Ward –

[Endorsed] Recd and Registered September the 6th 1777

1. N. S. Arch., vol. 499, Vice Admiralty Records, Register of Letters of Agency, book 2, 1776-1781.

NAVY BOARD OF THE MIDDLE DEPARTMENT TO THE
PENNSYLVANIA NAVY BOARD¹

Gentlemen.

Navy Board [April] 25th 1777 –

As we understand you some Time since borrowed from the Continent

a Number of Iron Cannon taken by Commodore Hopkins from the Island of [New] Providence, which you engaged to return when called for we beg leave to represent to you that as we are fitting out one of our Gallies for immediate Service, we have urgent Occasion for Four of those Cannon, and therefore request the Favour of you to deliver that Number to Capt [Peter] Bruster or his Order; and you will greatly oblige Gentlemen [&c.]

Fra^s Hopkinson John Nixon John Wharton

1. FDRL. Bruster commanded the Continental Navy rebec *Repulse*.

ROBERT MORRIS TO WILLIAM BINGHAM, MARTINIQUE ¹

[Extract]

Dear Sir

Philada April 25th 1777

I am indebted for your favours of the 25th Jany 19th & 22d Feby & 12 & 13th March to which shall reply – My Scruples about Privateering are all done away I have seen Such Rapine Plunder & Destruction denounced against & executed on the Americans that I join you in thinking it a Duty to oppose and distress so Merciless an Enemy in every Shape we can therefore it matters not who knows my Concern with [John] Ord as I am now ready to encrease the Number of my Engagements in that Way I suppose we are entitled to one fifth of Mr Prejents Share in the first Prize Captn Ord took on his Way from St Eustatia to Martinico as well as those he took after your Agreement the whole of which will help to pay for & fit out the Brig on which I observe you had got an Abatement I have lately had the Pleasure to hear that Ord in Company with the *Rattle Snake* had taken & sent into Martinico Nine Sail of transport Ships two guinea Men & two Sail of Transports into St Eustatia if this be true & it seems well Authenticated we shall make a fine hand of it I hope soon to have the Account Confirmed by you & to hear of further Success . . .

(Copy)

1. Papers of Robert Morris, Accession 1805, LC.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board

[Philadelphia] April 25th 1777

Agreeable to an Application from the Continental Navy Board for the following Ropemakers now in the fleet, have Order'd Commodore Hazelwood to send them up –

Arthur Kanady

Hugh McDowell

Michael Purviance

Bristol (a Negro Man)

Florance Sellivan

Robert Crawford

William Farley

———— Jones

From Mr Tittermerry's Yard Supposed on board the *Congress* Galley

James Towl

Joseph Bristol

John Bell.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

NICHOLAS WAY TO OWEN BIDDLE ¹

Respected Sir

Wilmington, April 25th, 1777

In obedience to yr request this will acquaint you of some West India news which I have picked up from a very honest captain belonging to this place, just arriv'd in a short passage from Statia, he passed the men of war & made a snug harbour of Morris river, he informs that two large frigates the *Perseus* & *Pearl* with the *Roebuck* lay off the mouth of Morriss river in Cape May channel, he heard that some others were higher up the Bay at a place called the Narrows probably so many men of war might have happen'd on this station by accident, as the *Roebuck*, *Pearl*, *Perseus* are just returned from Antigua where they have been to refit; Capt Bennet says they sailed about the same time he did, perhaps with an expectation that Philadelphia was in possession of the Howes, a prevailing opinion amongst the torified part of the creoles; their ships are said to be very thinly manned as many of them died in Antigua of a malignant fever, the Capt of the *Pearl* being one of the number.

Several privateers are fitted at Martinico chiefly manned with Frenchmen. Capt Munro late of Newcastle who commands one a sloop of ten guns & Sixty men, fifty of them monsieurs & counts & marquisses, had a very severe engagement with an armed Brigg from Whitehaven to Antigua, at length Capt Munro boarded her with great spirit, one of the Briggs crew at the time of boarding, aim'd a stroke intended to drop off[f] the head of the sloop's mate, but luckily it only docked him of his club & made a slight wound in his neck, by the bye if Absolams fate is an instance of the disadvantage, this may prove the benefit of long hair,² the Brigg being compelled to strike was carried into Martinico. The Privateer *Rattlesnake* has taken several prizes, among others a Guinea ship with 500 slaves, this *Rattlesnake* is such a noted runner that she is said to be a terror to the English Islands.

The 5th Inst ten sail of transports containing report said 1000 troops which were blown off our coast last fall appear'd in sight of Statia on their way from Antigua to New York with a schooner loaded with rum convoy'd by the *Mermaid* frigate. In a few days I design to visit the ground between Christiana & the Head of Elke, in compy with my ingenious friend, I hope to give you some acc't of the probability of this usefull scheme next time I may have the pleasure to see you at Philada.

In the meantime believe me to be with the greatest respect Yr Fnd
Nich Way

1. *Pennsylvania Archives*, 1st series, V, 315-16: Biddle was president of the Pennsylvania Board of War.

2. Biblical reference in Second Samuel, 18:9.

CAPTAIN JAMES NICHOLSON TO GOVERNOR THOMAS JOHNSON ¹

Sir/

Baltimore April 25th 1777 -

I have Just recieved your Excellencys Letter of Yesterday, in which am charged of impressing Men into the service, and other ways Distressing the

inhabitants of this State, I shall not undertake to dispute your Excellency's Authority for so accusing but should have thought it only consistent with the Justice those at the head of Affairs ought to exercise to give the person accused at least, a hearing before they undertook to condemn, but am sorry to say this has not been the practice of this State respecting the Whig inhabitants of this Town lately. I do not pretend to plead the orders of Congress for what I have done, but will say, if I had not had reason to think Congress would not disapprove of it, I should not have done it, And I beg leave to assure your Excellency that it is now practiced every day in Philadelphia and has been in some of the Northern States. I have heretofore flattered myself your Excellency knew me better than to [illegible] I would wantonly sport with the Liberty and peace of any[one] and that had I been guilty of what I am accused of, your knowledge would have imputed it to Necessity Alone. You [are] a Judge of the persons I ought to discharge. I can assure your Excellency I have no Man Aboard my ship that I know of, who is not a proper person to serve his Country and Unmarried. But should I find any such persons upon a second examination which I propose, humanity alone without your Excellency's orders will dictate their being put ashore, In short Sir I think I have done my duty to my Country and myself, and while I can plead that, I care not for the threats of any Council of Maryland.

I am yr Excellency's [&c.]

James Nicholson

1. Red Book, XIV, 48½, Md. Arch.

JOURNAL OF THE MARYLAND COUNCIL ¹

[Annapolis] April 25th 1777.

Recruiting Warrant issued to Thomas Bromfield of Somerset County to enlist men for the Ship *Defence*, during the War, the Term of three years, or the cruise according to the usual Terms of Privateers. —

1. Proceedings of the Governor's Council (20 March 1777–31 March 1779), 28, Md. Arch.

GOVERNOR PATRICK HENRY TO GOVERNOR THOMAS JOHNSON ¹

Sir.

Williamsburgh April 25th 1777

Two British Ships of War have long infested the Trade of this Commonwealth. Their usual Station is near our Capes. One of them is a 40 Gun ship. The other a Frigate. The Number of Prizes taken by them, is great & the Damage to our Trade excessive.

As your State is so deeply interested in freeing the Bay from these plunderers, Commodore [Walter] Brooke waits on you with a State of our Marine, in order if possible to form a Judgement, whether any Effort can be made by our joint Forces, to expel the Enemy from our Coasts. From the low State of our Navy, you will perceive the Necessity of applying to you for your Cooperation. If our combined Forces shall be tho't sufficient to attack the Enemy I have to request you will inform the Commodore of every thing relative to the speedy Execution of the Attempt. If on the contrary

our Forces are not equal to the Attempt, I shall be happy in contributing every thing possible towards obtaining the necessary Reenforcement.

The Interests of Maryland & Virginia are so closely combined, that I need not observe to you Sir how necessary it is to harmonize in this important Business. 'Tis but little this State can do towards assisting or improving your Marine, but that little shall always be at your Service. We have some Gallies on the Stocks, but I fear we shall want Guns. And if they could be got from you, 'twould be very seasonable. Perhaps some continental Vessells may assist; but there's Difficulty in getting them round.

A free communication of your Sentiments on this Subject will much oblige me. Mr Brooke has Directions to act conformable to the Plan you may settle with him. I beg Leave to refer you to him for the Explanation of such other Particulars as it may be necessary for you to be informed relative to this Business. With great Regard I have the Honor to be Sir [&c.]

P. Henry

I. Hubert S. Smith Collection, CL.

JOURNAL OF THE NORTH CAROLINA SENATE ¹

New Bern Friday, 25 Apr., 1777.

Recd from the House of Commons the following Message to wit –

Mr Speaker & Gentlemen of the Senate.

This House have appointed Mr Ferebee, Mr Whitmill Hill and Mr Willie Jones a Committee to Act Jointly with Such Gentlemen of your House as you think proper to appoint to enquire into the Situation of the Row Galley's directed to be built by this State & Virginia.

A Nash Spr

The House Considering the said Message, Ordered the following to be Sent to the Commons to wit –

Mr Speaker & Gentlemen of the House of Commons –

This House cannot concur with you in appointing a Joint Committee to enquire into the Situation of the Row Gallies in Virginia, as they do not understand that this State bears any part of the expence in building and fitting them out, but that those Gallies were to be built at the Sole Expence of Virginia, to lay at Oc[r]acock Bar with the Armed Vessels of this State, in order to keep that Inlet open, on a Supposition that their ports would be blockd up, and that this Inlet would become a Quay to their Trade.

S. Ashe, S.S.

I. Journal of the North Carolina Senate, 1777, 84-85, NCDAH.

JOURNAL OF H.M.S. *Galatea*, CAPTAIN THOMAS JORDAN ¹

April 1777

Charlestown S67°2'W 89 Leagues

Wednesd 23d

at ½ pt 5 Saw a Sloop in the NE. Gave Chace at 8 bt too A Prize Sloop belonging to His Majestys Sloop *Merline* at 10 TKd & Gave Chace to the NW . . .

- More Modte . . .
 at 2 TKd . . . at 6 TKd the Chace NWbN 5 Miles at
 7 TKd at 8 TKd H[ande]d all our Small Sails
 Thursd 24th $\frac{1}{2}$ pt 1 AM Saw the [Chace] Made sail at 3 AM Fired a
 shot & bt too the Schooner *Molly* from So Carolina Bd to
 Salam Laden with Rice Pitch & Turpentine Benj Cox
 Master out 3 Days. –
 First & Latter little wind & Clear Middle Strong Gales
 wt Thunder Lightning & Rain
 at 3 PM Saw A Sail to the Eastwd Gave Chace $\frac{1}{2}$ past
 6 fired A Shot & bt to the Schooner *Porteus* from St Cruz
 bound to North Carolina Laden with Salt Rum & Sugar
 Wm Probey Master.
 Friday 25th at 6 AM Saw A sail to the NW made Sail & Gave Chace.
 brought too the Sloop *Dove* from So Carolina bound to
 Newberry Laden with rice Pitch & Turpentine Abrm To-
 pain Mastr 4 Prizes in Co

1. PRO, Admiralty 51/4197.

JOURNAL OF H.M. SLOOP *Atalanta*, CAPTAIN THOMAS LLOYD¹

- April 1777 In the River Mississippi
 Thursday 24 Light Airs and fair,
 Spoke 2 Brigs from Jamaica weighed and came to Sail
 $\frac{1}{2}$ past 7 Anchord with the Best Bower in 7 fm veerd to
 $\frac{1}{3}$ of a Cable sent the Boat with the Lieut to New Orleans
 Friday 25 at 10 AM Weighed and came to Sail, empd running up the
 Mississippi
 Moderate breezes and fair weather,
 PM Spoke a French Brig bound to Port Au Prince, at
 4 spoke a Ship bound to the Havannah; fired 2 Guns as
 Signal for the Boats
 at 12 PM the Boats return'd from New Orleans, a Spanish
 Boat with an Officer came on board from Orleans²

1. PRO, Admiralty 51/75.

2. See Bernardo de Gálvez to Captain Lloyd, April 26, 1777.

26 Apr.

JOURNAL OF H.M. SLOOP *Albany*, LIEUTENANT MICHAEL HYNDMAN¹

- April 77 At a Single Anchr in Halifax Harbor
 Saturday 26th at 8 AM came on bd Lieut Joseph Haines & Superseded
 Lieut Michl Hyndman without any reason Assigned by
 Sir George Collier

Mich^l Hyndman

1. PRO, Admiralty 51/23.

The Freeman's Journal, SATURDAY, APRIL 26, 1777

Portsmouth [April 26].

On Sunday last arrived here a French Ship from Havre de Grace and L'Orient,¹ with a very valuable Cargo, on Account of these United States, among which are the following Articles, viz. 52 Pieces of Brass Cannon with all the Apparatus, 6132 Stand of Arms, 255,000 Gun Flints, 925 Tents, 21 Bales and one Case Cloths, Serges, Linnens &c. Five Bales Blankets, 62 Packages of Tin Plates, a large Quantity of Iron and Lead Balls, Intrenching Tools, Granadoes, 1029 bls. of Powder, &c. &c: In the above Vessel came Passengers 22 commissioned Officers of the Train, &c. Also a Number of Workmen and Artificers.

The same Day arrived here the Prize Brig. *Rebecca* (taken by Capt. Robert Parker, in the *Portsmouth* Frigate of this Place) from Cork, bound to St. Christophers, laden with Beef, Pork, Butter, Herrings &c. – And on Thursday the 24th Instant, arrived here the Prize Snow *T[r]uit*, taken by the same Ship of War, bound from Cork to Tortola; her Cargo consists of Beef, Pork, Butter, Beans, Groats, Oats, Tongues, Herrings, &c.² There is also at Casco-Bay the Prize Brigantine *Hannah*, taken by the same Vessel, mounting 10 Guns, bound from New York to Antigua.

A ship from Honduras, with Log Wood, taken by Capt. Fisk, from Boston is safe arrived here.

1. *L'Amphitrite*.

2. Libels filed against *Rebecca* and *Truit* are in this issue of *The Freeman's Journal*.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT¹

[Boston] Saturday April 26th 1777

In the House of Representatives Whereas the Ships of our Enemies are daily making Captures of Vessels belonging to the Subjects of the United States & of their Allies & Friends, even within sight of our very Towns – which, if not prevented by a Superiour Force, may ruin the Trade of the said Inhabitants &c and be of the worst Consequences to the Interest of the United States at large – and whereas the Owners of numbers of Armed Vessels belonging to the Inhabitants of this & some other of the United States now ready for the Sea are willing to go & Act for Twenty five days from their Sailing in Concert with the Continental Frigates the *Hancock*, commanded by Capt John Manly, and the *Boston*, commanded by Capt Hector McNeil, which Frigates are represented to this House as also ready for Sea, provided Capt John Manly be furnished by this State with the Sum of four Hundred pounds – and the said Capt Hector McNeil the sum of One thousand six hundred & thirty five pounds eighteen Shillings & eleven pence to enable them to put the said Ships to Sea, the said Manly and McNeil being accountable for the several Sums by them received, Therefore it is

Resolved that there be paid out of the Treasury of this State to Capt John Manly for the purpose aforesaid the Sum of Four Hundred pounds; –

And to Capt Hector McNeil for the purpose aforesaid the said Sum of one Thousand six hundred & thirty five pounds eighteen Shillings & eleven pence – They being accountable for the same respectively.²

In Council Read and Concurred

Consented to by fifteen of the Council

In the House of Representatives – The Owners & Agents of the Privateers hereafter mentioned expect that this State will Insure their Vessels at the full amount of their Outsets from all Dangers of Seas, & Enemy while under the Command of the Officer Appointed by the Court.

The Commanders & Privates of the Private Armed Vessels expect in Case of Accident to be upon the same footing exactly that the Captain's Manly & McNeil & their men are, as to pensions & one months pay – The Owners expect the Ammunition expended in time of Action on this Cruize shall be made good by this State.

If any Vessel should be parted by accident from the Fleet, & Should take a prize or prizes before the Expiration of the Time agreed on, the prizes so taken shall be equally divided amongst the whole Fleet as tho' they had all been in Company.

The Vessels shall Cruize under Comand of Captain Manly or Commanding Officer of the Continental Ships for the term of twenty five days from the day of Sailing, unless the Commander shall come into port and discharge them sooner –

The State shall pay a Months pay to

<i>The American Tartar</i>	24 Guns	200 Men	Capt [John] Grimes
<i>General Mifflin</i>	20 do	200 do	Capt [William] Day
<i>Portsmouth</i>	20 do	180 do	Capt [Robert] Parker
<i>Brig Hawk [Hawke]</i>	14	80 do	Capt [Jonathan] Oak[e]s
<i>Sloop Satisfaction</i>	14	100	Capt [John] Wheelwright
<i>Schooner America</i>	14	100	Capt [Daniel] McNeil[l]
<i>Schooner Active</i>	10	65	Capt [Andrew] Gardner
<i>Schooner Speedwell</i>	8	60	Capt [Jonathan] Greely
<i>Schooner Buckram</i>	6	45	Capt [William] Morony

Upon their producing a Certificate of their having performed the agreement from the Commanding Officer of this Fleet.

All other Private Vessels that can be got ready may proceed and shall be under all the Restrictions of the aforementioned Vessels, and shall be intitled to all and every Advantage that they are, as to their being Insured and made whole in Case of Accident Damage or Loss, and the men the same Gratuity for the loss of Limbs or Lives, that the Continental Vessels and Men are, only they shall not be intitled to any months pay.

The Owners shall give Bonds and the Masters be on Oath to comply with these terms and not to leave the Fleet, but through absolute Necessity untill the Time is expired.

It is agreed that these Vessels shall be ready to sail by the first of May Wind and Weather permitting

And the Officers of the above Vessels are permitted to Inlist any men

that Offer, they not belonging to the Navy or Army or any French Ship or Vessel that has or shall arrive in this State.

In the House of Representatives

The foregoing Agreement made with the Owners and Commanders of the Ships and Vessels of War within mentioned by a Comittee of this Court appointed for the purpose was read and consented to – And the said Comittee are hereby impowered and directed to sign the same in behalf of this State. –

In Council Read & Concurred

Consented to by fifteen of the Council

1. Mass. Arch., vol. 37, 237, 240–42.

2. McNeill's request for a larger sum of money than Manley is explained in a fragment of a committee report which reads:

for Capt McNeil Informed the Committee of the General Assembly that his Vessell was ready for Sea but he could Not Sail without the officers & men belonging to the *Boston* were paid off to the 31st of March, he was told that this could not be complied with as it was directly against the Orders of the Congress, & that if complied with would make a very bad Precedent & cause the officers & men of all the rest of the Continental armed Ships to require the Same, however he was further told that altho his ship could not be paid off yet, as it was of great Importance at this Juncture that as Many of the large ships should proceed upon a Cruize without delay to clear the Coast of those, the Enemies Ships that were now Infesting it, the Government would lend him the sume of £1635 Lawfull Money being the sum he said he wanted to Enable him to get his Ship to sea he to be Accountable for the same, The sum of Four hundred pounds has also been advanced by the Government to Capt Manly who, altho he was fully of opinion the officers & men had No right to Expect to be paid off Until they had been a Cruise yet as the Court had determined to advance a Certain sum to Cap McNeil, it would be necessary he should have advanced to him at least the sum of 400 to satisfie some of his officers & men who had been some time aboard & would leave families behind them – We hope these advances & the Whole plan as it was entered upon for the General Good will be approved on by the Honble Congress.

Mass. Arch., vol. 197, 32–33.

ORDER OF THE MASSACHUSETTS COUNCIL ¹

State of Massachusetts

In Council April 26t 1777

It appearing to the Board to be a Work of Necessity that the following Armed Vessels Vizt –

The <i>American Tartar</i>	Cap: Grimes
The <i>General Mifflin</i>	Cap: Day
The <i>Portsmouth</i>	Cap: Parker
The <i>Bright Hawke</i>	Cap: Oakes
The Sloop <i>Satisfaction</i>	Cap: Wheelwright
The Schr <i>America</i>	Cap: McKeel [McNeill]
The Schr <i>Active</i>	Cap: Gardner
The Schr <i>Speedwell</i>	Cap: Greely
The Schr <i>Buckram</i>	Cap: Moroney

Should be imediately fitted for Sea Thereupon Ordered that the Comanders and such other Persons as may think needfull for that purpose be and hereby are permitted to Labour on the 27t Inst giving as little Disturbance to the

Good People of this State in the Performance of the religious Duties of the Day as may be –

By Order of Council
Jn^o Avery Dpy Secy

1. Mass. Arch., vol. 166, 369.

ARTICLES OF AGREEMENT FOR THE MASSACHUSETTS PRIVATEER SLOOP
Satisfaction, CAPTAIN JOHN WHEELWRIGHT ¹

Now fitted for the Sea

And ready to proceed on a Cruise the Privateer Sloop *Satisfaction*, a well built Vessel about Ninety five Tons burthen mounting 14 Carriage Guns 12 Swivels small Arms &c. she is a Prime sailor, & has onboard every Convenience and Accomodation, suited to a Vessel of her dimensions. she is to be commanded by Capt John Wheelwright, and to be priviledged as follows

———— Vitz

The whole Crew to draw One half of all Prizes

Out of which the Captain will draw	8 Shares
first Lieutenant	5
Second Lieutenant	4
Master	4
Prize Masters	2 Each
Mate	2
Captain of Marines	3
Boatswain	2 Shares
Gunner, Carpenter & Steward	2 each
Surgeon	4
Master at Arms	1 1/4
Cook	1 1/2
Drummer & Gunners Mate	1 1/2 each
Boatswains Mate	1 1/2
Cooper	1 1/2 shares

Five Shares to remain dead, and to be disposed of by the Captain to those Seamen, who in his Judgment shall have the best title thereto by their extraordinary merit & exertion, and each man that may loose a leg or an arm shall receive from the Prize before any division, Two hundred dollars.

We therefore the subscribers do hereby severally engage & inlist ourselves as Seamen & Mariners in the Capacity set against our Names respectively onboard the aforesaid armed Sloop *Satisfaction*, under the Command of the said John Wheelwright, to cruise on the Enemies of the United States of America & their Property, and for the defence & protection of the Sea Coast and Navigation of said States, & we do hereby severally promise and engage to serve faithfully in our respective Capacities onboard the said armed Sloop *Satisfaction*, & her Boats, and onboard any such Vessell or Vessels as she may make Prizes of during our Continuance in the service aforesaid which shall be from the date of this Instrument for and during

Six Months, and we do hereby oblige our selves to submit to all such Orders, Rules and Regulations, as are, or may be made for the Government of the Navy of the United States, and faithfully to observe & obey all such Commands, as we shall from time to time receive from our superior Officers, on-board of or belonging to said Sloop *Satisfaction* during our Continuance in the service as aforesaid, and we do further engage and agree that if we shall at any time during our Continuance in said service be found guilty of Mutiny, or aiding or encouraging it in others onboard said Sloop, or shall be guilty of a Breach in the foregoing Articles in any respect whatever, that the whole of our Share or proportion in and to any prize or prizes, that may be taken in said Cruise, or the monies arising therefrom, shall be and remain forfeited to the use of the rest of the Crew to be divided between them according to their respective proportions, and Such as shall be found guilty of embezzling any of the goods, wares or merchandizes, or effects taken onboard any prize, shall forfeit four fold of the value of said goods &c. so embezzled to the use of the Owners and Crew of the said Sloop *Satisfaction*, and We do hereby engage and promise not to dispose of or sell more than One moiety of our Right title and claim to any prize or prizes that may be taken previous to the taking of the [illegible] & do hereby constitute and appoint Samuel White, and John Cushing, both of Boston, Merchants, our Agents, Factors and Attorneys, for us and in our Names, to take possession of all prizes that shall be taken and brought in during our aforesaid Cruise, and in their own Names on our behalf to libel them in some Maritime Court proper to try the same, and there on our behalf, to appear, plead and pursue the same to find Judgment and Condemnation, and to our use to receive such of the Profits arising from the sale of the said Prizes as our respective shares shall intitle us to.

In Testimony whereof we have hereunto affixed our Names and Capacities this Twenty Sixth day of April in the Year of Our Lord One thousand seven hundred and seventy seven – And further, that Each prize master who may take Charge of a Prize shall Receive one full Share more – That Each Officer & man shall have a month's pay Allow'd them Agreeable to the Continental pay, & if any Accident shod happen to Officers or men such Pensions or Allowance shall be made them, as is allowed to Officers & men in the Continental Service.

I. Cushing & White Papers, PUL.

GOVERNOR JONATHAN TRUMBULL TO SAMUEL ELIOT¹

Sir

Lebanon 26th April 1777.

You are already acquainted with the Arrival of the Briga *Grogg* another of Cap Smedleys Prizes at plimouth, Messrs Watson & Spooner of that place have been kind enough to take some Care of the prize & have tendred their Service to act for this State there, we have informed them you are our standing Agent in that State, and will have the Care of that & all our prizes, but as these Gentlemen have laid us under some Obligations by their

attention be removed. You should therefore insist that your officers do frequently see the *Ship* thoroughly and perfectly cleansed, aloft and below from Stem to Stern, burn Powder and wash with vinegar betwixt Decks – order Hammocks all bedding bed Cloths and Body Cloaths daily into the quarters or to be aired on Deck, make the people keep their persons cleanly and use exercise – give them as frequent changes of wholesome food as you can, Fish when you can get it and fresh food in Port. Ventilate the Holds and between Decks constantly. In short cleanliness, exercise, fresh air and wholesome food will restore or preserve health More than Medicine and it is deserving the utmost attention of any or every officer to preserve the Health & Spirits of the Men. If he does not do it he never can make a figure but performing this there is nothing he may not accomplish be his ambition ever so great. We expect the *Randolph* will be fitted and ready for Sea by the time that this reaches you, and it is sent by Express that it may not arrive too late, you are then to follow these Instructions, as we hereby revoke those given you by Mr Morris on our behalf. You are to receive from the Continental Agents at Charles Town, any quantity of Casks or Packages of Merchandise that they may have to ship on the public account and take them on board the *Randolph*. It is not meant by this that they will ship more than you can conveniently take in, or so much as to make the ship deep, or in any degree interfere with the duty or business of a ship of war. Perhaps 50, 60 or 70 Casks of Indico may be the extent, and at the same time that we avoid as much as possible incommoding the ship, we recommend accommodating the Public service all in your power. It is absolutely necessary that we make immediate Remittances to our Agent at Cape Francois in the Island of Hispaniola as his Credit is nearly ruined there for want of them, and ours has greatly suffered by having three Vessels laded here intended for his relief blocked up by the enemy a long time & no likelihood of their getting away. You will therefore consult with the Agents and receive from them as much of the goods as they have to Ship as you possibly can without injuring the fighting or Sailing of the Ship. It is not only necessary to make these Remittances but to make them speedily, and therefore we expect your utmost endeavours will be used to get away with the goods immediately.

The Agents will be Ordered to Load One or more Vessels if possible and send Along with you to the Cape you are to receive them under your Convoy and give them proper Signals and Sailing orders and then proceed with them direct for the said Port of Cape Francois using your utmost endeavours to keep Company and carry them safe into that Port where you will apply to Mr Stephen Ceronio our Agent, whom you will probably find in a good deal of distress which your safe arrival will relieve him from. To this Gentleman you are to deliver the goods shipped by the Agents at Carolina and to him the other ships will be consigned. He will procure for you any necessaries wanted there and will attend you in a Visit to the Governor, Intendent and proper officers of whom you will ask the liberty and protection of the Port and pay the proper Compliments on behalf of the

States you serve. We have advice that the American Trade to and from Hispaniola is nearly destroyed by the Cruizers from Jamaica consisting of two Frigates, Two Brigantines, Two 14 Gun Sloops and 4 or 5 small schooners and it will be a work of great merit to take and destroy such of these plunderers as your force will enable you to Cope with; and that we judge may be either of the Frigates separately, or all the others in any Shape. Going with your Convoy and goods on board it will be prudent to avoid large Vessels, but when you have delivered the goods at the Cape, we desire you may not loose an Hours Time in that Port take in any fresh provisions or stores you want and immediately go out on a Cruize against these enemies of our Peace, Happiness and Prosperity. The *Randolph* by all accounts comes to our ears has the Heels of most ships that swim – therefore if the Frigates Cruize together you can avoid them, if you meet either single we hope you can & will take them but particularly exert your utmost diligence and endeavours, to take sink or destroy all the small Cruizers of our enemies that infest that Coast, and after driveing them from the Cape go down to the Mole St Nicholas and clear that Coast of them as America has much valuable Commerce there. Any American Traders that may be ready to sail when you leave these Ports, convoy them safe off, and meeting any bound in you will contribute what you can to their safety. Mr John Dupuy at the mole will supply you with what may be wanting there. The ship or two Ships that go under you[r] Convoy from Carolina, as also a Brigantine *Anne* Captain Garrigues and Sloop *Phoebe* Captain Gilbert will have to sail from thence to America soon after your arrival there wherefore you will fix with Mr Ceronio the time when they will [be] ready to depart and return from your first Cruize at that time on purpose to Convoy them out and off that Coast as they will have stores on board for the Continental service. You will procure at every Port you go into and from every Prize you make as many Seamen as possible to enter our service. We hope you will have the good fortune to take many Prizes & amongst them a Number of those Cruizers that have been fitted out against us. You may send your Prizes into the Cape or Mole consigned to Mr Ceronio, or Mr Dupuy, who will make sale of them to the best advantage if permitted by the Government there as is done in other french Ports both in Europe and the West Indies; or you may send them to the Continent to the first safe Port they can make.

But should you take any fast sailing Vessel with Guns and Stores suitable and can spare officers and men for her you may employ one or more such as Tenders to Cruize in Concert with you, giving the Commanding officer a Copy of your Commission and suitable Instructions; and we hope by this means you will be able Not only to Clear Hispaniola of Cruizers but also to retaliate the injuries they have done us, on the Trade of Jamaica; and for this purpose you should get Mr Dupuy or some other Person to employ a proper person in Jamaica or to send one on purpose to send up accounts regularly to the Mole of the Times when single ships or fleets are ready to sail and the Convoys intended to gaurd them. Such intelligence will be very useful to you on many accounts and on every occasion. You may

employ the *Randolph* in the manner already pointed out to the 10th of July next, when you are [to] open the Sealed Instructions inclosed herein and as those Instructions require from you an Other service you must keep your ship in as good Order and as well manned as possible and in every respect fit for Action at that period or as much so as the Circumstances of your Cruize will permit should it be necessary we immagine you might heave down or give the ship a Parliament Heel at the Cape or Mole. Any Prisoners that you take who will not enter into our Service you may Exchange at Jamaica for Americans taken in Armed Vessels and held as Prisoners there, sending down a flag from the Mole for that purpose if you think it necessary or if convenient you may send or bring them to the Continent always treating them with humanity. We wish to hear of strict discipline being introduced in our Navy, at the same time we recommend kind usage and great care of the Crews. You must attend to the Printed Instructions of the Navy Board and with the best wishes for your success We remain Sir [&c.]

I. Marine Committee Letter Book, 72-75, NA.

CONTINENTAL MARINE COMMITTEE TO LEVINUS CLARKSON
AND JOHN DORSIUS, CHARLESTON, SOUTH CAROLINA¹

Gentlemen

[Philadelphia] April 26th 1777

Your Letter of the 14th instant arrived yesterday and is the only one we have received from you respecting the *Randolph* Frigate altho it is a considerable Time since we heard of her putting into your Port dismasted. From what you write she will be fitted and ready for the sea by the Time this reaches [you], and it is sent by Express that the Orders may arrive in Time.

We very chearfully express our approbation of your Conduct in employing the Schooner *Lewis* Captain Stevens to assist in taking up the anchor and cable you mention, as well as in making a purchase of the Schooner *Betsey* to continue that service and shall acquiese in such reasonable reward as you may think a proper recompence for the services of Mr Richard H[ea]rn in this business, never doubting but you will have due regard to the Interest of our Infant Country, which will have to struggle with A heavy debt after the present contest is ended. It is the duty of every individual to take what care they can for the States but more particularly it is the duty of all Public officers, and we are persuaded your Conduct will bear the proper Marks of OEconomy. Under this persuasion we desire the continuance of your endeavours to save what can be saved of the Anchors, Cables, Guns or Stores of that Fleet which suffered such distress in their Attack on fort Moultrie as forced them to leave these things behind them. As the increasing of our Navy will be A constant object it will be necessary to purchase suitable Materials and Stores whenever they can be met with in these states. The *Acteons* Anchor will no doubt come into use before long and you will please to purchase it on the lowest terms in your power; the price of the best

Anchors made here before the price of Labour was raised by our inlistments was 6½d this Currency per lb: but an Anchor suitable for the Public service and obtained as a prise should not be held in proportion to the general state of enormous Prices that too much prevail through the Continent at this time. You must purchase this and such other Materials and Stores suitable for the Navy as you meet with them, as cheap as possible. The *Experiments* Cable had best be unlaidd and as you propose made up into small Rigging, we mean that of 40 fathom. The whole Cable may remain as well as the Anchors until we order them for the use of Some of the ships now building. The Other Anchors and Cables not delivered to Captain [Nicholas] Biddle may remain for the same purpose & when you have finished the business of taking them up, you'l send us a return of all that remains after the *Randolph* is gone

We shall order you to be Credited for the amount of the supplies to the schooner *Lewis*, sloop *Hornet* and Ship *Randolph* in due time and you will furnish the Accounts and vouchers for those supplies We understand there are some of the *Acteons* Guns that have been saved by the state of south Carolina, we wish to purchase them as we find some dificulty in getting Guns cast fast enough – These Guns are not so suitable for the Land as for the sea service and we hope the state will part with them. If they agree give us immediate notice that we send for them, but should they refuse to sell they will probably exchange, We are told the Guns are 9 Pounders and it may be in our power to procure 9 Pounders of the long sort which are fitter for fortification. If any of those ships Guns still remain in the water you will no doubt use your utmost endeavours to have them taken up & we flatter ourselves that success will attend you. The service Captain Biddle is now Ordered upon being urgent and the objects in veiw important, we request your utmost exertions to get him out to sea as soon after the receipt of this Letter as it possibly can be done. with much esteem we remain
Gentn [&c.]

P:S: As Mr Clarkson wishes to leave Carolina for a few Months, we can have no objection as you will take care that the public bussiness does not suffer thereby. You'l mention to Mr Ceronio the articles he had best to ballast the returning Ships with.

1. Marine Committee Letter Book, 75–76, NA.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board

[Philadelphia] April 26th 1777

Thomas Perkins having Petitioned for a Commission and being well recommended, the Board have appointed him to be Captain of the Fire Ship Named the *Hecla*, and swore him Accordingly.

An Order on William Webb to pay Andrew Dice(s' Wife) a private on board the Brigantine *Convention* John Rice Esqr Commander half of his Month's Pay.

An Order on William Webb to Abraham Mason (Sail Maker) for Thirty One pounds Nine shillings, in full of his account against the Brigantine *Convention* John Rice Esqr Commander, £31 9.

The Board taking into consideration the Necessity of immediately Manning the Fire Ships, have

Resolved, That a bounty of Twenty Dollars be given a Boatswain and to each Seaman that shall hereafter enter on board the Fire Ships belonging to this State.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

Pennsylvania Evening Post, SATURDAY, APRIL 26, 1777

Deserted the 23d instant from the armed boat *Resolution*, under my command, Thomas Jons, about five feet six or seven inches high, twenty-six years of age, brown complexion, wears his own short black hair, and says he is a native of England. Whoever secures said deserter, so that he may be returned on board said boat, shall have Six Dollars reward.

Wm. Lyell.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN JOHN LINZEE ¹

April 77
Saturday 26

Cape henlopen light house S $\frac{1}{2}$ W 2 Miles.

At 6 AM the *Roebuck* made the Signal for us to give Chace to a Sail in the Offing. Weighed and made Sail, At 8 being little wind came to an anchor in 7 fathm water, & veered to $\frac{1}{2}$ a Cable. Cape henlopen light house S $\frac{1}{2}$ W about 2 Miles. Cape May NEBN distce 7 Leags Sent the long boat & Pinnace with the Lieut. man'd & Armed to bring too the Chace. the *Roebuck* sent 2 Boats man'd & Armed to assist in taking her, the Chace came to an Anchor About 2 Miles to the Southward of the light house, close in Shore, the *Roebuck* sent the Tender to assist the Boats. People empd scraping the lower masts a payg them wth Varnish of Pine. Saw a Great Smoak from the Chace. Sent all the Iron hoops & Staves on board our Prize Schooner & 2 Empty Oyl Jars for N: York
First part light Airs & hazey, Middle & Latter Fresh breezes & Clear.

At 1 PM the Lieut: returned with the boats the Chace proved a Rebel Sloop mounting 8 Carriage Guns besides Swivels, she kept a brisk fire on the boats as they near'd her, but upon the Boats firing at her, they Cut her Cable & run her on Shore & left her. the Surf running so high the boats could not get her off & set her on fire. She was laden with Rum Sugar & Rice. The Commodore set fire to a Sloop they had taken some Days before.

1. PRO, Admiralty 51/157.

MARYLAND COUNCIL TO JOHN HANCOCK¹

Sir

Annapolis 26th Apl 1777. –

Permit us, through you, to lay before Congress, a Copy of a Letter wrote by us to Capt James Nicholson, and of his Answer thereto. – We do not know nor can conjecture what Reasons Capt Nicholson can have, to think Congress will not disapprove of his Conduct as stated by himself. – We know very well, that by the Laws and Constitution of this State, no Man in it can be pressed into any Service, and we flatter ourselves, that any Supposition that the Congress will countenance such a flagrant Violation of the Rights of the People within this State, is as false as injurious to that Honorable Body. – We are very desirous that Congress will give immediate Orders for the Discharge of every impressed Man, and we submit to Consideration, whether the Gross Conduct of Capt Nicholson, and the Contempt in which he holds the executive Power of this State, does not make his Dismission from the Service, not only proper, but, to preserve the Confidence of this State, in the Justice of the Congress, and its regard for our internal Government, highly necessary.

We are Sir with the highest Respect [&c.]

To His Excy

The Presidt of the Congress

Express

1. Council Letter Book (1777–1779), Md. Arch.

MARYLAND COUNCIL TO THE MARYLAND DELEGATES
IN THE CONTINENTAL CONGRESS¹

Gent.

Annapolis 26th Apl 1777. –

This accompanies our Letter to Congress, complaining of Capt Nicholson's Conduct, we have inclosed you Copies of that as well as of a Letter we wrote to and Answer we received from him. – We had, as we stated to Capt Nicholson, received Information of his having pressed a Number of Men, which he avows, and that many People bound to Baltimore by Water hearing of it, turned back, and that even some of the back People had declined going there with their Waggon for fear of being pressed. – Capt Nicholson seems to expect an Approbation from Congress, we shall very reluctantly believe any Countenance will be given by that Body to such tyrannical Proceedings, if there should, we have every Business in our present Stations, nor do we care how soon it is generally known, if the Fact is that the Power of the Continental Officers is universal, and in no wise controulable by any internal Civil Authority in the separate States. Capt Nicholson's Reasoning will as well prove his Right to press every Man in the State, if he thinks it necessary, as any Man in it – If he saw the Necessity of this Measure, he might have applied to the Assembly, sitting at the Time he began this extraordinary Business. It is much our Wish to have the Resolutions of Congress as soon as possible, as it is likely, if there's any Delay, the Frigate

will sail before the Result is known here. – We are Gent with great Esteem
[&c.]

The Honble Delegates from
Maryland, in Congress

1. Council Letter Book (1777–1779), Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Saturday, April 26th 1777.

The Board resumed the Proceedings on the Complaint against Captain Robert Tompkins and the several Witnesses being sworne and examined in the presence of the Complainants and the said Robert Tompkins who was heard in his defence. On full Consideration of the Evidence it is the unanimous opinion of the Board, that the said Robert Tompkins is not guilty of any of the several charges, exhibited against him, but that of being too much addicted to liquor, and that he ought to receive a reprimand for such his offence from the presiding member, and then be discharged. Captain Tompkins was accordingly called before the Board and received a reprimand from Mr Whiting.

Captain Tompkins is directed to discharge from the *Henry Galley*, Thomas Spann, a Seaman, it appearing to the Board, that he is unfit for duty.

1. Navy Board Journal, 212, VSL.

JOURNAL OF THE NORTH CAROLINA SENATE ¹

[New Bern] Sat. 26 Apr. 1777

The following Messages [received from the House] to wit:

Mr Speaker & Gentlemen of the Senate

This House being informed that the Row Gallies lately Built by the State of Virginia in or near this State, are about to be removed out of this, and Considering how Ruinous it may prove to the Commerce of this State to leave the same without any defence, have appointed a Committee to enquire and make report on the defence immediately Necessary for Oc[r]acock Inlet and the ports of Beaufort and Roanoke, and also to enquire what Security or benefit this State is likely to derive from the said Row Gallies &c Our Resolve upon the Subject we herewith send you and request your House to appoint a Committee to act Jointly with our Committee on this Occasion.

A Nash, Spr

1. Journal of the North Carolina Senate, 1777, 95–97, NCDAH.

GOVERNOR BERNARDO DE GÁLVEZ TO CAPTAIN THOMAS LLOYD, H.M. SLOOP *Atalanta* ¹

(Copy)
Sir

New Orleans 26th April 1777

Being assured by the last accounts from Europe of the perfect harmony and good understanding which subsists between their Catholick & Britannic

Majestys I cannot do less than express my surprize at the Insult offered in this River, to two Vessels, one Spanish and the other French, whose Passports, Registers and Bills of Lading were in due form.

I shall not animadvert on the treatment & bad Language which the Captains complain of having received from you; I pay no attention to this, that part of their depositions appearing to me very improbable, but that which particularly claims my attention, in the Station which His Catholic Majesty has thought proper to honour me with, as Governor General of this Province for the time being, is your having fired upon the said Vessels even before you knew what crime their Commanders could possibly have been guilty of. That on a suspicion badly founded (which you was afterwards convinced of, by releasing the said Vessels) you ordered Shot to be fired, thereby insulting His Catholick Majesty's Territories; And altho the Passports of the Captains, are the most authentic lawful proof, yet not satisfied with the presentation of the said Passports, you broke the Seals and opened the Registers, and even after still being more convinced of the innocence of the Captains, you detained one of their Vessels twenty four hours and the other forty eight, to the great detriment of both. All these transactions happening in sight and within Musquet Shot of His Catholic Majesty's Territories, I am under the indispensable necessity of demanding full and ample satisfaction for this insult; Which satisfaction I now demand in writing, being anxious to comply with the Orders of my Sovereign, and to preserve for his Subjects the same Peace and Concord which subsists between both Kings.

I trust that you will refrain in future from all acts of violence which may lay me under the disagreeable necessity of repelling by force of Arms any outrages committed in this Country, contrary to the Treaty of Peace, to the Law of Nations & to that respect which we ought mutually to preserve for the Territories of both Kings.

I have with a particular pleasure and satisfaction to myself, ordered every assistance to the Officer you sent here, agreeable to your desire. I am &ca

Ber^{do} de Galvez

1. PRO, State Papers, 42/51, 188-89.

ADDRESS OF THE INHABITANTS OF BERMUDA TO THE KING ¹

Bermuda April 26th 1777

To the King's most Excellent Majesty
The humble Address of the Inhabitants of Bermuda –
Most gracious Sovereign

Permit Your loyal and affectionate, though distressed, Subjects of Bermuda, to approach your sacred Person; with the deepest Humility to unfold the Calamities we have long labored under; and in some Measure to deprecate the Consequences of those fatal misrepresentations, we have too much Reason to apprehend have been attempted to enflame the Mind of your Majesty against us.

The Honorable your Majesty's Council and our Representatives in General Assembly presented a dutiful and loyal Address to your Majesty in June last, lamenting the present unhappy Commotions in America; shewing the Necessity of our depending, from Situation, on that Continent for the Means of Subsistence; and that the sudden Resolution of the Americans to shut up their Ports at an earlier Day than was at first apprehended, had reduced us to the sad alternative of either submitting to the Distresses of Famine, or appealing to their Humanity for Relief. This Transaction (tho' it might have been, by our Enemies, represented as irregular and deviating from that strict Attachment which every loyal Subject should, at this Time of American Defection, have evidenced to the World) that benevolent Disposition, which has marked the Conduct of your Majesty towards your liege Subjects in every Quarter of your extensive Empire, will naturally lead your Majesty to construe in the most favorable Light; to attribute to Necessity; not to a Principle of Disaffection, from which the Minds of your faithful Subjects of Bermuda have ever been truly abhorrent –

The British Parliament having deemed it expedient to prohibit all Intercourse with the Colonies of America so long as they shall continue themselves withdrawn from their Allegiance, and to subject all Property taken in the Attempt to Confiscation; tho' ever desirous of expressing the strictest Conformity to the Laws of the Empire, we were by sad necessity constrained to move in some apparent Contradiction thereto, or to involve Thousands of your Majesty's loyal and affectionate Subjects in Distress that would ever give Pain to the Benignity of your Majesty's Mind – The Loss of our Property, taken on the high Seas, we have patiently, and without murmuring, submitted to: but the cruel and rigid Measures further exerted in the Execution of the present restraining Act, by pursuing with Tenders and armed Boats our little Vessels employed in the Importation of Provision to our Doors, and snatching from the very Mouths of our half starved Inhabitants the very Means of Subsistence; the Detention of the Masters and Passengers of such Vessels contrary to the express Words of the Law; the frequent Insults and Outrages committed on the Liberty and Property of our Inhabitants not heretofore practised in this, or any other, Part of your Majesty's Dominions, induced the honorable the Council and Assembly of these Islands, again, in their legislative Capacity, to enter on a dutiful Representation to your Majesty of these our Distresses; and at the same Time to solicit such intermediate Relief from the Right honorable Lord Howe, one of your Majesty's Commissioners for restoring Peace to the Colonies, as his Lordship might be invested with Power to grant: But the regular Manner of Proceeding has been by his Excellency, our Governor, interrupted by a sudden Prorogation of the General Assembly. Thus circumstanced, no other Mode of obtaining Redress was left to our distressed Inhabitants but in their own Name to implore the royal Interposition; and to promote the intended Application to Lord Howe – To effect which we have been appointed by our different Parishes and instructed for the Purpose.

Deign then, Most gracious Sovereign, to attend to the accumulated

Distresses of your loyal Subjects of Bermuda – Suffer not your Mind to be impressed with an unfavorable Opinion of our Attachment to your royal Person and Government – But, if Representations have been made to your Majesty to blacken the Character of our Inhabitants, We humbly implore your Majesty will be pleased to order some early legal Enquiry to be made into our Conduct – We shall, then, be happy in evincing to the World and your Majesty the Truth of our Allegiance, by exposing the Malice of our Enemies. And until we shall be proved unworthy your Majesty's Protection and the inestimable Blessings of the British Constitution, Most gracious Sovereign, suffer not your faithful Subjects of Bermuda to be, in Contradiction thereto, not only insulted in their Persons and Property, but deprived of the very Means of Subsistence.

That the Reign of your Majesty may be ever happy and glorious; the inestimable Blessings of Peace again restored to your Majesty's extensive Empire, and the British Scepter be swayed by the Descendants of your illustrious House to the latest Posterity is sincerely and devoutly prayed by

May it please Your Majesty

Your Majesty's Most loyal Most dutiful and affectionate Subjects

[Signed by twenty-two names and endorsed] R 12th June 1777

By Mr John Noble Taylor.

1. PRO, Colonial Office, 37/36.

WILLIAM BINGHAM TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

Gentn

St Pierre Martinique April 26th 1777

Herewith is Copy of my last Respects; Since which have received very little News from America – a Letter from Mr Morris of March 1st mentions, “that on Sunday last, there was a smart Skirmish between a considerable Body of the Enemy, & a Party of our Troops near Brunswic; – Our Loss was inconsiderable, but not so with them; – they lost a great many Men, both killed & wounded;” it adds, “these frequent Skirmishes make Soldiers of our People & the Enemy is daily render'd weaker by them.”

The Ship *Seine* I believe will be condemn'd, notwithstanding the General's Application, & the Nature of her Clearances; – The Answer the General obtained from the Governor of Dominica was, “that this Affair did not come under his Cognizance, nor within his Jurisdiction, but rested altogether with the Judge of the Court of Admiralty, over whose Decisions, he had no Influence or Controul[’]”; – this being the Case, & this Court being so unequivally established, that the Judge shared in the Profits of the Condemnation, I think there is no Prospect of a Recovery; – Matters have now taken such a Turn, that the smallest Pretext is sufficient for the English to seize & condemn the Property of the French Merchants, who cannot even transport the Produce of America from one Island to another, without a Dread of the Consequences – Indeed several Vessels have been lately carried into Dominica for no other Reason whatsoever; – After their Trial is finished, I will duly inform you of the Result –

I have heard that a Ship called the *Colbert*, loaded on Account of the Congress at Havre de Grace, with Arms, Ammunition &c; touched at Guadeloupe, Stayed there but a few Hours, & then took her Departure for America – I wish She had called in here, as the General has promised me, that upon all such Occasions, he will give Orders for a Frigate to convoy these Vessels clear of the Islands – Indeed it was not without consulting him & the Intendant, that I changed the Ship *Seine's* Clearances; – I was confident they would stand her in no Stead, when She arrived upon the Coast of America, which to all Appearance would have been the Scene of greatest Danger;

I was induced to give the Pilot who entered on board this Ship, an Order on the Council of Safety in any Port he might enter, from this Consideration; – that several Persons who had engaged in the Same Way, after being paid their Stipulated Sums, had entered on board the Privateers, & were never heard of afterwards; – and as this Man was absolutely necessary for the purpose of facilitating the Voyage, I thought the best way of retaining him would be to secure to him the Payment of his Money in America, after he had performed his Contract.

My positive Orders & his own personal safety both pointed out to him the Necessity of destroying this Paper, at the Appearance of the least Danger – The Infatuation which led him to keep it, I cannot account for.

Every Circumstance operates against this Vessel; more especially one that no less surprizes than afflicts me; which is, that Mr [Nicholas] Davis who behaved with Such a manly Fortitude upon his being first made Prisoner, has, either from the Persuasions of Interest, or Motives of Fear, relinquished his Pretensions to our Service, & has become our open & avowed Enemy. He has basely betrayed the Trust that was reposed in him & has laid open the History of this Affair, as far as had come to his Knowledge –

Such perfidious & treacherous Conduct, cannot even be approved of by our Enemies – altho they may love the Treason, they will detest the Traitor, & the Name of Such a Man, if not too insignificant to blot the Page of History, will be handed down to Posterity with distinguished Infamy & with the Curses & Execrations of all honest Men; – tis Said that he has taken the Oath of Allegiance & Fidelity to his Britannick Majesty –

I have herewith the honor to inclose you Copy of the Opinion of Council, which Capt Morin consulted in regard to this Affair; – likewise the General's Letter to the Commandant at St Pierre Miquelon, wrote upon the Occasion of altering the Ships Clearances –

Capt Morin has conducted himself So ill in the Management of this Voyage, that if I thought his Owners could derive any Advantage from the Capture of his Vessel, I Should be led to believe that he acted from a Sinister Motive – Instead of steering the Course, which would naturally have carried him out of the Way of Danger, he chose that which would lead him into the midst of it – for when he was taken, he was entering the Channel betwixt this Island & Dominica; – A Light which he kept burning in his Caboose

the whole Evening & by which he was discovered & pursued, adds Strength to my Conjectures & almost confirms my Suspicions –

I have the honor to be with great Regard Gentn [&c.]

W^m Bingham

Mess Franklin Dean & Lee Commissioners from the United States of America, at the Court of Versailles –

1 Silas Deane Papers, ConnHS.

27 Apr. (Sunday)

JAMES WARREN TO JOHN ADAMS¹

[Extract]

My Dear Sir,

Boston, April 27th, 1777

Since I wrote you by the post on last Thursday, nothing very material has taken place here. Two Frigates have for some time been infecting our coasts – a species of insult that has ever gauled me, and more especially since we had Ships sufficient either to take or drive them off, lying in our harbours for months sufficient to build and equip a large fleet. The ships now on the coast have taken several vessels mostly small ones. One of them they gave their prisoners and sent them on shore with a message and challenge to Manly and McNeil and all the armed vessels in this harbour. This has roused the indignation of the officers and tarrs, united their wishes with ours, and given us an opportunity which many of us thought should not be neglected. We accordingly appointed a Committee to confer with your Captain and Agents, and to treat and contract with the owners and commanders of private vessels to go to sea and meet the challengers. We have by lending money to Manley and McNeil satisfied them. We have contracted for two or three 20-Gun Ships, and six or seven smaller ones, to be ready to sail on the first day of May and to continue with, and be under the command of Manly for twenty-five days, we insuring the owners against loss and damages, giving the men a month's pay, and putting them on your Establishment in case they loose life or limbs. With these a number of others will go, and agree to continue under the Commodore's command for the same time for the sake of getting out. If we don't meet the ships we shall get the Continental Ships, and the privateers to sea, instead of detaining them here by an Embargo against all good policy. It will be therefore a great point gained. I hope Congress will approve the measure, and refund the expences.

[P.S.] I thank you for your two letters of the 6th of April which came safe to hand. I am glad to hear you have it in contemplation to put your Naval Affairs on a better footing. I have not the least difficulty in supposing that they would have made a very different figure in other hands. The selfishness and incapacity you mention are well placed, and have injured them much. . . .

I intended this for a short letter, but I always fill the paper when I write to you. I want to see some resentment shown to the Portuguees. It wont perhaps do to declare war against them or to make captures of their Ships . . .

1. *Warren-Adams Letters*, I, 318–21.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

[Lebanon] Sabbath day, 27th April, 1777.

The Council met on the alarming accounts from the westward of troops landing at Fairfield, and others going up the North River &c. &c. received by expresses from Gen. [James] Wadsworth last evening.

Took into consideration the aforesaid intelligence, and this day further account from Col. Jed. Huntington at Danbury, that 18 ships and troops &c. are going up the North River near Peekskill, and at night news that Danbury was on fire and our stores taken &c.

1. Hoadly, ed., *Connecticut State Papers*, I, 214.

CAPTAIN THOMAS LLOYD, R.N., TO GOVERNOR BERNARDO DE GÁLVEZ ¹

(Copy)

Atalanta in the River Mississippi
7 Leags below New Orleans

Sir

27t April, 1777 –

I received your Excellency's Letter of date the 26t Instant, acquainting me of a Complaint being made to you, that I detained & examined a Vessel & fired several Shot at her, and that some of the Officers on board His Britannic Majesty's Ship under my Command, asked the Master some improper Questions; about 8 OClock in the Evening of the 21st instant, I fired one Swivel at a Sloop to bring her too, and sent an Officer on board to examine her, and by his report found she had 8 Carriage Guns with Powder, besides English, Spanish and French Colours, which put me under the necessity of detaining her till I was fully satisfied that she was not fitted out as a Privatier for the Assistance of His Britannic Majesty's Rebellious Subjects in America. And as to the Master being ask'd any improper Questions, I give you my word & Honour there was not a Gentleman to my knowledge asked any thing unbecoming the Character of an Officer,

I likewise detained a Brig 34 hours on suspicion of being one of the Rebels property especially as she had on board an English Master named Patk Barry,² and a French Master named Duplicie, likewise had information that she belonged to one of His Britannic Majesty's Subjects residing at New Orleans, who I have undoubted proofs of his having given great Assistance to the Rebels I have Authentick Accounts, that an American Ship arrived off New Orleans, and saluted the Garrison with an American Jack at her Mizen Top Masthead, and since have been informed that she has been fitted for a Privatier by the abovementioned Gentleman, mounting 12 Carriage Guns with Swivels and Musquetoons, and left the River about 3 Weeks ago – On my arriving in this River to my great surprize I heard that you had seized the Vessels belonging to His Majesty's [subjects] and put the Masters with their Crews in Confinement. I must beg that you will give me your reasons for this unexpected proceeding, as it is my duty (having the honor to command one of His Britannic Majesty's Ships of War) to enquire into the Particulars that His Majesty's Subjects may get redress. I hope when I have

the pleasure of seeing your Excellency, we shall be able to settle this Affair to the satisfaction of both Crowns. I am Sr [&c.]

T Lloyd.

To His Excellency Don Bernard Galvez
Colonel & Governor of New Orleans.

1. PRO, State Papers, 42/51, 190-91.
2. A younger brother of Captain John Barry of the Continental Navy.

JOURNAL OF H.M. SLOOP *Porcupine*, CAPTAIN THOMAS CADOGAN ¹

April [1777]
Sunday 27

Cape Florida So71Wt dis 201 Leagues
At 5 A M Saw 4 Sail to No gave Chace At 1/2 past
Carried away the Jibb boom. At 7 came alongside &
began to engage an armed Sloop of 10 Guns, under Rebel
Colours, & two Schooners of 8 ea: At 9 the Sloop made
Sail from us, do made Sail after her. At 1/2 past she
Struck, the Schooners made Sail & stood to Noward The
Sloop proved the *Hornet* Privateer with a Congress Com-
mission from Charles Town for Martinique Sent her to
Jamaica. - ²

1. PRO, Admiralty 51/707.
2. PRO, Admiralty 52/1923. Log kept by James Power, master of the *Porcupine*, added more details than the Captain's journal. According to a synopsis of the proceedings against the *Hornet* as taken from the record of the Vice Admiralty Court at Jamaica, she was built in Bermuda, of 100 tons burden, mounted ten carriage guns and four swivels, and had a crew of thirty-five. She had sailed from Philadelphia in February for Charleston in ballast, and at the latter place had loaded twenty barrels of rice and twenty-six barrels of indigo for Martinique. The action, which lasted three-quarters of an hour, took place in latitude 22 1/2° north, and longitude 70° west, upwards of fifty shot being fired. Upon arrival in Jamaica the *Hornet* was leaky, and, after condemnation, was appraised at £2443.12. .6, including cargo, stores and gunpowder.

28 Apr.

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON ¹

April 1777
Mondy 28th

Do [Cape Ann] N79°W 17 Leags
at 1/2 past 7 AM Saw a Sail in the SW made Sail & Gave
Chace as Did the *Diamond* & *Scarborough*, sett top Gallt
sails & Fore top mast Studding Sail, Carryd a way the Fore
top sail yard & Studding Sail Boom, Lost the Studding Sail
& part of the Rigging at 11 the *Diamond* made the Signl
for Seeing a Sail to the Eastwd, bore away & Gave Chace
the *Scarborough* in Compy at Noon the *Diamond* in Sight
in Chace of a Brigg -
Modt & Fair Weathr
at 1 PM Lost Sight of the *Diamond* fir'd 7 nine Pounders
to bring the Chace too, a Ship from Guadalupe for Boston

wt Powder & Warlike Stores,² sent a Midn & 4 men on board her, the *Scarborough* Join'd Compy with a Sloop from So Carolina for Boston.³ Made the Signl for the Captain of the *Scarborough* Punish'd John Daily with one Dozen Lashes for Plundering the Prisoners, & one Dozzin Lashes for Insolence to the Captain at 8 PM the *Scarborough* & Prizes parted Compy

1. PRO, Admiralty 51/420.

2. Ship *Paris*, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

3. *Ibid.*, sloop *Betsy* with rice, tar and indigo.

MASTER'S LOG OF H.M.S. *Diamond*¹

April 1777

Cape Ann N46°W 25 Lgs

Monday 28th

7 [A.M.] Saw a Sail in the SW Quarter Made Sail & gave Chase 10 AM Made the *grayhound* Signl to Chase in the SE Qr
12 Modt & Cloudy wr
1 [P.M.] Lost sight of the *Grayhound* and *Scarburgho* 3
The Chase Broughtt too after firing 5 Guns ½ past hove too the Chase proved to Be a Ship from Beverly to So Careliney

1. PRO, Admiralty 52/1699.

Boston Gazette, MONDAY, APRIL 28, 1777

Boston, April 28.

A ship from Honduras, with Log-Wood, taken by Capt. Fisk, belonging to this State, is safe arrived at said port.

A ship from Ireland bound to the West-Indies is sent in to another southern port; as is also arriv'd a ship from some port of France at the same port.

A BRITISH OFFICER'S ACCOUNT OF THE DANBURY RAID¹

[Extract]

April 21 – 28, 1777

21 Apl Embarked on the North River 1600 Regrs & 500 Provincials – Commanded by Major Genl [William] Tryon – & Briga Genls [James] Agnew – Sir Wm Erskine & Govr [Montfort] Browne. Two Frigates proceeded, immediately after, up the North River, where, the Publick concluded, the Expedition was intended; But early the next Morning the 22d a Westerly Breeze favoured our passage thro' Hell Gate to Whitestone 16 Miles down the Sound. Here we were met by the *Senegal* & *Swan* sloops, & detained by a Contrary Wind – the 24 a Westerly breeze released us, & carried us the 25 to a Spacious Bay called Capone-bay 5 short Miles from Norwalk Harbour. The Troops were immediately landed without any

opposition, & every thing necessary disembarked. We encamped, or rather lay on our Arms, & early on the 26 Marched forward with 6 Pieces of Artillery. About 7 Miles from the Sea We were attacked by a small Ambuscade, from a Morass, but we soon dislodged them, killed 5 & took a few Prisoners – & proceeded with very little opposition to Danbury, where we found the greatest Magazine the Rebels had ever collected: & full leasure to destroy it – Viz. About 4000 bbls of Beef & Pork; 5000 BBls of Flour; 100 Puncheons of Rum; a vast quantity of Rice, Coffee, Salt, Sugar, medicines, Tents, Cloathing, Shoes, Waggon – Harness – Made up Ammunition &c – the exact Quantities unascertained. We sent several detachments to destroy what we learned were concealed by the Rebels in Cope's at a Mile & two Miles distance, & then left the Town in Flames, & proceeded to Ridgefield, where, as at Danbury, We found the Meeting House full of stores, which We also set Fire to, & to several Houses. We marched all Night unmolested, but the Militia began to Harrass us early on the 27. & encreased every Mile, galling us from their Houses & Fences – Several instances of astonishing temerity marked the Rebels in this route. Four Men, from one House, fired on the Army, & Persisted in defending it, till they perished in its Flames. One Man on Horseback rode up within 15 Yards of our Advanced Guard, fired His piece, & had the good fortune to escape unhurt. Within about 5 Miles of the Sea We found [Benedict] Arnold had taken Post very advantageously with a Body of 5000 Men; most of them He had Marched from Peeks Kill 32 Miles distance; which obliged us to form, & loose no time in Charging the Rebels who were active in throwing up Breast-works: & constructing a Battery for three Six pounders. Arnold & Wooster opposed us with more Obstinacy than skill – the first narrowly escaped; leaving His Horse dead, & His pistolls dropped a few Yards off; the other was Mortally wounded in the Belly & left to die on the Field by His Son, who behaved remarkably well, refusing Quarter & dyed by the Bayonet. Major Stuart, a Volunteer on this Expedition, has gained immortal Honor; He perceived first, the Battery which the Enemy had nearly compleated, & rushing on with 10 or 12 Men spirited by His Example drove them out of it, in the face of the three Six Pounders which were well served, but ineffectual – the line followed, & the Rebels presently retreated on ail sides, leaving us a Compleat Victory – their Cannon &c &c. And with less loss than We Could have expected; for the Enemy opposed us with great bravery – many opening their Breasts to the Bayonets with great fury, & our Ammunition began to be very scarce. We have not lost above 70 killed, & not one officer & we have bro't off all the Wounded; The Rebels had above 300 killed, & we have above half as many Prisoners: they are better Cloathed, than last Year. Among our wounded, are Gl Agnew in the Breast near the shoulder – Major Hope, & Thorn; Capt Hastings slightly; & Capt Lyman of Brown's Corps dangerously. The Genl gave Publick thanks to this Corps on the Beach, for their very distinguished behaviour. We reimarked the 28. in good Order though exceedingly fatigued, having Marched at least

35 Miles the way we went, & not slept from Fryday Evening to this day Six o'Clock in the Evening, which affords me this hasty moment, to write you. I shall think of many particulars hereafter, such as that the Rebels, murdered 13 Tories, as they called them for opening their Houses to us on our March to Danbury &c – after so long a Letter, I shall not venture to add any intelligence of the General state of things in the Jerseys – only that the Rebel inlistments to the Soward are not yet completed, & those to the Northward may probably nearly fail: & this Coup by Gov Tryon may go nigh to carry the defection of Connecticut & Rhode Island Provinces from the Rebel Cause: Three of their Papers, which I enclose, shew that is supported on Crutches.

1. Stevens, ed., *Facsimiles*, No. 155.

JOURNAL OF THE NEW YORK PROVINCIAL CONVENTION ¹

[Fishkill] Monday Afternoon, April 28, 1777.

The House taking into consideration the absolute necessity of raising a body of men to guard the Continental ships at Esopus Landing, and the public records and treasury of this State, against the designs of disaffected persons, as well as to guard the different passes and roads frequented by those persons, for the purpose of conveying intelligence and going over to the enemy. Thereupon,

Resolved, That a body of men be raised for the above purpose.

Debates arose as to the number of men necessary to be raised.

General Scott moved, and was seconded, that the number of men to be raised, be 200.

Debates arose, and the question being put, it was carried in the affirmative.

1. *New York Provincial Congress*, I, 904.

New-York Gazette, MONDAY, APRIL 28, 1777

New-York, April 28

[Last Monday] the *Mermaid* Frigate arrived here from the West-Indies: Off the Coast of Virginia she fell in with and took a fine large Brig from Philadelphia, loaded with about 1400 barrels of Flour,¹ &c.

A few Days after the *Mermaid* destroyed a Rebel Privateer Schooner at Egg-Harbour upon the Coast of New-Jersey.²

1. *Escape*, Benjamin Wickes, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

2. Connecticut sloop *Lyon*, Timothy Shaler, which had previously taken one vessel, the *Experiment*, laden with coal, and had run ashore and destroyed another, the *Hazard*, with a cargo of oats. *Lyon* was not destroyed as the newspaper stated, but was sent into New York after her capture on April 19, along with the *Experiment* which had been recaptured. The *Lyon* was libeled against in Vice Admiralty Court on November 10, 1777 by Captain James Hawker, H.M.S. *Mermaid*, PRO, HCA 49/93, 112.

JOURNAL OF H.M.S. *Galatea*, CAPTAIN THOMAS JORDAN ¹

April 1777 Sandy Hook North 36 Ls
 Monday 28th at 6 [A.M.] Tkd & Saw a Sail to the SE Gave Chace at
 Noon the Chase SSW 2 Miles
 Do [Modte & fair] Wr
 [P.M.] fired 4 Shot at the Chace & bt too the Schooner
Phoenix from Nantucket bound to Virginia wt Sugar Oil
 & Ballast Elisha Coffin Master o[u]t 3 Days

1. PRO, Admiralty 51/4197.

PENNSYLVANIA NAVY BOARD TO CAPTAIN JOHN WEBB ¹

Sir – [Philadelphia] April 28th 1777
 We have received information this day that you have now on board
 the Galley under your command one of the Fishermen, whom you detain
 as we apprehend, very unjustly, & this board will by no means support the
 impress of any Man whatever; Therefore, we order you as soon as you receive
 this Message, to release the Man whose name we understand is Henry
 Myers; And Order you likewise remove your present Station, and come
 down as far as the lower end of Petty's Island between the two Channels and
 there lye untill further Orders. And also you are to Appear at this board
 to Morrow Morning at Ten O'Clock –
 To Capt William [*sic* John] Webb, Esqr, of the *Experiment* Galley.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

APPLICATION FOR A COMMISSION FOR THE CONTINENTAL
 LETTER OF MARQUE SHIP *Chase* ¹

Mr Stephen Steward, Agent for the Congress applies for a Commission for
 the Ship *Chase* of the Burthen of two hundred & eighty Tons mounting
 six Carriage Guns, belonging to the thirteen united States, commanded by
 Captain Benjamin Chew and navigated by twenty Men, with Six Months
 Provisions – On Behalf of the thirteen united States. Witness My Hand
 this 28th Day of April 1777 [at Baltimore].

Stephen Steward

1. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, II, NA.

BOND FOR THE CONTINENTAL LETTER OF MARQUE SHIP *Chase* ¹

1777 *Chase*, Continental ship. Guns: 6. Crew: 20.
 April 28 Bond: \$10,000. Captain: Benjamin Chew.
 Bonders: Benjamin Chew, Stephen Steward, of Ann
 Arundel County, Maryland
 Owners: United States of America.
 Witness: R. Ridgely, Annapolis.

1. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, II, NA. An abstract from the bond.

NICHOLAS THOMAS TO GOVERNOR THOMAS JOHNSON ¹

Sir

Oxford April 28th 1777.

Captain James Nicholson has impress'd James Parsons and Thomas Pamphilion two young Men that went out to Martinico with Captain Paddison [William Patterson] they were put on Board the Flag of Truce taken by Paddison were afterwards ritaken and carry'd into Jamaica from thence took a Passage to Eustatia and the other Day arriv'd at Baltimore Town, they were immediately Seized and carry'd on Board the frigate commanded by Captn Nicolson, they are not suffered even to write to their Friends. A Merchant from Talbot Saw them on Board from whom the Mother of Pamphilion has this Information

I know not if Congress has given Orders to impress, if such Orders are given I heard nothing of them when at Annapolis, I am requested by the Mother of one of the young Men to write to you upon the Subject not doubting but you will do whatever is right, not only in this, but in all other Matters that come before you for your Determination I am Sr [&c.]

Nic Thomas

1. Red Book, XVII, 4, Md. Arch.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR.¹

April 1777

At Single Anchor Cape Henry SEt 3 or 4 Miles

Sunday 27th

AM Dried the Small Sails and hove into $\frac{1}{3}$ of a Cable.

Do [Little wind] and Cloudy Wr

Two sail in sight in the Offing at $\frac{1}{2}$ pt Meridian Weigh'd and Came to Sail, at 2 The Chace made the Private Signal which we Answer'd, at $\frac{1}{2}$ pt spoke his Majesty's Ship *Thames* with a Privateer Brig of Ten Guns Called the *Raleigh* which she had lately Captured.² Wore and Brot too, at 4 saw a Sail to the N W, Made Sail & made the *Thames's* Signal to Chace to the No wd at 7 Calm Anchor'd with the Best Bower in $7\frac{1}{2}$ fm Cape Henry NW $\frac{1}{2}$ N. 3 Leagues. The *Thames* and her Prize also Anchor'd. At 8 little Wind Fired a Gun and made the Signal to Weigh and the *Thames's* Signl [to] Chace to SEt at 10 Weigh'd, lost our Buoy and Buoy Rope and [the] top tackle fall in endeavouring to save it,

Monday 28th

at 4 Fresh Breezes the *Thames* in Co at $\frac{1}{2}$ pt saw a Sail, Out 2d Reef Topsails and gave Chace, at 5 saw 3 more to SEt Fired a Gun and made the *Thames's* Signl to give them Chace. At 8 Came up with and spoke our Chace proved a Ship from Maryland loaded with tobacco for Bourdeux³ Brot too, took the Prisoners out and sent an Officer and 14 Men onboard to take Charge of her, at 11 made Sail the Prize in Company. –

1. PRO, Admiralty 51/694.

2. *Thames's* prize was the Virginia Navy brig *Raleigh*, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.3. *Ibid.*, ship *Billy and Mary*, John Burrows, master.

JOURNAL OF THE NORTH CAROLINA SENATE ¹

[New Bern] Monday 28 April 1777

That the Inspectors of both Houses met in the Conference Room, and there did take and receive from the Members of the Senate and House of Commons the Tickets of all the Members of both Houses, which were put into a Box, and upon Examination of the Scrolls, it appeared that the following persons were Elected by a Majority of both Houses, to-wit:

89. Thomas Burke	} Esquires, Delegates to represent this State in General Congress.
76. William Hooper	
76. John Penn	} of the Court of Admiralty for port Beaufort.
William Tisdale, Judge	
Thomas Sitgreaves, Marshal	} Of the Court of Admiralty for port Brunswick –
Sampson Moseley, Judge	
Thomas Davis, Marshal	} of the Court of Admiralty for port Roanoke –
John Campbell, Judge ²	
David Davis, Marshal	} of the Court of Admiralty for port Bath –
Thomas Respass, Judge	
Nathan Keaise, Marshal	} of the Court of Admiralty for port Currituck –
Thomas Jarvis, Judge	
John Humphries, Marshal	

1. Journal of the North Carolina Senate, 1777, 101–02, NCDAH.

2. John Campbell resigned on April 29, and Joseph Blount was elected to fill the vacancy.

Gazette of the State of South-Carolina, MONDAY, APRIL 28, 1777

Charles-Town, April 28.

We have just now learnt, that the Fleet to sail from Jamaica, on or about the first of May, will consist of 176 Sail, very richly laden, having on board, besides their usual Cargoes of Sugar, Rum, Cotton, Coffee, &c., a large Quantity of Carolina Indigo; purchased in the French Islands: That they were to be convoyed, as far as Bermuda, by the *Maidstone* and *Winchelsea* Frigates of 26 Guns each, the *Badger* and *Porcupine* Sloops, of 16 and 14 Guns, and the *Racehorse* armed Vessel of 10 Three-Pounders: and, from Bermuda home, by the *Maidstone*. – This Information was obtained by the Master of a Vessel, who, on the 13th Instant, met, and under English Colours, sailed several Days in Company with a Sloop from Kingston in Jamaica, Isaac Cobb, Master, cleared for Halifax, and furnished with *American* as well as Jamaica Papers: There were at the same Time in Sight, off the Havana, coming through the Gulph [of Florida] a Ship of 12 Six-Pounders, with 40 Men, one Forster, Master, from Kingston, bound for London, having a good Deal of Specie and Indico on board, said to be worth 100,000 l. Sterling; and a Brig of 8 Guns, full of Bale Goods, one Freebody, Master, cleared for Gaspee, also furnished with British and *American* Papers, but belonging to said Freebody and a Mr. Dolbeir of Jamaica, which Vessels, it is supposed have not yet passed this Coast.

The *Hind* Frigate, with eleven Sail of Transports from Ireland, passed

in Sight of St. Eustatius, on Sunday the 30th of last Month, bound for New-York.

The *Pearl* Frigate, a few Days before, on the Way to New-York, took a single-decked Brig, said to be from this State, just going into St. Eustatius, the Mate of which was killed during the Chace.

A great Number of American Vessels have lately been taken by the Men of War on the Antigua Station; and by piratical Vessels cruizing without Commissions, from Antigua, Anguilla, Tortola and Dominica. By the latter, no less than 29 Sail had been sent into Tortola alone. These Pirates carefully avoid falling in with the Men of War, by which Means such as escape the one, fall into the Hands of the other. Among others lately taken, are said to be the following Masters from this State, Richard Minors, of the Sloop *Rutledge*; Jacob Wyatt, of the Scooner *Splatt*; Benjamin Wainwright, of the Sloop *Family Traders*; Paul Lightbourn, of the Sloop *Nanny*; Stafford Amory, of the Sloop *Charming Nancy*; William Peirut, of the Slo[o]p *Elizabeth*; George Griffin of the Scooner *Wild-Cat*; Boaz Bell, Richard Somerfall, Richard King, Foster Bascom, and one Morgan.

From St. Eustatius we are advised, that a Privateer belonging to Philadelphia, has lately taken 2 Sail out of a Cork Fleet, and carried them all safe into Martinique.

JOHN FITZPATRICK TO DONALD MCPHERSON ¹

[Extract]

Sir

Manchac 28 April 1777

. . . I make no Doubt but you have heard ere this comes to hand, of what has happened at [New] Orleans, and that, all the English Vessells at and about that place have been taken by the Spainards, the Captains, Mates & Men are all in Prison Morgan & Mather lost a Vessell with 22 Negroes on Board. Mr Waugh[']s Vessells Loaded with goods, another that had sailed for England, that had not got out of the River, was also taken, in which Mr Williams of your Place, had Shipped on his acct his Beaver, as he could not get the price for it that he wanted, what is become of him I can't learn yet, as there has not been any late arrivals from town, this I am certain of that all the English Merchts are ordered out of Town & have but 15 days allowed them to prepare for their departure, what all this means God only knows, but I am much afraid we are on the Eve of a War with Spain . . .

1. John Fitzpatrick Letter Book, NYPL.

JOURNAL OF H.M. SLOOP *Porcupine*, CAPTAIN THOMAS CADOGAN ¹

April [1777]

Cape Florida So 75 Wt dis 218 Leagues

Monday 28

At 5 A M saw a Sail to SE. gave Chace At 7 fired 2 Shot & brot too the Chace a Schooner from Charles Town for Martinique Sent her to Jamaica.²

1. PRO, Admiralty 51/707.

2. Schooner *Magdalene*, with a cargo of rice, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN JOHN CHAPMAN, H.M. SLOOP *Shark* ¹

(Copy)

By James Young Esqr Vice Admiral of the Red, and Commander in Chief of His Majesty's Ships and Vessels employed, and to be employed at Barbadoes, and the Leeward Islands, and in the Seas adjacent.

Whereas the Lords Commissioners of the Admiralty have directed me to appoint Convoys for the Protection of the Homeward bound Trade, from these Islands: You are hereby required and directed to compleat the Victualing &c: of His Majesty's Sloop *Shark* under your command to three Months; and forthwith proceed to St Johns Road Antigua; and make known to all Masters of Merchant Vessels bound to Great Britain or Ireland; whose Ships or Vessels are now ready for Sea; that you are appointed to Convoy them: and direct the Masters of said Vessels to put themselves under your Command, and obey such Orders and directions as they may receive from you; and to take especial care they do not loose Company with His Majesty's Sloop *Shark*; You are to Sail from St John's Road the 2d May, with such Merchant Ships as are then ready; and proceed with them to Basse-terre St Christophers; at which place You are also to collect and take under Your Orders and Protection all such Merchant Vessels bound to Europe, as may assemble there by the 8th day of May next; at which time You are to Sail with the Trade for Europe, under your Convoy; and on no Account to remain there longer. The *Sylph* Sloop is directed to bring the Trade from the Southern Charribbe Islands to St Christophers and to be at that place by the 4th May; You are immediately on her arrival to direct Captain Dacres to proceed without delay to the Island of Tortola, and collect such Merchant Vessels belonging to that Island as are ready to proceed to Europe: and conduct them off the Island of Anguilla: and the[n] Cruize with them 'till you arrive with the General Convoy from St Kitts; and then to join You, and proceed to the Northward, until he can fetch the Island of Antigua, when you are to suffer him to part Company, in order to join me at Antigua; and are to take the whole Trade under your Convoy, and make the best of your way with them to Spithead; and you are strictly required and directed to take all possible care on your part, not to seperate from the Ships and Vessels which may put themselves under Your Convoy, and to give such Orders and Instructions to their Masters, as you conceive may be most likely to prevent their seperating from You: and in case any of them do loose Company with you, or disobey your Orders; You are to transmit to the Secretary of the Admiralty a List of their Names; with the Circumstances attending such Seperation, or Disobedience of Orders. On Your arrival at Spithead, You are to acquaint the Secretary of the Admiralty therewith; sending him a List of all such Vessels as come under your Convoy: with Remarks on the behaviour of their Masters during their Voyage: and also

transmit Him the Public Dispatches you will receive from me: for which this shall be your Order.

Given &c the 28th April 1777.

1. PRO, Admiralty 1/310.

29 Apr.

Independent Chronicle, THURSDAY, JUNE 19, 1777

Halifax. April 29.

Last Wednesday [April 23] arrived the armed Ship *Albany*, from a Cruize and brought in a Brig from Salem bound to the French West-India Islands, laden with Fish and Lumber, commanded by one Atkins, of Boston.¹

1. *Polly*, Nathaniel Atkins, master, Howe's Prize List, October 24, PRO, Admiralty 1/488.

PETITION OF GEORGE DODGE, JR. TO THE MASSACHUSETTS COUNCIL¹

To the Honble The Council of Massats Bay
The Petition of George Dodge Junr of Salem in behalf of John Derby & Compy -

Humbly Shews

That they have at a great expence fixed out and equipped the Brigantine Called the *Oliver Cromwell* One hundred & Sixty Tons Burthen, Mounting Sixteen Six Pounders, Navigated by One hundred & thirty Men, Comanded by William Cole, the Officers on Board are William Russell 1st Lieut John Colyer 2d Lieut & Robt Richardson Master, with Provisions & Military Stores Sufficient for a three Month's Cruise, said Brig is designed to Cruise Against the Enemies of the United States -

Would therefore humbly pray your honor's to Commission said Brigantine, & Officers, in Order that she may Join the Fleet at Boston, under the Command of Commodore Manly, and as in Duty Bound will ever Pray

George Dodge junr

[Endorsed] In Council April 29. 1777 Read & Ordered that the Prayer thereof be granted and that a Comission be Issued out to the said William Cole as Comander of the above mentioned Brige called the *Oliver Cromwell* he complying with the Resolves of Congress

Jn^o Avery Dpy Secy

1. Miscellaneous Manuscripts, PM. Similar petitions of this date from owners of other ships are in Mass. Arch., vol. 166.

JOURNAL OF THE MASSACHUSETTS COUNCIL¹

[Boston] Tuesday April 29th 1777

Whereas it hath been represented to this Board that their is a Sloop now laying in the Harbour of Cohasset commanded as it is said by one Holbrook, loaded with Lumber, Pitch Tarr & Tobacco & it is suspected to have a quantity of Corn & other Provisions on board, bound for St Peters - And Whereas it is contrary to the Resolves of the General Court,

that any provision or Naval Stores should be exported more than is sufficient for the Vessel's use – Therefore Ordered that the Sheriff of the County of Suffolk or either of his Deputies be and they are hereby directed to go immediately on board the said Sloop & make thorough search after such Articles of Provision & Naval Stores as are by the aforesaid Resolves prohibited & upon finding the same to bring the Master of said Vessel before this Board to answer for his Conduct and to stop the said Vessel from proceeding on the Voyage aforesaid until the further order of this Board & to make return to the Secretary's Office as soon as possible –

1. Mass Arch., vol. 20, 445, 447.

TRIAL IN MASSACHUSETTS MARITIME COURT OF THE PRIZE BRIGANTINE *Betty* ¹

State of the Massachusetts Bay }
Middle District. Suffolk ss. }

At the maritime Court for the middle District of the State of the Massachusetts Bay holden, at Boston in the County of Suffolk, by the Honourable Timothy Pickering junr Esquire Judge of said Court, on Tuesday the twenty ninth Day of april in the Year of our Lord one thousand seven hundred & seventy seven –

Jonathan
Jackson
& al.
Proponts
vs
the Briga
Betty
James Simonet
Mastr
Libel &
filed 133.

Be it remembered That on the fifteenth Day of February in the Year of our Lord one thousand seven hundred & seventy seven, Jonathan Jackson, Nathaniel Tracy and John Tracy all of Newbury Port in the County of Essex Merchants, in Behalf of John Lee Commander of the private armed Schooner *Hawke*, and the Officers, Marines and Mariners on board the same, the Owners thereof and all concerned therein, came, by John Lowell Esqr, before the Honourable Nathan Cushing Esquire then Judge of said Court, and filed a Libel exhibiting an Information, to wit, that the said Lee and his

Company in said Schooner, on the high Seas, on the twentieth Day of January last, took, and, on the fifth Day of the same February, brought, into Newbury Port in said District, the Brigantine *Betty*, of about one hundred Tons Burthen, commanded by James Simonet, and laden chiefly with the Articles mentioned in the Schedule to said Libel annexed. And the said Jonathan, Nathaniel & John the Proponants, in their said Bill, aver'd that the said Brigantine, her Cargo & appurtenances were, at the Time of said Capture, the Property of and belonging to some of the Subjects of the King of Great Britain other than the Inhabitants of Bermuda, New Providence or the Bahama Islands, and the said Brigantine was then employed by the Enemies of the united States of America and carrying Supplies to said Enemies, and the Proponants further said that by means of the Premises and by Force of the Laws of this State and the Resolves of the Continental Congress in such Case provided, the said Brigantine, her Cargo & ap-

purtenances are forfeited and to be distributed as the Law directs – praying Advise-ment, and that, by a due Course of Proceedings, the same Brigantine, her Cargo and appurtenances may be decreed to be and remain forfeited and distributed as the Law directs.

And the Time and Place of Trial having been duely notified, the Proponants by John Lowell Esqr appear. And no Person appearing to show Cause why the said Brigantine with her Cargo & appurtenances should not be condemned

After a full Hearing of the Proponants, their Bill aforesaid is committed to a Jury duely returned and impannelled and sworn to return a true Verdict thereon according to Law and Evidence. Which Jury are John Andrews, Benjamin Gray, John Newhall, Elkanan Winchester, Elisha Gardner, William Williams, Ebenezer Triscot, Edward Preston, Benjamin Cudworth, Thomas Parker, John Bennet, Nathaniel Cudworth. Who return their Verdict to the said Timothy Pickering Judge as aforesaid, and upon their Oath say, “that the Brig *Betty* commanded by James Simonet was taken by Capt John Lee and his Company in the arm’d Schooner *Hawke*, and carried into Newbury Port, and that She & her Cargo and Appurtenances at the Time of her Capture aforesaid were the Property of some of the Subjects of the King of Great Britain, other than the Inhabitants of Bermudas, New Providence, or the Bahama Islands, and that the said Brig with her Cargo and Appurtenances is a lawful Prize to the said Captors.”

And thereupon, It is, by the said Timothy Pickering Judge as aforesaid, considered and decreed that the said Brigantine *Betty* with her Cargo and Appurtenances are forfeit, – that the same be sold at public Vendue, & that of the Monies thence arising, there be paid the Charges of Trial & Condemnation being eight Pounds and four pence and the Charges of Sale and the Wages of the Seamen and Mariners who were taken on board the said Brigantine, according to the Terms of their Contract, up to the Time of her Condemnation (such Wages as have been advanced & paid to the Seamen & Mariners, by the said James Simonet the late Master of said Brigantine out of his own Monies, to be paid to him together with his own Wages, and the Arrears of the Seamens & Mariners Wages to be paid them severally); and that the Residue of the Monies arising from the Sale aforesaid be delivered to the Captors aforesaid, their Agents or Attornies, for the Use & Benefit of such Captors and others concerned therein.

attest Isaac Mansfield Clerk

1. Mass. Arch., vol. 159, 51–54. Prize brigantines *Placentia*, *Dorothy* and ship *Piercy* were also tried and condemned this date.

GOVERNOR JONATHAN TRUMBULL TO SAMUEL ELIOT¹

Sir

Lebanon 29th April 1777.

By your favour of the 25th Instant I have the pleasure to learn the Arrival of the last of Capt [Samuel] Smedleys Prizes, and thank you for your Care & attention to our Business –

You will receive Letters from me respecting the Prizes, which are perhaps already come to your Hands, by which you will see we have no desire to supersede your Agency – as the *Defence* is to be refitted & Sent to Sea with all Expedition I wish you to give Capt Smedley all the Assistance you can for that purpose.

The Enemy have now made an Attack directly on this State, & it is reported, with what Truth I am not able to determine, they intend ravaging our Coast & in some Measure to make this State the Theatre of War we therefore think it prudent, to reserve all the provisions of every kind taken in these four Prizes for the use of the State, as it is highly probable we shall have Occasion not only to provide for our Militia on Sudden Marches, but also to minister to the relief of our Inhabitants who may be forced from their dwellings You will therefore at present Secure the whole of the Provisions brought in in all the Prizes 'till further Orders, only excepting out of this General Order, Provisions to fit the Briga for a New Cruise, & an Order to deliver Mr Nathaniel Shaw Junr provision for his Privateer at Dartmouth, for which he hath an Order ² – and you will consider this Letter as countermanding all former Orders respecting Provisions in sd Prizes, except what relates to Smedleys Briga & Mr Shaws Privateer.

It will be of Importance that you take Care of the provisions, & place them in such a Situation as may Secure them against any Sudden Invasion of the Enemy, which we leave to your Discretion.

The Invoices & other papers I return you inclosed. I am &c.

J T –

1. Conn. Arch., 1st Series, IX, 104, ConnSL.

2. Connecticut privateer sloop *American Revenue*, Captain Samuel Champlin, Jr.

MASTER'S LOG OF H.M. BRIG *Halifax* ¹

April 1777
Thursday 25th
[Friday]

[At single anchor] off Loyds Beach
[At] 6 Weigh'd & Came to sail at ½ Past stood to the
Noward saw a fleet to the Westward . . . 10 Joind
Company with his Ms Sloop *Senegall* & *Swan* with 7 sail of
Transports – the Lieut went on Bourd the *Senegall* at
½ Past the Bout returnd hoisted her in & Made sail a
head of the Fleet sett stering sails
Little wind & Cloudy Wr Norwork Islands NBS abt 2
Miles –
[First part] Light Breezes & Cloudy Wr [Middle and
latter] Fresh Breezes & Cloudy wt some Rain.
[P.M.] at ½ past 4 Came too with the Small Br in 5
Fathoms of water Muddy Bottom Verd to ½ of a
Cable Fairfield Battery NWBN abt 2 or 3 Miles Beach
Point at Black Rock NBW 1½ Miles Stratferd Point
EBN . . . at 5 the Battery Fird a shott at us which fell
short at ½ Past 5 Hoisted a Blue Ensign at the Main
Topmt Gt Mt Head as a Sigl to the Fleet which Brought

too To the W ward at 6 the Rebbles Fird three more
shott at us, which fell short saw a Privateer Brigg Lying
in Black Rock Harbour

Friday 26th
[Saturday]

Strong Gales & Squally w Rain
[P.M.] 7 Lett the Bt Br Go Under foot . . . Struck Top-
gallt masts & Pointed the yards to the Wind Veerd to $\frac{2}{3}$
of a Cable on the Small Bower –

Saturday 27th
[Sunday]

[A.M.] 2 hove up the Bt Br & In to $\frac{1}{2}$ a Cable on the
Small at $\frac{1}{2}$ Past 7 heard the Report of some Volleys of
Small Arms In Fairfield Got up Topgallt Masts – Fresh
Gales & cloudy Wr at $\frac{1}{2}$ Past the Battery Fierd two
Shott at us which fell short.

[P.M.] the Tender Returnd from the fleet – [at] 5 Heard
the Report of Several Guns from towards Newfield hill

Sunday 28th
[Monday]

[A.M.] 8 Heard the Report of Several Volleys of small
Arms Suposed to be from the Troops [at] 11 sent the
Bout near In to black Rock to reconiter the Brigg the
Battery fierd two shot at the Bout which we Return'd
w[ith] tw[o] 4 prs from the Brigg
Modt Breezes & Cloudy Wr

[P.M.] 4 heard the report of Several Guns to the Eastward
and several Volleys from the Westwd which we suposed to
be our Troops Engaged or ReEmbarkin –² [at] 6 – sent
the Tender to the fleet got all clear for action the Bat-
tery at Nor[wal]k fierd two shot.

Monday 29th
[Tuesday]

[A.M.] no Sight of the Fleet they having saild in the
Night

1. PRO, Admiralty 52/1775.

2. Returning from the Danbury raid.

MAJOR GENERAL HORATIO GATES TO JOHN HANCOCK¹

[Extract]

Albany 29th April 1777 –

. . . I cannot help thinking I foresee the worst of Consequences, from
too great a proportion of the Main Army being drawn into the Jersies. – Sir
William Howe having a Secure Retreat open to his Ships, can at any time
give Your Army the Slip; – And then his Ships of War, and Armed Vessels,
which he can increase at pleasure, (for every Transport may be Converted
into a Floating Battery,) will prevent Your Army, or any part thereof, from
repassing Hudson's River.

The Forts in The Highlands, are I hope Guarded, with all the Care,
and Attention, worthy, so great a Charge. I look upon them as the Keys
of American Liberty; And pray they may be preserved as such . . .

(Copy)

1. John Jay Collection, CUL.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Tuesday, April 29, 1777

A letter, of the 26, from Governor Johnson, of Maryland, enclosing a copy of a letter, from the said governor, to James Nicholson, captain of the *Virginia*, and of Captain Nicholson's answer, being received was read:

Resolved, That the same be referred to the Marine Committee, and that they report thereon to morrow.

That the said committee be directed to order Captain Nicholson to dismiss all the men he has impressed, and not to depart with the frigate till further orders.²

Resolved, That two members be added to the said committee:

The members chosen, Mr. P[hilip] Livingston for New York and Mr. W[illiam] Smith, for Maryland.

1. Ford, ed., *JCC*, VII, 305, 312-13.

2. On this date the Marine Committee passed this order to Captain Nicholson, Marine Committee Letter Book, 85, NA.

RESOLUTIONS OF THE CONTINENTAL MARINE COMMITTEE¹

Philada April 29th 1777

It being this day determined to form a plan for intercepting the Jamaica Fleet that will Sail from that Island for Great Britain about the 26th day of July next. *Resolved*

That this Committee will Order such of the Continental Frigates and Cruizers as can conveniently be spared or appointed for this service to Randevouz at Abacoa One of the Bahama Islands near to New Providence on or before the 25th day of July next.

That as it is uncertain what number or which of the ships or Cruizers may be so Ordered, those that arrive at the Said Station are to wait until the 28th day of July, each employing themselves in taking on board wood Water &c if wanted and to be got until that day when the several Commanders are to meet and producing their Commissions to each other the Senior Officer is to be deemed Commodore and may hoist a broad Pennant during the continuance of this service. The Commodore and every Commander are then to pay due obedience to the following Instructions exerting themselves in their respective Stations to execute them and to accomplish what this Committee have in veiw.

The grand Object of this expedition being to intercept the Jamaica fleet that will be departing from that Island about the Time the Commodore assumes his Command, he is to hold a Council of war assisted by all the Commanders and determine the following points.

First, where is the best Cruizing Ground.

Second, How to station the Squadron over that ground so that the enemies fleet cannot pass by unobserved.

Third, fix Signals for discovering the Enemy, their Numbers force and Number of the Convoy, how they bear, distance &c

Fourth, fix Signals for knowing each Other generally, & each ship in particular with all other necessary & proper Signals for the well governing & managing the fleet during the Cruize and in time of Action.

Fifth, each Commander to be supplied with a Copy of these orders Copies of the Proceedings of the Council of War Signals &c and Copies of such other orders as the Commodore & council may think proper to be given to each captain in addition to these Instructions which orders are to have the same object in veiw and are to be calculated for the more effectual Accomplishment of it. The Commodore or Council of war are empowered to order or do any thing they may think necessary or essential to enable the Squadron to perform the intended service, whether pointed out by the Committee or not. The Commodore must call on each Captain for any intelligence he may have gained respecting our enemies before he arrived at the Randevouz and particularly respecting the Jamaica fleet, the force and number of Ships of war intended as Convoy to that fleet, and proper advantage must be made of any intelligence so gained. These things done and the sooner they are accomplished the better, the Squadron must weigh and sail under the Signals and Orders of the Commodore to the Appointed Station which we suppose will be near the Havannah and as there will be some time to wait for the Jamaica fleet geting that length such time cannot be better spent, than in repeating the Signals agreed on constantly in order that they may become familiar to every one, and whenever they appear to be misunderstood to any Ship or Ships an explanation should immediately take place. The men should be constantly exercised at the Guns, and infinite pains taken on board every Ship to sweeten the Air, and keep not only the ship clean but the Men so in their Cloathing and Persons. During this Cruize there is little doubt but Prizes will be taken by the Squadron before the Jamaica fleet appears and such may be sent into Georgia or Carolina, but in doing this care must be taken that no ship is much weakened by sending away their men in such Prizes. Should they be of little value it may probably be best to burn them and encourage the seamen bound on board to enter our Service by offering them Share of Prize Money to be taken, Pay and allowance equal to those already engaged and assurance of good treatment. It may not be amiss for the Commodore to send One of the small Cruizers into the Havannah with a Polite Letter to the Governor asking leave for the Ships of war belonging to the United states of America to send in their Prizes there until convenient to bring them away or for sale if that will be permitted. When the main object of this enterprize appears the Jamaica Fleet, That, it must be the business of the Commodore to keep the Frigates together until he finds out the strength of the Convoy and if it be such as he judges he can cope with, with a tolerable prospect of success, He is to make the proper disposition for Attacking to the best advantage and engage their ships of war whilst all

the smaller vessels are employed in attacking and taking the Merchantmen. It must be remembered that the enemy generally send home for Convoy such of their Ships of war as have been long in the West Indies. They are frequently foul and ill manned which are circumstances favourable for engaging them, even if they should appear of superior force. If you can but make Prizes of the Convoy or any part of them, we think it will then be in the power of the Squadron to take any number of the Merchantmen and such as cannot be manned and brought into Port may be sunk or Burned. Should the Convoy consist of such or so many Ships as it would be folly or rashness to engage, the Squadron in that case had best to separate and hover after the fleet, for as we have little doubt but most of our ships will outsail theirs, being cleaner you may in this manner pick up a vast many of their Merchant ships altho protected by Superior force, and for this purpose every Ship or Cruizer may follow the fleet as long and as far as the Commander shall think prudent, but the Squadron is not to separate until the Commodore shall give Orders or make signals for that purpose. If the Squadron separate in this manner each Commander will return into the first safe Port in the States after he has performed his Cruize and rendered his Country all the services he can for that voyage, each giving us immediate notice of his Arrival and preparing again the Vessel he commands for further service against he receives fresh Orders. On the Contrary if the Squadron are successful in taking a number of Prizes it will be best to bring them into the first safe Port or Ports in these states delivering the Prizes to the Agents, and each Ship to be got ready for further Services immediately. If the fleet arrive any where in the neighbourhood of Congress we can and will transmit fresh Orders – if too distant the Commodore must call a Council of war of all the Commanders with him and any enterprize or expedition planned by that Council, that has for its object the service of the United states of America, to distress or disable the enemies of these states or to Capture their ships of war or Merchantmen will meet our Approbation & if executed with vigour will merit the praise of all America. Our ships should never be Idle. The Navy is in its infancy and a few brilliant strokes at this Era would give it a Credit and importance that would induce seamen from all parts to seek the employ for nothing is more evident than that America has the means and must in time become the first Maritime power in the world. The several commanders employed to execute this Plan now laid down will have an opportunity to open the first Ideas of the importance of our Navy and a glorious chance of immortalizing their own names besides enriching all the brave Fellows under their command. To them then under Heaven we look for that success which is the Object of our wishes. –

CONTINENTAL MARINE COMMITTEE TO CAPTAIN NICHOLAS BIDDLE ¹

Sir

[Philadelphia] April 29th 1777

You are directed in the Instructions in which these are inclosed to break the seal of this Letter on the 10th day of July next at that time we expect you will be cruising near the Island of Hispaniola, and that agreeable to our former orders you will have the *Randolph* Frigate in good order and every way fit for Action. We have it in contemplation to Strike a Stroke against the British West India Trade that will be severely felt in the Pecuniary way, and that will at the same time if well executed give an eclat to our Navy that will be of infinite service to it we propose that you shall have a share in the execution of this plan and hope it may be a distinguished One

You know that the largest and most valuable fleets of Jamaica Sugar Ships always depart from that Island about the 26th day of July under Convoy and that they pass through the Gulph on their way to England. Our design is to intercept this Fleet and take, sink, burn and destroy as many of them as possible, You are therefore to repair to the Island of Abacoa near New Providence which is the place we have appointed for the Randevouz of such Ships & Cruizers as we may find it in our power to order on this service and you must make it a point to be there on or before the 25th July that being the day we shall fix for every Ship or Vessel being at Abacoa.

When the fleet are collected at that place the Captains must compare Commissions and the Senior is to be deemed Commodore to whom the Inclosed Orders are addressed, every Captain in the fleet will be furnished with a Copy, and it is expected not only from the Captains but from every Officer in the fleet that they will use their most strenuous endeavours to effect this business in a Compleat and effectual manner and for this purpose it will be necessary to cultivate Harmony and good understanding with One Another. We also recommend it as a constant Object of your Attention to encourage the seamen and Petty officers which you take on board Prizes to enter our service and bring as many of them as possible into America

We doubt not you will signalize your Zeal upon this occasion and happy shall be at a future day to congratulate you on the Accomplishment of this enterprize. We are sir [&c.]

1. Marine Committee Letter Book, 77, NA.

CONTINENTAL MARINE COMMITTEE TO JOHN DUPUY, CAPE ST. NICOLAS MOLE ¹

Sir

[Philadelphia] April 29th 1777

This may probably be delivered to you by Captain Nicholas Biddle of the *Randolph* Frigate which will be Cruizing on your Coast this Summer and should Captain Biddle pay you a visit we request that you will supply him with any Stores or necessarys the Ship may stand in need of. Should he send any Prizes into your Port we hope you will be permitted to make sale of them, and that you will do it to the best advantage.

Mr. [Robert] Morris gives us assurance of your attachment to the American cause which induces us to trouble you on this occasion, and

should you be led into advance for the supplies Captain Biddle may require, you may depend on being reimbursed by Consignments of Goods made you for that purpose, or probably Mr Ceronio at Cape François may have funds in his hands as considerable Remittances are now going to him. We are sir [&c.]

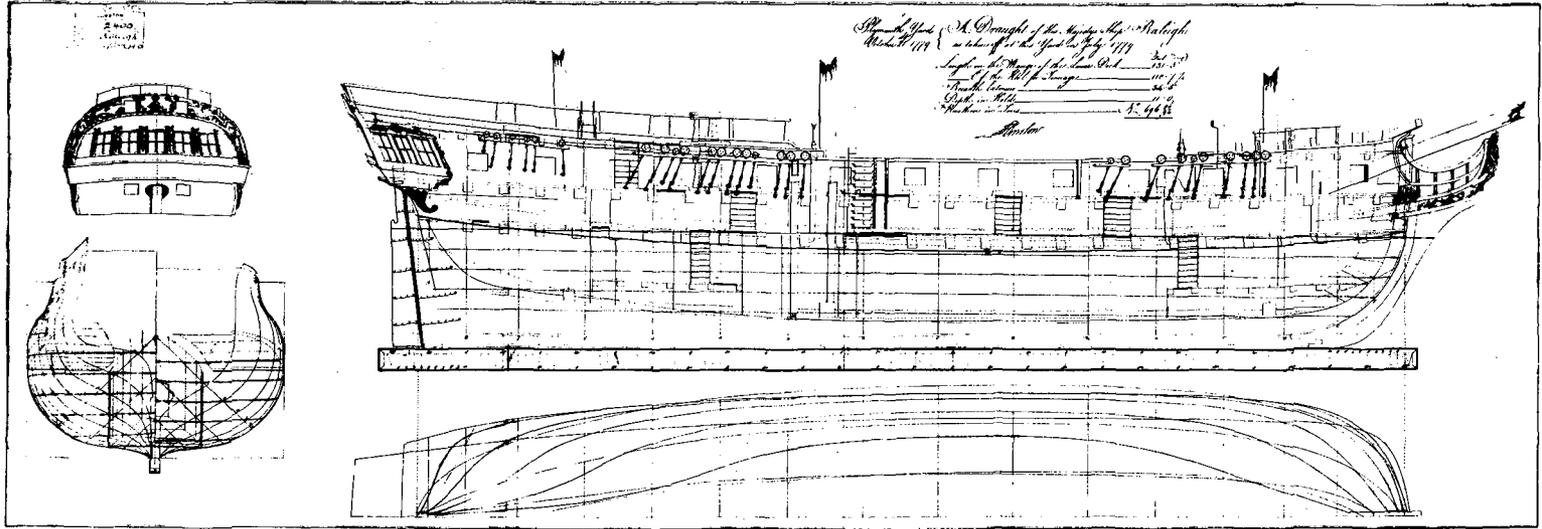
1. Marine Committee Letter Book, 81, NA.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN THOMAS THOMPSON ¹

Sir

[Philadelphia] April 29th 1777

We have long been anxious to hear of the *Raleigh* frigate under your Command being compleated for the sea but hitherto the difficulty of obtaining her Guns has been insuperable you may rest assured that the measures you have taken to obtain them from the Furnace in Massachusetts Bay are quite agreeable to us. We approve very much of the Iron Ballast being taken from the *Alfred*, and in case that should not be sufficient you are authorized to take a quantity out of the *Columbus* so much of her Iron Ballast as may be necessary and shall defray such reasonable Charges as attend the doing of it, and further we are well pleased that Mr Paine and Mr Bradford came into this measure and gave you their assistance. You are therefore to return to the furnace in Massachusetts Bay and immediately try or prove the Guns already cast for the *Raleigh* agreeable to the standard or mode given you herewith. If you find they stand this proof urge the utmost expedition in compleating the set. We hope a sufficient quantity of the proper Metal will be got from the Ballast of the Two Ships mentioned, but if that falls short you may then make application in our name and produce these orders to the Council or Assembly of Massachusetts Bay to spare you what may be wanting from the quantity lately sent them from Maryland and we will pay for or replace it. We expect and hope that you will get a compleat set of good Guns for the ship by these means, and if you do you must take the most effectual means to get them on board as expeditiously as possible. Apply to Mr Langdon the Agent to second and support your endeavours and compleat the Complement of Hands, take in the necessary Stores, Provisions, Arms & ammunition for a Six Months Cruize if they can conveniently be had – if not you must be content with less – make the ship [a]s compleat as you can but don't loose time or lavish away Money. Expedition and Vigilance are excellent qualities in a Sea Officer. Frugallity is an absolutely necessary One in all men that are connected with the American Revenue. These things duly attended to proceed as soon as you can on a Cruize. The first thing after you get out to sea is to try your Ships sailing. If she goes fast you may venture to take liberties with our enemies, if she does not you must keep clear of those of superior force and many of these we fancy will be found on the American Coasts. We hope you will be a Sea by the Month of June and if so your first Cruize had best be employed in seeking the Enemies Transports and Provision Vessels bound in for New York chusing the best station for falling in with them, and as you make Prizes



Draft of Continental Frigate Raleigh

send them into the first safe Port to the care of the Continental Agent. Thus you may employ the ship until the first of July when you are to open the sealed Instructions that we shall send you in a very short Time. Those Instructions will direct your attention to an object of importance and you must keep the *Raleigh* in good order, well manned, clean, and in every shape fit for Action or as much so as possible against that time. The said Instructions will point out your business after that date, therefore we now return to the supposition of your not getting the Guns wanted from the Furnace in Massachusetts Bay. If it so happens that you cannot get the whole there get as many as you can that will stand the proof, and apply to the State of Massachusetts to furnish what may be wanting, if they cannot, then apply to Mr Paine or Mr Bradford to assist you in purchasing as many good 12, 9 or 6 pounders as will fill your Ports. You may do this either in Rhode Island Massachusetts or New Hampshire wherever you can suit the ship best and cheapest, get the whole on board with expedition, take in suitable Stores and ammunition make up the Complement of about 150 Men including Marines and take the first favourable opportunity to go out to Sea and push off the Coast. Should any of the Continental frigates or Cruizers be in your Neighbourhood write to the Captains and if inferior in Rank to you, order him or them to come and Convoy you off; If superior inform him it is our Orders that he or they do it for which this shall be his or their justification and you may send him or them Coppies of this Paragraph which he or they are hereby required to obey. When you get fairly out to Sea and are but thus partially armed, you must make the best of your way for brest in France taking care on the Passage to avoid large Ships of war, but we hope you will take some Prizes from the Enemy and carry them in with you, these to be sold and the Continental share of such Prizes must be sold to pay for Guns, stores and charges. On your arrival at Brest write to William Lee & Thomas Morris Esqrs at Nantes and to the Honble Dr Benjamin Franklin, Silas Deane and Arthur Lee Esqrs in Paris informing them of your arrival and that your errand to France is to compleat the ship with a proper set of Guns telling them how many and the different sorts, mention also what other Stores and supplies you will want and request them to inform you whom to value on, and to take effectual measures to prepare with expedition all the supplies you need, on this head you must never cease urging them until you get what you want. When you get the proper Guns, strike the others in your Hold and keep them there until your return to America. You may ask the Honble Dr Franklin, silas Deane & Arthur Lee Esqrs if they have any commands for you and if they desire you to go on any particular service, Cruize or expedition you must obey their Orders. If they have nothing particular you will take in water, Provisions &c for a long voyage and leaving Brest proceed on a Cruize – taking of Prizes and distressing the enemy must be the object of your Cruize but particularly we recommend your looking out for some of their East India Ships. You will find the Ports of France and Spain open to your Prizes with liberty of selling them there. You must be careful to keep your Ship well manned, and

whenever you take Prizes give great encouragement to Seamen and Petty officers to enter.

Any Prizes you take with Cloathing (particularly Blankets), arms, ammunition or any of those articles that you think will be particularly useful in America should be sent for the first safe Port in these states. We do not object to your Cruizing a reasonable time in the European seas provided our Commissioners at the Court of France are of opinion it will be more useful than returning, otherways you will return back for these Coasts Cruizing on the enemies Ships during the passage, and should you think it proper to call at any of the French Islands for information we have no objection. You must make it a point to encourage seamen to enter our service wherever you meet with them. Use your People well but preserve strict discipline, attend most carefully to keep a clean ship or the Men will grow sickly, treat Prisoners with Humanity and upon all occasions support with spirit the Honor of the American flag. We are Sir [&c.]

1. Marine Committee Letter Book, 81-84, NA.

CONTINENTAL MARINE COMMITTEE TO THE AMERICAN
COMMISSIONERS IN FRANCE ¹

Gentlemen

[Philadelphia] April 29th 1777

Should you see this Letter it will be forwarded to you by Thomas Thompson Esqr Commander of the *Raleigh* Frigate in the Service of the United States of America. This Ship was built in New Hampshire where is no Foundreys for Casting Cannon and the distance from the places where they are Cast to Portsmouth where the frigate now lies is so great that we think it better to put on board such Guns as can be got for her in the Neighbourhood and send her to france to be compleated, than to Hall them by Land such an amazing distance, or than to trust them by Water to her, or her along the Coast to them, now that the enemies Ships are so numerous and powerful at the Mouths of our Bays and Harbours. We have ordered her to Brest as the most suitable Port for supplies. Captain Thompson will transmit you an Indent of all the Guns, Stores and Materials he wants and we hope you may procure and order for his being Supplied out of the Kings Arsenals or Stores. Orders are given to the Commercial Agents to pay your drafts for the amount of such Supplies, but if you cannot obtain them in the way proposed, you will write to the said Agents William Lee & Thomas Morris Esqrs to purchase every thing necessary on the best terms and in the most expeditious manner they can.

We have told Captain Thompson if you had any particular service, Cruize or enterprize to point out for the benefit of these States, that he should obey your Orders, otherways to return to America well manned and fitted Cruizing on our enemies ships the whole voyage, you will therefore write to him giving such Instructions as you may think best calculated to promote the honor, Interest and welfare of these States. With great esteem and regard we remain Honorable Gentlemen [&c.]

1. Marine Committee Letter Book, 84-85, NA.

Pennsylvania Evening Post, TUESDAY, APRIL 29, 1777

Deserted from the brig *Convention*, the 18th instant, belonging to this state, Joseph Brady, born in Philadelphia, about five feet ten inches high, twenty-two years of age.

James Ryley, born in Newcastle, dark complexion, his hair tied behind, about five feet four or five inches high, and twenty years of age. Whoever takes up said deserters, shall have Eight Dollars reward.

John Harrison, Capt. of the *Repulse*
armed boat.

GOVERNOR THOMAS JOHNSON TO GOVERNOR PATRICK HENRY ¹

Sir

Annapolis 29th Apl 1777. –

This Morning Commodore [Walter] Brooke delivered me your Letter of the 25th Inst I immediately laid it before the Council and sent for the Capt of our Ship *Defence* to consult on the Subject; we have had a very free Conversation with him and Commodore Brooke. I wrote you the 24th giving you an Account of the Condition of our Row Gallies, it is not much mended, the forewardest of them is on the lower Part of our Eastern Shore with Intention to exercise the Hands she has and endeavour to get more. – ² The *Defence* is lying here, merely for Want of Hands, she has now about 60 and wants at least as many more, we are using our utmost Endeavours to get them, but the Privateers and the high Wages given by Merchants, make it very difficult to get Men of any Sort. We have for some Time expected Capt Nicholson down, in the *Virginia*, though all we know is from Report, having little Correspondence with him. From some late Instances of his Conduct, there is not great Probability of our Wishes or Advice influencing him in any Degree, yet, if there was any Hope of clearing the Bay with his Assistance, the Council and I would instantly request it, and, if necessary apply to Congress, for Orders to him; but Commodore Brooke and Captain Cooke, concurring in opinion with us, that our Force collected, would be too much inferior to that of a forty Gun Ship and Frigate, in a Situation where the Row Gallies could not probably act with Effect, any Application to Capt Nicholson or the Congress would, it is thought, be useless. We have no Doubt but the Congress would, if it was in their Power, order a Frigate or two round from Delaware, but, from what we are informed, it is impracticable to get them out, there being, according to the last Accounts from Philadelphia nine Men of War, within, or about the Capes of that Bay, they have been too successful in their Depredations on the American Trade. As soon as we can get any of our Row Gallies ready they will be ordered down, in such a Situation, that they may be easily collected to take the Advantage of a Calm and with Orders to act in Concert with yours; it is our Idea, that, in a Calm, an Attack might be decisive against a Man of War, and that if the Row Gallies should be worsted, they might, almost certainly retreat. We have only the Number of eighteen Pounders appropriated by our Legislature, to our Forts; some of our Gallies would well carry twenty four's, perhaps thirty two's; the Congress agreed with the Messrs Hughes's

for a great Number of heavy Cannon, some of which, we hope, will soon be made, we propose to apply for a few of them for our Gallies, and shall write pressingly to the Contractors to forward them. We look on this State equally interested with yours, in the Defence of the Bay, are heartily disposed to contribute to it, and are indeed sorry that it is not in our Power, jointly with your State to effect it. We are &ca

1. Council Letter Book (1777-1779), 15-16, Md. Arch.
2. The galley *Conqueror*, Captain John David.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD ¹

Navy Board [Charleston] Tuesday 29th April 1777 –
A Letter was wrote to Mr. John Creighton at the Quarter House to purchase Hemp –

Sir/ Navy Board April 29th, 1777

The Commissioners of the Navy being in want of a Quantity of Hemp for the use of the Navy of this State. Knowing that Your Situation is preferable to any near Charles Town for the purchase of that usefull article, they will be Obliged to you to purchase as much as you posibly can for them on the most reasonable Terms, and you may Depend payment shall be punctually made and a Reasonable Commission allowed you for your Trouble – We would Recommend when you purchase any quantity of Hemp, that you send a proper person with the Waggon to see it delivered to Mr. Daniel O'Neal [O'Neille] at his ropewalk Joining Mr. Radcliffs (with out the Town gate) to prevent any other person taking it from the Public I am sir [&c.]

Edward Blake first Commissr

This Night the Board agreed with Mr David Hamilton to take Charge of the Ship Yard (Leased Yesterday from Capt. Robert Cochran) for One Year Certain, to allow him Fourteen Hundred pounds Sallery, Fifty Galls Rum, and the Rations now given by the public Commissary to Officers in their service

N B Mr Hamilton was at this time desired to seek out and engage as many Negro Carpenters on hire as he can, also to make out a List of such Articles as are immediately wanted for the use of the Yard – The Board agreed to Advertize in the Gazettes for Negro Carpenters on hire by the Year –

An Advertizement was given to Mr. [John] Wells and One to Mr. [Peter] Timothy,² in the words following

Navy Board 29th April 1777 –

The Commissioners of the Navy are in want of a Number of Negro ship Carpenters or Caulkers, any person having such to hire by the Year, are desired to apply to

Edward Blake first Commissioner

Adjourned to next Saturday Evening 5. oClock

1. Salley, ed., *South Carolina Navy Board*, 59.
2. Publishers, respectively, of the *South-Carolina and American General Gazette* and the *Gazette of the State of South-Carolina*.

"EXTRACT OF A LETTER FROM GRANADA, APRIL 29." ¹

A Gentleman, who went to Martinico to claim two vessels, which had been carried in there by the rebels, returned a few days ago, and reported, with much accuracy, to Lord Maccartney, the reception he met with from the French Governor; who, saying it was a neutral port, would give no redress. He then applied to Mr. Bingham, the Agent for the Congress, who is treated with as much respect as the British Ambassador at Paris; and from him making purchase of the vessels, dispatched them with French papers and French masters. He saw 16 sail of privateers at anchor, mounting from 10 to 20 guns, and they had opened several rendezvouses for entering seamen. The Merchants make no secret of being concerned in this piratical business, and every encouragement is given to promote it, by the principal person. The mischief done to the West India islands by them is amazing.

1. *London Chronicle*, July 5 to July 8, 1777.

30 Apr.

JOURNAL OF H.M.S. *Scarborough*, CAPTAIN HENRY MOWAT ¹

April 1777

Mt desert distce 55 Leag[ues]

Monday 28th

At 4 A M wore Ship, got up T: G: yards & let the 2d Reef out of the TSs at 6 out all reefs. – at 7 saw a Sail in the SW Qr made sail & gave Chace. – at 10 saw a sail to the Etward, bore away & gave Chace. – at ½ past saw another sail to the Etward. – in Co as above.

First part Modte & Clear, Middle & Latter Modte & Hazy. – at 1 PM fired 2 nine Pdrs & 4 Swivels shoted, & brot to a Schooner from So Carolina for Boston – sent a Midn & 4 men on board to take Charge of her. –

at 3 Join'd the *Greyhound* & a Prize she had taken. – sounded 85 fms mud & sand. – at ½ past 4 Brot to at ½ past 7 bore away the Prizes in Co. –

Tuesday 29th

at 9 AM saw a sail in the NE Qr – gave Chace at ½ past noon TKd Ship. – in Co as above – sounded 16 fms fine sand, on the West end of Georges Bank. –

First part light airs & Hazy, Middle & Latter Modte & Hazy:

at 1 PM in Co as above TKd occasionally. – at 2 sounded 108 fms muddy bottom. – sent the boats manned & Arm'd after the Chace. –

at 4 the boats return'd with a Schooner, she came from So Carolina, bound to Cape Ann. –² sent people on board to take Charge of her –

at 7 made sail. – Close Reef'd the TSs & Hdd the Mizn TS at 9 lost sight of the Ship. – the Schooner & Sloop in Co –

Wednesy 30th at ½ past 4 AM saw a sail to the Etward & gave Chace. – at ½ past 9 saw a Sail to the SE & gave Chace – Punish'd Simon Shaw, Roger Barrow, Josh Morris, Jno Washington, Wm Penkerton, Wm Howard & Reuben Prittridge for Theft. – in Co as above. –
 First & Middle parts Modte & Cloudy, Latter fresh Gales & Squally. –
 PM the Prizes in sight. – fir'd five 9 Pounders shoted at the Chace

1. PRO, Admiralty 51/867.
2. Schooner *Esther* with a cargo of rice and tar, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488.

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON ¹

April 1777 Cape Ann N69°W 21 Leags
 Wednesy 30th at 4 AM Saw a sail to the Westward, made Sail & Gave Chace –
 First & Middle parts Do [Modt & Fair] Weathr Latter Strong Gales wt Snow
 fir'd 2 nine pounders to bring the Chace too at 2 PM she brought too, a Schooner from So Carolina for Cape Ann,² sent a Mids: & 3 Men on board her Recd 4 Prisoners at 6 PM the Prize Parted Compy

1. PRO, Admiralty 51/420.
2. Schooner *Tayron* with rice and pitch, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

MASTER'S LOG OF H.M.S. *Diamond* ¹

April 1777 Morison Island N 83 W 21 Lgs
 Wednesday 30 5 [A.M.] Saw 2 Sail in the SSE Made Sail and gave Chase Fresh Breezes & Cloudy wr
 1 [P.M.] came up with The chase a Brigg from Newberry Bound To Guadaloope² Saw a Sail to the Estd Made Sail gave Chase 5 [P.M.] ½ Past fired 2 Guns and brought To the Chase a Sloop from Old York bound to St Croix³

1. PRO, Admiralty 52/1699.
2. Unnamed vessel carrying sugar, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.
3. *Ibid.*, *Juno* with a cargo of lumber.

PRIZE SHARES ALLOTTED TO OFFICERS AND MEN OF
 MASSACHUSETTS PRIVATEER SLOOP *Satisfaction* ¹

[April 30, 1777] ²

		Shares
John Stevens	Captain	8
James Drinkwater	1 Lieut	5
John Bartlet	2d Lieut	4

James Brown	Master	4
Thomas Flint	Doctor	4
Thomas Dolliber	Prize Master	3
Benjamin Tucker	ditto	3
Nathaniel Lee	ditto	3
Nathl Pearce	Steward & Captain of Marines	} 3
Samuel Knox	Boatswain	
Thomas Oliver	2d Mate	2
James Dunlap	Gunner	2
Wm Patterson	Gunners Mate	1½
Wm Atkins	Boatswains Mate	1½
Andw Sutton	Carpenter	2
Sylvester Stevens	Stewards Mate	1½
John Bartlet junr	Drummer	1½
John Wormstead	Fifer	1¼
Richd Homan	1st Lt Marines	2
Ezekl Loring	2d Lt of ditto	1½
Joseph Brown	Cook	1½
Simon Caswell	Master at Arms	1¼
John Cumber	Cooper	1½
John Bubier	Captains Clerk	1¼
		<hr/> 61¼

<u>Mens Names</u>	vizt Sh[are]s
Benjamin Dodd	1 & ⅓ of 2
Andrew Brewer	1
An Newhall	1
Joshua Hanson	1
Benjamin James	1
Andrew Peltroe	1
Robert Johnson	1 ⅓
Nathaniel Nichols	1
John Laroy	1
John Faroe Thoreare	1
Robert Newhall	1
James Jackson	1
Francis Jarvis	1
Joseph Hillbert	1
Francis Mosear	1
Robert Harslet	1
Jeremiah Cooper	1
Nathaniel Tibbets	1
Joseph Cross	⅔
William Clark	1

Edward Langford	1	
John Kates	1 $\frac{1}{15}$	
John Miller	1	
Edward Noah	1	
Robert Deverix	1	
Abijah Hitchins	1	
Benjamin Wain	1	
Jonathan Herrick	1	
Timothy Kimball	1	
Thomas Melzard	1	
Increase Blessin	1	
John Cook	0 $\frac{3}{4}$	
John Cray	1	& $\frac{1}{15}$ of 2
John Lewis	1	& $\frac{1}{15}$ of 2
John Hooper	1	
Allen Whitford	1	
James Wheeler	1	
Robert Nutting	$\frac{3}{4}$	
William Orchard	$\frac{3}{4}$	
Daniel Chapman	$\frac{3}{4}$	
John Grant	1	& $\frac{1}{15}$ of 2
Carried forward	39 $\frac{2}{3}$	$\frac{9}{15}$ - 2
Thomas Wormstead	1	
John Hammon	1	
Amos Grandy	0 $\frac{3}{4}$	
James Dunlap junr	$\frac{1}{2}$	
Benjamin Hanover	$\frac{1}{2}$	
Jacob Tucker	$\frac{1}{2}$	
Nathl Pearce junr	$\frac{1}{2}$	
Azariah Allen	$\frac{1}{2}$	
John Price	$\frac{1}{3}$	
Abel Bathorick	1	
Downing Lee	1 $\frac{1}{15}$	
James Clark	1	
Peter Levesy	1 $\frac{1}{15}$	
Elias Bruars	1 $\frac{1}{15}$	
David White	1	
Phillip Besom	1	
John Skarlet	1	
Richard Evans	1 $\frac{1}{15}$	
John Dally	1	
John Green	1 $\frac{1}{15}$	
John Caswell	1 $\frac{1}{15}$	
William Murphy	1	
Jonathan Sawyer	0 $\frac{3}{4}$	
John Ellis	1	

James Nash	1	$\frac{1}{15}$
Thomas Oliver junr	1	
Thomas Brewer	1	
William Roe	1	$\frac{1}{15}$
David Carter	1	
Amos Grant	1	
	<hr/>	
	26	$\frac{1}{3}$ $\frac{8}{15}$
	39	$\frac{2}{3}$ $\frac{6}{15}$
	61	$\frac{1}{4}$
	<hr/>	
	127	$\frac{1}{4}$
2 Dead Shares alowd	2	
	<hr/>	
	129	$\frac{1}{4}$ ³

1. Cushing & White Accounts, PM.
2. Crew list is undated, but is endorsed "saild May 1777." Thus, the entry has been arbitrarily placed at end of April.
3. *Satisfaction* captured the brig *Margaret* and ship *Royal George*. A single share in these prize vessels and cargoes was worth £192 : 2 : 6, Cushing & White Accounts, PM.

MAJOR GENERAL BENEDICT ARNOLD TO GOVERNOR JONATHAN TRUMBULL ¹

[Extract]

Sir

New Haven April 30th 1777

General Silliman acquaints me he has advised your honour of the particulars of the Enemies Descent near Fairfield, their march to Danbury, & the destruction of the Stores, and provission there, & what has happen'd in Consequence, – After the Enemy reimbark'd they emediately weighed Anchor, and steer'd for Huntington harbour Long Island, where they doubtless are at this time, – I think it Very probable they have in Contemplation the Destroying the Continental Frigate at Saybrook. – ² which may be easily effected by a few small Tenders, as there is no Battery, or Armed Vessell to Cover her, – If she cannot be got over the Barr & secured in harbour, will it Not be prudent to move her up the river to some Place of greater safety – I know not If your honour or the Continental agents have the Direction of her, that she is greatly exposed, & ought to be secured there is no doubt, I should Imagine She might be easily got over the barr with proper lighters, & an Easterly wind, & secured In Guildford, Sachems head, or New Haven where she might be got in readiness for the Seas

1. Trumbull Papers, VI, 90a–90b, ConnSL.

2. *Trumbull*.

Connecticut Journal, WEDNESDAY, APRIL 30, 1777

New-Haven, April 30.

On Friday the 25th instant, twenty six sail of the enemy's ships appeared off Norwalk Islands, standing in for Cedar-Point, where they anchored at

4 o'clock P. M. and soon began landing troops; by 10 o'clock they had landed two brigades, consisting of upwards of two thousand men, and marched immediately for Danbury, where they arrived the next day at 2 o'clock P. M. – The handful of Continental Troops there, were obliged to evacuate the town, having previously secured a part of the stores, provisions, &c.

The enemy on their arrival began burning and destroying the stores, houses, provisions, &c. On the appearance of the enemy, the country was alarmed: – Early the next morning, Brigadier Gen. Silliman with about five hundred militia, (all that were collected) pursued the enemy; at Reading he was joined by Major-General Wooster, and Brigadier-General Arnold – The heavy rain all the afternoon, retarded the march of our Troops so much that they did not reach Bethel (a village two miles from Danbury) till 11 o'clock at night, much fatigued, and their arms rendered useless by being wet. It was thought prudent to refresh the men, and attack the enemy on their return. Early the next morning, (which proved rainy) the whole were in motion, two hundred men remained with Gen. Wooster, and about four hundred were detached under General Arnold, and General Silliman, on the road leading to Norwalk. – At 9 o'clock A. M. intelligence was received that the enemy had taken the road leading to Norwalk, of which Gen. Wooster was advised, and pursued them, with whom he came up about 11 o'clock, when a smart skirmishing ensued, in which Gen. Wooster, who behaved with great intrepidity, unfortunately received a wound by a musket ball, thro' the groin, which it is feared will prove mortal. Gen. Arnold, by a forced march across the country, reached Ridgfield at 11 o'clock, and having posted his small party (being joined by about 100 men) of 500 men, waited the approach of the enemy, who were soon discovered advancing in a column with three field pieces in front, and three in rear, and large flank guards of near two hundred men in each. – At noon they began discharging their artillery, and were soon within musket shot, when a smart action ensued between the whole, which continued about an hour, in which our men behaved with great spirit, but being over-powered by numbers, were obliged to give way, tho' not until the enemy were raising a small breast work, thrown across the way, at which Gen. Arnold had taken post with about 200 men (the rest of our small body were posted on the flanks) who acted with great spirit; the General had his horse shot under him, when the enemy were within about ten yards of him, but luckily received no hurt, recovering himself he drew his pistols and shot the soldier who was advancing with his fixed bayonet. – He then ordered his Troops to retreat thro' a shower of small, and grape shot. In this action the enemy suffered very considerably, leaving about thirty dead and wounded on the ground, and besides a number unknown buried. – Here we had the misfortune of loosing Lieut. Col. Gold, one subaltern, and several privates killed and wounded.

It was found impossible to rally our troops, and Gen. Arnold ordered a stand to be made at Sagatuck bridge, where it was expected the enemy would pass.

At 9 o'clock, A. M. the 28th, about 500 men were collected at Sagatuck-bridge, including part of two companies of Col. Lamb's battalion of Artillery,

with three field-pieces, under command of Lieut. Col. Oswald, 1 field-piece with part of the artillery company from Fairfield, sixty continental troops, and three companies of volunteers from New-Haven, with whom Generals Arnold and Silliman took post about two miles above the bridge. Soon after the enemy appeared in sight, their rear was attacked by Col. Huntington, (commanding a party of about 500 men) who sent to Gen. Arnold for instructions, and for some officer to assist him – General Silliman was ordered to his assistance; the enemy finding our troops advantageously posted, made a halt, and after some little time, wheeled off to the left and forded Sagatuck river, three miles above the bridge. Gen. Arnold observing this motion, ordered the whole to march directly for the bridge in order to attack the enemy flank. Gen. Silliman, at the same time to attack their rear; the enemy by running full speed had past the bridge on Fairfield side, with their main body, before our troops could cross it. Gen. Silliman finding it impossible to overtake the enemy in their rear proceeded to the bridge, when the whole were formed, they marched in two columns, with two field pieces on the right, the other on the left of the enemy, when a smart skirmishing, and firing of field pieces ensued, which continued about three hours. The enemy having gained the high hill of Compo, several attempts were made to dislodge them, but without effect. The enemy landed a number of fresh troops to cover their embarkation, which they effected a little before sun-set, weighed anchor immediately, and stood across the sound for Huntington, on Long-Island.

Our loss cannot be exactly ascertained, no return being made. It is judged to be about sixty killed and wounded. Among the killed, are 1 Lieut. Col. 1 Capt. 4 subalterns, and Doct. David Atwater, of this town, whose death is greatly lamented by his acquaintance. Among the number wounded are Col. John Lamb, (of artillery) Anar Bradley and Timothy Gorham, volunteers from New-Haven, tho' not mortally.

The enemy's loss is judged to be more than double our number, and about 20 prisoners. The enemy on this occasion behaved with their usual barbarity, wantonly and cruelly murdering the wounded prisoners who fell into their hands, and plundering the inhabitants, burning and destroying every thing in their way.

The enemy the day before they left Fairfield were joined by 10 sail, chiefly small vessels.

Since the enemy went off, a number of disaffected Persons, who it is supposed intended to join them, have been taken into Custody.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS ¹

Number 29
Sir,

Eagle Off New York
April the 30th 1777.

The Provision made by the Establishment being in my present Circumstances inadequate to the Service having more immediate Reference to the executive Duties of my Station, I have been under the Necessity of directing Captain [Henry] Duncan to officiate in the Assistant Capacity requisite for

the Conduct of those executive Duties, as recited in the Order of which the Copy is herewith enclosed. It has been equally necessary in consequence to disengage him from the more particular Charge and Command of the *Eagle*; which is therefore vested in Captain [Roger] Curtis, an Officer well qualified for the Trust.

The Command of the *Senegal* has been accepted by Captain [Anthony Pye] Molloy, who was desirous to be placed in a more active Situation, as the *Thunder Bomb* is not in Condition for present Service. And the Care of this last will remain for the time being with the Lieutenant, until the Lords Commissioners of the Admiralty shall have signified their Resolution upon the prior Appointments; Which I am to request they will please to confirm and authorise in such Manner as may be most expedient for giving Validity to the purpose thereof.

Tho' I cannot fail, from every public Motive, to be much interested in the Event [of] any Mark of Favor which the Captains Duncan and Curtis may by their Lordships' Indulgence obtain; I conceive it will be proper, in the present Instance, to confine my Application respecting the Establishment their Lordships may think fit to assign for those Officers, to the actual Necessity for such their several Appointments: Upon which I beg leave very respectfully to say, I cannot discharge the complicated Duties of my Station, without that Assistance.

I am with great Consideration, Sir [&c.]

Howe

1. PRO, Admiralty 1/487.

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE WILLIAM HOTHAM¹

private

D: Sir

New York April the 30th 1777

The uncandid proceeding of Adl. Young, who, consenting to give up an undoubted privilege of his Appointment, is desirous to ride home upon my Shoulders by assuming an authority to fill up Vacancies in the American Squadron; Obliges me to trouble you with the Order enclosed with my public Letter, for reinstating the several Officers concerned.

I am sorry for the Inconveniences to which the Captains will be put to in consequence of it; but as they willingly became accessory to this Breach of Rule & propriety, the necessary maintenance of my delegated Authority, will not suffer me to deviate from the limitations in the Order prescribed.

If the *Falcon* should happen to come here directly from the West Indies, I may be able to provide more commodiously for Lieutt [Thomas] Windsor's return to the *Portland*; a requisition to which he may possibly be disinclined. But as my Orders must be so framed, for preserving a due consistency with the principle upon which my Conduct in this matter is founded, He, I hope, will pardon the inconveniences that are the unavoidable consequences of that necessity. The circumstances of Capt. Linzee are much the same. The same sentiments of concern must therefore naturally arise from the obligation I am under to insist upon his resuming the com-

mand of the *Falcon*. Such are the disagreeable consequences to us all, of Ad. Youngs deviation from the line of his prescribed jurisdiction! As he has neither condescended to let me know the motives of his conduct, nor to take any other notice of the Fact, I conclude he esteems himself impowered to fill up Vacancies generally; a doctrine perfectly new to my little experience.²

I was in hopes the long expected arrival of our next public dispatches, would have enabled me to let you know the State of things in Europe. To judge from an accidental paper or two, brought out in Running Traders, the Alarm about European troubles is much subsided. Tho' all our intelligence agrees in the desire of the Landholders in the Colonies being for accommodation on almost any terms, and Deserters come in daily; we cannot yet discover when it may be in our power to inform the inquisitive in England, that our troubles on this side the Atlantic, promise an equally speedy termination. I am D: Sir [&c.]

Howe

1. Collection of Lord Hotham, Yorkshire (East Riding) County Record Office, England.
2. The death in the West Indies of Captain Thomas Wilkinson, of the *Pearl*, resulted in command changes by Admiral Young—Captain George Keith Elphinstone of the *Perseus*, to the *Pearl*; Captain Charles Phipps of the *Camilla*, to the *Perseus*; Captain John Linzee of the *Falcon*, to the *Camilla*, and Lieutenant Thomas Windsor of the *Portland*, to the *Falcon*. Admiral Howe disapproved of Young's action. See Howe to Stephens, April 23.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN HENRY DUNCAN¹

April 1777

Moor'd in the No River Off New York

Wednesday 30 at 10 AM anchord here a Brig prize to the *Brune* & a Ship prize to the *Emerald*

This Day I was appointed to Act as Adjutant to the Fleet and assistant to the Admiral; Captain Roger Curtis of the *Senegal* was appointed to Act as Captain of the *Eagle* Subordinate to me the Conduct & desipline of the *Eagle* to remain with him

Henry Duncan

1. NMM, Admiralty L/E/11.

MINUTES OF THE PENNSYLVANIA NAVY BOARD¹

State Navy Board

[Philadelphia] April 30th 1777

Captain John Webb of the *Experiment* Galley, having solicited to resign his Commission, the Board accordingly granted it and appointed John Harrison, Esqr (late Captain of the Guard boat *Repulse*) to take Command of said Galley.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

Pennsylvania Journal, WEDNESDAY, APRIL 30, 1777

Philadelphia.

We hear, that one of the enemy's tenders ran ashore last week on a shoal in our bay, called Joe Flogger, where she was soon after stripped by her consorts and left, they not being able to get her off.

Captain [Timothy] Shaler¹ of New-London, took two store-ships off Sandy-Hook, bound from Cork for New-York, one of which was retaken by the enemy, the other, laden with oats, is arrived in a safe port.

A few days since, the enemy drove a sloop, from South-Carolina for this port, ashore at Cape-Henlopen, where they soon after burnt her.

1. Commander of the Connecticut privateer sloop *Lyon*.

Pennsylvania Gazette, WEDNESDAY, APRIL 30, 1777

Philadelphia, April 30.

By a vessel arrived in a safe port from Martinico we learn, that fourteen prizes have lately been carried into that island, taken by the *Oliver Cromwell* and *Rattlesnake* privateers, of this port, and one or two others.

VIRGINIA NAVY BOARD TO CAPTAIN CHARLES THOMAS¹

Rigging for the *Gloucester* Galley –

For Main and fore Shrouds	200	Fathoms of 5	Inch Rope
Do for fore and Jibb Stays	30	do 6	do
Bowsprit Shrouds	20	do 5	do
Mizzen Shrouds	20	do 5	do
Main & foretopmast Shrouds	100	do 3¾	do
Mizzen Topmast Shrouds	35	do 3¼	do

3 Cables one of 9½ Inch and 2 of 10 Inches 100 Fathoms long each – also 4½ Inch Houser – with some Coils of 2½ Inch and 3 Inch Rope with a sufficient quantity of Spun yarn for fitting the above Rigging and Ambor line, also a quantity of Ratline for the Shrouds, downhalls &c. and Marline – NB. All the above rigging to have a Rogues yard in it,² that it may ever hereafter be distinguish'd from Merchant Rope, as also all other Rope that shall hereafter be made for the Navy of this State, to be distinguish'd in the above manner –

Sir, You are desir'd to have the above Cordage ready as soon as possible. –

To Capt Charles Thomas }
 Warwick } Sign'd Thomas Whiting 1st Comr

[Williamsburg] 30th Apl 1777 –

1. Navy Board Letter Book, VSL.

2. Different color or material for identification purposes.

JOURNAL OF THE VIRGINIA NAVY BOARD¹

[Williamsburg] Wednesday, April 30th 1777.

Captain James Maxwell received Orders to repair to South Quay, and give such directions, respecting the building and fitting the Gallies there as he shall judge necessary, And from thence to proceed to Edenton in North Carolina to purchase such Materials and Necessaries, as he can procure and may be wanting for the said Gallies.

Ordered that a Warrant issue to George Biscoe for ninety pounds upon

account, for recruiting Seamen, he having entered into and acknowledged Bond with Security for the same.

Signed Thomas Whiting 1st Commr

1. Navy Board Journal, 214, VSL.

“EXTRACT OF A LETTER FROM A GENTLEMAN AT DOMINICA
TO HIS FRIEND IN EDINBURGH, APRIL 30.”¹

You can hardly conceive the hardships to which we are subject, from bad crops and the ravages of American privateers. To such a pitch of audacity have these gentry carried their lawless proceedings, that they very frequently make incursions upon our island, and carry off negroes and goods, for which they find a ready market at Martinico.

1. *London Chronicle*, July 1 to July 3, 1777.

CAPTAIN RICHARD JAMES TO THE MASSACHUSETTS BOARD OF WAR¹

To the Honorabl Bourd of War
of the Matuts State

St Pears Martineqeo April 30th 1777

Gentelmen my Last was by Capt Jones of Portsmouth in the Brigg *Hellene* of the 24th Inst Wich has I hope Come Save to hand, I have nothing Gentelmn meterall to write a Present, The Brigg² I fear must Come home again as I Can at present See no prospect of Selling of her, wich I am very Sory for, as Shee is but a very Indi[ffer]ent Sailor The Resqu will be great, a few days past I thought I should have disposed of her but have Now no hope left at all although she is liked in Every respect, as well as any wesell in the place, The Ocation Gentelmen of wesells Selling So dul is by reason of So many Prises Brought here and sold without being Condemd and theirfore Sold for littel or Nothing. I shall Expect Gentelmen to Sail in about a fortnight if not detaind for Salt wich I fear will be the Case, as their is Orders to all the English Crusers to take all wesell bound to this Place with Salt. I have Unsold of pork about 40 barrels of Salmon 16 Cask althou I am Seling them very Low, Great Part of the pork is in very Bad Order, the Salmon what I have seen yet is Very good Exept one Cask wich the Pickel has Leekd out off and is good for Nothing

You Must Understand Gentelmen I Credited my Fish hoops Staves Board & C a 40 days Cr, The Time off payment has not Yet arrivd but Will be in a few days and Should I be so fortunate as to light of Salt Quick shall saile in 12 days. I have purchd Some of the good Arti[c]les such as Brimstone a 33s/ p CW small arms a 42s/ to 45s/ p stand, Twine a 2s/ p lb, som Chequ Cloath Tent Cloath or Ravens duck is Scarce and Dear, and Wire Likewise, Powder I have not Yet Bough[t] the Price is from 1s/9 to 2s/ p lb. I have Nothing further Gentelmen to Add at Present, am With Great Respect [&c.]

Richard James

1. Mass. Arch., vol. 152, 186-87, Board of War Letters, 1776-1777.

2. James was master of *Count d'Estaing*.

“EXTRACT OF A LETTER FROM GRENADA, IN THE WEST INDIES,
DATED APRIL 30.”¹

A large French ship, from Nantz and St. Pierre's, having on board a rebel Colonel of the name of Davis, is taken by the *Seaford* man of war, and carried into Dominica. She is loaded with arms, military stores, cloathing for 10,000 men, and 10,000 tents; and supposed, at a moderate computation, to be worth 30,000 l. sterling.²

It is said that the *Sturdy Beggar* privateer, a brig of 14 guns, is taken by the *Fly* sloop of war, Capt. Gardiner, after a smart engagement, in which the Captain of the privateer and a number of his hands were killed.

The French and Rebel pirates daily increase, and are become more daring and troublesome than ever.

1. *London Chronicle*, June 28 to July 1, 1777.

2. *La Seine*. See Young's Prize List, April 30, 1777.

"AN ACCOUNT OF SHIPS AND VESSELS TAKEN AS PRIZE OF WAR BY HIS MAJESTY'S SHIPS AND VESSELS, UNDER THE COMMAND OF VICE ADMIRAL YOUNG, AT BARBADOES, AND THE LEEWARD ISLANDS &CA BETWEEN THE 10TH MARCH 1777, AND THE 30TH APRIL FOLLOWING VIZ" ¹

By what Ship taken	When taken	Where taken	Name of the Vessels.	Masters.	To what Nation or Province belonging.	Sort of Vessel.	From whence.	When last sailed.	Where Bound.	Lading.	Tons	Men	Guns	If any Ship of War in Company when taken, her name &ca	To what Port sent to be tried.	Whether Condemned or Acquitted
<i>Camilla</i>	1777 23d Jany	At Sea	<i>Fanny</i>	Thos Ridley	America	Sloop	Cape Francois	"	America	Rum and Molasses	40	6	"	None	Tortola	-----
<i>Galatea</i>	14th Feby	"	<i>Mermaid</i>	Jno Bishop	America	Sloop	Cape Francois		Rhode Isl'd	Molasses & Gun-powder	45	8	"	<i>Nautilus</i>	Antigua	Condemned
<i>Hind</i>	20th	"	<i>Matyce</i>	Jno Baptist	St Eustatia	Schr	St Eustatia	1777 19 Feby	St Kitts	Butter	20	5	"	None	St Kitts	-----
<i>Camilla</i>	28th	Off Dominica	<i>Ranger</i>	Willm Davis	Antigua	Schr	Martinico having delivered her Loading of Salt to American Vessels			Ballast	35	6	"	None	Antigua	Condemned
<i>Hind</i>	4th March	Off St Martins	<i>Betsy</i>	Thos Baker	No Carolina	Sloop	No Carolina	9th Feby 77	St Eustatia	Tar Turpentine & Lumber	30	7	"	None	St Kitts	-----
<i>Perseus</i>	4th	Do	<i>Champion</i>	Josh Haskell	America	Schr	America	-----	St Eustatia	Lumber & Fish	40	8	"	<i>Hind</i>	Antigua	Condemned
<i>Portland</i>	6th	20° 48'	<i>Betsy</i>	Jno Holmes	Ipswich	Schr	Surinam	22d Feby 77	Ipswich	Molasses	70	6	"	None	Antigua	Condemned
<i>Portland</i>	13th	At Sca	<i>Betsy</i>	Jas Howland	Dartmoth	Sloop	Demarara	1st March	Dartmoth	Rum	84	7	"	None	Antigua	Condemned
<i>Pelican</i>	13th	Granada	<i>Catharine</i>	None	Boston	Schr	Boston	-----	St Piers Miquelon	Corn and Lumber	60	9	"	None	Granada	-----
<i>Hind</i>	18th	At Sea	<i>Bite</i>	Geo Dames	No Carolina	Sloop	No Carolina	26th Feby 77	St. Martins	Lumber & Corn	30	5	"	None	St Kitts	-----
<i>Antigua</i>	20th	"	<i>Adriana</i>	Geo Codwise	St Eustatia	Sloop	Virginia	27th	St Thomas	Tobacco and Lumber	95	12	6	<i>Endeavour</i>	Antigua	Condemned

<i>Antigua</i>	27th	18° 30'	No <i>Spry</i>	Wm Yardsley	Maryland	Schr	St Martins	26th Marh	Maryland	Salt	85	9	4	None	Antigua	Condemned
<i>Beaver</i>	1st April	Off Mount-serat	<i>Polly</i>	Ths Dickinson		Sloop	No Papers onboard			Ballast	30	6	"	None	Antigua	-----
<i>Antigua</i>	2d	18° 10'	<i>Rose</i>	Soln Bunker	New Engd	Schoonr	Nantucket	10th Marh 77	St Martins	Lumber & Fish	65	9	"	None	Antigua	Condemned
<i>Seaford</i>	3d	Off Martinico			Martinico	Schr	Martinico	2d Aprl	America	Molasses Rum Wine &c	25	8	"	None	Dominica	-----
<i>Antigua</i>	4th	18° 20'	<i>Ranger</i>	Danl Bizelow	Philadelphia	Sloop	Phila-delphia	19th Marh	St Eustatia	Tobacco & Flour	70	9	"	None	Antigua	Condemned
<i>Seaford</i>	5th	Off Martinico	<i>La Seine</i>	— Morain	France	Ship	Martinico	4th Aprl	America	Arms and Warlike Stores	250	37	14	None	Dominica	-----
<i>Portland</i>	16th	At Sea	<i>Dolphin</i>	Andw McKenzie	Philadelphia	Schr	Philadelphia	-----	St. Eustatia	Flour & Tar	40	6	"	None	Antigua	

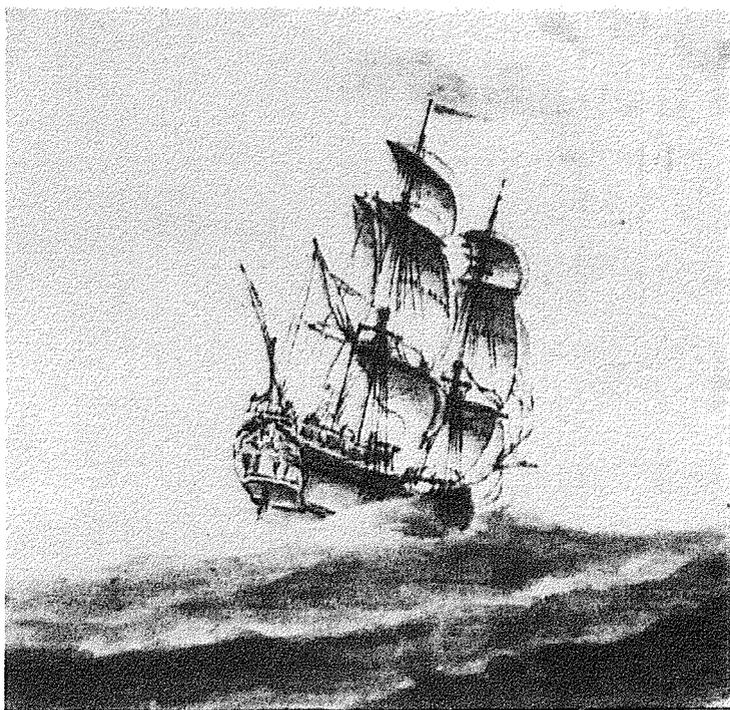
Jam^s Young

Enclosed in Young to Stephens, June 12, 1777.

I. PRO, Admiralty 1/310.

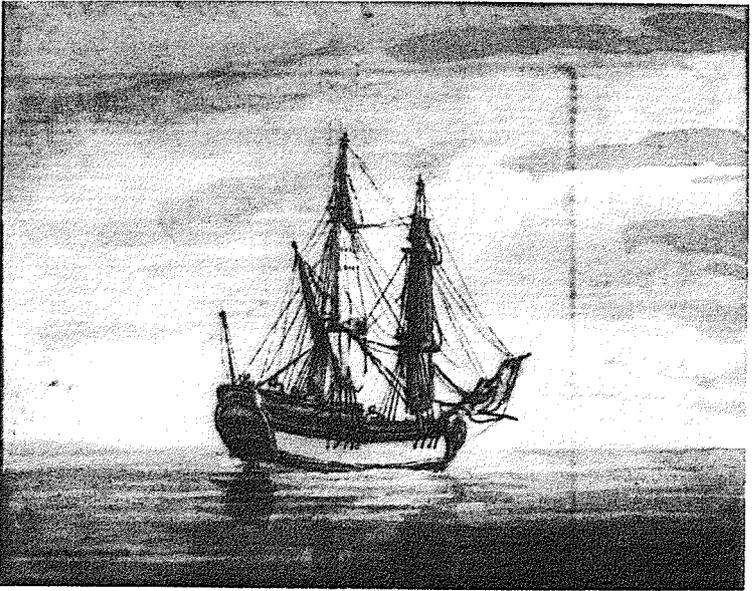
APRIL 1777

491



EUROPEAN THEATRE

From January 1, 1777 to May 31, 1777



EUROPEAN THEATRE

From January 1, 1777, to May 31, 1777

SUMMARY

Intensified American activity at sea around the British Isles, on the European coast and even off Africa pressured the Royal Navy to dispatch more ships on patrol duty and expand convoy coverage. The rich linen ships from Dublin for England were placed under convoy; a precaution which never became necessary during the Seven Years War.

Privateers cruising European waters were now joined by Continental Navy vessels and ships of the Massachusetts State Navy. Prizes sent into French ports continued to stir the diplomatic caldron. The capture which caused the most fury was *Prince of Orange*, an English mail packet from Harwich, taken by Captain Gustavus Conyngham in the Continental lugger *Surprize* and brought into Dunkerque.

Insurance rates for British merchant shipping rose sharply, and American successes prompted Benjamin Franklin to observe: "it is extremely mortifying to proud Britain that all her boasted Naval Power cannot prevent her being insulted on her own Coasts."

All, however, was not a chain of successes. The Royal Navy's expanded dragnet took a heavy toll of American ships. Forton Prison at Portsmouth and Mill Prison in Plymouth were readied to receive a large influx of rebel seamen prisoners. George III approved issuance of letters of marque, and to man the King's ships the press continued very hot in Britain.

The American Commissioners in Paris, Deane recently joined by Benjamin Franklin and Arthur Lee, sought increased material aid from France and Spain and urged both courts to enter into treaties of commerce and amity with the United States, and to join the war for the mutual benefit of all. The Commissioners also took an active role in naval matters, issuing sailing orders and dispatching agents to various ports to purchase or arrange for the construction of ships.

Great alarm and much attention was aroused by an incendiary, identified as "John the Painter," who had fired the rope house at Portsmouth Dockyard. He was apprehended and at the trial, which resulted in a guilty verdict and hanging, he implicated Silas Deane in the plot.

On 3 April, Lieutenant General John Burgoyne sailed on board H.M.S. *Apollo* for Quebec and his ultimate encounter with destiny at Saratoga.

1 Jan.

LORD GEORGE GERMAIN TO GOVERNOR GEORGE JAMES BRUERE, BERMUDA ¹

[Extract]

No 2.

Sir

Whitehall 1st Janry 1777

From the Account you gave of publick Transactions in the Islands under your Governmt., in your Letters to me by Mr [Thomas] Lyttelton, and from the Apprehensions you expressed in those Letters, of the Consequences of such Transactions, I thought myself precluded from all Consideration of any Civil Arrangements, in respect to which it was apparent, from what you stated of the Temper & Disposition of the People, that any Orders or Instructions from the King would only be exposed to Insult & Indignity.

My Attention therefore was confined to the Consideration of such Measures as might be judged proper for the Security of so important a Possession; and as it appeared clearly to me that the only rational Mode of providing for that Object would be the having a Ship of War stationed there, I did in pursuance of the King's Commands, signify His Majesty's Pleasure to the Lords of the Admty on the 6th of Janry last, that they should send thither a Frigate or 20 Gun Ship, so soon as one could be got ready, and on the 27th of that Month I again urged to their Lordships the Necessity of carrying those Orders into Execution, acquainting them with the Intelligence I had recd from you, of the Defection of the Inhabitants, and that an armed American Vessel had appeared off the Islands.

From the Inquiries I have made, respecting the Steps which have been taken in consequence of those Orders, I have the Satisfaction to find that, notwithstanding all the Difficulties of procuring Ships for the Variety of Services that present themselves in the present Emergency, this Object has not been neglected; and that there is good ground to hope that the Steps which the Lords of the Admiralty have taken have prevented the Rebels, in any designs they might have had, to possess themselves of the Bermuda Islands.

. . . as the Station of one of His Majestys Ships at the Bermuda Islands will occasion an Intercourse with the Admiral Lord Howe at New York, you will have a safe Opportunity of conveying your Letters to me; which I desire may contain a full & particular Account of the actual State & Condition of Your Government . . .

1. PRO, Colonial Office, 37/36.

PHILIP STEPHENS TO VICE ADMIRAL SIR JAMES DOUGLAS, PORTSMOUTH ¹

Sir

[Admiralty Office] 1st January 1777

I have received and communicated to my Lords Commrs of the Admiralty your Letter of the 30t last past transmitting the State of the Case of the 9 Prisoners as represented to you by Captain [Stair] Douglas whom he brought home in the *Squirrel* and informing their Lordships that the

Violence of the Weather and Confinement under the Situation and Case of the American Prisoners that were brought to Spithead in the different Ships before truly pitiable; and in return I am commanded by their Lordships to acquaint you, that a Copy of the State of the Case of the said 9 Prisoners is transmitted to the Earl of Suffolk² for the King's information, and the receiving His Majesty's Pleasure requesting them; and that his Lordship is made acquainted with what you represent relative to the pitiable situation of the other american Prisoners abovementioned I am &c

P: S:

1. PRO, Admiralty 2/553, 381-82.

2. Lords Commissioners, Admiralty, to Lord Suffolk, January 1, 1777, PRO, State Papers, 42/50, 1-2.

PHILIP STEPHENS TO VICE ADMIRAL CLARK GAYTON¹

Sir

[Admiralty Office] 1st January 1777

Having since the Letter I had the honour to write you of the 5 Septemr last received your several Letters one of the 25 July Two of the 5th August, Two of the 3d of September, one of the 8th of October, and one of the 4th of November last giving an account of the proceedings of the Squadron under your Command and having read the same as they came to hand to my Lords Commissioners of the Admiralty; I have it in command from them to acquaint you they are pleased to approve of your said proceedings particularly in the disposition made of the Ships and Vessels with a view to the suppressing of the insurrection intended to have been made on the Island by the Negroes.

As to what you have represented concerning the disposal of the Gun powder or ammunition which may be taken by the different Cruizers under your Command their Lordships not considering it as a matter cognizable by them, do not think fit to give any directions upon it.

Their Lordships approve of your Orders to compleat the Complement of the *Atalanta* to 125 Men the same having been intended by their Lordships They likewise approve of your having purchased a Sloop for watering the Ships and have ordered the Navy Board to allow the sum which has been paid for her.

Your representations with respect to the State of the Stores at Jamaica are signified to the Navy Board for their information, and their Lordships doubt not but every endeavour will be used not only as to the quantity but the quality of the Stores requisite to be supplied It will occur to yourself that the complying therewith will be attended with difficulties at this period so many and large demands requiring to be supplied at the same time: and on that account their Lordships trust you will order the utmost care to be taken in the expenditure of those which may be sent for the use of the Ships under your Command.

The several Matters of Intelligence represented in your Letter of the 8th of October were transmitted to Lord Weymouth one of His Majesty's Principal Secretaries of State for His Majesty's Information.

Their Lordships think it of consequence that I should acquaint you that notwithstanding the very great number of Ships appointed to sail to England under Convoy of the *Pallas* the said Ship arrived at Spithead without bringing home one of them; And that the *Squirrel* has since arrived without one of the Ships with which she was charged, Which having occasioned great disappointments to the Merchants concerned in the said Ships Their Lordships, to prevent as much as possible, the like happening in future command me to signify their direction to you to order the Captains of the Convoys which you may hereafter send home to be particularly careful for their safety, keeping them together by every means in their power and on no account to leave them on pretence of their not sailing so fast as to be able to keep in Company their Lordships expecting that the Convoys shall in the course of the passage accomodate their progress to the worst sailing Ships that May be under their Care.

Their Lordships have appointed the *Druid* Sloop and *Kent* armed Ship to sail with the Trade from Cork for the Leeward Islands and Jamaica; which they expect will be ready to proceed in a few days from this. The former is directed to stop at Antigua and the latter to continue her Voyage to Jamaica with the several Ships intended for that Island, where she is to be employed under your Command until the first convenient opportunity of your returning her to England with the homeward bound Trade And their Lordships have under consideration the appointing two other Convoys one to sail from Spithead as soon after the 20th Instant as the Weather will permit, the other from Cork as soon after the 20th of next Month, as may be convenient. I am &c

P: S:

Vice Admiral Gayton, at Jamaica
(By the Packet the same Day)
Duplicate sent by the Packet 5 Febr'y

1. PRO, Admiralty 2/553, 384-87.

PHILIP STEPHENS TO VICE ADMIRAL JAMES YOUNG¹

Sir

[Admiralty Office] 1st January 1777

Since the Letter I had the honor to write you of the 3d of October last in answer to yours conveyed by His Majesty's Sloop the *Weazle* I have received a Duplicate of your Letter of 30t September (the original of which is not yet come to hand) inclosing four Papers, and giving an account of the proceedings of His Majesty's Ships under your Command up to that time all which were immediately communicated to my Lords Commissioners of the Admiralty for their information. I have also received and communicated to their Lordships your Letter of the 29th October with the State and Condition of the Ships under your Command which came in your said last mentioned Letter.

Their Lordships have appointed the *Druid* Sloop and *Kent* armed Ship to sail with the Trade from Cork for the Leeward Islands and Jamaica

which they expect will be ready to proceed in a few days from this The *Kent* is directed to continue her Voyage to Jamaica with the Ships intended for that Island but the *Druid* is to be employed under your Command until the first convenient opportunity of your returning her to England with the homeward bound Trade.

From the disappointments which there have been in respect to the arrival of the Ships in England under the Convoys appointed for them both at Jamaica and from the Leeward Islands which disappointments have occasioned great uneasiness to the Merchants concerned in the said Ships, Their Lordships to prevent as much as possible the like happening in future command me to signify their direction to you to order the Captains of the Convoys which you may hereafter send home to be particularly careful for their safety, keeping them together by every means in their power And on no Account to leave them on pretence of their not sailing so fast as to be able to keep in Company, their Lordships expecting that the Convoys shall in the course of the passage accomodate their progress to the worst sailing Ships that may be under their Care.

Their Lordships have under consideration the appointing two other Convoys One to sail from Spithead as soon after the 20th Instant as the Weather will permit, the other from Cork as soon after the 20th of next Month as may be convenient. I am &c

P: S:

P.S. What you mention in your Letters abovementioned respecting the *Pomona* gives their Lordships great pain for her safety as Admiral Gayton takes no notice of her in his Letter of the 4th November.

Vice Admiral Young, at Antigua

(By the Packet same Day)

Duplicate sent 5 Feby

1. PRO, Admiralty 2/553, 387-89.

Public Advertiser, WEDNESDAY, JANUARY 1, 1777

London [January 1].

Dr. Franklin's Privateer, in her Passage to Nantz, made Prizes of two British Merchantmen. The Conduct of the Court of France, respecting the Restitution of these Vessels to the proper Owners, will be a better Comment on their political System, than all the flimsy Colourings of a deceived and deceiving Ministry ¹

A Vessel belonging to Bristol has been brought into Bilboa, by an American Privateer; and as the Yankees attempted to sell the Cargo in the Name of her own Captain, this naturally induced the Master and Mates of another Ship in the Port, belonging to the same Owners, to go on board, in order to see their Townsmen and Friends; but none of their Acquaintance appearing, the true State of the Case was soon discovered. Information was immediately given to the British Consul, who wrote to Lord Grantham at Madrid; and the Event of his Application to the Spanish Ministry, in

Behalf of the Owners, will be a sufficient Test of the Dispositions of that Nation.

The Success of the first Outset of Privateers from the Provincials, had raised such a Spirit among them, that Hands were soon found to man the Vessels; but now the King's Ships have taken a few of them, they begin to relax greatly of their piratical Scheme, and seem contented with what they have already got.

1. Continental Navy brig *Reprisal*, Captain Lambert Wickes, took the brigs *George* and *Vine*. See Volume 7.

Mercure De France – FEBRUARY 1777

From London, January 1 [1777]

Despite the fact that all orders for Impressment have been executed punctually, more than three thousand sailors are lacking for the most pressing needs of service at sea. In the port of Yarmouth more than forty merchant vessels are held up due to the impossibility of filling crew complements because of forced enlistments for war vessels the number of impressed sailors only amounts to 4750, good and bad.

SILAS DEANE TO VERGENNES¹

Paris 1st Jany 1777

May it please your Excellency

pursuant to the encouragement given me by your Excellency at the first, & subsequent interviews I had the honor of having with your Excellency I had engaged a Number of Brass Cannon thro. the agency of Mr Beaumarchais, & had the same transported to different ports in the Kingdom of France, & Vessels engaged for the transporting the same to the place of their destination, having thus farr succeeded I dispatch'd Letters to my Constituents informing them of my proceeding and that they might rely on the supplies I had thus engaged. These Stores I am now informed are detained by Order from Court on which I have to entreat your Excellency that in Case they will be permitted to be shipped at all, they may not be stopp'd any longer, as the Vessels expence is very great & the disappointment should they not arrive in Season absolutely irreparable. I have the misfortune of being confined to my Chamber by a slight Fever or I should in person have sollicited your Favors in this Affair. This is a brief & just stating of the Facts as farr as I have been concerned. if these Articles may be permitted to be shipped, your Excellency may depend that your directions as to the port from whence, & the manner in Which they shall be sent shall be most exactly attended to.² I have the honor to be with the most profound respect Your Excellency's [&c.]

Silas Deane

1. AMAE, Correspondance Politique, Etats Unis, vol. 2, 5-6, LC Photocopy.

2. Lord Stormont concluded that "Beaumarchais' Indiscretions" had caused the ships to be detained. Stormont to Weymouth, January 1, 1777, PRO, State Papers, 78/301, 18.

LORD STORMONT TO LORD WEYMOUTH¹

Secret

No 1

My Lord

Paris Jany 1st 1777

I inclose a duplicate, of my Letter by Lord Fitzwilliam, least by any Accident, He should have been detained upon the Road.

I have received, through a Secret Channel, the following Intelligence, which I can by no means warrant, but think it deserves some degree of Attention.

Doctor Franklin certainly was at Versailles soon after his Arrival here, (some accounts Say, that he stopped there in his Way to Paris, and staid several Hours) He did not see any of the Ministers, but had a Secret Interview with the youngest M Gerard, who I suppose was chose, on account of his speaking English: The Interview was in the Depot des Archives.

Franklin gave him a Memorial, the Substance of which, was as follows: To Demand a formal Guarantee, of the Independence of the Colonies, this Guarantee to be given by the whole House of Bourbon.

To offer on the part of the Colonies, any Treaty of Commerce, that should be thought most advantageous, to their several Dominions.

To propose, that the Colonies shall engage, never to enter into any Treaty, or agreement, with Great Britain, nor accept any proposals from Her, How advantageous so ever; Besides this, the Colonies in case of a War with England, offer to assist the House of Bourbon, with their whole force, in the prosecution of that War, and leave it to them, to determine, in what Manner this force is to be employed.

The Colonies demand, in return for this offer, the immediate Assistance of France, and Spain, in the present Emergency, they ask fifteen Ships of the Line, and twenty frigates, and promise as soon as their Independency is established, to pay fifty thousand Pounds Sterling, as an acknowledgement for this Assistance.

such, I am told, is the Substance of this Memorial. After perusing it, the french Ministers sent a verbal answer, through the same M Gerard, to this Effect. His Most Cn Majesty being determined, to give his principal Attention, to the Reestablishment of his Finances, and the improvement, of the internal Government of his Dominions, in all its several Branches, cannot think of entering into a War; He will however, be disposed to listen to the proposals of the Colonies, and Second their views, when they have given more Consistency and stability, to the Independence they have assumed, but in the present moment, unless l'Angleterre contre toute Attente lui declare la Guerre, he can only give Refuge, and Protection to such Individuals, as chuse to come into his Dominions, but is determined, to take no part whatever, in this Contest, but continue to observe the Strictest Neutrality.

This answer seems to me My Lord, the more probable, as it falls in with the present Intentions, and Designs of this Court, which as far as I can

judge, are not to take the Americans by the Hand, till they appear able to defend themselves better than they have hitherto done.

Franklin, who came back from Versailles, much dissatisfied, has since that time, made several endeavours, to be admitted to see M de Vergennes, and I strongly suspect, did see him on Saturday last [December 28], I know at least, that He, and Dean, went to Versailles that day. M de Vergennes has affected to say, to several Persons, of late, that it would be impossible for him to refuse to see Mr Franklin, as it was a General Rule with Ministers, to see and hear everybody. Franklin who is much at home, is, I am told, frequently visited by different Persons of the Choiseul Party, but particularly by M de Shainville. The Duke of Choiseul, Franklin, and Deane, met on Monday Evening, at a Ladys House of my acquaintance, and I am much inclined to believe, that the Meeting was not Accidental. It is certain, that the Choiseul Party take Franklin by the Hand, openly espouse the cause of the Rebels, and Rail, in all companies, at the Weakness of the present french Ministers, who say they lose such an opportunity, of giving the Natural Rival, and enemy of France, a Mortal Blow. Your Lordship sees that by this Means, Franklin will become an Instrument of Faction, which I hope will rather obstruct, than facilitate his Negotiations. The language he Affects to hold, to his intimates, is, that He accepted this Commission very unwillingly, that he told the Congress, that all he could do, was to go to France, and die there in their Service, that the stuff was almost worn out, but that the last thread of it was at their Disposal. I purposely repeat all this, to shew your Lordship, the Canterng Tone he assumes.

I cannot yet pretend to form any decisive Judgement, as to his success: My poor opinion is, that the present French Ministers wish to wound, but are afraid to strike, and tho the offers he makes, may tempt them, they will think twice, before they expose themselves, and their Country, to the Hazard of an unnecessary War; however this may be, I am persuaded, that it is on our constant Vigilance, at Home, and uninterrupted Success in America, that the Continuance of the public Tranquillity, must ultimately depend.

I am with the greatest Truth and Respect My Lord [&c.]

Stormont.

1. PRO, State Papers, 78/301, 1-3.

LORD STORMONT TO LORD WEYMOUTH ¹

[Extract]

No 2)

Paris Jany 1. 1777

Two American Privateers, have put into Blaye near Bourdeaux, and desired to purchase Ammunition, which I am told has been refused them.

I have received a letter from Mr Delamain, one of the proprietors, of an English Vessel, called the *Vine*, which as I have already informed Your Lordship, was taken by an American Privateer.² He tells me, that He cannot learn where his ship is, but is informed, that the Americans have unloaded her, taken part of her Cargo on board their own Ship, and dis-

posed of the Remainder, along the Coast of France, without Attending to any form of Justice, or Legal Condemnation.

I am with the greatest Truth, and Respect, My Lord [&c.]

Stormont.

1. PRO, State Papers, 78/301, 5-6.
2. Taken by Continental Navy brig *Reprisal*, not by a privateer.

2 Jan.

LORDS COMMISSIONERS, ADMIRALTY, TO LORD MULGRAVE ¹

By &c.

Your Lordship is hereby required and directed to put to Sea in the Ship you command, with the very first opportunity of Wind and Weather, and proceed off Cape Ortegal, and very diligently cruize from thence to Cape Finisterre for the protection of the Trade of His Majesty's Subjects, and to intercept, seize, or destroy any Cruizers or other Vessels belonging to the Rebellious Colonies of No America, which you may be able to come up with.

Your Lordship is to continue upon the above Station for the space of one month, after you arrive upon it, and then to return to Spithead, and remain there until further Order. Given &c the 2d January 1777.

Rt Honble Lord Mulgrave ² – *Ardent* – Spithead.

By &c

P S.

Sandwich
J. Buller
H. Palliser

1. PRO, Admiralty 2/102, 142-43.
2. Constantine John Phipps, Lord Mulgrave.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN SAMUEL MARSHALL, R.N. ¹

By &c.

You are hereby required and directed to put to Sea in the Ship you command, with the very first Opportunity of Wind and Weather, and make the best of your Way off Cape Finisterre, and from thence to the Rock of Lisbon; between which Places you are to cruize very diligently for the Protection of the Trade of His Majesty's Subjects, and to use your best endeavours to take, or destroy, any Cruizers or other Vessels belonging to the Rebellious Colonies in No America, which you may be able to come up with.

You are to continue, upon the above Station, for one Month after your arrival thereupon, and then go into Lisbon to recruit the Ship's Water, and to enquire for Orders; And not finding any there to the contrary, you are to return and cruize, for the Space of one Month longer, upon the said Station, and for the said purpose, and then return to Plymouth Sound, & wait there for further Orders, sending Us an Account of your arrival and proceedings. Given &c the 2d January 1777.

Capn Marshall – *Arethusa* – Spithead.

By &c

P S.

Sandwich.
J. Buller.
H. Palliser.

1. PRO, Admiralty 2/102, 143-44.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN ROBERT LINZEE, R.N. ¹

By &c.

Whereas we intend that the Ship you command shall convoy the Trade bound to Spain, Portugal and the Mediterranean; You are hereby required and directed so soon after the 6th instant; as the Wind shall have been fair for 24 Hours to bring Ships from the Downes, to make enquiry for and take under your Convoy all such of the said Trade as may be assembled and ready to sail, and putting to Sea with the very first opportunity of Wind and Weather, proceed with them towards the places of their respective destinations; And, having seen into Oporto, Lisbon, and Cadiz, such of the said Trade as may be bound to those Ports, & to Gibraltar, such as may be bound up the Mediterranean, You are to complete the Provisions & Stores of the Ship you command at Gibraltar with all possible dispatch, and then make the best of your way to Newfoundland, (taking care not to convey thither any Seamen or other Persons, but such as belong to the Ship you command,) and passing over the Grand Bank in the Latitude $46^{\circ} : 30''$ use your best endeavours to take or destroy any Ships or Vessels belonging to the Rebellious Colonies of No America which may happen to be on that Bank, either for the purpose of fishing or trading, or annoying and disturbing the Fishery carrying on there by His Majesty's other Subjects; and then making the Land about Cape Race, run up to the Northward as high as St John's, calling at the several Ports on that Coast for the Protection of the Fisheries and Trade of His Majesty's said Subjects, and to give them any Assistance they may stand in need of; And having so done, You are to continue to Cruize between St John's and Cape Race, using your utmost diligence to protect and defend the fisheries carrying on by His Majesty's said Subjects within that Station; and to take or destroy any Ships or Vessels belonging to the aforesaid Rebellious Colonies, or any other Piratical Ships or Vessels, which may be found within the above Limits, or in the Neighbourhood thereof; And in the execution of that Service to observe the following Instructions. *Vizt*

1st

You are agreeable to an Act of Parliament of the 10th and 11th Years of King William the 3d Entitled an Act to encourage the Trade to Newfoundland of which you will receive herewith; to be aiding & assisting to the Admirals, Vice Admirals and Rear Admirals, of the respective Ports and Harbours of Newfoundland, from time to time, as need shall require in preserving the Peace and good Government among the Seamen and Fishermen, and in apprehending Offenders.

2d

You are not to lend any of your Ship's Company to any of the Fishing Ships, neither are you to suffer to be taken on board her any sort of Fish either by way of Merchandize, Freight or otherwise, excepting what shall be necessary for the use and spending of her Company.



Published according to Act of Parliament.

A General View of the CITY of LISBON: the Capital of the Kingdom of Portugal. | Vue Generale de LISBONNE, VILLE Capitale du Royaume de Portugal.

Published 22th May 1794, by LAURIE & WHISTLE, 63, Strand Street, London.

3d

And, Whereas the Lords Commissrs for Trade and Plantations have represented to Us, that it is very prejudicial to this Kingdom that the Fishing Ships do not bring home from Newfound Land the Complement of Men they carry out, many of them being enticed away to New England, and others left in the Country; And for that reason have desired that it might be signified to the Masters of all British Ships at Newfound Land, that they take care to bring home the number of Men they carry out, (except in case of death,) for that otherwise they will be prosecuted at their return; You are to let the Masters know the same accordingly; And to use your best endeavours to oblige them thereto, as far as in you lies.

4th

And, whereas no Foreign Ships or Vessels whatever, (except as is herein after excepted) have any right to fish at, or about Newfound-Land, and the Commanders of the Ships of War bound as Convoy thither have, at all times past, been directed not to allow of their fishing in those parts; it is therefore His Majesty's Pleasure, that you take especial care to prevent the Same, and that His Orders given herein be strictly complied with; And if you shall meet with any foreign Ships fishing at or about Newfound-Land, You are to oblige them to desist and depart from off the Coast; excepting Ships and Vessels belonging to the Subjects of His Most Christian Majesty, fishing agreeable to the 13th Article of the Treaty of Peace concluded with France at Utrecht in the Year 1713, and to the 4th 5th & 6th Articles of the Treaty of Peace concluded at Paris the 10th Day of February 1763. Copies of which you will receive herewith. Given &c the 2d January 1777.

Captn Linzee – *Surprize* – Portsmouth.

By &c.

P S.

Sandwich.

J. Buller.

H. Palliser.

1. PRO, Admiralty 2/102, 145-49.

Public Advertiser, THURSDAY, JANUARY 2, 1777

London [January 2].

As an Instance how far the Americans are strenuous to become a naval Power, we have certain Accounts that seventeen Ships, from ten to twenty-six Guns, have been built at Rhode Island only in the Course of two Years.

CAPTAIN WILLIAM CORNWALLIS, R.N., TO THE COMMISSIONERS OF
THE BRITISH NAVY BOARD¹

Gentl

Isis [Portsmouth harbor] 2d Jany 1777

I have received your letter dated 30th of Last Month objecting to the expence of Stores supplied to the *Mary* American Schooner by His Majesty's Ship *Pallas* late under my Command –

I beg leave to acquaint you that I was ordered by the Admiralty last year to seize all Vessels belonging to the Colonies that were in rebellion, to prevent their carrying Powder & Arms to America taking all such Vessels

with me to Jamaica Where I was to deliver them up to the Adml They were not at that time Looked upon in the Light of Prizes, The *Mary* was absolutely in Want of these Stores to enable her to proceed with me down the Coast & to Jamaica There were none to be purchased upon the Coast of Africa, indeed if their had I do not see that it was my business to put myself to any expence in executing my Orders which if they had not been for the good of the Kings Service I should not have received I am Sure it could be of no service to me as the Vessel would not have paid her Condemnation if she had arived safe at Port Royal but she was very capable of Carrying Arms and Powder to the Rebels.

Tho' this expence may not be according to rule, I flatter myself the board will see the Necessity of it. I did not chuse to expend the Stores in any other Way as I wish allway to stick as much to truth as possible On these Occasions I am [&c.]

W. Cornwallis

1. Captain William Cornwallis' Letter Book, 6-7, NYHS.

3 Jan.

ARTHUR LEE TO THE COMMITTEE OF SECRET CORRESPONDENCE ¹

Gentlemen –

Paris January 3d 1777

I had the honor of receiving your favors, announcing to me my appointment as one of the Commissioners from the Congress of the united States of America.

I cannot express how greatly I am oblig'd to that most respectable Body, for giving me an opportunity of showing how much I prefer the service of my Country & of her present cause to every other pursuit & situation in life.

I had the happiness of joining Dr Franklin and Mr Dean, the day after the arrival, of the former at this place. We have employ'd every moment in preparing the way for fulfilling the purposes of our mission. It is impossible to say yet, in what degree we shall be able to accomplish our instructions & our wishes.

The politicks of this Court are in a kind of trembling hesitation. It is in consequence of this, that the promises which were made to me by the french Agent in London, & which I stated to you by Mr Storey & others, have not been entirely fulfilled. The changing [of] the mode of conveying what they promised, was settled with Mr Dean, whom Monsr Hortalez or Beaumarchais found here upon his return from London, & with whom therefore all the arrangements were afterwards made.

I hope you will have receiv'd some of the Supplies, long before this reaches you. Infinitely short as they are of what was promis'd in quantity, quality & time, I trust they will be of very material service in the operations of the next campaign. It is that, to use the words of our arch-enemy, to which we must look forward; & no exertions in preparing for it, can be too

great, because the events of it must be very decisive. I have the honor of being &c.

Arthur Lee

1. Papers CC (Letters from Arthur Lee, 1776-1780), 83, vol. 1, 27-30, NA.

4 Jan.

London Chronicle, THURSDAY, JANUARY 2 TO SATURDAY, JANUARY 4, 1777

[London] Saturday, Jan. 4.

Letters from Halifax gave an account of the *Milford* frigate having brought three prizes into that port in one week.

The *Friendship*, Broomstone, a victualler from Corke to New York, is taken by the rebels, and carried into Connecticut.

A new ship from Baltimore, loaded with 500 tons of corn, is taken by the *Olive Branch*, Miller, and two other victuallers, and carried into New York.

BENJAMIN FRANKLIN TO THE COMMITTEE OF SECRET CORRESPONDENCE ¹

Gentlemen,

Paris Jan. 4. 1777.

I arrived here about two weeks since, where I found Mr Deane. Mr Lee has since join'd us from London. We have had an Audience of the Minister, Count de Vergennes, and were respectfully receiv'd. We left for his Consideration a Sketch of the propos'd Treaty. We are to wait upon him tomorrow with a strong Memorial requesting the Aids mentioned in our Instructions. By this Advice, we have had an Interview with the Spanish Ambassador, Count d'Aranda, who seems well dispos'd towards us, and will forward Copies of our Memorials to his Court, which will act, he says, in perfect Concert with this. Their Fleets are said to be in fine Order, mann'd and fit for Sea. The Cry of this Nation is for us; but the Court it is thought views an approaching War with Reluctance. The Press continues in England. As soon as we can receive a positive Answer from these Courts we shall dispatch an Express with it. I am, gentlemen, &c.

B Franklin

1. Papers CC (Letters from Benjamin Franklin, 1776-88), 82, vol. 1, 13, NA.

5 Jan. (Sunday)

AMERICAN COMMISSIONERS IN FRANCE TO VERGENNES ¹

[Paris]

The Congress, the better to defend their Coasts, protect their Trade and drive off the Enemy, have instructed us to apply to France for 8 Ships of the Line, compleatly mann[e]d, the Expence of which they will undertake to pay. As other Princes of Europe are lending or hiring their Troops to Britain against America, it is apprehended that France may, if she thinks fit, afford our Independant States the same kind of Aid, without giving England just Cause of complaint. But if England should on that Account declare War we conceive that by the United Force of France, Spain and

America, she will lose all her Possessions in the West Indies, much the greatest Part of that Commerce which has rendered her so opulent, and be reduced to that State of Weakness and Humiliation, which she has by her Perfidy, her Insolence, and her Cruelty both in the East and West, so justly merited.

We are also instructed to solicit the Court of France for an immediate Supply of twenty or thirty Thousand Muskets and Bayonets, and a large Quantity of Ammunition and brass Field Pieces, to be sent under Convoy. The United States engage for the Payment of the Arms, Artillery and Ammunition and to defray the Expence of the Convoy. This Application is now become the more necessary, as the private purchase made by Mr Deane of those Articles, is rendered ineffectual by an order forbidding their Exportation.

We also beg it may be particularly considered, that while the English are Masters of the American Seas, and can, without Fear of Interruption transport with such Ease their Army from one Part of our extensive Coasts to another and we can only meet them by Land Marches, we may possibly unless some powerfull aid is given us or some strong Diversion made in our Favour, be so harrassed, and put to such immense Expence, as that finally our People will find themselves reduced to the Necessity of ending the War by an Accommodation. —

The Courts of France and Spain may rely with the fullest Confidence, that whatever Stipulations are made by us in case of granting such Aid, will be ratified and punctually fulfilled by the Congress, who are determined to found their future Character, with regard to Justice and Fidelity, on a full and perfect Performance of all their present Engagements

North America now offers to France and Spain her Amity and Commerce. She is also ready to guarantee in the firmest manner to those Nations all their present Possessions in the West Indies, as well as those they shall acquire from the Enemy in a War that may be consequential of such Assistance as she requests. The Interests of the three Nations are the same. The Opportunity of cementing them, and of securing all the Advantages of that Commerce, which in Time will be immense, now presents itself. If neglected, it may never again return. And we cannot help suggesting that a considerable Delay may be attended with fatal Consequences.

[N. B.] Sign'd by the Commissioners & presente[d] to Count Vergennes, thro Mr Gerard, Jan'y 5th 1777. A. Lee

1. Lee Family Papers, 1742-1795, UVL.

6 Jan.

LORDS COMMISSIONERS, ADMIRALTY, TO LIEUTENANT RICHARD PHILIP SHEWEN, R.N. ¹

By &c.

Whereas we intend that you shall be employed to procure Men at Haverfordwest and in the Neighbourhood thereof for his Majesty's Fleet,

and you will receive herewith a Press Warrant accompanied with printed Instructions for your guidance; You are hereby required and directed to repair forthwith to that Place and, in the execution of the said Service to observe the following Instructions, Vizt

1st

You are (agreeable to the 14th Article of the abovementioned printed Instructions) to open a Rendezvous, to cause Invitation Bills to be printed and stuck up; to enter Voluntier Seamen and Landmen of the Ages and Abilities therein mentioned; and to impress such Persons described in the Press Warrant as will not enter Voluntarily; applying to the Chief Magistrate for his assistance; behaving (and ordering those employed under you to behave) with proper respect to him and to all other Civil Magistrates; and doing every thing in your power, consisting with the well executing the Service hereby entrusted to your Management to cultivate a good understanding with them, and to give no just cause of complaint; And you are to receive all such Seamen fit for His Majesty's Service, as shall be brought or sent to you by the Civil Officers or the Officers of the Vice Admirals of the Maritime Counties; giving to the Persons who bring them the Certificates required by the 13th Article of the said Instructions.

2d

You are to procure two Petty Officers to assist you in carrying on the Service; and, if they are not borne for Wages on board any of His Majesty's Ships or Vessels, You are to pay them the Wages, directed by the 14th Article of the abovementioned Instructions.

3d

The better to enable you to carry on the Service, you are to form a Gang out of such Voluntiers as may offer, or, til Voluntiers offer, to hire a sufficient Number of Land-men for that purpose; paying the hired Men one Shilling and six Pence a day each for Wages, during such time only as it may be necessary to employ them, but you are to take care that such Gang doth not consist of more Men than may be sufficient for the Service on which you employ them; And that the Number of Men doth not, on any Account, exceed twelve (exclusive of Petty Officers) unless you receive particular Orders from Us to the contrary.

4th

You are to make such Allowances for subsistence to each of the Petty Officers employed under you, And also to the several Persons composing your Gang, and to the new raised Men, as are specified in the 14th Article abovementioned; And to pay them such travelling Charges and Conduct Money, also specified in that Article, as they may be respectively entitled to.

5th

You will herewith receive one of His Majesty's Proclamations dated the 25th of October last, promising the Bounties therein mention'd to Voluntier Seamen who should enter into His Majesty's Service on or before the 31st of last Month; And also another dated the 8th Novr last promising the Records therein mentioned to Persons who should discover Seamen

who might secrete themselves, so that such Seamen might be taken into His Majesty's Service, on, or before the said 31st December together with Twelve of His Majesty's Orders in Council of the 20th of last Month, continuing the said Bounties and Rewards to the 28th of next Month, which you are to make as public as possible, And to receive such Voluntiers fit for the Service as shall offer; And you are to give the Certificates, directed by the last of those Proclamations, to such Persons as shall discover Seamen who, in consequence of such discovery may be accordingly taken by you, or those employed under you into His Majesty's Service.

6th

You are from time to time to send the Men whom you shall procure, on board the *Wolf* Sloop, or any other Ship; Vessel or Tender of His Majesty's that may be in Milford Haven, that they may be carried to Portsmouth or Plymouth, agreeable to the Orders her Commander may be under; But, if there shall be none of His Majesty's Ships, Vessels or Tenders in Milford Haven, you are to get the Prest Men secured as directed by the 5th part of the 14th Article abovementioned, until you shall have an opportunity of sending them on board as above directed; taking particular care to send with them a List of their Names &c. as directed by the said Article.

7th

You are to draw upon the Navy Board from time to time for such Money as you may have occasion for to carry on the Service, always taking regular Vouchers for whatever Sums you may pay; keeping exact Accounts of all your disbursements; sending them to the Navy Board Mont[h]ly; and delivering or causing to be delivered to that Board (when the Service shall be over) a general Account thereof, in the manner directed by the said 14th Article.

8th

You are not to fail to send to our Secretary, every Week so as to arrive at this Office on a Monday an Account under your own hand (as directed by the said 14th Article) of the number of Men procured.

9th

And for your trouble and pains in the execution of the above Service you will have an Allowance of 5 Shillings a Day (being the Pay of a Lieutenant of a 1st Rate) to be paid you by Bill; besides two Shillings and Nine Pence a day for Subsistence, and nine Pence p Mile travelling Charges for your Journey to and from Haverfordwest, as specified in the 14th Article of the said printed Instructions; which Subsistence Money and Travelling Charges, you are to charge in your Account of Disbursements. Given &c the 6th January 1777.

Lieut Richd Philip Shewen
at Pater Church near. Pembroke.
By &c PS.

Sandwich.
J. Buller.
H. Palliser.

Public Advertiser, MONDAY, JANUARY 6, 1777

London [January 6].

Two Men of War are ordered from Portsmouth with the greatest Expedition to cruise off the Coast of Ireland, it being asserted as a Fact, that two American Privateers have for several Days, previous to the Accounts being sent to England to Government, been hovering off the Coast, as it is thought to intercept the Transports lading there with Provisions, &c. for General Howe.

SILAS DEANE TO BEAUMARCHAIS¹

[Extract]

Sir

Paris, Jan'y 6th 1777 –

I received yours of last Evening and should have waited on you this Morning but for a Violent cold attended with a slight Fever which confines Me to my Chamber. I had before the receipt of Yours the disagreeable Intelligence of the Return of the *Amphitrite* into L'Orient and of the orders from Court forbidding her or any other of the Vessels to proceed to America. Your Chagrin and vexation on this Event, cannot exceed mine. We must not however despair in a Cause the magnitude, as well as critical Situation of which calls for Our utmost Efforts, and will justify Us in running almost any risque to get out the Supplies now ready, & without which America must suffer extremely, if not be forced to submit. In answer to yours of this morning, I have to inform you the joint Commission (17th Decr) from Congress to my Colleagues & Me does not supercede or interfere in the least with my former Commission & Instructions to purchase & send out Stores and Merchandize to America; and my Colleagues will not intermeddle in the Engagements taken by Me previous to their Arrival. The whole therefore of this Affair remains in the state it was at first, and it lyes solely on Us to take the best Measures in Our power to get the Shipp's to Sea with the Stores, as soon as possible. The Cargo of the *Amphitrite* alone would be a Capital Supply in the present destitute situation of Our Army in America. I still hope, that as soon as the Noise occasioned principally by some of the Officers returned in the *Amphitrite* shall have subsided, this Ship may again be got to Sea. . . .

1. Silas Deane Papers, ConnHS.

7 Jan.

SILAS DEANE TO CONRAD ALEXANDRE GÉRARD¹

Sir

Paris Jany 7th 1777

On my returning to Paris & informing my Agent that the Counter orders were taken off, & that the Cannon might be imbarked I was informed that Monsr Sartine would not permit them to be shipp'd but in American Vessels, You will remember I told You that I had procured French Vessels, who would clear out as if bound for St Domingo to which I understood there

would be no Objection – as every delay is in a greater or less degree fatal to the American Cause. I must intreat that the Orders may be explicit on this subject – American Vessels cannot be procured if they could, the risque would be too great whilst There is none in French Vessels on this Coast, & but little in America.

I have not received the letters You did me the honor of writing to me some Days since but Your Answer to this will be delivered safe by the bearer, & I wish a Copy of the Order or permission, respecting the Embarkation may be inclosed which will prevent a possibility of Doubt. The season Advances & I am extremely impatient to despatch these Stores on which so much Depends. I have the honor to be with the most profound respect, Sir [&c.]
S Deane

1. AMAE, Correspondance Politique, Etats Unis, vol. 2, 42, LC Photocopy.

8 Jan.

LORD SUFFOLK TO LORDS COMMISSIONERS, ADMIRALTY ¹

My Lords,

St James's, Jany 8th 1777.

Having submitted to The King Your Lordships Letter of the 1st, and Mr Stephens's of the 7th Inst, respecting the Nine American Prisoners brought into the Harbour of Portsmouth, by Capt [Stair] Douglas of the *Squirrel*, I am to signify to Your Lordships His Majesty's Commands, that these People be detained in safe Custody, as was directed in my Letter of the 2d Decr, with regard to the Men brought home in the *Pallas*; excepting only, in this Instance, Peter Burk, the Negro, whom it is His Majesty's Pleasure, that Your Lordships direct to be set at Liberty. I am &c:

Suffolk.

1. PRO, Foreign Office, 95/355, 309–10.

LORDS COMMISSIONERS, ADMIRALTY, TO CHARLES NEWMAN ¹

By &c.

Whereas we have signed a Commission appointing you Master and Commander of the *Swallow* Pacquet Boat; You are hereby required and directed not to hoist any other Colours worn in His Majesty's Fleet, besides a Red Ensign, Jack and Pendant on board the said Pacquet Boat, at any time, or, on any Account. Given &c. the 8th January 1777.

Sandwich. J. Buller. H. Palliser.

1. PRO, Admiralty 2/102, 171.

THOMAS ERSKINE TO LORD SUFFOLK ¹

No 8 –

My Lord

Gothenburg 8th January 1777.

I beg leave to refer to what I had the honour of writing your Lordship the 28th Ulto – The Memorial I gave in to our Governor concerning the American at Marstrand, Occasion'd his Writing to the Commandant there, In Answer he sent in the Vessells Hamburg Pass, of which I Inclose

a Copy, the Owner therein Named is a Brittainer. – the Commandant & Burgomr of Marstrand granted the American evry Indulgence – On receiving Letters from Stockholm & this place concerning him, they immediatly acquainted him & Advised him to make haste to get away; they allow'd him to take on board a good part of his Cargo without entering it at the Customhouse & I am pretty certain that a few days before he saild, he got some Powder from the Garrison – he again Quarreled with his Hamburg Master & discharged him – in his place he Inserted in the Pass the Name of John Kiver as Master; he cleared out for Lisbon – the Cargo not being regularly entered at the Customhouse, I have not got to know it exactly, but consists nearly of 500 Centner Powder, some Casks of Sulphur, a few firelocks, a parcell of flints, some Whalebone & five Boxes of Teas – she was cleared out the 3d in geting underway the Pilot run her on a Rock, but she got off, & Sail'd the 4th – I am very sorry that all my endeavours could not detain this Enemy to my Country – I hope he never will reach the Seat of Rebellion – I shall have the honour to transmit soon an Abstract of our Exports for the past year –

I am with all possible Respect My Lord [&c.]

Tho^s Erskine.

1. PRO, State Papers, 95/127.

LORD STORMONT TO LORD WEYMOUTH ¹

[Extract]

Secret No 5

Paris Jany 8th 1776 [1777]

. . . I told him,² which is true, that I have intelligence from America, which says, that Franklin is come with his Pocket full of Letters of Marque, and that his Intention is to engage french Ships, fitt those Ships with Men of this Country, and by putting an American or two on board, and giving Lettres de Marque try to make these Vessels pass for American Privateers. I spoke of this as a wild, and Extravagant Idea, the Execution of which, would never be suffered here, M de Vergennes answered with great seeming openness, that what Franklin had, or had not brought, He could not pretend to say. Je n'ai pas fouille dans ses Portefeuilles, But this I can Say, that if he has such Letters, he never will make use of them here, upon a thing of this Nature, I have no occasion to wait to take the King my Masters Pleasure, I can answer you at once, and in the most positive Manner, from what I know of his Majestys fixt Resolution, which is not to suffer, any Armament, or Enrollement whatever, to be made in his Dominions, in favour of the Americans.

According to the last Accounts, I have seen from Toulon, there are there, Eighteen Ships of the Line, which have got in their lower Masts, and lower standing Rigging. Three seventy four Gun ships, are careened, and the others are to be so, two at a time. According to these accounts, There is no Stoppage of sailors, nor any extraordinary hands employed at Toulon. Most of the above mentioned Ships, are represented to be my

Lord, as being in a very bad Condition, and such as we should think, almost unfit for service.

I am told that M d'Estaing, is going to Brest, not to take the Command of the fleet, but to quicken the Preparations. The general opinion of the Navy is, that M du Chaffaults fleet will not put to sea this Winter, if it sails at all.

I acquainted M de Vergennes yesterday, with what I mentioned to your Lordship last week, viz that the proprietor of the ship the *Vine*, does not know what is become of her, but say[s] that part of the Cargoe has been sold along the french Coast. M de Vergennes answered, if there has been such a sale, it must have been Clandestinely, and en fraude, and certainly was not authorized, by any judicial proceeding. according to the best Information I have been able to get, the Cargoes of the two Vessels Franklin took, have been sold in the like Clandestine manner, but I do not find, that the ships have been brought into any Port of France.

1. PRO, State Papers, 78/301, 22-27.

2. Vergennes.

9 Jan.

"EXTRACT OF A LETTER FROM CORKE, JAN. 9" ¹

We have just received advice from Beerhaven that two boats, from two American privateers, had come on shore there, armed, but that they had not offered any violence to the inhabitants, but paid for every thing they bought, which was live-stock, such as sheep, hogs, fowls, &c.

1. *Liverpool Public Advertiser*, January 24, 1777.

PHILIP STEPHENS TO VICE ADMIRAL SIR JAMES DOUGLAS, PORTSMOUTH ¹

Sir

[Admiralty Office] 9th January 1777

My Lords Commissioners of the Admiralty having transmitted to the Earl of Suffolk the Case of Nine American Prisoners brought to Portsmouth by Captain [Stair] Douglas of His Majesty's Ship *Squirrel* (which case came inclosed in your Letter of the 30th past) and desired to receive His Majesty's Pleasure respecting the said Prisoners, and his Lordship, having, in return signified the Kings Pleasure, that the said Prisoners be detained in safe Custody, as was directed with regard to the Men brought home in the *Pallas*, excepting only in this instance Peter Burk, the Negro, who, it is His Majesty's Pleasure, shall be set at liberty; I am commanded by their Lordships to signify their direction to you to cause Peter Burk, the Negro to be set at liberty and the other Eight Prisoners beforementioned to be removed into the *Barfleur*, and there kept in safe custody until further Orders accordingly, as was directed by my Letter of the 3d of December last with respect to the Prisoners brought to Portsmouth in the *Pallas*. I am &c

P:S:

1. PRO, Admiralty 2/553, 422-23.

Public Advertiser, THURSDAY, JANUARY 9, 1777

London [January 9].

The French Ambassador has been given to understand that any French Ships coming out of the American Ports, that are taken by his Majesty's Cruizers, will be deemed lawful Prizes, and condemned as such: The Dutch have had the same Caution.

The last two capital Captures made by the Provincial Privateers are valued at 160,000 l, one laden with Cloathing for 20,000 Men, the other with 80,000 l. for the Payment of the Troops in Canada.

MINUTE PRESENTED TO LOUIS XVI IN ANSWER TO THE AMERICAN
COMMISSIONERS' MEMORIAL OF JANUARY 5¹

No 2 handed to the King in the presence of Count de Maurepas on the 9th January 1777. His Majesty approved it with his own hand.

Account has been given to the King of the contents of the memorial from the deputies of the American Congress. His Majesty would wish that circumstances might permit him to give up some of his vessels; he

would willingly make the sacrifice gratuitously, but these circumstances require rather that he should apply himself to increasing his naval forces, — and with this he is now occupied. It must be considered, likewise, that the sending of eight vessels to the shores of America would not change the face of affairs there. As powerfully armed as the English are in Europe they would very quickly send a greatly superior squadron which would reduce the other to inaction. France, in agreeing to this requisition, would thus compromise herself openly, without any advantage resulting to the cause she wished to assist. We must not receive ourselves. Ostensible assistance is a legitimate motive of war for the nation against which it is directed.

The same reasons which Militate against the lending of vessels, oppose equally the granting of convoys. These should be the consequence and not the preliminary of war. It would be contrary to the dignity and justice of a great power to lead thither by indirect means. It is by sentiment and the necessity of her own great interests that she can and ought to be led there. What seems yet far off may draw near but one may not anticipate the course of events, one must await them and be prepared to profit by them. That will be the time to come to an understanding, and to lay the solid foundation of a union the desire for which already exists, and which will be the more easily rendered indissoluble as there exists no aim on the part of France and Spain which could clash with the interests of the united provinces and excite their jealousy or cause their uneasiness.

France and Spain, in according to the Americans all the facilities in their ports which they grant to friendly nations, sufficiently exhibit their manner of thinking as regards the united provinces. What more could be required of them? A war lightly embarked upon would not form a point of real union, it would rather be to ignore the object which each must have

in view and which may result from the natural course of events.

France does not hamper the Americans in obtaining such resources as they can procure by commerce, but she recommends them to conform on their part to all the rules prescribed by the precise and rigorous meaning of the treaties which the King does not wish to be the first to infringe. It is not possible to enter into the details of the several provisions which may be needed, but His Majesty wishing to signify to the united provinces his favourable disposition and his good wishes assigns for them secret assistance calculated to extend their credit and to facilitate their purchases.

approved

1. AMAE, Correspondance Politique, Espagne, vol. 583, 42, LC Photocopy. Another version is in AMAE, Correspondance Politique, Etats Unis, vol. 2, 24, LC Photocopy.

10 Jan.

“COPY OF A LETTER FROM CAPT. FITZHERBERT, COMMR OF HIS MAJESTY’S
SHIP *Raisable* DATED IN PLYMOUTH SOUND THE 10TH JANY 1777,
TO MR STEPHENS”¹

On the 24th last Month between Twenty and Thirty Leagues West of Cape Finisterre, I fell in with and took an American Brigantine, Privatier, cal’d the *Dalton*, Eliazer Johnson Commander, Mounting Twenty Carrage and Twenty Swivel Guns, and one hundred and Twenty Men, Equiped for a Cruize of Six Months, she belonged to Newbury in the Massachusets Bay, left that place on the 16th of Novr last, and had not taken a Prize, I cannot find by her Logg Book, Papers, Prisoners or other information that she sail’d in Company, or that she had seen any American Vessels since out. The Prize parted Company on the night of the 4th instant about 30 Leagues to the Westward of Scilly but as I have a careful Officer in her I make no doubt but she will soon arrive here,
P.S. since I wrote the above the Prize is arrived here. —

1. PRO, State Papers, 42/50, 31–32.

MEMOIR OF THE AMERICAN COMMISSIONERS IN FRANCE¹

Memoire

[Paris, January 10, 1777]²

The situation of the United-states, require an immediate supply of Stores of various sorts, of which a proportion of Military for the opening and supporting the coming Campaign

Vessels or Ships belonging to the United States cannot be procured, and if they could, the Danger and Risque would be very great.

Difficulties have arose at the different Ports, where Military Stores have been collected and Objections made to their being shipp’d for the United-states in French ships though Charter’d on Account of the States, in the name of private Persons, by which great Delay has been already occasioned, and the Damages in consequence will be irreparable, unless speedily relieved. — Prudence dictates that ships charged with Stores for the United states should appear as if bound for other Parts at Peace with

Great Britain, but at the same time Captns of such ships are unwilling (after giving security in France, that they will Land such stores in some French Port) to go for North America without assurances of indemnity.

To Remedy these Difficulties it is with submission requested, that War-like stores already purchased or that may hereafter be purchased for the United States, may be shipp'd in French Ships for the said United States, directly, & if Political purposes render it necessary that surety should be given for Landing them in some Port belonging to France, that the Captains giving such surety may by some means be satisfied of an Indemnity, should they land them in the Ports of the united States. –

To enforce this Request, it need only be Observed that without this, or some Measure effecting the same Design, the United States will be disappointed of the Stores they expected; The actually sending them to the West India Islands will be no relief, as the risque from thence to the Continent is as great, or greater than from Europe direct.

NB. The Stores in the *Amphitrite*, those ready to be Shipp'd from the other Ports, are now detain'd by the above Obstacle.

1. AMAE, Correspondance Politique, Etats Unis, vol. 2, 81, LC Photocopy.
2. The memoir was not dated, but logically would seem to have been prepared shortly after Silas Deane's complaint to Gérard, dated January 7.

11 Jan.

The General Advertiser. Liverpool, FRIDAY, JANUARY 17, 1777

London, January 11.

A few evenings ago the son of a tradesman in Fetter-lane, with another young fellow, an intimate companion, returned to their friends after having been absent from the 14th of last month, during which time, though repeatedly advertised, no tidings of them could be heard. The account they gave of themselves was as follows: That they went on the day they were missed to Brentford, and returning in a boat to Black-Friars Bridge were there pressed, together with the watermen who rowed them, and carried from thence to Woolwich; that at Woolwich they were put on board a vessel (amongst a number of other pressed men) which conveyed them all to Spithead, were they were delivered over to the *Foudroyant* man of war. The two watermen immediately entered themselves as able seamen; and the young fellows, giving up all hopes of escaping, did the same a few days after as land-men. After they had entered they obtained permission to come on shore, with some of the ship's crew, to buy a chest; and returned on board. Seeming now to be quite reconciled to their fate, they enjoyed more liberty, and one day coming on shore with only a couple of sailors, they found means to drop them, and through bye-roads, and almost penniless (having laid out what little they had for the chest) they happily made their escape to London.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

Gentlemen

Nantz January 11th 1777

Immediately After the Rect of your favor of 26th Decr I Set out for

L'Orient & have Executed the Business you Desird there in the best manner The time & Surcumstances Would Admitt I have no Great Appinion of the 60 Gunn Ship As Shee is an Ould Ship & A very Slow Sailer Another Very Great Objecktion is her Draft Water being to much for our American ports very few of our ports Would have Water Enough for her to Enter in at As Shee will Draw 21 or 22 feet Water I think the Friggates Are better vessails & much Better for our purpose as Thier Draft Water Will be only 16 or 17 feet & Am perswaided they will Sail much faster Espetially the *St john* Shee is Entirely new built from the Keel & has All her Spare Riging Sails Anchors Cable & All other Materials Quite New Shee has the Carrektor of A prime Sailer they have prommised to Furnish A Compleat Inventory of All her Riging Sails Stores And materals Which I Expect to Recv. tomorrow or Next Day & if Not Stopt by your order I shall Immediately Set of[f] for Parris on the Rect of The Inventory I have had A full view of the Ship & her Materals & Like her Well Her Materals are All new & of the first Qualety there is Another 36 Gun Friggate & a Ship that mounts 50 Guns on two Decks boath of these vessails have the Carrektors of prime Sailors but I am Affeard they Are too Antient and Tender for our purpose therefore they Would Want over Halling & a Good out fitt before they Could Go to See the *St john* is All new & May be fitt for Sea in a month or 6 Weeks She is mounted With 26 twelve pounders on one Deck and 10 Six pounders on the Quarter Deck & fore Castle her Dementions is 114 feet Keel 36 feet Beam 13 feet Hoald & 6 feet Between decks - I think they Can Well Afford to Sell this Ship for 12000 £ Sterling haveing formd my jugment on the best Information I Could Get of the prices of Ships & Materals at L'Orient I Dare Say provided it Suites you to purchase the Cargo you May Get her At that price the Cargo Consists Cheifly of Led Copper Cordage Canvis & Large Anchors Which is Much Wanted in America I was on bord of the Ship that Put into L'Orient from Haver de grass & found her So Much Lumbered & Short of provishon that I think they Did well to put in & Get a Supply.² on finding them So Crowded I Advised General De coudred [du Coudray] to Leave Some of his most Useless officers behind Which he Did to Get Passages Elsewhere he has Dischargd 12 or 13 & Sent the Rest forward in the Ship he Got Her Water'd & Supplied With provishon As Soon As possible & Sent her of[f] for fear of haveing her Stopt he is to Come to Nantz & may Possibly be At Parris before he Leaves France This Business I Performd at the Request of the General and thought it [illegible] To Make my Report to you Accordingly I am with Much Respect Gentlemen [&c.]

Lamb^t Wickes

1. Franklin Papers, vol. 5, pt. 1, 13, APS.

2. *L'Amphitrite*, one of the ships fitted out by Beaumarchais.

12 Jan. (Sunday)

LETTER FROM PORTSMOUTH ¹

January 12

This Morning arrived here from St. Maloes, Capt. Hill, of the *Generous Friends*, which was laden with Provisions for New York, and was taken by an American Privateer call'd the *America*, Capt. [Thomas] Nicholson; and Captain M'Donald, of the *Leghorn Galley*, from Jamaica for Liverpool, taken by the *Wasp*, John Baldwin; and the Surgeon of the *William*, Capt. Bond, from Jamaica for Liverpool, taken by the *Chance Sloop*, John Armitage, who were all carried into Philadelphia. They came home in a Vessel loaded with Tobacco to Nantz: When they left that Place, there was a Frigate of 16 Guns, two Privateers, and eight Merchantmen, loading with Military Stores for America.

1. *Public Advertiser*, London, January 15, 1777.

"EXTRACT OF A LETTER FROM MADEIRA, JAN. 12" ¹

The ship *Nancy and Betsey*, Captain Norman M'Cloud, from Quebec, is arrived at this port with a cargo of wheat; she mounts six carriage guns, six pounders and eighteen men, and informs us, that between the 31st of December, and 1st of January, in this road, in the night, he was attacked by an American schooner privateer, of eight carriage guns, some swivels, and full of men. Captain M'Cloud had the presence of mind to deceive the privateer's people, while firing at and calling to him to surrender, till he got one gun ready, charged to the muzzle with one round, and the rest grape shot, which he fired at the privateer, and supposes must have made some havock amongst them, as they immediately turned tale [*sic*] and left her. The privateer is supposed to be lurking about the Island, as about the 6th instant she spoke with a Portuguese brig, bound into this place. Capt. M'Cloud had only one man wounded.

1. *London Packet, or New Lloyd's Evening Post*, February 19 to February 21, 1777.

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY ¹

January 1777.

Palma ² N. 61° 26 Et Distant 257 Leagues.

Satuary 11.

At 10 AM hoisted the Cutter out, and exchanged two Men, with the *Hanover Planter* the Master having complained of these being exceeding Mutinous.

Moderate amd fair.

At 4 pm made the Signal to close the Convoy, and made the *Hornet's* signal to lead, and carry a light, and the *Beaver* to bring up the Rear. Shortned Sail, and drop'd aStern, to see how the Rear of the Convoy behaved.

Sunday 12.

At 7 AM out Reefs and made sail ahead, with intention of making the Circuit of the whole Convoy, but on seeing the *Hornet* disabled having her Main Yard upon Deck, hawled

to speak her. found two Ships had run foul of her in the Night, and done her considerable damage, took the Lead again, the Convoy being in great confusion. 84 Sail in Sight.³

1. PRO, Admiralty 51/399.
2. La Palma, Canary Islands.
3. The fleet, bound for the West Indies, had sailed from Cowes, December 6, 1776. *Glasgow's* log reads: "at 2 Made Sail with the *Hornet*, *Beaver*, and *Fly* Sloops of War, and Ninety sail of Mercht Ships, under my Convoy," PRO, Admiralty 51/399.

13 Jan.

Public Advertiser, MONDAY, JANUARY 13, 1777

London [January 13].

A Gentleman arrived in Town from Dunkirk informs us, that about ten Days since 500 Barrels of Gunpowder were shipped off from that Port for America.

M. GOURLADE, LORIENT MERCHANT, TO CAPTAIN LAMBERT WICKES¹

Sir

L'Orient the 13 January 1777

The excuse for the present letter is to send you the inventory of the frigate, the *Comte de Maurepas*, which you will find herewith enclosed. I have decided to sell her if I can get 400,000 livres for her My conditions will be to turn the vessel over to you ready to receive her cargo or rather to take in ballast and provisions. If you fit her out, I can furnish you a couple of officers who are good sailors and brave men. If your principals, after purchasing her, are willing to entrust her fitting out to me, I shall do everything that one should expect of an honest man, but above all no trickery like that of Havre.² If we have got to work like that I should prefer not to move in the matter.

I have the honor to be, Sir, with all sincerity [&c.]

Gourlade

The *Amphitrite* is still at Port Louis; Mr. Roche sends his compliments.

1. Franklin Papers, vol. 47, 71, APS. A copy is in Stevens, ed., *Facsimiles*, No. 623, but without the reference to Mr. Roche.
2. Outfitting of *l'Amphitrite* by Beaumarchais.

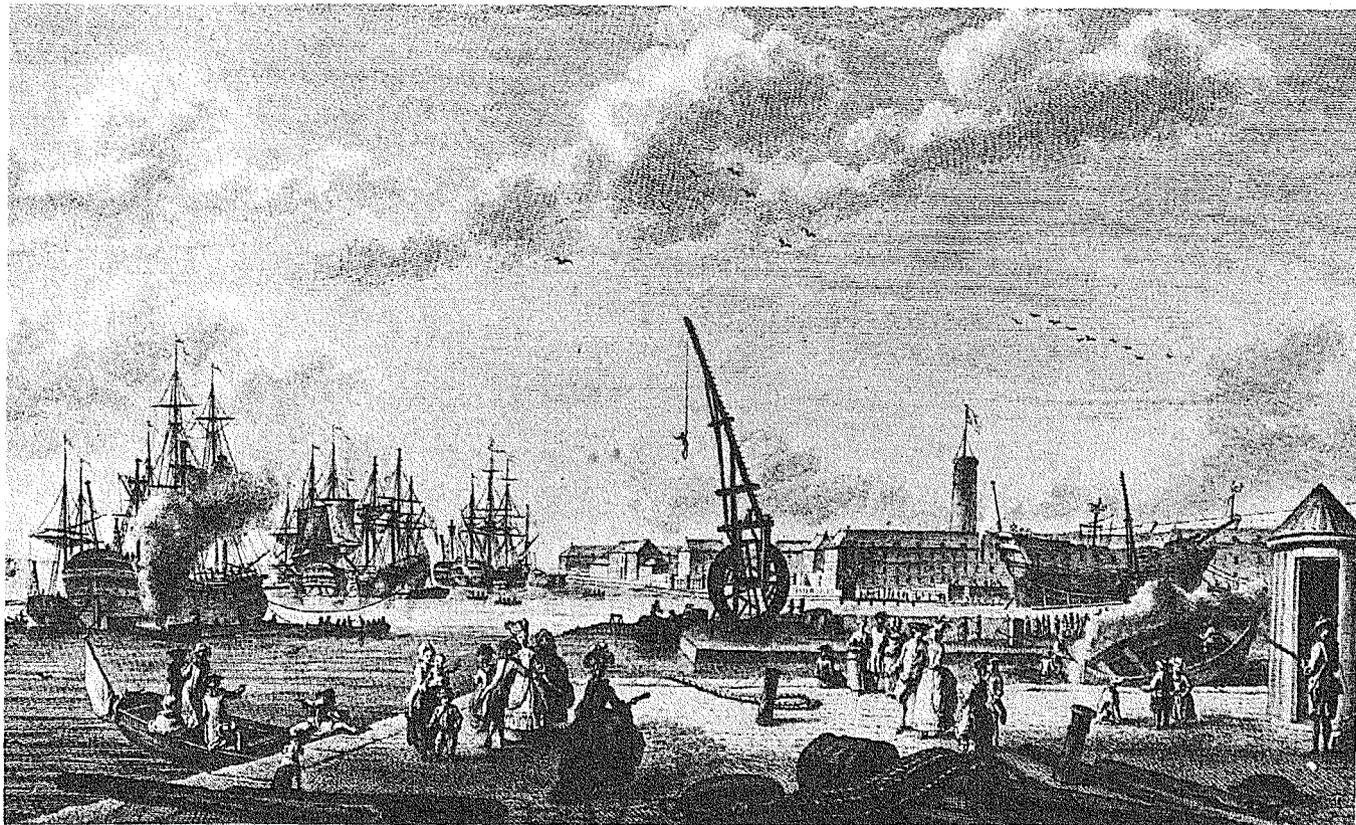
14 Jan.

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE¹

My Lord

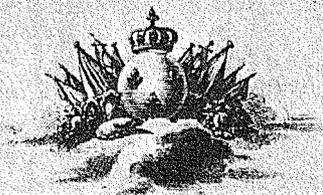
[Admiralty Office] 14th Jany 1777.

On the 17th of last Month, I had the honor to receive by His Maj'ts Ship *Active* your Lordships Letter of the 1t Novr with a List of the Transports ordered to return to England under Convoy of that Ship & the *Fowey*, two days after I received the Original & Duplicate of your Lordships Letter of the 23d Octr the former by the Post from Ireland the latter by the *Fowey*; And on the same day came to hand from the *Fowey* your Lordships



Deane del.

LE PORT DE
Vu du Quai de la



L'ORIENT
Machine à mater.

W. H. Sturton sculp.

Letter of the 5th Novr all which Letters & the several Papers which came inclosed therein were immediately after received communicated to my Lords Commrs of the Admty for their Information.

On the 30th of last Month their Lordships had the satisfaction to receive by Captn [Christopher] Mason whose Sloop had put into Dartmouth your Lordships dispatches of the 23d Novr giving an Account of the Progress & Success of His Majts Forces against his Rebellious Subjects in the Provinces of New York & the Jerseys, and they are pleas'd to command me, after expressing their congratulations on the aforementioned Success & their approbation of your Lordships Zeal & attention in the conduct of that part of the Service falling under your particular direction, to acquaint your Lordship they have the highest pleasure in finding the Officers & Seamen belonging to the Ships under your command were animated & acquitted themselves with a Spirit that has induced your Lordship to speak of them in Terms so highly commendable, and it is equally agreeable to their Lordships to be inform'd that a like Spirit was shewn by the Seamen belonging to the Transports.

Captn Mason at the same time deliver'd to me two other Letters from your Lordship dated 25th & 27th Novr the former containing Copies of your Instructions to Sir Peter Parker for his conduct in the command of the Expedition against Rhode Island, and the latter enclosing the disposition of the Squadron in No America, the State & Condition of the said Squadron, and also a State of the Supernumeraries on board the several Ships, all which were immediately communicated to their Lordships for their information.

I send your Lordship inclosed a List of the Ships which sailed on the 5th of last Month from Spithead, under Convoy of the *Thames* for New York, since which it has appeared by a Letter received from Captn [Thomas] Fitzherbert of the *Raisonable* that he met the said Ship on the 21st 89. Leagues West from Cape Finisterre with all her Convoy except the *Elephant* Storeship & one other Ship whose Name Captn [Tyringham] Howe on account of the bad Weather from the time of seperation could not inform him of.

The Navy Board are collecting in addition to the Stores your Lordship will receive by the aforementioned Storeship a further Supply of all sorts for the use of the Squadron under your command, which will sail under the first Convoy that offers after the same are ready; There are also providing & will be sent in the Transports intended to carry a Reinforcement of Troops Twenty flat Boats, and there will be put on board the said Transports four Hundred Chaldron of Coals to be distributed on their arrival amongst the Pursers of such of His Majesty's Ships as your Lordship may see fit.

Captain [Charles] Douglas of His Majts Ship the *Isis* (on whom His Majesty has been pleas'd to confer the Dignity of a Baronet) arrived on the 9th of last Month at Spithead, as did the *Blonde* at Plymouth on the 14th There have likewise arrived from Quebec the *Bute* & *Lord Howe* arm'd Vessels, and inclosed your Lordship will receive a Copy of the Letter

Sir Charles wrote on his arrival, acquainting my Lords with the reasons for the said Ships return to England, & giving an Account of his further proceedings as Senior Captain in the River St Lawrence which Letter their Lordships think is necessary for your Information. I likewise send your Lordship herewith Copies of Instructions which Sir Charles Douglas on his leaving Quebec gave to Captn [Richard] Pearson of the *Garland* for his conduct in relation to the Services to be carried on there, til' he could receive directions or Instructions from your Lordship, and with these Papers you will receive Copies of five others all relating to the Service on the Station aforementioned, & explaining those to be carried on upon the Lakes so soon as the Season shall permit thereof.

In one of the aforementioned five Papers your Lordship will observe that the Captains of the *Triton*, *Garland* and *Viper* are to lend great part of their Complement of Men to be employ'd on the Lakes, and on this Account their Lordships propose to send a Ship early in the Spring with Supernumeraries sufficient to supply the places of the Men so lent that the Ships may be enabled to proceed on any Services your Lordship shall think fit, and they are pleas'd to direct me to recommend it to you to consider if under the circumstance of Lending so many of their Men it may not be adviseable to send a proper Number of Commiss'd & Petty Officers with them, and in case you shall think fit to direct the same to be done, their Lordships are of opinion it will be further necessary that you direct their different Captains to bear other Commissd and Petty Officers in the room of those disposed of as aforementioned acquainting me for their Information with the Orders you give that such directions may then be sent to the Navy Board with respect to the paying the Parties for the time they act in such manner as their Lordships shall see fit. I am &c.

P.S.

Vice Adml Lord Visct Howe, New York.

By the Packet.

Duplicate sent by the *Albion* the 4 March

Schedule of the Papers refer'd to in the Letter aforementioned Vizt –

- No 1. List of the Ships which sailed under Convoy of the *Thames*
 2. Copy of Captn Douglas's Letter dated 9th Decr 1776.
 3. Copy of an Order to Captn Pearson of the *Garland*, dated 2d Novr 1776.
 4. Copy of an Order to Captn Pearson dated 3d Novr 1776
 5. Copy of an Order to Do dated 10th Novr 1776.
 6. Copy of General [Guy] Carleton's Letter to Captn Douglas dated 30th Octr 1776.
 7. The *Triton's* wintering Order dated the 2d Novr 1776.
 8. The *Viper's* wintering Order dated 3d Novr 1776.
 9. List of the Commissd & Petty Officers serving on Lake Champlain. –
 10. List of Transports remaining in the River St Lawrence. –

"EXTRACT OF A LETTER FROM LONDON TO MR [ARTHUR] LEE DATED 14 JANY." ¹

Notwithstanding the hot press continues, they cant get half men enough for the fleet, & 50 sail of W. India-men, which were to sail 20th are not likely to get away before the middle or latter end of next month, for want of men. Of 30 Sail that left Jamaica with the last Convoy, only one has been yet heard of. The Convoy arrived three weeks since, alone. This has raisd the Insurance from thence to 25 Guineas pr Ct with Convoy, tho' in the last war it never exceeded 7 pr Ct

1. AMAE, Correspondance Politique, Etats Unis, vol. 2, 42, LC Photocopy.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

Gentlemen

Nantz january 14th, 1777 -

I have bin Waiting Ever Since I wrote you last for the Inventory of *St John* & have not Rec'd. It yet therefore Conclude Mr Goulade has Sent it forward for Parris Captn. [Samuel] Nicholson Arrivd here Yesterday & produc'd your Instrucktions to him concerning the vissiting & Inspecting the Ships at L'Orient But I think I have Done Everything that Captn. Nicholson Could Do Was he to Go there therefore have Concl'ded That it is Best for Captn. Nicholson to Return Immediately to Parris & there to Assist you in pointing out the Defishencyes of Stores and Materals agreeable to Inventory I think you had best get Captn. Nicholson to Make What Addition he may think Neadfull or Nessesary to the Inventory And Agree With those Gentlemen to furnis All Stores And materals & fitt the Ship out fitt for Sea as it Will Be in thier Power to Do it much Cheaper & Quicker then We Could possibly Do it our Selves my Reason for Mentioning this Matter is that It May be Conducted With More secrecy Than it Could be Done provided Captn. Nicholson or my Self was to Attend the fitting This Ship as they have Spies In Every port Who would Giv Immediate Information to the Court of Brittain Whome We may Reasonably Suppose Would give orders for Blocking her up & thereby Render her Useless I Beg Leav to Recommend Captn. Nicholson To your Notice as a Gentlemen of Good fammily Who has Bin Regularly Bred to the Sea & think him Well Quallified to Command A Ship of Warr he Was very Activ in the Begining of our Unhappy Disputes in his Cuntrys Cause & Continnued So Untill the Nesesity of his business oblig'd him to Go to London Where he has bin Ever Since Idle for Want of Employment this Inconvenency I hope you'l Soon Remedy by Employing him in the Service of the United States of America & there by put it in his Power to Make Good His Lost Time As Captn. Nicholson Will be there to Assist you I hope it Will not be Nessesary for me to Come to Parris I Am Now All Ready fitted for Sea & only Wait To be informd by you Whether our prizes Will Be Recd. & protected in french ports or not as I May Take my Measures Accordingly youl pleas Inform of this As Soon As possible As I only Wait your orders & Answer to this & then proceed on A Cruize Immediately I Should be much Obligd for All

other Nessesary Informations in your Power I remain With much Respect
Gentlemen [&c.]

Lamb^t Wickes

P.S. If you think it Nessesary I Should Come to Parris I Will Set o[f] Im-
mediately on Recving your Orders.

L.W.

1. Franklin Papers, vol. 5, pt. 1, 19, APS.

THOMAS MORRIS TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

[Extract]

Gentlemen

Nantes January 14th 1777

I embrace this opportunity of Captain Nicholson's return to Paris to acquaint you with my arrival here yesterday about four o'Clock in the afternoon – Mr Penet having some bussiness at Orleans – detained us at that place a few hours wh together with the badness of the roads rendered it impossible for us to make greater dispatch than we did – I have now the pleasure to acquaint you that best part of the Tobacco is disposed of at a price that will neat about 13 Sous P lb. two of the Ships are now ready to take onboard their return Cargoes which are now in store waiting – I expect one of them the *Success* Captain [James] Anderson will be dispatched in 10 days from this date – for your government in preparing any Papers you may have to send to America – Captain Wickes has been at Port L'Orient and will write you fully with respect to the Ships you desired him to examine there – and an Inventory of the 36 Gun Frigate will be sent to Paris, and as Captain Nicholson will be on the Spot, he can form a judgement of the situation that Ships in – and what may be still necessary provided you determine to purchase her ² – I shoud be glad to know your sentiments with respect to any prizes that may be sent into any of the French Ports by American Privateers – and wether you are of oppinion they will meet the protection of the Court of France – I shall keep you regularly advised of every occurence here – and in the mean time remain with much respect
Gentlemen [&c.]

Tho^s Morris

1. Silas Deane Papers, ConnHS.

2. The proposal alluded to reads:

Proposals for the sale of a frigate

This frigate will be delivered and Ready to sail by the end of next October in whatever French Port may be indicated, with guarantee, and under a neutral flag.

This frigate will carry 36 Guns, with spare sails; she is 126 feet long [and] about 40 wide; she has been thoroughly Careened and Caulked, [and] is Built according to French Dimensions, which were given by a man named Roland Shipbuilder at Brest. As the Owner of the frigate has Timber belonging to him which is already cut and squared, he offers to Build 12 frigates and 12 ships of the line on the Plans and Dimensions which shall be prescribed to him.

The ships of the line with 64 Guns will cost 120 Thousand French Ecus each.

The frigates with 36 Guns [will cost] 50 Thousand Ecus. The frigate Ready to Sail in the Month of October [will cost] 55 Thousand Ecus.

Franklin Papers, vol. 56, 67, APS.

15 Jan.

“EXTRACT OF A LETTER FROM PORTSMOUTH, DATED JAN. 15.”¹

Arrived the *Betsey*, Loftus, in seven weeks from St. Augustine, laden with skins and indigo, for London . . . About 60 leagues off Bermudas, Capt. Loftus fell in with a Provincial schooner, laden with rice and indigo, called the *Port au Prince*, which he took without opposition, and put on board her his Mate and ten men, with orders to proceed to the first port in England, since which she is said to have arrived at Plymouth.

1. *London Chronicle*, January 16 to January 18, 1777.

16 Jan.

JOURNAL OF DR. JONATHAN HASKINS, SURGEON OF THE RHODE ISLAND
PRIVATEER SLOOP *Charming Sally*¹

[December 15, 1776 to January 16, 1777]

15th About 5 A.M. Discover'd a Sail, came up with her, & She Immediately Hall'd her Wind, & we Dogg'd her till Day light, She Proved a [Pr]ivateer Schooner from Pisca[ta]way Joshua Moore Mastr about 3 P.M. Spy'd a Sail & [gave] Chase, & came up with her at 7 Ditto, & Sent Our Boat on Board of her, & Our Consort had [take]n Possession of her, & refused [to] let us have any right or Share in her, They Informed us her Name was the *Resolution* & Francis Barnard Late Comdr, She Was a Snow Laden with Fish from Newfoundland -²

24th or thereabouts we Engaged a Ship of 14 or 16 Guns & full of Soldiers, therefore We Concluded She was No Prise for us, & Accordingly we left her, who gave Chase a Short time then Gave Over

1st of Jany 1777 at Day light Spy'd a Sail, & gave Chase we Soon Discover'd a fleet to the Eastd But As we were in a Poor Condition as to Sails, we thot most Proper to give Chase to the Single Ship & Came up with her About 2 P.M. & Engaged her for the Space of 2½ Glasses; But a Gale of Wind, with Rain & Night coming On, She put About & Stood toward the fleet. But we knowing our Infirmary thot not Proper to Pursue her: But we afterwards found She was the Principle Convoy left Belonging to said fleet.

9th Took the Brigg *Hannah* from St Johns N:f:ld Laden with Fish, Bound to Lisbon Hy Bailey Master. Meisha Dunham was Prise Mastr Beach Judson mate & 9 Hands Including one of the Brigs People, & sent for America -³

16th Fell in with His Britanic Majesties Ship the *Nonsuch* of 64 Guns, Walter Griffis Esqr Mr we Spy'd her at 3 A.M. & kept in Sight Untill Day light, when we Discover'd her Strength & made Sail from her; but the wind dying Away & a Heavy Sea Running She Came up with us about 9 A.M. & we not being Able to use Our Ores were under Necessity of Striking to her, & Sent on board of the Ship & Continued there all Except the Capt Doctr & Black Will. Capt Griffis Sent his first Mate on Board of the Sloop to

take Charge of her, with 30 of His hands. She was Intended as a Tender to Decoy the Americans But Sailing but Poorly & Very Lecky She was order'd to Plymouth, Where they Arived the 23d Instant ⁴

1. MeHS.

2. "The *Resolution*, Burnett, from Newfoundland to the West Indies, was taken by an American Privateer in Lat. 34.2. N. Long. 42. W. who, after taking out the Captain, five Men, and a Boy, ordered her to be carried into Piscataqua; but in three Days after she sunk. The People were saved by taking to the Long Boat, and were taken up after seven Days by a Vessel bound from America to Martinico," *Public Advertiser*, London, May 22, 1777.
3. *Hannah*, 90 tons burden, was brought into Boston and libeled against April 17, *Independent Chronicle*, Boston, April 17, 1777.
4. Vice Admiral Amherst to Philip Stephens, January 24:
Last night arrived here a Rebel Privateer Sloop of ten carriage Guns (called the *Charming Sally*, Francis Brown Commander) taken by the *Nonsuch* the 16th in Latitude 44°.59 about 45 Leagues N.N.W. from Cape Finisterre
The Officer who has brought in the Privateer informs me, that she had been out about five Weeks and had taken a Schooner called the *Betsey*, William Clark Master, bound from Gaspee to Jamaica with Fish and a Brigantine called the *Hannah*, Henry Bailey Master, bound from Newfoundland to Lisbon with Fish; and that it appears by her Log Book, she had spoken with another Rebel Privateer of fourteen Guns (called the *Boston*) a few days before she was taken. —
PRO, State Papers, 42/50, 41-42.

London Chronicle, TUESDAY, JANUARY 14 TO THURSDAY, JANUARY 16, 1777

[London] Thursday, Jan. 16.

The *Port au Prince*, an American schooner, a prize, laden with rice, taken by the *Duke of Cumberland* packet-boat, was carried into Plymouth the 12th instant.

Williamson's Liverpool Advertiser, FRIDAY, JANUARY 24, 1777

London, January 15, 16.

An officer of the King's, who had been a prisoner, was lately brought through the post of Ticonderoga, and reports that the rebels were at work upon their fleet for next season, and says that they had laid the keels of 26 boats, large and small. The General [Carleton] has, on our part, laid the keels of six, one of which is to be a 20 gun ship. Little is to be apprehended from these preparations of the rebels, who are in want of artillery, and all manner of articles for equipping a fleet, and have applied to Philadelphia for shipwrights, without success, that city having no assistance to spare, from the consideration of its own defence.

JOURNAL OF CHARLES HERBERT ¹

[H. M. S. *Raisnable*, off Plymouth]

[1777. January] 16. A number of seamen's wives came on board to-day, and upon being told that they had American prisoners on board, "Have you?" said one to the other; "What sort of people are they?" "Are they white?" "Can they talk?" Upon being pointed to where some of them

stood, "Why!" exclaimed they, "they look like our people, and they talk English."

1. 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 . . .* (Boston, 1847), 19–20. Hereafter cited as Herbert, *A Relic of the Revolution*. Herbert was a seaman on board the Massachusetts privateer brig *Dalton*, taken December 24, 1776, by H.M.S. *Raisable*.

17 Jan.

"EXTRACT OF A LETTER FROM LONDONDERRY, JAN. 17." ¹

The *Molly*, Lusk, belonging to Glasgow, was taken by the *Alfred* Provincial frigate of 32 guns, near the Banks of Newfoundland, the 5th of December; the seamen entrusted to conduct her to America brought her safe into this harbour yesterday. ²

1. *London Chronicle*, January 28 to January 30, 1777.

2. *Molly* was one of three colliers captured by Captain John Paul Jones in the Continental Navy ship *Alfred* off Cape Breton.

LORD WEYMOUTH TO LORD STORMONT ¹

[Extract]

No 5.

St James's 17th January 1777

However unlikely it may be that the french Court should connive at the project which Your Excy has been informed was framed in America of giving Letters of Marque to french Vessels, in order to make captures of our trading Vessels, it could not be improper to mention such a report to Monsr de Vergennes, as it may tend to put that Minister on his guard with respect to the many various schemes which eagerness of gain may induce individuals to frame. I am aware, My Lord, that in such times a diligent Minister must avail himself of favorable opportunities and act without orders, but the Discretion that has so constantly directed Your Excellency's Conduct is a very sufficient security to Yourself, and to His Majesty's service.

His Majesty approves of the assurances You so often repeat of His pacifick Intentions, and authorises Your Excellency to assert, as often as you shall see occasion, that the security of His Empire is the only object He has in view. The Extent of the Armaments here is directed by those of france and Spain, and have no other cause or object. Your Excellency will express to Monsr Creutz by His Majesty's Command the Satisfaction He receives at the friendly part His Swedish Majesty has taken in discountenancing the application of the American Agents, which The King considers as a proof that honorable and friendly attention that has on all occasions distinguished the Conduct of the King of Sweden.

1. PRO, State Papers, 78/301, 47–48.

LORD SANDWICH TO CAPTAIN PHILEMON POWNOLL, R.N. ¹

Sir

Admiralty Jan 17. 1777

I concluded there was some mistake about your asking for all your men, as I well recollected what had passed when I had the pleasure of seeing you; I am

also perswaded that you will remember that I declared against disabling the *Blonde* as she is wanted for immediate service, which cannot be dispensed with I therefore must hope you will not pursue your object of having 50 of her men, which would totally disable her, as she has allready left 62 in Canada: besides in our business in this office we must adhere to rules, and if one Captain is allowed 50 men on his changing his ship,² another has a right to the same indulgence; all your young gentlemen, and 8 or 10 seamen who go under the description of your followers will be suffered of course to go with you; but so great a draught as you propose cannot be agreed to without real prejudice to the service, I therefore flatter myself you will see that it is impossible for me to comply with the whole of your demand without establishing a very dangerous precedent. I am with great regard [&c.]

Sandwich

1. Sir Henry Clinton Papers, CL.

2. Pownoll had been transferred to H.M.S. *Apollo* after returning from Canadian waters to England in H.M.S. *Blonde*.

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL JOHN AMHERST ¹

By &c

In pursuance of the King's pleasure signified to Us by the Earl of Suffolk, One of His Majesty's Principal Secretaries of State; in his Letter of the 15th instant, You are hereby required and directed to cause the Rebel Prisoners belonging to the American Armed Vessel the *Dalton*, lately taken and brought into Plymouth by the *Raisonable*, to be kept in safe Custody on board such of the Ships under your command, as you shall judge most proper for that purpose, until you receive further Orders. Given &c the 17th January 1777.

To John Amherst Esqr
Vice Admiral of the Red
and Commander in Chief
of His Majtys Ships & Vessels
at Plymouth.

Sandwich.
C. Spencer.
H. Palliser.

By &c PS

1. PRO, Admiralty 2/102, 181.

Public Advertiser, FRIDAY, JANUARY 17, 1777

London [January 17].

A French Ship landed at Gibraltar the 19th of Dec. Part of the Crew of the *Juno*, Capt. Orr, taken on the Banks of Newfoundland by the *General Lee* Privateer.

Advice is received from New Providence, that a Hurricane had happened at the Bahama Islands, which had driven on Shore an American Privateer of 40 Guns, foreign built, and a great Number of Bermudian Vessels.

London Chronicle, THURSDAY, JANUARY 16 TO SATURDAY, JANUARY 18, 1777

[London] Friday, January 17.

The *Pat[t]y and Peggy*, Capt. —, is seized at Lisbon by one of our men of war. She was chiefly laden with salt and cleared out; but being suspected to have made a false entrance was searched by the Captain of the man of war, when a box of letters was found directed for America, and some gunpowder, on which he thought fit to make a prize of her.

“EXTRACT OF A LETTER FROM PORTSMOUTH, JAN. 17”¹

Arrived at Spithead his Majesty's ship *Mercury*, Capt. James Montague, express from Sir Peter Parker and General Clinton at Rhode Island, with an account of the Provincials having evacuated that island, and of their blocking up Admiral Hopkins's squadron, with about 40 sail of privateers and prizes which they had taken in Providence Harbour.

1. *London Chronicle*, January 23 to January 25, 1777.

AMERICAN COMMISSIONERS IN FRANCE TO THE COMMITTEE OF SECRET
CORRESPONDENCE¹

[Extract]

Gentlemen

Paris. Jan'y 17. 1777.

We joined each other at this place on the 22d of December and on the 28th had an Audience of his Excellency the Count de Vergennes, one of his most Christian Majesty's principal Secretaries of State and Minister for Foreign Affairs. We laid before him our Commission with the Articles of the proposed Treaty of Commerce. He assured us of the protection of his Court, and that due Consideration should be given to what we offered. Soon after we presented a Memoire on the present situation of our States, drawn up at the Ministers request, together with the Articles of general Confederation and the Demand for Ships of War, agreeable to our Instructions. Copies of all these Papers were given by us to the Count D'Aranda his Catholic Majesty's Ambassador here, to be communicated to his Court.

We are promised an Answer from this Court, as soon as they can know the Determination of Spain, with which they mean to act in perfect Unanimity.

In the mean time we are endeavouring to expedite several Vessels laden with artillery, Arms, Ammunition & Cloathing, which we hope will reach you in time for the Campaign, tho' unfortunately one Vessell which Mr Dean had sent so laden has put back after having been three Weeks at Sea. She is however now sail'd again.

The Ports of France, Spain, and Florence (that is Leghorne in the Mediterranean) are open to the American Cruisers, upon the usual Terms of Neutrality.

We find it essential to the establishment and maintenance of your com-

mercial Credit in Europe, that your Concerns of that kind should be in the Hands of the most respectable men in the different Countries. From the Observations we have made Mr Myrtle [John Philip Merkle] is not of that Description, and we are sorry to say that the irregularities of Mr Thomas Morris render it absolutely necessary that some other person should be immediately appointed in his place. We also think it adviseable that you should be so far on your guard with respect to Mons. Pennet as not to deviate from the original Contract made with him; as we can not learn that he is known to be a Person of Substance. At the same time it is justice to say that he appears to be active, industrious, and attentive to your Interests. He is indeed connected with a very good House in Nantes, M. Gruel, but we know not the Terms of that Connection, or how far Mr Gruel is answerable. It seems to us that those houses which are connected in great Britain are to be avoided.

It would be useful if we had some blank commissions for Privateers: and we therefore wish that some may be sent us by the first opportunity. As vessels are almost daily arriving from America at the ports here, we conceive advices of the Proceedings in the Campaign might be frequently contrived to us, so as to enable us to contradict the exaggerated representations made by the English of their Successes; which standing uncontroverted have a considerable influence upon our Credit, and upon our Cause.

The hearts of the French are universally for us, and the Cry is strong for immediate War with Britain. Indeed everything tends that way, but the Court has its reasons for postponing it a little longer. In the mean time preparations for it are making. They have already a Fleet of 26 Sail of the Line, mann'd and fit for Sea; Spain has 17 Sail in the same State; and more are fitting with such Diligence, that they reckon to have 30 sail in each Kingdom by the month of April. This must have an immediate good Effect in our favour, as it keeps the English Fleet at Bay, coops up their Seamen, of whom they will scarce find enough to man their next set of Transports, will probably keep Lord Howe's Fleet more together for fear of a Visit, and leave us more Sea Room to prey upon their Commerce, and a freer Coast to bring in our Prizes: – and also the supplies we shall be able to send you in consequence of our agreement with the Farmers general, which is, that the Congress shall provide, purchasing bona fide at the lowest price possible, 20 thousand Hhds of tobacco in Virginia and Maryland at the Publick Warehouses in those States, for the Ships which they the Farmers General shall send, and that those tobaccos shall be brought to France at their risque & in their Ships. They understand the Price is not likely to exceed 3 or 4 french sous in America; but we do not warrant that it shall cost no more, tho' we hope it will not. Upon these Conditions we are to have half the supposed price avanc'd immediately and the Opportunity of Shipping Warlike stores on board their Ships at your risque & paying reasonable Freights, the rest is to be paid as soon as advice is received that the Tobacco is Shipt.

The Desire of getting Money immediately to command the preparative for the ensuing Campaign, and of interesting so powerful a body as the Farmers-General, who in fact make the most Efficient part of Government here, and the absolute part in all Commercial & money'd Concerns, induced us to concede these terms which may possibly in the Estimate of the price of the Tobacco be low; but which upon the whole we judg'd necessary, and we hope will be advantageous.

So strong is the inclination of the wealthy here to assist us, that since this Agreement we are offered a Loan of two Millions of Livres, without Interest, and to be Repaid when the United States are settled in Peace and Prosperity; No Conditions or Securities are required, not even an Engagement from us. We have accepted this generous and noble Benefaction, 500,000 Livres or one Quarter is to be paid into the Hands of our Banker this Day, and 500,000 more every three Months.

As the Ships we were ordered to hire or buy from this Court cannot be obtain'd, it being judg'd absolutely necessary to keep their whole Naval force ready at home in case of a Rupture, we think of purchasing some elsewhere, or of building, in order as far as possible to answer the views of Congress. Of this we shall write more fully in our next.

In the mean time we cannot but hint, that this seems to be a fair Opportunity of supporting the Credit of the Paper Money you borrow; as you may Promise payment in Specie of the Interests, and may draw upon us for the same with all Confidence.

We cannot for several weighty Reasons be more explicit at present; but shall hereafter. Present our dutiful respects to the Congress, and assure them of our most faithful Services. We are, gentlemen [&c.]

B Franklin Silas Deane Arthur Lee

P.S. Jan. 22. Our Agreement with the Farmers general is not yet signed, and perhaps some small Changes may be made in it; but as those will probably not be very material, we wish measures may be taken immediately for the purchase of the Tobacco. We shall send by the next Opportunity a Copy of the Contract.

We have receiv'd the Five hundred thousand Livres mentioned above, it is now at our Disposal in the Hands of our Banker; who has orders to advance us the second Payment if we desire it, and he is ready to do it. We are on the Strength of this, in Treaty for some strong Ships.

10,000 French Troops are on their March to Brest. But America should exert herself as if she had no Aid to Expect but from God and her own Valour. Another Campaign will ruin her Enemies.

1. Papers CC (Letters from the Joint Commissioners for Negotiating Treaties with France and Great Britain, 1777-84), 85, 5-12, NA.

JONATHAN WILLIAMS, JR. TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

Gentlemen

Nantes Jan. 17. 1777

The two last days have been employed in going to Painbeuf (about 30 miles hence) examining the *Mercury*, and returning to Nantes. - I have

the pleasure to inform you that what I have hither to seen is very satisfactory, the *Mercury* appears to be a very good Ship, 7 Years old, burden 330 Tons (Mr Peltrier [Peltier] thinks 350) 78 feet Keel, 26 feet Beam, 10 feet in the lower hold under the Beams, & 5 feet 4 Inches between decks, she was new sheathed about 6 months ago, & upon that sheathing has another sheathing of Deal to prevent the Worms from penetrating. – her Riggin is in general very good, part of it new, she has 4 Cables each 120 Fathom, 1 of them has never yet been wet, another almost new, & the other two about half worn; she has 4 Anchors from 12 to 1500 wt besides a good Hauser and Kedge, two suit of Sails, some of which entirely new; in short I see no cause of Complaint, either of the Ship or the manner in which she is provided. She has accomodations for 4 and can have for 6 passengers in the great Cabin, and places may be made for 10 or 12 more between decks, but in the latter Case she must have so much less Cargo as these places can be well filled. The number of Passengers should be known as early as possible, that a sufficiency of provision may be provided. Mr Peltrier promises me that he will have rather more than less than 4 months but if I stay here, I shall see this myself. She has at present on board a quantity of Bricks well stowed for Ballast, & 1000 barrells of powder, she is now taking in Cases of Arms and Bales of Blankets &c. All her Cargo is ready, and I have examined the Fusils which turn out very much to my satisfaction, but I have taken 3 from different Cases and ordered them to be pack'd & sent to Paris for your own Inspection. the Bales I have yet opened are only Caps, which appear very well pack'd as to their preservation, but very ill as to their Bulk, having two coverings, and a large quantity of straw between, which appears to me useless. – The Blankets particularly are pack'd too loosely – according to the english method they would have been squeezed into half the Compass, and the covering of straw would have been saved. – I shall examine the Bales of Cloth &c tomorrow – Mr Peltrier says that she shall be ready to sail in 8 Days & if nothing unforeseen happens I think this very practicable. I should here observe that Mr Peltrier is the Shipper of the Goods only so knows nothing of the quantity & Quality of the Contents (except of the Arms). They are sent from orleans on Acot of Mr Morrice Mercht at Paris, so that Mr Monthieu must see that the Invoices & necessary papers are sent here in time, if there is no delay in these particulars the ship may be dispatch'd as above. – Her Guns are only 3 pounders, – she has 14 of them, but I think it would have been better if they were larger. –

It is reported here that there will be a stoppage at l'orient, I hope it is without Foundation or that the *Amphitrite* will get away before it comes. she was not sail'd the 15th, but I understand it is only the Wind that detains her, & I hope soon to hear of her Departure.

It may not be amiss to desire Mr Monthieu to procure some good Charts if they are to be had at Paris least they should be wanted. I have not yet examined the Captains, but I shall enquire about it to morrow, when I

intend to have the pleasure of writing to you again. I have the honor to be
Gentlemen [&c.]

J Williams Junr

1. Franklin Papers, vol. 37, 41, APS.

18 Jan.

PHILIP STEPHENS TO VICE ADMIRAL JOHN AMHERST, PLYMOUTH¹
[Extract]

[Admiralty Office] 18 Jany 1777

... in answer to their Lordships enquiry respecting a Lieut & three Men late belonging to the *Sturdy Beggar* American Privateer, who were brought to Plymouth in the *Ranger* Sloop, four Men said to have belonged to a Rebel Privateer were brought to Plymouth in the said Sloop, one of whom was an Irishman, & the other three Americans, & upon the *Nonsuch* being ordered to Sea you caused them to be put onboard her as part of her Complement; And in return I am commanded by their Lordships to signify their directions to you to take care upon the *Nonsuch's* return the said Men are properly secured 'til you receive their Lordships further directions Concerning them. I am &ca PS

1. PRO, Admiralty 2/553, 466, 467.

Public Advertiser, SATURDAY, JANUARY 18, 1777

London [January 18].

A Letter from Portsmouth, dated Jan. 16, says, "Yesterday was discovered, by the removal of some Hemp, in the great Hemp Warehouse at our Dock-yard, a Piece of Wood hollowed out, and filled with combustible Matter (which was covered with Tin full of Holes to admit Air) and a Tube and Match at each End. This Instrument had been conveyed under some refuse Hemp, in order to set fire thereto. There is Reason to suppose the Match had been lighted, but providentially went out before the Machine took fire. This fully convinces us that the late dreadful Fires were perpetrated by some diabolical Incendiaries. 'Tis hoped such Measures will be taken as may prevent these Calamities in future, and such Inquiries be made as may lead to Conviction and Punishment of the Offenders."

Dr. Franklin quitted England three Years ago. He was then seventy-two Years of Age. He is now, at the Age of seventy-five negotiating an Affair, on which the Fate of an Empire may depend, with the most politic Court in Europe. This is neither a Sign of Enthusiasm, nor of Dotage.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE¹

Gentlemen

Nantz January 18th 1777 -

Inclos'd you have a letter & Inventory of the Frigate the *Count of Maurepat*² it is the same Vessell that I saw at L'Orient & Called the *St John*, I think her Inventory is very short & will want a Large addition if fitted for a Ship of Warr, the Defishencys I Hope will be pointed out by Capt [Samuel] Nicholson when translated into English I hope Capt

Nicholson will be Able to make the Necessary Addition but least he should not be Able to recollect all the Necessary articles, I shall readily & willingly Give all the Assistance in my Power. I think the price very high, but submit that to your Superior Judgment I shall be very glad to hear from you as soon as possible Mr Gourolade is Desireous of having the Fitting of this Ship & I have promised to Recomind him to your Honours for this Service, as I am persuaded he will do it on as Good if not better terms than any Other person, at that port & with more Secrecy. he also mention'd two Officers, whom he can Reccomend as proper persons for Officers for said Ship. as to the Officers I Shall Referr him to you for answer as well as for fitting the Ship out from Gentlemen [&c.]

Lamb^t Wickes

The *St john* is 114 feet Keel 36 feet Beam 13 feet Hold 6 Do Between Decks She has only Made one voige & is Now All New Built her Rigging Spars Sails Anchors Cables and All other Stores and Materals are All New & of the first Quality her guns Appear very Good but ought To be prov'd previous to thier being put on bord This precaution Will be Hily Nessesary as the Guns has bin Laying by Some time If the Inventory is Not At Parris I Will Desire Mr Gourolade to Send it Immediately or Will Send it myself If it Comes to my hands

L. Wickes

1. Franklin Papers, vol. 5, pt. 1, 26, APS.
2. See Gourolade to Wickes, January 13, 1777.

19 Jan. (Sunday)

"COPY OF A LETTER FROM CAPTAIN [MITCHELL] GRAHAM, COMMR OF HIS MAJTS SHIP *Thetis* TO MR STEPHENS DATED PLYMOUTH, 19TH JANY 1777." ¹

Please to acquaint my Lords Commissrs of the Admiralty that I arrived here this Day in His Majestys Ship under my Command with the Brigantine *Triton* James Tiletson Master of 120 Tons which I fell in with on the 7th instant in Lattitude 43. .52 North Cape Ortagal bearing South East 1/2 East 11. or 12 Leagues, under American Colours from Boston in 26 Days bound to Bilboa in Spain with Fish Cod-Oyl Spermacity Candles & Bees' Wax as per Invoice, Also Furrs & sundry Articles not inserted in the said Invoice.

1. PRO, State Papers, 42/50, 37.

JOURNAL OF CHARLES HERBERT ¹

[H. M. S. *Reasonable*, off Plymouth]

[1777. January] 18. To-day is the Queen's birth-day, and every ship in the harbor that is in commission, fired twenty-one guns, as a royal salute.

19. Sunday. To-day we were removed from the *Reasonable* to the *Bellisle*, a ship of sixty-four guns, after having been on board the *Reasonable* twenty-seven days. Here we lodged in the cable-tier, on boards laid over the cable, which is better than we had on board the *Reasonable*.

1. Herbert, *A Relic of the Revolution*, 20.

WILLIAM CARMICHAEL TO SILAS DEANE ¹

Dear Sir

Havre Jan'y 19th 1777

Things are in much the Same state as when I arriv'd here, No order to permit the exportation of the Tents, fusils, Cannon, &c.c. I know not on what terms the Ships are freighted but neither have enough at present to fill them, & not more than wou'd fill one, the *Seine*, as they call her. I wrote you what time it would take to make a different arrangement. All allow the *Romaine* safe for the voyage, but She sails & steers badly & there is nothing now in her but the Cannon, some bombs, bullets, & the carriages &c.c. of the Cannon. The other is a fine sailer, & even Monsr [Andrew] Limozin allows her fit for the voyage. I am askd many questions by this Latter, & by Monsr Feray. I appear to them to be dissatisfied with the Ships & to look out for others, so that if Your orders & the Courts arrive the *Seine* may sail directly for America, as intended by the *Romaine*, without much suspicion. But what to do with the poor artillery men I know not, who have waited here 3 or 4 months & have constantly worked & assisted in the various changes of loading & unloading, which the Inconsistency of these people directed. It is really a great hardship on these as I took the liberty of mentioning before. They appear discreet Ingenious hardy fellows. Desire Mr Montieux or B. M. [Beaumarchais] to write to the same purpose as Yourself, if you persist in not sending them. I wait with impatience to hear from you. I find the *Amphitrite* is again put back. The great error seems to be in the number of passengers & in Du Coudrays desire to See Dr Franklin. Each here throws the blame on the other, and they do not fail to calumniate each other like Devils – I find our good Doctor Dubourghs offers to the Fermier Generauxs are not accepted, but that your bargain is made. There are two or three letters arrivd here to this purpose, which were shown to me in great confidence, and I dare undertake to say there are as many gone to every part of France & that in Consequence there are fifty schemes on foot to cheat the Fermiers Generaux's in the Ships which are to go out for it. If you ever expect secrecy from a French man, woman, or child, you merit being abusd; the secrets of the women are sometimes indeed worth having, but as from them you run the risque of Infection, So from the Close whisper of the men you are suffocated with Garlic. There are two ships for sale here which could be soon fitted out. I will get an Inventory of them. Let me have your final orders for I am staying here with no pleasure to myself, since I really can be of little service. I shall get the Invoice of every thing in these Ships, shall examine the fusils &c. I can assure you that all my inquiries have turnd out in favor of the Sufficiency of the *Romaine* except as to her sailing, which The persons concernd do not pretend to vouch for. The Other can carry all the Cloathing all the Fusils, the mortars, Shells, Tents, &c mounts ten & can mount 16 guns and will be ready to sail the moment the Embargo is taken off; but then 19 peices of Cannon are left behind &c. for the Stowage being made of both the Ships, it will be a work of time with Frenchmen to unload both in order that the *Seine*

carry the Whole – Such is the Situation Determine. A vessel arriv'd spoke a privateer of ours, off Cape Finisterre with three prizes. I beg my Compliments to Dr Franklin & Mr Lee, & am with truth [&c.]

W. Carmichael

1. Silas Deane Papers, ConnHS.

20 Jan.

“EXTRACT OF A LETTER FROM LONDONDERRY, JAN. 20.”¹

On Wednesday last a vessel came into Lough Foyle, which we hear is the *Molly*, of Newcastle, laden with coals, for New York, but was taken by an American privateer of 32 guns, who put some hands on board her in order to carry her to Virginia; but the crew of the *Molly* rose on their new masters, and have brought the vessel safe in as above.

1. *London Chronicle*, February 4 to February 6, 1777.

Public Advertiser, MONDAY, JANUARY 20, 1777

London [January 20].

Dr. Franklin is at Paris, and certainly came from the Congress for the Purposes easier guessed at than explained.

It is said that Lord Weymouth, by a proper and spirited Memorial, demanded the Restitution of the Ship *Vine* of Hull, which was laden at Charant (a French Port near Rochefort) with Brandy, Lintseed, &c. for Hull, and was taken by the American Privateer which brought Dr. Franklin. And it is said, that the French Court, so far from complying with this Request, have permitted the Ship and Cargo to be publicly sold at Nantz. Is not this acknowledging the American Privateer's Commission? And is not *that* an Acknowledgment of the Independency of America?

Continental Journal, THURSDAY, JUNE 5, 1777

London, January 20.

The Provincial privateers have taken to the amount of	
West India ships –	£ 1,069,000
Newfoundland –	58,500
African –	187,000
Canada and Nova Scotia –	16,500
Transports, victuallers, and storeships –	167,000
Irish –	3,500
Mediterranean –	14,000
Sundry traders –	60,000
	<hr/>
	£ 1,575,500

Mr. Dean, Agent for the Congress at Paris, has received blank commissions from them for fitting out privateers: He has asked and obtained leave from the Court of France to fit out ships in their ports, and has sent over

here to collect American officers for that service; so that we may expect great havock among our merchant ships in the channel, as no cruizers are out to intercept or annoy them, or any convoys for our trade to Spain or Portugal, which must evidently suffer.

21 Jan.

London Chronicle, JANUARY 18 TO TUESDAY, JANUARY 21, 1777

[London] Tuesday, Jan. 21.

A letter from Alexander M'Daniel, late master of the ship *Leghorn Galley*, bound from Jamaica to Liverpool, but taken by an American privateer, and carried into Philadelphia, from whence he was arrived at Nantz in the *Mary and Elizabeth*, Peter Young master, in 38 days, to his owner Mr. Thomas Earle, of Liverpool, dated Nantz, Dec. 19, 1776, says,

"Here is the *Enterprize* [*Reprisal*] Capt. Weeks [Lambert Wickes] at this place, belonging to the Congress, mounting 16 six-pounders, 24 swivels, and one hundred and thirty men. She took a brig belonging to Corke from Bourdeaux,——— God, master, and a brig from Rochelle, bound to Hull,——— Fetchet [Pratchell] master, about 15 leagues from this place, and has sold both vessels and cargoes to the French. Here is also a privateer, belonging to Charlestown, South Carolina, commanded by Capt. Cockran, mounting 12 four-pounders and 80 men,¹ besides four other vessels belonging to the Congress, all taking in naval and military stores, and are arming them all."

1. South Carolina Navy brig *Notre Dame*, Captain Robert Cochran.

22 Jan.

CAPTAIN WILLIAM CORNWALLIS, R.N., TO PHILIP STEPHENS¹

Sir

[*Isis*, Portsmouth harbor] 22. Jany 77

In a Letter from Sierre Leona Dated 30th January 1776 I beg you to acquaint their Lordships that I had Taken the *St Johns* Sloop into the Service to enable me to execute that part of my orders relative to seizing American Vessels belonging to particular provinces & prevent their carrying Arms & Amunition to the rebels, I had reciev'd information of some that were hiding up the rivers, one of which, a Schooner the *St John*, seized, and I carried her to Jamaica. The Difficulty of corresponding and the length of time it takes to recieve an Answer from England upon the Coast made it impossible for me to recieve Authourity from the Admiralty, as I do not doubt their Lordships would have thought it upon my representation a Necessary Measure.

The Present rebellion and the information their Lordships had recieved of the rebels being supplied with Powder and Arms from Africa makes it a very particular case and there hath I believe always been a Vessel Stationed in time of War upon the Weather part of the Coast of Africa How far this Vessell hath succeeded doth not lay with me, she seized one Vessel which could not have done without her; and I did not think I could very well

Answer leaving the Coast with American Vessels upon it after receiving their Lordships Orders to seize them.

I understand the Officer I put in to Command the *St John* is Arrived in England, I have taken the Liberty of sending to you for their Lordships inspection the scheme of the Complement of Men she was to bare, also the report of the Survey and the Value of the Officers who were upon the Survey set upon her in case any Accident should happen the Vessel belongs to the proprietors of Bents Island and the persons who are there on the part of the proprietors did not chuse to make any agreement for the Hire or to Value her.

I conclude all Vessels in Government Service are paid according to their Tonnage. What I did was entirely for the Good of the Service and I hope will meet with their Lordships Approbation. I could receive no Share in any thing she might take nor was I any way Interested taking her into the Service I am [&c.]

W. Cornwallis

1. Captain William Cornwallis' Letter Book, 11-13, NYHS.

LORD STORMONT TO LORD WEYMOUTH¹

[Extract]

No 14

Most Secret

My Lord

Paris Jany 22d 1777

I never gave much Credit to the Report of the *Amphitrite* being ordered to remain at L'Orient. It is now believed, that she is actually Sailed for St Domingo.

I am secretly informed, that five Ships are preparing to sail from Havre, L'Orient, St Malo, Nantes, or la Rochelle. These Ships, which are laden with Ammunition, Cloth, and various other Effects, for the use of the Rebels, are to carry french Colours, and to clear out for St Domingo. Beaumarchais is the Principal Director of the whole, he has paid ready Money for great part of the abovementioned Cargoes, and if my Information is right, has received large Remittances from England for that Purpose, but from what Quarter, I do not know: there will be several Passengers to North America, on board these Ships. . . .

1. PRO, State Papers, 78/301, 107-12.

23 Jan.

LORDS COMMISSIONERS, ADMIRALTY, TO COMMISSIONERS FOR SICK AND HURT SEAMEN¹

By &c

Whereas you have represented to Us by your Letter of the 24th of last month, that you had received a Letter from Sir Peter Parker informing you that the Companies of His Majesty's Ships under his command, employed on an expedition against Charles Town South Carolina, had been afflicted with the Scurvy and other disorders, and as there was not any Hospital or

place on shore to receive them, he had given orders to the Agent for Victual-ling the said Squadron, to purchase twenty Casks of Limes at one Guinea p Cask, which had been distributed amongst the Crews of those Ships and proved very salutary; for the amount of which Limes the said Agent Victual-ler had drawn a Bill upon You.

And, Whereas you have further represented to Us that you had received a Letter from the Navy Board informing you that Captn Reid of His Majesty's ship *Sphynx* had represented to them that the Company of the said Ship had been in a very sickly state with Scurvies and bilious disorders, and that no fresh provisions having been to be procured, he had, at the recommendation of the Surgeon, purchased 80 Gallons of Orange Juice at 5s P Gallon, And that the said Board had referred to you a Bill drawn by the said Captain Reid for the amount of the said Orange Juice.

We do hereby require and direct you, as the purchases of the above-mentioned Articles appear by your said Letter to have been made with the utmost propriety, to allow thereof and to accept and pay the said Bills accordingly. Given &c the 23d January 1777.

Commissrs for Sick & Hurt.

By &c

PS.

Sandwich.

H. Penton.

H. Palliser.

1. PRO. Admiralty 2/102, 191-93.

Public Advertiser, THURSDAY, JANUARY 23, 1777

London [January 23].

A *true Briton* observes, that the *Fire* at New York, the *Fire* at Portsmouth, the *Fire* at Bristol, and the burning the Hemp Warehouses on Monday Night at Southwark, have had a very *odd* Effect on many People in this Country, who before were disposed to favour the Americans; – in short all these *Fires* have served to *cool* those mistaken Zealots, who had espoused the unnatural Cause of *ungrateful* Children, against a too *indulgent* Parent.

The last Account from Bristol, which arrived on Monday Evening, brought Advice that the Fire was happily extinguished, with the Loss only of a few Houses, and some Warehouses. The Value of the Damage is not yet mentioned. There is but one Opinion in that City concerning the Cause of this extraordinary Event. They look upon it to be a Brush from the Tail of some Comet that was observed not long ago by many People of Portsmouth.

The Tin Case, containing Combustibles, which was found on board a Ship at Bristol, is said to be similar to that which was concealed in the Long Room at Portsmouth.

Navy-Office,

Jan. 21, 1777

Whereas there is strong Reason to suspect that the Rope-house in the Dock Yard, at Portsmouth, was on the 7th of December last most wickedly and

maliciously set on Fire; and whereas several attempts (some of which have taken Effect) have been made to set Fire to the City of Bristol; and as there is Reason to suppose that the Incendiary or Incendiaries may have been the same in both Cases, the following Description of a Person who was seen in the Rope-house, in Portsmouth Yard, on the Day the said Fire happened, and whose Conduct was suspicious, is now published, in hopes that on his Apprehension some Light may be thrown on these two dreadful Transactions.

He was called John, and is a Painter; said he worked as such last Summer with one Golding, at Titchfield, in Hampshire. He is about 25 Years of Age, about five Feet seven Inches high, rather thin in Person, and thin visaged.

Whoever will apprehend the said John, the Painter, and bring him before any Magistrate, or give such Notice as may be the Means of his being apprehended, so that he be produced to his Majesty's Commissioners of Portsmouth Dock Yard, or to the Commissioners of his Majesty's Navy in London, shall receive Fifty Pounds Reward, to be paid by the Commissioners of the Navy: Or if the said Person, knowing himself to be innocent, will voluntarily appear before Commissioner Gambier, at Portsmouth, or the Commissioners of his Majesty's Navy in London, he shall himself be entitled to the same Reward.

LORD GRANTHAM TO LORD WEYMOUTH¹

No 3.

My Lord

Madrid 23d Janry 1777.

I have received the Honour of your Lordship's, No 28, with its several Inclosures.

I saw M. Grimaldi yesterday, and spoke to him very strongly with respect to the Prize, which the *Washington* Privateer² had taken, and sent into Bilbao to dispose of the Cargo. I represented this Transaction to him, as an Act of the most open Piracy, and as an Attempt to impose upon this Government by the Prize Master's Endeavour to pass for the Captain of the Vessell which he brought in, & added, that I was instructed to demand a Delivery of the said Ship and Cargo to the true Proprietor. I enclose to your Lordship a Copy of the Memorial which I have sent to him to state and explain this Business.

In the Conversation, which we had on this Subject, he asserted in the strongest Terms his not being at all acquainted with it, and declared, that ever since the first Discourse between us on the Subject of the American Ships coming into Bilbao, very positive Orders had been sent from Government here to prevent any Assistance being given to such Ships except of absolute Necessity, to hinder their Stay in that River, not to admit the Sale of any Prize which they might bring in, nor take any Step whatever tending to admit in any Shape the Existence of a Power in America, separate from that of Great Britain. I could not but observe to him, that if such Orders had been issued, they were ill obeyed, for that, if I was rightly informed,

the Cargo of this last Vessell had been sold, tho' the Value of it was deposited 'till further Orders. – 'Though on this Occasion I did not obtain from him a Promise of Restitution, as he asserted his own Ignorance of the Facts, yet I think on the Foundation of the Arguments which the Memorial states, and which he, I may say, allowed, it cannot well be refused. I have furnished him with all the Information which I have received on this Subject, as well the authentick Evidence which Captain Pennell gives of the Proceeding against him, as such Facts relative to the Prize Master bringing the Ship into Bilbao, as have come to my knowledge, and I am to add, that he promised me an immediate Inquiry and Answer in Consequence of it.

I am informed, that the Master of a Merchant Ship, who left Toulon on the 18th of last Month brought Intelligence to Alicant, that they were heaving down for Service eighteen Ships of the Line and six Frigates, but that he saw no Preparations for their being victualled and manned.

At Cadiz a new Ship called *Angel de La Guardia*, is arrived from Carthagena in the Mediterranean with ten thousand Tents, which, it is said there, are to be sent to Seville. Ammunition Bread is likewise ordered in great Quantities, and to be got ready with the greatest Dispatch.

I have the Honour to be with the greatest Truth & Regard My Lord [&c.]
Grantham.

1. PRO, State Papers, 94/203.

2. Massachusetts privateer brig, Captain Elias Smith, Mass. Arch., vol. 7, 288.

24 Jan.

WILLIAM CARMICHAEL TO SILAS DEANE ¹

Dear Sir

Havre 24th January 1777

Yours to the 22d I just this moment receivd. I hope what I have since wrote has sufficiently explained what you wishd to know. However I will repeat to you that in the 1st place without an order from Court the Vessel cannot sail. In the Second place the 19 peices of Cannon, carriages for the Cannon & matches & bomes & bullets are chiefly in the *Romaine* & are stowd in such a manner in the hold, that it would be a work of Time to take these out, & then unload the *Andromide*,² which has all the Cloathing, fusils two mortars some bomes, flints powder, bullets tents & in Short all that I could have taken out of the other ship conveniently stowd away in her. I should have sent this Ship instantly away with Du Coudray if the imbargo had been taken off – She could sail tomorrow & should if that was the case. I only suspect injunctions will be laid to go to St Domingo But I will promise mountains to the Captn & he may call on me for performance hereafter, for when we are so distressed we must not stick at Trifles. My first letter was under cover to Monsr Le Grand. For Gods sake Paint the dispatch of the Ships here, at Dunkirk and Marseilles, as the proof necessary to Show us that France wishes to see us Independent. The English Consul at Tangier is arrived here from Gibraltar. He says a ship from S. Carolina with a Mr Dupont, whom he saw, Supercargo is carried into that place That by letters

found on Board to a Gentleman in France. He was pressd to hurry ships from Bourdeaux & Nantz away with Cloathing & likewise informd that He might expect many American Ships in those ports, that In consequence of this a light vessel was sent to Falmouth with the Intelligence. These Seas swarm with English Cruisers. I wrote you that one or two vessels had been searched just arrivd here. Yesterday a Captn Came in from Spain who informs, that He was searched by a fifty Gun ship & the *Arethusa* a frigate & chacd by several others. He likewise Informs that two American vessels were arrived at Barcelona. The Weather has been Hazy, which may facilitate their Escape. I think we have been told that France would not allow English men of War to block up their ports. I have seen letters from Various parts of England which mention that Dr Franklin is come over to make peace thro the Mediation of France, that is a new turn.

Inclosed you have inventories of Vessels. I would have sent you an acct of the trade of this place, but I shall reserve it till you have more leisure. I am happy Dr Franklin does not think my journey to Berlin useless. I shall lay before You the acct of Expences when I return to Paris but I want nothing but mere expences – Too happy if I can devote any part of other ways an useless life to the Public service. However if we are to be Shuffled with I absolutely will return to America; either to tell lyes & keep up their Spirits or tell the truth & let them guard against the worst. If I do not receive the orders to suffer the Ship to sail by Sunday, I will quit this, for my longer stay will only make a noise without Serving any one good purpose I had like to have forgot that the Man who sold the wine offers to repay the Money, if it is not found to be good. He is imployd by every one here. I beg you to take Care of your self, to be able to assist you, is one motive why I wish to quit this. My Compliments to your Collegues & tell Mr Lee if He wishes his brother to have bark he must go to Versailles to have the Embargo taken off. Upbraid Mr B. M. [Beaumarchais] for this

I am with truth your [&c.]

W^m Carmichael

1. Silas Deane Papers, ConnHS.

2. Renamed *la Seine*.

CAPTAIN LAMBERT WICKES TO THE COMMITTEE OF SECRET CORRESPONDENCE ¹

Gentlemen – St Auzear [St. Nazaire] January 24th 1777 –

My last of the 29th December, informed you of former proceedings & this will serve to inform you of my proceedings to this day, In my last I mentioned being Employed in getting provisions on board ready to proceed on a Cruize, just as I had got ready for Sea, was Blocked up by the Ice and while detained by that, recd. a Letter from the Honorable Commissioners at Parris, desireing me to go to L'Orient, and there View and inspect a 60 Gun Ship and two Frigates that was laying there, which was offered them on very easy Terms, if they suited their purposes, I set out imeadiately to perform this bussiness, but on examining the 60 Gun Ship found her rather old and tender a Very slow Sailor & of so great draft of Water, that few of the

American ports would have water enough for her to enter in At, One of the frigates I found new and well put together, tho Something rougher than those built at Philada The other Frigate & 50 Gun Ship, both old and wanting great repair, the New Frigate Called the *Count of Maurepas* is a Very fine Ship, will be mounted with 26 twelve pounders on her Gun Deck & 10 Six pounders on her Quarter Deck and Fore Castle, her Masts, Yards, Rigging Sails and Stores, are all new & of the first quality her Guns have been used, but appear very good, the price is £ 17,000 Sterg After perform – ing this bussiness I made my report accordingly to your Honourable Commissioners at Parris, who have since wrote me, that they had not yet made the purchase, but expected to do it Soon.

The river is now Clear of Ice, and I have got down to St Auzear, where I am waiting a Wind to go to Sea – Doctor Franklin informs me that us, and our prizes will be kindly received, protected and Supplied in all French and Spanish ports. This is good news, which I have waited with impatience to hear, and am very glad to have it in my power to give so good an Author for it. I Cannot hear of any more Troops raising for the American Service as yet, It had been reported that the russians has offered 40 thousand Men for that Service, but this is not thought true, as France is determined to Stop them if Possible, they have a large Fleet now in England in Commis-sion, which I believe they will find very difficult to Man, there never was so hot a press in England before, and fewer Men got The French say they are in the Situation they was last Warr having a number of Ships and no Men, to Man them. I shall take particular Care to keep you informed of my future proceedings by every opportunity that May offer, from Gentlemen [&c.]

Lamb^t Wickes

P.S. the *Count of Maurepas* is 114 feet Keel, 36 feet Beam 13 feet Hold & 6 feet between Decks –

1. Papers-CC (Letters Addressed to Congress), 78 XXIII, 335–58, NA.

25 Jan.

London Chronicle, THURSDAY, JANUARY 23 TO SATURDAY, JANUARY 25, 1777

[London] Saturday, Jan. 25.

On Wednesday Capt. George Montagu, son of Vice Admiral Montagu of the *Fowey*, was at Court, and had the honour to be introduced to his Majesty, who received him most graciously. As this gentleman took the first American privateer,¹ was at the attack at New York, and has been engaged in many active scenes for six years past, the King spent much time in asking him many interesting questions.

Capt. Wyley, of the *Alfred* who is arrived at Dartmouth from Jamaica, sailed from thence the 7th of November, and on the 8th of Dec. in Lat. 34, 13, north, long. 63, 40, west, was attacked by two American privateers, which she beat off, and saw no more during the rest of the voyage.

The *Leghorn Galley*, M'Daniel, is taken and burnt at Philadelphia, and with her the cargo is consumed.²

The *Woodcock*, Richardson, from Quebec to London, is taken and carried into Providence.

1. Washington's armed brig *Washington*, Captain Sion Martindale. See Volume 2.

2. Taken by the Continental Navy schooner *Wasp*. See Volume 6.

JONATHAN WILLIAMS, JR. TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

[Extract]

Nantes Jan 25 1777

I am just informed that the *amphitrite* is at last gone, she sail'd yesterday morning at 7 o'clock

Nothing is more difficult than to procure Charts of our Coast. I am however well supplied except from N York to Georgia, but here I want particular ones; the Captain will I hope arrive at Boston, if not he must do as well as he can with the general Charts (Mercators &c) . . .

1. Franklin Papers, vol. 37, 46, APS.

26 Jan. (Sunday)

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN SAMUEL NICHOLSON ¹

Sir –

Paris, July 26th, 1777

You are directed to proceed to Boulogne, and there purchase, on as good Terms as possible, a Cutter suitable for the purpose of being sent to America; on the purchase being made dispatch the Vessel to Havre du Grace to the Care of Monsr Limozin,² and agree in the Bargain to have her delivered, at sd Port, at the risque, & expence of the Original Owner, at which stipulate to make the payment; should You miss of one at Boulogne, proceed to Calais, & pursue the same Directions, if you fail there pass to Dover, or Deal, & employ a person there to make the purchase as for Mr Limozin of Nantes [*sic* Havre], at whose house the payment shall be made – Your skill in Maritime Affairs will enable You, to judge of the Vessel, proper for Our purpose, in which We wish You to embark yourself for Havre, & on Your Arrival, put the Vessel, into the care of Mr Limozin to be fitted with every thing necessary for her to proceed the designed Voyage, at the Same Time directing Mr Limozin to call her, & speak of her as his Own, – after which You will instantly set off, for this Place, to inform Us of Your proceedings, meantime you are on purchasing, to write, first post, not to Us, but to Mr Le Grand Banqr Rue Mons Mart Vis-a-Vis St Joseph a Paris, only saying in a few Words that you have made a purchase, & shall draw on him soon for the Money favor of Mr Limozin, or Words to that Purpose. This Letter will be shewn Us, & We shall regulate, Our proceedings Accordingly. Should you be obliged on purchasing, to pay at Dover or, Deal, Monsr Le Grands Letter, will give a Sufficient Credit for the purpose and at Calais, or Boulogne, you will address yourself, on the Score of advice, and Assistance in Money Matters, to the persons to whom you will have Letters directed,

but on No other Account, & avoid hinting your proceedings or views to any one, but should Capt [Joseph] Hynson arrive from London & join you let him go in the Vessel you purchase to Havre & there wait Our further Orders – should he arrive and no Vessel be purchased, in Such Case, procure him a passage to Havre, & Direct him to apply to Mr Limozin for Our Directions – In the whole, We have to wish You to Make the Utmost Dispatch, & to conduct with the utmost secrecy & the Oeconomy consistent with hastening as fast as possible the Object in View.

1. Franklin Papers, Series 2, vol. 18, 329, LC.

2. Andrew Limozin, Le Havre merchant, acting as agent for the American commissioners.

27 Jan.

London Chronicle, SATURDAY, JANUARY 25 TO TUESDAY, JANUARY 28, 1777

[London] Monday, January 27.

The *Thomas*, Bell, lately mentioned to be taken, is carried into Providence. The Captain was wounded in the engagement, and is since dead.

28 Jan.

CAPTAIN JAMES WORTH, R.N., TO PHILIP STEPHENS¹

Sir

Liverpool January 28th 1777

Please to acquaint their Lordships that this Morning hearing there was a Ship coming into this Port, belonging to the Rebellious Colony's, I immediately sent off Lieutenant Clark to take Possesstion of her, and found she was Called the *Aurora* John Hutchason Master, belonging to Cumberland on york River Virginia Bound to Nantz in France Laden'd with 412 Hogs-heads of Tobacco and Two Thousand Staves.

In there Passage find disputes had arrose Among the Crew, which were Partly English and Americans and was the Cause of the Boatswain an English Man Assisted with three others getting Possesstion of the Ship on the 20th Instant, between the Latitudes of 47°: and 48° and Longitude of 20°: & 21°, Wish I could have Transmitted her Papers to their Lordships, but am Prevented doing so by the Collector getting Hold of them before me. I understand after she had deliver'd her Cargo, she was to have been fitted for War, and to Act as a Privateer.

All the Americans I found on board without Acception I have Put on board the *Union* Tender, that Arrived yesterday where I intend they shall remain till I receive their Lordships Directions, Inclosed is their Names and Quality, and I am Sir [&c.]

Ja^s Worth

[Enclosure]

A List, of Eight American's taken out of the *Aurora*, and Put on Board the *Union* Tender, Lieut Collingwood,

John Hutchason,	master
James Richardson,	Calls himself an owner
John Hall,	son to an Owner, in Virginia
Jeff Jenkinson	} Seamen.
Joseph-Walker	
Hughes Jonston	
Gilbert Welch	
Jesse Topping	

[Endorsed] R 31 do Feby 1st Send Copy to Mr Seddon with directns to proceed agt her as Droit of Admty

1. PRO, Admiralty 1/2672. *Aurora* was formerly the captured British transport *Oxford*. See Volumes 5 and 6.

LORDS COMMISSIONERS, ADMIRALTY, TO LORD GEORGE GERMAIN ¹

My Lord

Admiralty Office 28th Jan'y 1777

Having received a Letter from Vice Admiral Gayton Commander in Chief of His Majestys Ships and Vessels at Jamaica, dated the 16th Novr last, acquainting us with Intelligence he had received of a considerable Force having been assembled by the Rebels upon the River Ohio, with an Intent to attack West Florida by the Way of the Mississippi and of his Proceedings in other Matters with the Squadron under his Command; We send your Lordship inclosed a Copy of his said Letter for His Majesty's Information. and are My Lord &c

Sandwich J. Buller Lisburne

1. PRO, Colonial Office, 5/259, 130.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN
WILLIAM CLEMENT FINCH, R.N. ¹

By &c.

Having ordered the Commissrs for Victualling His Majesty's Navy to cause all the provisions on board the Ship you command to be taken out of her except what may be necessary for 160 Men for three months at whole allowance, beer excepted, of which she is to have as much as she can conveniently stow, and a proper proportion of Spirits in lieu of the remainder; You are hereby required and directed to put the surplus provisions into such Craft as the said Commissioners shall send down to receive the same accordingly, and to make in other respects as much room on board the said Ship as possible for receiving aboard Camp Equipage intended to be sent out in her for the use of His Majesty's Army under the command of General Sir William Howe; letting Us know what number of Tons of the said Camp Equipage you judge she will be then capable of receiving. Given &c the 28th January 1777.

Honoble Capt'n Finch — *Camel* — in Longreach.

By &c

PS.

Sandwich
Palmerston
H. Palliser

1. PRO, Admiralty 2/102, 219-20.

PHILIP STEPHENS TO VICE ADMIRAL JOHN AMHERST, PLYMOUTH¹

[Extract]

[Admiralty Office] 28 Jan'y 1777

. . . With respect to John Evans who has received 165 Lashes in part of the punishment inflicted on him by Sentence of a Court Martial, and who in the Opinion of the Surgeon will not be in a condition to undergo the remainder of his Punishment for a considerable time, I am to acquaint you that, upon your intercession therein, their Lordships are pleased to remit the remainder of the Punishment. . . .

1. PRO, Admiralty 2/553, 509-10.

JOURNAL OF CHARLES HERBERT¹[H. M. S. *Belle Isle*, off Plymouth]

[1777. January] 27. The daily allowance on board His Majesty's ships, is: Sunday, pork and peas; Monday, birgu,² butter and cheese; Tuesday, beef and pudding; Wednesday, birgu and peas, butter and cheese; Thursday, pork and peas; Friday, birgu and peas, butter and cheese; Saturday, beef and pudding; a pint of wine, or half a pint of rum, when at sea; and when in port, beer in abundance, and fresh meat twice in a week.

28. To-day I received a pair of stockings, a present from one of the seamen.

1. Herbert, *A Relic of the Revolution*, 20-21.

2. Burgoo, a thick oatmeal gruel.

29 Jan.

Public Advertiser, WEDNESDAY, JANUARY 29, 1777

London [January 29].

They write from Jamaica, that a Number of Pirates, who do not act immediately under the Authority of the Congress, have made their Appearance in those Seas: They are chiefly commanded by French and Dutch Rovers, and do incredible Damage.

The same Letters add, that the *Keith*, an armed Ship, fitted out by the Merchants at Port Royal, had just brought in one of those Vessels; the Commander of which was a Frenchman, born in Martinico, upon whom a Court Martial was ordered to sit; and if he was found guilty, he would be hanged.

London Chronicle, TUESDAY, JANUARY 28 TO THURSDAY, JANUARY 30, 1777

[London] Wednesday, January 29.

A letter from Lisbon, dated Jan. 9, says, "The *Zephyr* sloop of war has brought in here two prizes; one of them the *Argo*, Captain Ward; and the other the schooner *Betsey*, Lebras, with 1100 quintals of Bachalaw, bound from New England to Bilboa, on account of the Congress."

The Lords of the Admiralty have promoted Captain George Montagu, of his Majesty's ship *Fowey*, to the command of the *Romney*, a sixty-gun ship, on board of which his father the Admiral is to hoist his flag as Commander in Chief and Governor at Newfoundland.

LORD STORMONT TO LORD WEYMOUTH ¹

Particular

No 17

My Lord

Paris Jany 29th 1777

In Consequence of Applications made to me, by the Proprietors of the two Vessels taken by the American Privateer, the *Reprisal* I spoke Yesterday to M de Vergennes, and not caring to give in a formal Memorial, I gave him extracts of the Letters I had received.

The Owners of the ship called the *Vine State*, that their Cargoe has in part been sold clandestinely, and part put on board the *Reprisal*, and that their Vessel is they hear in the River Vannes. Their Demand is, that this Court should give orders to stop the *Reprisal*, till the Value of their ship and Cargoe, should be repaid them. M de Vergennes said, that this was not a reasonable Claim. I observed to him that without entering into the general Question, and confining myself for the Moment, to the Conduct of the Captain of the *Reprisal*, it was clear that his proceeding was absolutely Piratical, and that it was therefore as much to the Interest of France, as it could be ours, to treat him, as a Pirate. Without any direct answer to this, M de Vergennes took the Note to Shew it to M de Sartines. Upon my Return from Versailles I found a Letter from Nantes which informs me that the *Reprisal* is actually sailed.

The owners of the ship the *George State*, that their ship has as they hear, been sold to a Monsieur Le Port. M de Vergennes took particular Notice of this, and said of his own accord, that that was directly contrary to the Intentions of this Court, and that he knew, M de Sartines had sent the most positive orders, that no American Captor, Should be permitted to sell his Prize, or any part of the Cargoe.

I am with the greatest Truth and Respect My Lord [&c.]

Stormont.

1. PRO, State Papers, 78/301, 122-23.

LORD STORMONT TO LORD WEYMOUTH ¹

Most Secret

No 19

My Lord

Paris Jany 29th 1777

Having received further Confirmations, of the Intelligence I sent Your Lordship with regard to the five Ships, I mentioned in my Letter No 14 I thought the thing of too much importance, to be passed over in Silence, tho' at the same time I was aware of the Impropriety, of making a formal Complaint, I endeavoured to take a middle way, and spoke to M de Vergen-

nes Yesterday, to the following Effect. I began with saying, that as his Excellency, and M de Maurepas had repeatedly given me, the strongest Assurances, of the friendly sentiments, and pacific Intentions of this Court, I was persuaded that I should second their views, by acquainting them with whatever came to my Knowledge, that carried a contrary appearance, et sembloit tendre a un But contravie.

After this short preface, which I made as polite as I could, I added, que partant de ce principe, I would communicate to his Excellency, some information, that had come to me from various Quarters, since we met last. I then My Lord mentioned the five Ships, enumerated the five different Ports, from whence they are to sail, told him, that they were french Vessels, were to carry french Colours, and were laden with large quantities of Ammunition, Cloth, and other effects; All designed ultimately for the Rebels, nay more, actually belonging to them, at least in part, and already paid for by their Emissaries here, and the secret agents they employ. I said all this My Lord, as clearly, and strongly as I could, but with great Civility in the Manner, and without making the least Comment, as I waited to see what answer He would give me. He seemed rather embarrassed, assured me, that the whole was absolutely new to him; that indeed it did not, as I knew, relate to his Department, but to that of M de Sartine, to whom he would Speak upon the Subject. He then My Lord renewed the strongest assurances of the pacific Intentions, of the King his Master, and spoke like a Man who is much in Earnest, and who stands upon Truth.

After I had made a proper return to this He put a Question to me, which I easily saw was a premeditated one, He said that I should oblige him greatly, by giving him an Eclaircissement with regard to the Lettres de Marque, I had mentioned in a former Conversation; that he understood they were to be given to Merchant Ships, to authorize them to defend themselves, and make lawful Prizes of their Enemies, all which was most just, and reasonable, but what He wished to know was, whether the ships that had those Lettres de Marque would thereby be authorized to stop, and search Neutral Vessels; he owned, that as ships can hoist any Colours they please it was reasonable to examine them so far as to know whether they did, or did not, belong to the Nation, whose Colours they carried, but that the proper way of doing that was to examine Les Lettres de Mer that as to an actual Search there were infinite objections to it, it was a great interruption to Commerce, and brought on many disagreeable Discussions. I told Him, that it was not in my Power, to give him an Answer, without further information, and put him in mind, that I had spoke of those Lettres de Marque only as a thing in Contemplation. After he had admitted this, I brought him back to the original Subject, which I did not think we had sufficiently entered into, and begged him to consider, what Suspicions, and Jealousies, the Departure of these five ships, if it should take place must occasion in England. This whole Transaction cannot be a secret there in the first place Sir, I shall of Course mention it as is my Duty (He said I clearly ought to

do so) but independent of the Information I give my Court, It is a secret, that is already in many Hands, and must soon cross the Seas. It is well known at Paris, that Beaumarchais directs the whole of this Enterprize, that he Beaumarchais has frequent interviews with Franklin and Deane. M de Vergennes interrupted me here with an Exclamation (c'est le grand feseur que ce Beaumarchais) he said this, with a smile of Contempt, and spoke with derision, of the admirable Secrecy, with which He, and his Associates, conduct their Business. I answered with a Smile that we who wished, to be informed, were obliged to them for the facilities they gave us, and then added in a graver Tone that I had good Reason to believe, that the Rebels had a great Share, if not the whole of those Cargoes, and had actually paid for them, that it was therefore evident, they were ultimately designed for North America, whatever Port these Ships might give out they sailed for, that suffering the Rebels to be supplied, with Ammunition, was contrary to the friendship, this Court professed for us, and in direct Contradiction to the friendly Declaration His Excellency had given me in writing, many Months ago. that the Suffering Ammunition to be conveyed to them in french Bottoms, was still more unfriendly, than the winking at their getting it here en fraude and carrying it in their own Ships, that whether these warlike Stores went directly to North America or touched first at st Domingo was in fact a Matter of Indifference, that every body knew that this was not the way in which this Court appreivonner ses Isles. He interrupted me here to Say that they sometimes did send Ammunition on board Merchant Men, without controverting this I only answered that at least they did not send Ammunition that the Rebels had paid for, which was the case here, I added that if these Vessels were met by an English Man of War, and between twenty, and thirty thousand Uniforms were found on board it would be impossible to suppose, that they were designed, for the Garrison of St Domingo. What said he hastily do they send uniforms ready made up. I answered that I was not Sure that that was the Case but had been told so. I added, that I knew where the Rebel Emissaries, and their great Agent Beaumarchais, had bought large Quantities of Cloth On vend son Drap a qui on soent said he with a smile – I replied that there was a great difference between letting the Rebels have Cloth, which I knew Clothiers would sell to those who paid for it, and sending it in french Vessels but that what I laid the greatest stress upon was the large Quantities of Ammunition with which they were to be supplied and the manner in which it was to be conveyed. I told him that I had already acquainted him with the Motives from which I spoke that I always endeavoured to speak before the Event, as my object was to prevent not to complain. I then My Lord added by way of Illustration tho' Your Lordship will easily believe that was not my real Reason, that I had done so with regard to the french Officers said to be designed for North America, and had spoke as he well knew before any of them had sailed – What is become of them said He with a forced smile, – that your Excellency must know better than I can – I protest to You My

Lord, I do not, believe me you know more of these Matters than I do, I see you do – I answered that as I run about a good deal, I do now and then, pick up some Intelligence, but I cannot imagine my information can be better than Yours, however as You desire it I will without hesitation tell you what I know I then My Lord told him with truth, – that we believe at Paris that the ship which had those officers on board, and which was drove back by stress of Weather, had again put to sea, After I had said this, I was silent not chusing to be particular in my information – He paused for a Moment and then said with a serious and even Melancholy Tone, You cannot conceive what Engines are at Work what Wheels within wheels. be assured nous avons aussi Notre opposition

I answered that to speak to Him, not as a foreign Minister but as a friend. It was my clear opinion that the best manner to deal with all oppositions was not only to take care of Essentials mais de ne jamais donner prise sur Foi dans les petites choses. And then My Lord being desirous to resume once more a Subject to which I probably shall not return. I said that I did not consider those officers as a formidable Recruit, but that was not the point; the Intention and appearance the Thing carried was greatly to be Attended to, that to be sure France might send to st Domingo what officers she pleased, but if those Officers whose Noms et surnoms were already known to many here, and who certainly could not escape the Vigilance of such an able and active Governor as M D Ennery should steal from st Domingo to North America, their appearance there must force such a conclusion as before the event I would never draw

To give Your Lordship very shortly the substance of M de Vergennes Answer (as I have already troubled You so long) it consisted in thanks for my Intentions, and for the Manner in which I had spoke to him, in a renewal of the most friendly professions and in a promise to acquaint the King and M de Maurepas with all that had passed

Notwithstanding the Encouragement His Majestys gracious approbation of my Conduct has given me, I should not have ventured to touch upon a subject of this Delicacy without Orders, if I had not been induced to it by reflecting that the Thing did not brook delay as my last Intelligence says the ships are preparing to Sail I am with the greatest Truth and Respect My Lord [&c.]

Stormont.

1. PRO, State Papers, 78/301, 126–31.

30 Jan.

PHILIP STEPHENS TO VICE ADMIRAL JAMES YOUNG¹

Sir [Admiralty Office] 30 Jan'y 1777

Mr Cumberland Secretary to the Lords Commrs for Trade & Plantation, having transmitted to my Lords Commrs of the Admty an Extract of a Letter which he received dated at St Croix the 18th Novr last giving an

Account of the Arrival of several American Vessels at that Port and St Thomas's from America, & that about a dozen had come to the Danish Islands in the course of five Weeks; I am commanded by their Lordships to send you enclosed a Copy of the said Extract for your information, and am
&ca P S

Vice Adml Young at }
Antigua – } By the Packet 5 Feby
Duplicate 8 Feby by the *Sylph*

1. PRO, Admiralty 2/553, 516.

Public Advertiser, THURSDAY, JANUARY 30, 1777

London [January 30].

The Proclamation just published by the French King, says a Correspondent, prohibiting the Sale of any English Vessels or their Cargoes brought into any of the Ports of France by the Americans, under the Denomination of Prizes, is a clear, undeniable Evidence of the Sincerity of the Court of Versailles, in their constant Declarations that they are resolved to continue at Peace with Great Britain. All Reports to the contrary, we may be assured, are manufactured here, by interested Stockjobbers, or by disappointed Statesmen and their Journeymen.

31 Jan.

MEMORIAL OF THE UNDERWRITERS OF AN INSURANCE POLICY ON THE
BRITISH SHIP *Vine*¹

To the Right Honourable Lord Viscount Weymouth one of
his Majesty's Principal Secretary's of State.

The Memorial of the Underwriters of a Policy of Insurance
on the Ship *Vine* Captain [James] Pratchell. —

Sheweth

Unto your Lordship that the Ship *Vine* loaded with French produce was taken by an American Privateer (the same that carried the Rebel Dr Franklin to France) coming from Rochelle for Hull the Day after she set Sail and carried into Nantz where she now lays uncondemned though detained. —

That the Master of the Privateer has Piratically sold or embezled the Cargo of the said Ship upon a Representation of which to the French Court orders (as your Memorialists are informed) have been given to the Agent of the said Ship to Seize the Effects of the Rebels belonging [to] the said Privateer to satisfy the Value of the Cargo by which means the Underwriters of the Cargo will be saved harmless And therefore Your Lordships Memorialists beg leave to supplicate Your Lordship that immediate application may be made to the Ambassador at the French Court for the delivering up the said Ship for the benefit of the Owners or that the Value of the said Ship (which is underwrote at Hull for Seven hundred Pounds) of the Effects of

the Proprietors of the Privateer may be seized for the benefit of the Underwriters or that such other means may be used to indemnify Your Memorialists as Your Lordship shall think proper And your Lordships Memorialists shall ever hold themselves under the highest obligations to Your Lordship.

Hull 31st January 1777.

Richard Bell

Sam^l Wright

Joseph Hickson

John Jarratt

Simon Horner

Henry Horner

1. PRO, State Papers, 78/301, 144.

Williamson's Liverpool Advertiser, FRIDAY, JANUARY 31, 1777

[Liverpool]

Tuesday last [January 28] was brought into this port, the ship *Oxford*, from York River, in Virginia, loaded 412 hogsheads of tobacco and staves, which was intended for Nantz, in France; on the passage, four of the ships company took the vessel from the rest, being eight, besides the supercargo, Mr. Hall, and Mr. Richards, a passenger. It appears that these four resolute brave men (two of whom are Liverpool, and the other two Lancaster lads, had, in conjunction with others of their countrymen who were put on board other vessels) combined together in Virginia, to attempt, on their passage, to take the respective vessels they belonged to; this was effectually accomplished in the *Oxford*, on Sunday the 11th instant, and with safety brought into this harbour, in the presence of thousands of rejoicing spectators. These brave sailors say that a brig loaded with tobacco, from the same place, with some men, part of their association, may be daily expected to arrive here. — The *Oxford* originally belonged to Glasgow, and was in the transport service when took by the Americans.¹ — As this vessel was not taken by the officers and seamen of his Majesty's ships of war, she becomes, by virtue of an act of the last session, and also the cargo, forfeited to his Majesty, who will, no doubt, reward the brave captors with the whole, or the greatest part of this valuable prize; which it is hoped will encourage all seamen, that may be engaged in the Rebel Service, to imitate these brave fellows.

1. Renamed *Aurora*. See Volumes 5 and 6.

MARQUIS DE NOAILLES TO COMTE DE MAUREPAS ¹

[Extract]

London 31st January 1777.

It is but too true, Monsieur le Comte, that our preparations must constitute a serious charge on the King's finances. We have not, however, any other means, either to repulse the first attacks with which we are threatened, or to avert war, if there still remains any hope of doing so. I confess that my hopes grow weaker in proportion as I follow the progress of this country. Through the different pretexs which the British Ministry makes use of to disguise its hostile intentions, it is impossible not to distinguish a determination tending to war. In any other circumstances, the half of what

they have already done would leave us no doubt as to what we should have reason to expect from them. The present circumstances joined to the pacific assurances of the English Ministers are, it is true, well fitted to deceive, and the period which elapses between the measures taken from time to time supports all the artifices which they make use of to calm our suspicions. But we cannot conceal from ourselves that the facts remain, that they accumulate, and that in separating the good alloy from the bad, I mean, what is applicable to the American war from that which can only be intended for a foreign war, in this latter respect the maritime forces of England will shortly be on a formidable footing. If they are not sufficient to suddenly make war with advantage in all parts of the world, they are at least more considerable than those which Great Britain has ever been able to gather together at any period before commencing hostilities.

1. AMAE, Correspondance Politique, Angleterre, vol. 521, 157-59, LC Photocopy.

Public Advertiser, FRIDAY, JANUARY 31, 1777

London [January 31].

The New York Packets now employed mount 16 Guns, and carry 50 Men, the same as the War Establishment.

A Letter from Limerick by Wednesday's Mail, brings Advice, that a large American Privateer put into the River Shannon, and sent a Boat on shore to procure some fresh Provisions and fresh Water, which they were readily supplied with, but sent the Commanding Officer Word, that his Stay there would be disagreeable to the Inhabitants, and perhaps more so to himself and People, as some Men of War from England are hourly expected there; upon which the Captain of the Privateer weighed Anchor, and sailed away. He wanted to barter Goods he had on board; such as Sugars, Rum, &c. for some Provisions. He said he had been out four Months, and had sent three Prizes to New England, two of them from Jamaica. He had 22 Guns and 130 Men; said his Ship was fitted out by the Congress, but the Name of it they could not learn.

R. IRVINE TO LORD SUFFOLK ¹

No 2

Rotterdam Janry 31st 1777

My Lord

My last respects were of 21st Inst – since which a list of the Dutch Ships intended this Season for the Whale Fishery, has been published, by which it appears they are to send 72 to Greenland, & 45 to Straits Davis; being 5 fewer to the former, & one more to the Latter place, than last year. I am informed that Two Frigates of War are to escort those which fish in Straits Davis, to protect them, as is said, from the Visits & insults of the Danes, who last year, seized & carried to Copenhagen Two Dutch Ships, & one belonging to Nan-tucket, under pretence of their having traded with the Natives, contrary to an exclusive priviledge from His Danish Majesty for that Trade to a Company of Merchants, extending in West Greenland, from Latitude 60, to 73

North. I have not yet been able to learn whether the Two Frigates destined for the Escorte, are to be of those belonging to the States, or only Private Ships Armed by the Merchants & Provided with Letters of Marque; if the former, it is most probable that the Object of their Mission is the Protection of the Dutch Ships in their fishery, but if the Latter, it is not quite impossible but they may serve for purposes less Justifiable; for it is certain that a quantity of Powder & Ammunition was last year Sent from Amsterdam to Straits Davis, & there put onboard of American Vessells sent to recieve them.

I know not whether the Nature of the Voyage admitts of Ships destined to Fish being Armed; but if that be practicable, it might be easy to grant Letters of Marque to some of our Ships bound to Straits Davis, to Seize such American Vessells as they should find Concerned in that illicit Trade. – Some of the Ships for Straits Davis Sail from hence so early as the Last Week in February, but Certainly in the Course of March. I have the Honour to Remain with most perfect Respect My Lord [&c.]

R Irvine

1. PRO, State Papers, 84/555.

1 Feb.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN SAMUEL HOOD, R.N.¹

So Soon as the Number of Men on board the Ship you command shall be completed to 650 for which we have given directions to Vice Admiral Sir James Douglas, You are hereby required and directed to put to Sea with the first opportunity of Wind and Weather, and proceed & cruize between the Start Point and the Isle of Wight to procure Men for His Majesty's Fleet, agreeable to the Press Warrant and Instructions which you have received, particularly from Homeward bound Merchant Ships; Victualling all such new raised men as your Ship's Company, during their continuance on board her; And when you have procured as many as she can conveniently contain, or have lent so many of her men as she can spare, to Merchant Ships, to navigate them, in lieu of those you may take from them, You are to repair to Spithead and dispose of the said new raised as the abovementioned Vice Admiral or the Commanding Officer of His Majesty's Ships there for the time being shall direct; delivering with them Lists of their names with notations thereon of the respective times of their coming into the Service; that they may be entered for Wages accordingly on the Books of the Ships wherein they may be appointed to serve, and sending to our Secretary an account of the Numbers procured.

During your continuance on the above Service, you are on occasions of bad Weather to anchor at St Helens, and to enquire for orders, and not finding any to the contrary, to return as soon as the weather will admit and cruize as above directed. Given &c the 1st February 1777.

Captn Hood – *Courageux* – Spithead

By &c

PS.

J. Buller.
Palmerston.
Lisburne.

1. PRO, Admiralty 2/102, 232–33.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JOHN BROOKS R.N. ¹

By &c.

So soon as the number of Men on board the ship you command shall be completed to 500 for which we have given directions to Vice Admiral Amherst; you are hereby required and directed to put to sea with the first opportunity of wind & weather, and proceed and cruize between the Latitudes of 46° and 47°, 30 Leagues to the Westward of the Penmarks point, for the protection of the Trade of His Majesty's Subjects, and diligently to look out for, and upon falling in with, to endeavour to take or destroy, any Privateers or other Ships or Vessels belonging to the Rebellious Colonies of North America.

You are to continue on the above Station for one month after your arrival thereupon, and then make the best of your way back to Plymouth, and remain there until you receive further order; sending Us an account of your Arrival & proceedings. Given &c the 1st February 1777.

Captn Brooks, *Belle Isle*, Plymo

By &c.

PS.

J. Buller
Palmerston
Lisburne.

1. PRO, Admiralty 2/102, 233-34.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN FRANCIS REYNOLDS, R.N. ¹

By &c

So soon as the number of Men on board the Ship you command shall be completed to 500 for which we have given directions to Vice Admiral Sir James Douglas, and you shall have received on board the sum of £10,000 for carrying on the payments & Recalls of His Majesty's Ships at Plymouth, which we have directed the Navy Board to cause to be delivered into your charge, You are hereby required and directed to put to Sea with the first opportunity of Wind and Weather, and make the best of your way to Plymouth, where you are to deliver the said money according to its consignment, and then proceed and cruize without a moments loss of time off the Capes Ortegale and Finisterre (ranging about within 30 Leagues from either of them) for the protection of the Trade of His Majesty's Subjects, and diligently to look out for, and upon falling in with, to use your best endeavours to take or destroy any Privateers or other Ships or Vessels belonging to the Rebellious Colonies of North America.

You are to continue upon the above Station for one month after the making either of the above Capes, or the Land near the same, and then return without loss of time to Spithead for further Order sending Us an account of your arrival & proceedings. Given &c the 1st Febr'y 1777.

Captn Reynolds - *Augusta* - Spithead.

By &c

PS.

J. Buller.
Palmerston.
Lisburne.

1. PRO, Admiralty 2/102, 234-36.

LORDS COMMISSIONERS, ADMIRALTY, TO DAVID MAITLAND ¹

By &c.

Whereas we have signed a Commission appointing you Master and Commander of the *Earl of Besborough* Packet Boat; You are hereby required and directed, not to hoist any other Colours, worn in His Majesty's Fleet, besides a Red Ensign, Jack and Pendant on board the said Packet Boat, at any time, or on any Account. Given &c the 1st Feby 1777.

J. Buller. Palmerston. Lisburne.

1. PRO, Admiralty 2/102, 236.

London Chronicle, THURSDAY, JANUARY 30 TO SATURDAY, FEBRUARY 1, 1777

[London] Saturday, Feb. 1.

The *Aurora*, John Hutchinson master, late the *Oxford*, of Glasgow, taken by the rebels, with a party of the 71st regiment on board, and carried into Virginia, is brought into Liverpool, laden with 412 hogsheads of tobacco on account of the Congress, and bound to Nantz or Bourdeaux. She was navigated by 15 men, and had a Mr. Hall on board in the capacity of a supercargo; eight of the crew were Englishmen, and had all been prisoners in America. About the longitude of 16 W. and lat. 47, Wm. Turner, boatswain of a ship, and who had previously sounded the inclinations of the English sailors, and found them willing to assist in seizing the vessel and carrying her to England, secured the captain and supercargo in the cabin, while his companions secured the American sailors upon deck; they were all soon overpowered, and Turner, who took the command, shaped his course for Liverpool, where he arrived the 29th instant. All the American papers were secured, and the cargo, at the present price of tobacco, is of very great value.

AMERICAN COMMISSIONERS IN FRANCE TO VERGENNES ¹

Paris Feby 1st 1777

Presented by Mr Lee alone at Versailles

Messrs Franklin, Dean, and Lee, Ministers from the Congress of the United States, beg leave to represent to his Excellency the Count de Vergennes, that besides the general alarming Accounts of the Success of the English against their Country, they have just received authentic Intelligence from England, that Eight thousand Men, chiefly Germans under the command of General [John] Burgoyne, are to be sent early in the Spring to America, and to be employed, with some Ships of War in the Invasion of Virginia and Maryland.

That if not by some means diverted from this Design, it will be in their power to destroy a great part of those States, as the Houses and Estates of the principal Inhabitants are situated on the navigable Waters, and so separated from each other, as to be incapable of being defended from arm'd Vessels conveying Troops, the Place of whose Landing cannot be forseen,

and consequently Force cannot be assembled in all Places sufficient to oppose them.

That great danger is also to be apprehended, from the Blacks of those States, who being excited and armed by the English may greatly strengthen the Invaders, at the same time that the fear of their Insurrection, will prevent the white Inhabitants from leaving their places of Residence and assembling in such Numbers for their own Defence against the English, as otherwise they might do.

Thus the greatest Part of the Tobacco of those States is probably collected, as usual in the Warehouses of the Inspectors, which are also situated on navigable Waters and will be liable to be taken and destroyed by the Invaders. That the destruction of these two States probably may make a great impression on the Minds of the People in the rest, who seeing no prospect of Assistance from any European Power, may become more inclined to listen to Terms of Accomodation.

That the Supplies of Arms and Amunition of War, which they have been made to expect from France having been by various means delay'd and retarded, are not likely to arrive before the Commencement of the next Campaign, and may perhaps be despair'd of, especially if those Supplies are to be carryed first to the French Islands.

That notwithstanding the measures to convince the Court of Britain that France does not countenance the Americans, that Court, according to our Information, believes firmly the contrary; and it is submitted to the consideration of your Excellency, whether, if the English make a Conquest of the American States, they will not take the first Opportunity of shewing their Resentment by begining themselves the War that would otherwise be avoided; and perhaps begining it as they did the last, without any previous Declaration.

Upon the whole, we cannot on this Occasion omit expressing our Apprehensions, that if Britain is now suffered to recover the Colonies, and annex again, their great growing Strength and Commerce to her own, She will become in a few Years the most formidable Power by Sea and Land that Europe has yet seen, and assuredly from the natural Pride and Insolence of that People, a Power to all the other States the most pernicious and intolerable.

We therefore would with all Deference submit it to the Wisdom of his Majesty and his Ministers, whether if the Independance of the United States of America with the consequent Diminution of British Power and the Freedom of Commerce with them be an object of Importance to all Europe and to France in particular, this is not the proper time for effectual Exertions in their favour; and for commencing that War which can scarcely be much longer avoided, and which will be sanctified by this best of Justifications, that a much injured, and innocent People will thereby be protected and delivered from cruel Oppression and secured in the enjoyment of their just

Rights; than which nothing can contribute more to the Glory of his Majesty and of this Nation. –

1. Lee Family Papers, 1742–1795, UVL.

BEAUMARCHAIS TO VERGENNES ¹

[Extract]

Paris, 1st. February 1777

. . . my yesterday's letters have informed me of the departure of three of my vessels in three days; one from L'Orient, one from Nantes and the other from Havre. But without the cannon there is no pleasure. M de Sartine summons me this evening to Versailles. May he at last, with a stroke of the pen, save me from the perpetual and insupportable reproaches which I receive without complaint . . .

1. AMAE, Correspondance Politique, Angleterre, vol. 521, 160, LC Photocopy.

VERGENNES TO THE MARQUIS DE NOAILLES ¹

[Extract]

at Versailles the 1st Feby 1777.

The King has strongly approved, Sir, the particulars which you discussed with the Earl of Suffolk regarding letters of marque; you have made that Minister feel and see the ill consequences resulting from such an extreme recourse; it seems that he perceived them by assuring you that our merchant ships would not be called upon for compliance. I most sincerely desire that the instructions to new privateer owners conform to this assurance; we can only judge them by the Bill to be offered in Parliament.

1. AMAE, Correspondance Politique, Angleterre, vol. 521, 161–63, LC Photocopy.

2 Feb. (Sunday)

RESOLUTION OF THE AMERICAN COMMISSIONERS IN FRANCE ¹

Paris, Feby 2d 1777.

It is considered that in the present situation of things at the Courts of France and Spain, we find no probability of obtaining any effectual aid, alliance, or declaration of War against Great Britain, without the following stipulation; therefore

We the Commissioners plenipotentiary from the Congress of the United States of America, are unanimously of Opinion, that if France or Spain should conclude a Treaty of Amity and Commerce with our States, and enter into a War with Great Britain in consequence of that, or of open aid given to our States, it will be right and proper for us, or in absence of the others, for any one of us, to stipulate and agree that the United States, shall not separately conclude a Peace, nor aid Great Britain against France or Spain, nor intermit their best exertions against Great Britain during the



Lord Suffolk

continuance of such War. Provided always that France & Spain, do on their part enter into a similar stipulation, with our States.

B Franklin Silas Deane Arthur Lee

1. Franklin Papers, vol. 9, 1-2, UPL.

3 Feb.

Public Advertiser, MONDAY, FEBRUARY 3, 1777

London [February 3].

The American Dispatches brought over in the *Aurora* have afforded the highest Satisfaction to our Ministry. The Vessel was taken by the bravery of Four Englishmen, who happening to be upon Deck with their loaded [fus]es, whilst the American Sailors were up in the Shrouds, presented their Pieces, and ordered them to come down singly, secured them under the Hatches, and steered their Course for Liverpool. They then seized the Captain's Dispatches, whose Orders were to bear away for Nantz, and to avoid speaking with any Vessel in his Voyage.

Enclosed was a Packet from the Congress, for Dr. Franklin, sealed with their Arms, which with a Delicacy, not always to be met with in British Tars, they forebore to open, rightly judging it improper for the Contents to be made known to any other than Administration.

This Packet they brought to London, and on Saturday Morning delivered into the Hands of Lord North. The Contents of this Packet will inform Government of what they have long wished to know, the true Motive of Dr. Franklin's Journey to the Coast of France.

LORD GRANTHAM TO LORD WEYMOUTH ¹

[Extract]

No 5.

Madrid 3d Feby 1777.

An American Merchantman has brought Accounts from America of the 2d of last Month, which tend to confirm the expectation of the best Consequences of the Success of His Majesty's Forces, and the Captain, one Gordon, is persuaded, that from the Discontent of Washingtons Army, the Difficulty of keeping them together, and other Causes, the several colonies will return to their Allegiance.

This Intelligence came to Persons too well affected to the Americans, who betrayed their concern and surprise at it. I know that in the Northern Ports of this Country, and at Cadiz, the Spaniards and French have been very sanguine in favour of America, but have lately very much lowered their Language. At this Court, however, I must observe that nothing of that kind has ever broke out, and that the Sentiments of the Ministers have, as far as they have been known, been consistent in wishing that no change should finally take place on the Continent of America. It is to be hoped that, if the same opinion is not sincerely entertained at the Court of France, it may, however, out of Policy, be adopted.

I am informed, that lately more vessels have come into the Ports of this Country without meeting any American Enemies, than had before, which leads one to hope, that the Number of their Privateers must be greatly diminished.

1. PRO, State Papers, 94/203.

4 Feb.

THOMAS WOOLDRIDGE TO JOHN ROBINSON, SECRETARY OF THE TREASURY ¹

Sir

When I had the honor of attending the Board on the 23d Ulto I understood, that it seemed to be the wish of their Lordships, that I should appeal to the Court of Admiralty in America for the value of our Ship & Cargo, which Lord Dunmore originally detained for the use of the Army & Navy under his Command in Virginia, and as his Lordship has acknowledged that the Flour had been made use of in Virginia before the Tryal and acquital of the Ship & Cargo by the Commissioners whom his Lordship appointed, & that the Wheat has also been made use of for the Supply of the Navy & Army at New York, where the Ship is now unjustly detained by the Master of a Transport whose Authority for taking or detaining I confess myself to be a Stranger to, not knowing that Letters of Marque have yet been granted. I must now beg leave to make application to The Lords Commissioners of His Majestys Treasury for the payment of the Ship & her Cargo upon entering into Bonds of Indemnity with sufficient security to their Lordships, against any payment to be made by the present Piratical Captor, or by any other person whatever I need not again Sir, trouble you, or their Lordships with what I have suffered by this illegal detention of my property, nor repeat the fatal consequences which have attended it, as I presume they are already so well known that they need no further command. I shall only add that I am Sir [&c.]

Tho^s Wooldridge ²

Treasury Chambers Feby 4th 1777.

[Endorsed] Read 4th Feby 1777 – Done

1. PRO, Treasury 1/533, 262-64.

2. Wooldridge, a London merchant, claimed ownership of the ship *Molly*. Seized by Dunmore she was not condemned when it was determined that Jonathan Hudson of Baltimore was not the owner, but merely the factor for Wooldridge. Later captured by the Continental Navy brig *Andrew Doria* (see Volume 6), *Molly* was retaken by a British transport and carried into New York.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN CHRISTOPHER ATKINS, R.N. ¹

By &c

Whereas we intend that His Majesty's Ship under your command together with the *Sylph* Sloop now on her passage to Spithead shall convoy the Trade bound from thence to the West India Islands; You are hereby required and directed to take the said Sloop under your command (her Commander being directed to obey your Orders) and so soon as the Wind shall have been fair to bring the Trade from the Downes for the Space of 48

Hours after the 5th instant, if the *Sylph* shall have joined you, if not, as soon afterwards as she does, make enquiry for, and take under your Convoy all Ships and Vessels bound to the Leeward Islands and Jamaica, and make the best of your way with them to the Island of Barbadoes, and having seen the Trade bound to that, & the neighbouring Islands, safe into Carlisle Bay, you are, in case you should not find Vice Admiral Young, or any part of his Squadron there, to leave the *Sylph* Sloop in that Bay, with Orders to her Captain to take under Convoy such Ships as are bound to the neighbouring Islands, and having seen them in safely thither, to make the best of his way to join Vice Admiral Young wherever he may learn he is; But in case you find Vice Admiral Young, or any of His Squadron in Carlisle Bay, you are to leave the Trade bound to the Islands in that neighbourhood, to his, or their care, and take the *Sylph* with you as far as Antigua, leaving her there, under Orders to join Vice Admiral Young as above directed.

You are then to proceed to the Island of St Christopher's, where you are to leave the Trade bound to that Island, and then proceed with the remainder of your convoy to Port Royal, in the Island of Jamaica, where on your arrival, you are to put yourself under the command of Vice Admiral Gayton, and follow his Orders for your further proceedings.

And Whereas the West India Merchants of London did at a general Meeting on the 1st of October last/ Resolve that they would discourage the further employment of any Persons, who having the Conduct of Vessels shall separate from their respective Convoys, or otherwise willfully disobey the Orders received from the Commanders thereof, We send you herewith a Copy of the said Resolution and require and direct you to take all possible Care on your part, not to separate from the Ships & Vessels which shall put themselves under your Convoy, and to give such Orders and Instructions to their Masters, as you conceive may be most likely to prevent their separation from you; And in case any of them do loose Company with you, or disobey your Orders, you are to transmit to our Secretary a List of their Names, with the Circumstances attending such separation, or disobedience, that the Merchants may have full Information thereof. Given &c the 4th February 1777.

Sandwich. J. Buller. Lisburne.

Capt Atkins, *Aeolus*, Spithead

By &c PS.

1. PRO, Admiralty 2/102, 240-43.

RAISON & DELAMAIN TO GEORGE KNOWSLEY & CO., HULL¹

Copy

Gentlemen –

Cognac 4th Februy 1777.

We confirm our last respects to you 1st Inst. since have none of your Favors –

We are yet without a reply from Lord Stormont, notwithstanding our frequent applications, and we last Post had advice from Nantes, that The

American Frigate was sailed, she has left The *Vine* entirely unloaded in that River, under The care of a sort of an Agent of The Congress, named [Nathan] Rumsey now residing in Nantes, he is a lubberly stupid Fellow, incapable of doing any thing clever of himself, Therefore we hope he will not have capacity to ward any off hand stroke, we Therefore have given orders to our friend at Nantes, directly to seize her, and to Capt Pratchell if he can once get Possession of her to bring her immediately to Rochefort; we have likewise desired our Friend if he shd meet with any of her Cargoe exposed to Sale to lay seizure on it, and throw every difficulty possible in the way of The Purchasers & Sellers, but we are sorry to say if we are not assisted as we shd be by Lord Stormont or other People in power all our efforts and trouble will be quite vain, and really that Nobleman has hitherto acted with very great neglect in that affair – We remain with sincere regard Gentlemen [&c.]

H Ranson & Delamain

We solicited The Capt of the American Privateer to discharge The Married Men of The *Vine's* Crew which he did, Capt Pratchell don't mention whether they are at Nantes or gone off – the young Men he carried off in the Privateer. –

[Endorsed] Copy of a Letter from Messrs Ranson & Delamain to Messrs G Knowsley & Co of Hull dated Cognac 4 feby 1777 Rd 24 feby

1. PRO, State Papers, 78/301, 301-02.

5 Feb.

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL CLARK GAYTON ¹

By &c

Whereas we think fit that two Vessels shall be purchased for His Majesty to be employed under your command capable of carrying at least 12 Guns and 90 Men each; You are hereby required and directed to cause two of the best Vessels you can procure to be purchased for His Majesty accordingly upon the best and cheapest terms you can; directing the Naval Officer at Jamaica to draw upon the Navy Board for the Expence attending the same.

And whereas we intend that the said two Vessels shall be register'd on the List of the Royal Navy by the Names mentioned in the Margin, and that they shall be commanded by Masters and Commanders, you are to call them by those Names, and to appoint Captains with the Rank of Masters & Commanders, also Lieutenants and such other Officers as are allowed Sloops bearing the before mention'd Complement of Men accordingly.

Stork.

Ostrich.

You are to cause the said Vessels to be mann'd, arm'd, fitted, victualled and Stored in a proper manner for the Service on which they are to be employed, and to direct the several accounting Officers to take charge of, and Indent for the Provisions Stores and

Ordinance that may be supplied to them, that they may account for the same according to the Rules of the Navy.

As the manning these Vessels from the King's Ships may prove inconvenient to the Service, you are to take the most advisable means you can to prevent such inconvenience, calling on the Merchants &c settled at Jamaica to give all the assistance in their power towards procuring the Men wanted for them, in which it is expected they will be the more ready to comply, the Vessels being to be employed for their protection. Given &c the 5th February 1777.

Clark Gayton Esqr
Vice Admiral of the White
&c &c at Jamaica
By &c PS.²

Sandwich.
J Buller.
Lisburne.

1. PRO, Admiralty 2/102, 245-47.

2. Similar orders were issued to Vice Admiral James Young at Antigua to purchase two vessels, to be named *Comet* and *Snake*, PRO, Admiralty 2/102, 248-50.

PHILIP STEPHENS TO VICE ADMIRAL CLARK GAYTON ¹

Sir

[Admiralty Office] 5 Feby 1777

The West India Merchants having upon an Attendance on my Lords Commrs of the Admty desired that Convoys may be appointed to proceed to England on the 15th May, 20th June, and 1st of August; I am commanded by their Lordships to signify their direction that you appoint Convoys to be ready on those days accordingly directing the Commanding Officers of such Convoys to accompany them till their arrival in England; and in this they are pleased to recommend that you proportion the strength of the Convoys you appoint to the number of the Ships they are to take under their Care.

My Lords observing that the Fleet which sail'd last for England assembled at Morant instead of Blewfields they command me to signify their further directions that you inform them of the Reasons with [*sic* which] occasioned it and that you order the Convoys to assemble and depart from Blewfields in future.

And they are likewise pleased to direct that you Order the Commanders of the several Convoys to proceed with the Ships they have in charge through the Gulph instead of coming through the Windward passage, their Lordships being of Opinion, that in so doing, they will be less liable to fall in with any American Cruizers waiting to intercept them. I am &c P S
Vice Adml Gayton at Jamaica
By the Packet the same day -
Duplicate sent 8 Feb By the *Aeolus*

1. PRO, Admiralty 2/553, 537-38.

PHILIP STEPHENS TO VICE ADMIRAL JAMES YOUNG ¹

Sir

[Admiralty Office] 5 Feby 1777

The West India Merchants having upon an Attendance on my Lords Commissrs of the Admty desired that Convoys may be appointed to proceed to England on the 30th April, 15th June and 1st of August, I am commanded by their Lordships to signify their direction that you appoint Convoys to be ready to sail from St Christophers on those days accordingly, directing the Commanding Officers of such Convoys to accompany them till their arrival in England & in this they are pleased to recommend that you proportion the strength of the Convoys to the number of the ships they are to take under their care

And it is their Lordships farther direction that you do all You possibly can for security of the Trade of the several Islands within the Limits of your Command, in protecting them on their Passage to the Island of St Christophers from whence they are to depart as aforementioned. I am &c

P S

Vice Adml Young at Antigua } Duplicate sent the 8 Feb
By the Packet the same day } by the *Sylph*.

1. PRO, Admiralty 2/553, 538-39.

CAPTAIN SAMUEL NICHOLSON TO FERDINAND GRAND ¹

Sir/

Dover Feby 5th 1777 -

According to Your Orders I left Paris, on Tuesday Morning 3 O'Clock & Proceeded to Boulogne and Callis, but could not find A Vessel at either of these Places to Suit your Purpose, I was detain'd at Callis from Wednesday Night till Friday by Contrary Winds. I reach'd Dover on Saturday Morning where I made all the enquiry after A Vessell in my Power, but could not meet with one to my likeing, Have likewise been at Deal and Foalstone where I was also Disappointed, for those Vessels that would Suit Your Purpose were not to be Purchased. I have now engaged to Stay here for one that is at Coalchester for Sale, this one I am to [l]d will Suit & is A very fine Vessel of the Sort, & has allways been employ'd by the Custom House as A Cruzer, & is now out of Employ & for Sale, on acct of A larger one of 200 Tons being built by the Same owners, in her Roome, She is eight years old built Here abt 85 Tons & every way A Compleat Cutter, (as She must have been to be employ'd by the Custom House to look after Smuggelers,) She is to be Shewn me here in the Course of next week at their expence & if I like her She is to be Valued by Mr Carmier's ² Friend here, Mr Factor, and another Gentn, if I like the Price wch, I make no doubt will come within my limits, I Shall draw on You at Some few Days Sight for the Payment, I am afraid Shall not be able to get them to Deliver her to me at Havre, but be obliged to take her here, if so Mr Factor has promis'd me to Send her down to Havre, by his People - Capt [Joseph] Hynson is here with me Waitg for the Arrival of the Cutter here, wch make no doubt from her Character I shall like, if So Shall Imediately make the Purchase & Imbarke my Self, on my

leavg this I shall write You, & You may Depend Shall take every care to gard agnst every Difficulty may attend her Passage to Havre, at my arrival there Shall take Post for Paris I am Sir [&c.]

Sam Nicholson

1. Silas Deane Papers, ConnHS.
2. William Carmichael.

6 Feb.

PROCEEDINGS OF THE BRITISH HOUSE OF COMMONS ¹

[London, February 6. 1777]

Lord *North* got up and said, that having a matter of some importance to communicate to the House, he could wish their attention for a few minutes; – it was upon a business which ought not to come detailed before so thin a House, but there would be several stages of the business which would give opportunity for ample discussion – the thing, was this; – there had been, during the present war in America, many prisoners made, who were in actual commission of the crime of high treason; and, there are persons, at present, guilty of that crime, who may be taken, but perhaps for want of evidence cannot be kept in gaol. That it has been customary upon similar occasions of rebellion, or danger of invasion from abroad, to enable the King to seize suspected persons; he would not be thought to hint at any necessity of trusting ministers at present with such a power in general; indeed, the times are different; we are very far from having any rebellion at home; and as to an invasion, we have not the least prospect of it; – for these reasons, it is not meant to ask the full power, usual upon former occasions of rebellion. But as the law stands, they were well informed, that it is not possible at present, officially to apprehend the most suspected persons. Another circumstance is, the persons made prisoners from the rebels, and also in the act of piracy, on the high seas; at present, they can be legally confined only to the common gaols, which would be entirely impracticable. It is necessary for the Crown to have a power of confining them like other prisoners of war. These and some other matters should be attended to in the bill he purposed moving, which was this:

“That leave be given to bring in a bill, to enable his Majesty to secure and detain persons charged with, or suspected of the crime of high treason committed in America, or on the high seas, or the crime of piracy.”

Leave was given accordingly.

1. John Almon, ed., *The Parliamentary Register or History of the Proceedings and Debates of the House of Commons . . . during the Third Session of the Fourteenth Parliament of Great Britain* (London, 1777), VI, 151-52.

London Chronicle, TUESDAY, FEBRUARY 4 TO THURSDAY, FEBRUARY 6, 1777

[London] Thursday, Feb. 6.

The *John*, Barras, from London to Antigua, is taken by the Americans.

The *Reynolds*, Manchester, from Rhode Island to Curacoa, is carried into Antigua by the crew.

The *Nancy*, Keys, from Antigua to London, which was taken by the Provincials and carried into New England, after landing part of her cargo, and was sailing to make another port to discharge the rest but was re-taken and is carried into Halifax.

The *Dorothy*, Capt. M'Donnogh, from Honduras, that put into Corke in distress after being retaken from the Rebels, is safe arrived at Bristol.

JOURNAL OF CHARLES HERBERT ¹

[H. M. S. *Belle Isle*, off Plymouth]

[1777] February 5. It is a pay-day for bounty, on board this ship, (the *Bellisle*;) which occasions a great market on board

6. We begin to grow very sickly, and twenty or thirty of us are suffering with the itch, and we are all dreadfully infested with vermin. I make a constant practice of examining my clothes every day, when we are permitted to go upon deck. I often find them swarming with these.

We are informed that the Admiral was heard to say, that no favor was to be shown to us, on account of our orders. We are also told by some, that we are to be removed, soon, on board the *Ocean*, which is the Admiral's ship; by others, that we shall be removed to prison.

This afternoon about *one hundred* pressed men were brought on board this ship.

1. Herbert, *A Relic of the Revolution*, 22.

AMERICAN COMMISSIONERS IN FRANCE TO THE SECRET COMMITTEE
OF THE CONTINENTAL CONGRESS ¹

[Extract]

Gentlemen

Paris, February 6. 1777.

Since our last, a Copy of which is inclosed, Mr Hodge is arrived here from Martinique, & has brought safely the Papers he was charged with. He had a long Passage & was near being starved. We are about to employ him in a Service pointed out by you at Dunkirk or Flushing. He has delivered us three Sets of the Papers We wanted. But We shall want more, & beg you will not fail to send them by several Opportunities.²

. . . We are about purchasing some Cutters to be employed as Packets. In the first We dispatch, we shall write more particularly concerning our Proceedings here than by these Merchant Ships We can venture to do, for the Orders given to sink Letters are not well executed. One of our Vessels was lately carried into Gibraltar being taken by an English Man of War, and We hear there were Letters for us, which the Captain just as he was boarded threw out of the Cabin Window, which floating on the Water, were taken up; and a Sloop dispatch'd with them to London. We also just now hear from London, thro' the Ministry here, that another of our Ships is carried into Bristol by the Crew, who consisting of 8 American Seamen with 8 English, and 4 of the Americans being sick, the other 4 were overpower'd by the 8 English, and carried in as aforesaid: The Letters were dispatched to Court.

. . . The *Amphitrite* and the *Seine* from Havre, and the *Mercury* from Nantes are all now at Sea laden with Arms, Ammunition, Brass field Pieces & Stores, Cloathing, Canvas &c. which if they Safely Arrive, will put you in a much better Condition for the next Campaign than you were for the last. . . .

. . . that which makes the greatest Impression in our favour here, is the prodigious Success of our arm'd Ships & Privateers. The Damage We have done their West India Trade has been estimated in a representation to Lord Sandwich by the Merchants of London at 1,800,000 £ sterling which has rais'd Insurance to 28 P Cent, being higher than at any time in the Last War with France & Spain. This Mode of exerting our force against them should be push'd with Vigour. It is that in which We can most sensibly hurt them: And to secure a Continuance of it, we think one or two of the Engineers we send over may be usefully employ'd in making some of our Ports impregnable.

As We are well inform'd that a number of Cutters are building, to cruise in the West Indies against our small Privateers, it may not be amiss, We think, to send your larger Vessels thither & ply in other Quarters with the small ones.

Finding that our Residence here together is nearly as expensive as if We were separate; and having Reason to believe that one of us might be useful in Madrid, and another in Holland, & some Courts farther northward, We have agreed that Mr Lee go to Spain, & either Mr Deane or Myself to The Hague. Mr Lee sets out to-morrow, having obtained Passports & a Letter from the Spanish Ambassador here to the Minister there. The Journey to Holland will not take Place so Soon: The particular Purposes of these Journeys We cannot prudently now explain.

We hope your Union continues firm & the Courage of our Countrymen unabated: England begins to be very jealous of this Court; and We think with some Reason.

1. HU.

2. Blank letters of marque to be filled in and issued by the Commissioners.

7 Feb.

LORD WEYMOUTH TO LORD STORMONT ¹

[Extract]

No 9

My Lord

St James's 7th February 1777

I cannot doubt of Your Excellency's attention to the Applications made to You by the Owners of the Vessels taken by the *Reprisal*. The Conduct of the Master of that Vessel is so truly piratical that it cannot be defended by the french Ministers and I should hope, that without presenting a formal Memorial, which it would be more desirable to avoid, the two Ships, the *Vine* and the *George* would be returned to their Owners. You have so discreetly entered into this business that it must be unnecessary to give your Excellency any Instructions on that head.

We are well informed of the Steps taken by the french to induce the Americans to supply them with Tobacco. Attention is paid here to that important object. A Vessel² has lately been brought in here by part of the Crew that had on board upwards of four hundred hogsheads consigned to France, and it is most probable that other Cargoes are at Sea for the same destination.

Your conversation with M. de Vergennes on the subject of the five ships was extremely able & well timed, and meets with His Majesty's entire approbation.³ These are Points on which Your Excellency cannot receive immediate Instructions, and indeed such are unnecessary to You, who on all occasions are prompted by your zeal for His Majesty's Service to attend to every material circumstance that happens, and directed by a Judgment and Discretion that secures The King's Affairs entrusted to You from danger or difficulty. If these Vessels should sail notwithstanding your proper representation, it is to be expected, from the Vigilance of Lord Howe's Cruizers, that they will not arrive at their place of destination, as the Ports at present in the possession of His Majesty's Forces increase the difficulty of eluding the search that will be made after them.

As the Bill for granting Letters of Marque has passed through the Commons, and will not undergo in all probability any material alteration, I send a copy of it inclosed. I am &c

Weymouth

1. PRO, State Papers, 78/301, 172-74.

2. *Aurora*.

3. See Stormont to Weymouth, January 29, 1777.

GIAMBATTISTA PIZZONI TO HIS GOVERNMENT IN VENICE ¹

[Extract]

London, 7 February 1776 [*sic* 1777]

... Lord Norfolk having in the past few days in the name of his Sovereign solemnly thanked the Baron of Nolken, Envoy Extraordinary of Sweden, I learned that it originated from the Swedish King's refusal given to two American vessels flying the Hamburg flag, which arrived in Marstrand, a fortified city and a newly established free port near the city of Göteborg, to load artillery and war munitions, with orders to his own governors to block similar cargoes in support of the Colonies.

1. *Papers of the Senate, ASV*. Pizzoni was the Venetian Ambassador to Great Britain.

AMERICAN COMMISSIONERS IN FRANCE TO LORD GEORGE GERMAIN ¹

To the Right Honble Lord George Sackville Germaine
one of the principal Secretaries of State to the
King of Great Britain.

Paris Feby th 7th 1777

Whereas the Snow *Dickenson* with her Cargoe, which was the property of the Congress of the United States of America, was by an Act of Piracy, in

some of her Crew, carried into the port of Bristol in England, & there, as we are informd, was converted to the use of the Government of great Britain, & the perpetrators of so base & dishonest an Action, the Mates &c were rewarded instead of being punished for their wickedness — & whereas another vessel with her Cargoe of Tobacco, being also the property of the United States, or of some Inhabitants of the same, was lately carried into the port of Liverpoole, in England, by a similar act of treachery in her Crew; and a third has in the same Manner been carried into Halifax.

We, therefore, being Commissioners plenipotentiary from the Congress of the United States of America, do, in their name & by their authority, demand from the Court of Great Britain, a restitution of those vessels & their Cargoes, or the full value of them; together with the delivery of the Pirates into our hands to be sent where they may be tried & punishd as their crimes deserve.

We feel it our duty to humanity, to warn the Court of Great Britain of the consequences of protecting such offenders, & of encouraging such actions as are in violation of all moral obligation & therefore subversive of the firmest foundations of the Laws of Nations.

It is hop'd, that the Government of great Britain, will not add to the unjust principles of this war, such practises as woud disgrace the meanest State in Europe; & which must forever stain the character of the british Nation. We are sensible, that nothing can be more abhorrent from the sentiments & feelings of the Congress of the United States, than the authorizing so base a kind of war, as a retaliation of these practises will produce. We are, therefore, more earnest in pressing the Court of great Britain, to prevent, by the act of justice which is demanded, the retaliation, to which necessity, in repugnance to principles, will other wise compel.

B Franklin Silas Deane Arthur Lee

1. Franklin Papers, Series 2, vol. 18, No. 335, LC.

SILAS DEANE TO JONATHAN WILLIAMS, JR., NANTES¹

[Extract]

Sir

[Paris, February 7, 1777]²

. . . The sort of goods for compleating the *Concords* cargo, is Sail Cloth, of this kind the Russia & Holland are the best for our purpose They may be scarce & dear, if so the sail cloth of this Country answering to No 1. & 2. of English, of these a large Quantity. Light cloth such as Ravens duck, Ticklenburghs & Osnaburghs for light Sails, Tent cloths Sailors & Soldiers trousers &c. Linen suitable for Soldiers shirts Cordage assorted for a frigate of 36 Guns in particular large Cables with other sizes as they come in the way, Boxes of Tin if to be had reasonably. Ship Chandlery, but this is an article by the by — In laying out the Duck & Cordage have in view the fixing 2 ships of 36 Guns each Compleat & assort the Articles accordingly. If there is much spare room, Increase these articles in proportion as you judge they

are in price & quality to be purchased to advantage. Large Anchors are wanted & You may put in more than immediately for the 2 frigates.

1. Silas Deane Papers, ConnHS. Continental frigates *Bourbon* and *Confederacy*.
2. Date is approximated.

8 Feb.

VERGENNES TO THE MARQUIS DE NOAILLES ¹

[Extract]

Versailles 8th February 1777

. . . It is very difficult, in view of the armaments which England is preparing with almost incredible ardor, to be at ease respecting her intentions, and to deduce therefrom an augury favorable to the duration of peace. We cannot conceal from ourselves that they have no direct connection with her war in America, and we are also aware that some of the Ministers are pressing for war. It does not indeed appear that these are the most influential, but their influence, which does not preponderate at the present moment, may do so at another time. The Empire of Madness usually makes more progress than that of Reason; would it not be madness if England already greatly entangled in her war against her Colonies, should engage in another against two Powers which are not without strength? Where would England count on finding men to face all her enemies in all parts? The difficulty with which she makes her levies, the bad quality of men she takes, seems to show that they are not overabundant. It is said that she proposes a fresh despatch of ten thousand men. I do not know to what part of America. This transport will require a great number of sailors, strong convoys will also be necessary. Can this be done without weakening the great armament? In our uncertainty as to what may happen, we do not neglect the precautions which prudence recommends; we are not hurrying our armaments, but we are ready to prepare them at the first need. . . .

de Vergennes

1. AMAE, Correspondance Politique, Angleterre, vol. 521, 224-25, LC Photocopy.

9 Feb. (Sunday)

"EXTRACT OF A LETTER FROM PLYMOUTH, FEB. 9." ¹

. . . The Mill Prison, used during the French and Spanish War, is to be got ready to receive the American Prisoners.

1. *Public Advertiser*, London, February 14, 1777.

10 Feb.

"EXTRACT OF A LETTER FROM GLASGOW, FEB. 10" ¹

Last week the *Jenny*, Duncan, arrived from Antigua in ballast. She sailed from thence the 23d of December. Mr. Thompson of Greenock (who was carpenter of the *Carron*, Montgomery, when taken) came home in the

Jenny by the run, and was an active hand in retaking the *Ronals* of Bristol, loaded with about 500 hogsheads of sugar.

She had been taken by an American privateer, and was fitted out from Providence for Curasseau, pretending to load salt there, in return for beef, pork, fish, flour, staves, onions, and potatoes. The master and two mates were Americans; the crew, consisting of 14 hands, were English, Irish, and Scots, who, by necessity, had been driven to take employ in the American service.

During the voyage, they formed a resolution to carry the vessel to a British island; but having made Deseada, the master directed a man at the helm to steer S. and by E. but one of the crew called out to steer W.N.W: immediately the Captain laid his quadrant on the companion, and the sailors coming abaft, on the quarter deck, he said, "What do you mean, my lads." "To carry the vessel to Antigua," replied the tars. "You know, my lads," returned the Captain, "I have all along used you well, and now entreat you to desist from your purpose. I shall purchase you a sloop, or there's the long boat for you; take what you please out of the vessel, only carry the ship into a French island, and go where you will." "'Tis true," said they, "we have been well used, and will use you no worse; but as we are resolved to get among our friends, after being so long prisoners, arguments are in vain; you and the master may take the long boat, and what you will, or go with us to An[t]igua." They preferred the latter.

When they arrived at St. John's, a pilot set off to bring her in, of whom they asked if any ship of war was there, and being answered in the affirmative, they desired him to carry the vessel to Param, a place about 12 miles from St. John's, which he did, and when they came under the fort, the pilot clapt the broad arrow on the main mast, declaring her his seizure.

When the sailors got ashore, they applied to Mr. David King, a very considerable merchant in St. John's, and a firm friend to Government, who immediately embarked in their cause, entered a suit in the Court of Admiralty, and obtained a decree, viz. That the whole cargo and one eighth of the vessel was the property of the man of war, who alone had commission to seize her; but as it was a rule laid down there, for the encouragement of the seamen, to give the half of all captures made in that manner, the half was accordingly assigned them; the other seven-eight[h]s of the vessell fell to the owners at Bristol, and the pilot was to be discharged from ever acting there in that capacity.

The sentence was applauded, and the sailors share amounted to near thirty pounds sterling per man. The command of her was given to Mr. James, who had assisted three Scotsmen in taking and bringing in a schooner to St. John's, loaded with flour from Rhode Island; and was to proceed with her to Bristol.

When they took possession of the vessel, they searched the cabin, and found that the master's private instructions were, to dispose of the cargo, and bring in return, arms and ammunition.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN ROBERT SAWYER, R.N.¹

By &c

You are hereby required and directed to put to Sea, with the first opportunity of Wind and Weather, in the Ship you command, and proceed and cruize between the Lizard and the Start Point to procure Men for His Majesty's Fleet agreeable to the Press Warrant and Instructions which you have received, particularly from the homeward bound Merchant Ships Victualling all such new raised Men as your Ships Company during their continuance on board; And when you have procured as many as she can conveniently contain or have lent so many of her Men as she can spare to Merchant Ships to navigate them in lieu of those you may take from them; You are to repair to Plymouth and dispose of the said new raised Men as Vice Admiral Amherst or the Commanding Officer of His Majesty's Ships there shall direct; delivering with them Lists of their Names, with Notations thereon of the respective times of their coming into the Service that they may be entered for Wages accordingly on the Books of the Ships wherein they may be appointed to serve, and sending to our Secretary an Account of the Numbers procured.

You are occasionally during your being employed as aforementioned, to stretch over to the Coast of France, & endeavour to intercept such of the American Vessels as are alluded to in the Intelligence you will receive in a Letter from our Secretary of this date.

In case of bad Weather you are to anchor in Plymouth Sound or Torbay, and to enquire for Orders, and not finding any to the contrary to return as soon as the Weather will admit and cruize as above directed. Given &c the 10th Feby 1777.

Captn Sawyer, *Boyne*, Plymouth.

By &c

PS.

Sandwich.

Palmerston.

Lisburne.

1. PRO, Admiralty 2/102, 257-59.

Public Advertiser, MONDAY, FEBRUARY 10, 1777

London [February 10].

Three Men of War are ordered to cruize within a League of the Mouth of the River Garonne, to watch the Motions of the American Ships, and to seize all that they meet with, even if they are under French Colours.

The last Letters from Nevis, and other Parts of the Leeward Islands, mention that those Islands are so pestered with American Privateers, that scarce a Ship can go from one Island to the other without great Danger of being taken.

A Letter from Plymouth, of the 4th Instant, says, that five American Vessels are brought in there, and chiefly loaded with Rice and Tobacco, and were carried in by the Crews, who confined the Captains, and then made for England.

London Chronicle, SATURDAY, FEBRUARY 8 TO TUESDAY, FEBRUARY 11, 1777

[London] Monday, February 10.

The reason of such a number of ships of force being ordered for the Mediterranean, is on account of it being the determined resolution of government to put a stop to the American trade, by stationing ships to cruize at the mouths of the several sea ports.

JOURNAL OF CHARLES HERBERT¹

[H. M. S. *Torbay*, off Plymouth]

[1777. February] 7. We were removed from the *Bellisle*, after having been on board nineteen days, and were carried up to Ammores [Hamoze], and put on board the "*Torbay*," a ship of seventy-four guns, and confined in the bay, between decks, where there was not room for all of us to lay down; it is parted off, like a sheep-pen, and takes in two side-ports only.

8. Pleasant weather, but very cold for persons in our condition, as we are obliged to lay upon a wet deck, without either bedding or clothes, more than what we have on our backs – except a very few who have an old blanket apiece. As there is not room enough within our narrow quarters for every one to lay down at night, some are obliged to sit up all night.

9. There are now *sixteen* of our number on the doctor's list, and there are but very few of us but what are either complaining with bad colds or rheumatic pains; and if there are ten sick with as many different complaints, they give them all alike the same medicine.

10. Rough, cold, and some snow; all the way we have to keep ourselves warm, in the day time, is by play, and making ourselves merry.

1. Herbert, *A Relic of the Revolution*, 23.

LORD GRANTHAM TO LORD WEYMOUTH¹

[Extract]

No 6.

Madrid 10th Feby 1777.

. . . I am however to observe to Your Lordship that he [Grimaldi] concluded with saying that the extent to which our Armaments and others had now gone was owing to want of confidence and communication, in order to restore which this Court was ready and would be the first to induce such explanations to be brought on between us and France as should remove all seeds of mistrust whatever, and not occasion more preparations than such as related to their Disputes in South America, and to Ours in North America. Without adopting his proposition I confined myself to say that France having been the first Mover ought of course to be the first to lay aside the extraordinary preparations begun in her Ports and such a step on her part would doubtless give great satisfaction. This he said could not happen of itself without something being said or understood upon it, and repeatedly offered that this Court would very willingly speak first. This kind of Overture I apprehend may be owing to either the French finding that they

have brought too formidable an Armament out against them, and their Desire of saving through the Channel of Spain the point of Honour in retracting, or to the success of His Majesty's Arms shewing both Spain and France how desperate a task any open assistance to the Americans would become, and I presume to add that under these circumstances it looks as if the Court of France would be glad of a pretence to reassume a pacific Appearance, and perhaps both Spain and France might be more ready to give solid assurances of not assisting America. Your Lordship however is the best Judge whether the Language of France gives any sanction to this Idea.

1. PRO, State Papers, 94/203.

11 Feb.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JOHN STOTT, R.N.¹

[Extract]

Surprise
Slo Weazle

Whereas we intend that you shall proceed in the Ship you command accompanied by H.M. Ship & Sloop named in the Margin whose Commanders are directed to obey your orders to the Coast of Africa, for the Protection and Security of the Trade of His Majesty's Subjects in those Parts, and to endeavour to take or destroy any Ships or Vessels belonging to the Rebellious Colonies in No America, or any Pirates which you may be able to come up with And whereas we have received a Memorial from the Merchants trading to Senegambia desiring Convoy for about Ten Vessels bound to that province with valuable Cargoes which are expected to be at Spithead by the middle of this month, and at the same time desiring that a ship may be appointed to cruize upon the Coast of that province from Cape Blanco to the River Senegal to prevent illicit Trade being carried on by the Subjects of Foreign Powers at Portenderick & other ports within And that you shall take under your convoy a storeship belonging to the African Company. You are hereby required and directed to make enquiry for, and to take under your Convoy, any Trade bound to that Coast, or else where, which may be ready and willing to accompany you . . .

When you have finished the said inspection and examination, you are as long as your Provisions will admit of it, (after reserving a sufficiency to carry you to Jamaica,) to cruize between Whidaw and Cape La Ho, using your best endeavours to take or destroy any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies abovementioned, and also any other Pirates which you may be able to come [up] with . . . make the best of your way to Jamaica, where you are to deliver the inclosed Packet to Vice Admiral Gayton or the Commanding Officer for the time being of His Majesty's Ships

and Vessels on that Station, and to follow his Orders for your further proceedings; And Whereas the Commander of His Majesty's Sloop *Weazle* above mentd will be directed, after having seen a Storeship belonging to the African Company to Cape Coast Castle, to cruize between Whidaw and Cape La Ho until your arrival; or until the state of his Provisions shall make it necessary for him to quit the Coast, in order to proceed to Antigua to join Vice Admiral Young, you are, if you find him on the Coast, to direct him to continue on the said Station so long as his Provisions will admit, after reserving a sufficiency for his Voyage to Antigua . . .

And Whereas it is difficult to procure Wood and Water on some parts of the Coast of Africa, some of the Men belonging to His Majesty's Ships having been formerly killed, and others Wounded for attempting to supply themselves therewith, without making some acknowledgement to the Natives, We do hereby empower your Purser, (and you are to direct him accordingly) to procure and carry thither Goods, such as you may judge may be most agreeable to the Natives of the Places where you may want to wood and water, not exceeding in value Ten Pounds, which the Purser is to dispose of as you shall direct, at such Places where Wood and Water cannot be got otherwise; And you are to let the Purser know that the said Goods are to be provided out of his standing Allowance of Necessary Money under the Condition of his being allowed Credit on his Accounts for such part thereof, as may be expended for the aforesaid purposes, upon his producing a Certificate under the Hand of the signing Officers of the Ship you command of the particular quantity and value of the Goods applied to that Service; and you are to cause Invoices of the Goods so provided by the Purser, to be lodged in the Office of the Commissioners of the Victualling.

And Whereas Complaints have been made that the Captains of His Majesty's Ships have made ill use of this liberty, by trading themselves on the Coast of Africa, and have even transported great Numbers of Negroes in His Majesty's Ships to the West India Islands for public Sale, to the dishonor of His Majesty's Service, the prejudice of the fair Trader, and in breach of act of Parliamt passed in the Eighth Year of King George the first, which prohibits under severe penalties, the Commanders of His Majesty's Ships to receive any Goods or Merchandize on board in order to trade with the same; We do hereby strictly require and enjoin you neither directly or indirectly to concern yourself in any sort of Trade whatsoever, as you will answer the contrary at your Peril; and in order to prevent any evasive excuses whatever hereafter, We do hereby

declare, that if we get any information of any Goods, Slaves or other Merchandize of what kind soever being received on board the Ship you command in the way of Trade, We shall esteem the same to be your own Act, and shall expect you to be accountable for it, in as much as such a Practice cannot possible be carried on without your knowledge and consent.

For the preservation of the health of your Ship's Company whilst you shall be on the Coast of Africa, You are to be careful to observe the following Instructions Vizt

1st – Never to lie 24 Hours in any River except Gambia and Sierra Leon, nor to suffer your Officers or Men to lie on shore or to drink Palm Wine.

2d – You are not to let your Men cut Wood or do any work on shore which the Natives can be hired to do for a small Expence.

3d – When any of your Men are on the recovering hand from Sickness, you are to cause them to be excused from Duty as much as possible, until they are perfectly recovered.

In case of the Death of any of your Officers during such time as you shall not be under the command of a Superior or Senior Officer, You are to appoint such other Persons to act in their room, as by the quality of their employment ought to succeed therein.

And in case of your inability by Sickness or otherwise, to execute these Instructions, you are to be careful to leave them with the next Officer in command to you, who is hereby empowered to carry the same into execution. Given &c the 11th February 1777.

Captn Stott *Minerva* – Spd
By &c PS.

Sandwich.
Palmerston.
H. Palliser.

1. PRO, Admiralty 2/102, 260-68.

PHILIP STEPHENS TO VICE ADMIRAL JOHN AMHERST¹

Sir

[Admiralty Office] 11 Feby 1777

Having communicated to my Lords Commrs of the Admty your Letter of the 7 Inst informing them of the diseased Condition of the Rebel Prisoners on board the *Belleisle* & of most of them being over run with Vermin for want of Cloaths to Shift themselves; I am commanded by their Lordships to signify their direction to you, to cause those that are diseased to be sent on shore to the Hospital, taking care that they are guarded so as to prevent their making their escape, and such of them as are in want of Cloaths or Bedding, to be furnish'd with a Bed, a Jacket & two Shirts or such of those Articles, or any others that may be absolutely necessary for keeping them clean &

wholesome, transmitting an Account of the Particulars issued to them respectively, that orders may be given for the same to be allowed on the Ships Books I am &ca
 Vice Adml Amherst, at Plymouth P S

1. PRO, Admiralty 2/554, 19.

London Chronicle, SATURDAY, FEBRUARY 8 TO TUESDAY, FEBRUARY 11, 1777

[London] Tuesday, Feb. 11.

The following is the substance of the bill to empower his Majesty to secure and detain persons charged with, or suspected of, the crime of high treason, committed in North America, or on the high seas, or the crime of piracy, viz.

Whereas a rebellion and war have been openly and traiterously levied and carried on in certain of his majesty's colonies and plantations in America, and acts of treason and piracy have been committed upon the ships and goods of his Majesty's subjects; and many persons have been seized and taken, who are expressly charged or strongly suspected of such treasons and felonies, and many more such persons may be hereafter so seized and taken:

And whereas such persons have been or may be brought into this kingdom, and into other parts of his Majesty's dominions; and it may be inconvenient in many such cases to proceed forthwith to the trial of such criminals, and at the same time of evil example to suffer them to go at large:

Be it therefore enacted by the king's most excellent majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in the present parliament assembled, and by the authority of the same, that all and every person or persons, who have been, or shall hereafter be seized or taken in the act of high treason, committed in any of the colonies, or on the high seas, or in the act of piracy, or who are, or shall be charged with, or suspected, of the said crimes, and who have been, or shall be committed for the said crimes, or either of them, or for suspicion of them, or either of them, in any part of his majesty's dominions, to the common gaol, or any other place of confinement specially appointed for that purpose by warrant under his majesty's sign manual, by any magistrate having competent authority in that behalf (who is hereby authorised to commit such persons to the place so to be appointed) all and every such person and persons shall and may be thereupon secured and detained in safe custody, without bail or mainprize until the——— and that no judge or justice of peace shall bail or try any such person or persons, without order from his majesty's honourable privy council, signed by——— of the said privy-council, until the said——— any law statute, or usage, to the contrary in any wise notwithstanding.

And be it further enacted by the authority aforesaid, That this act shall continue and be in force, until the said ——— and no longer.

ARTHUR LEE TO THE COMMITTEE OF SECRET CORRESPONDENCE ¹

[Extract]

Nantes Feby 11th 1777

Whatever Orders you have for me, will be forwarded from the Ports of Spain, & I must beg a few blank Commissions for Privateers, as it will be one part of my endeavors, to excite the Merchants in Spain, to cruise against our Enemies.

. . . A large Cargo of Woolens, linen, cordage, & Sail Cloth will be dispatched from hence in three weeks, which, I hope will reach their destination in time.

The Corporation here, have lowered the City duty upon Tobacco brought from America into this port in order to encourage a commerce with us; for which I have thought it my duty to return them thanks.

1. Papers CC (Letters from Arthur Lee, 1776–1780), 83, I, 31–38, NA.

12 Feb.

London Chronicle, TUESDAY, FEBRUARY 11 TO THURSDAY, FEBRUARY 13, 1777

[London] Wednesday, February 12.

At a meeting of the West India merchants, held last week, a state of the captures taken by the Americans was laid before them, when it appeared that they had taken 40,000 hogsheads of sugar, since the commencement of the war, besides a very great quantity of rum, cotton, and other articles.

“EXTRACT OF A LETTER FROM PORTSMOUTH, FEB. 12.” ¹

We hear that some large ships, laden with tobacco and indigo, belonging to the Rebels, are expected from Virginia, bound to some port in France, and that the *Courageux*, of 74 guns, *Augusta* of 64, and *Culloden* of 74, are ordered to cruise in quest of them; the two former are already sailed, and the latter, we hear, will sail in a day or two.

1. *London Chronicle*, February 13 to February 15, 1777.

STIPULATIONS OF CAPTAIN JACQUES BOUX FOR A COMMISSION IN THE
CONTINENTAL NAVY ¹

Duplicate

Observation 1.

Monsieur Boux wishes to give up the comforts of his pension which he is enjoying after thirty years of service only because circumstance seems to call him to a new Glory, Grand as well as new. The establishment of a powerful military navy is what he proposes and for which he will aim and

Undertake all that is honorable to succeed, scorning all Grief and Hardships which are inseparable. Glory compensates for everything and is its reward.

2.

Mr Boux, Being a military man, he no longer wishes to cease being one; he requests upon this date to become an officer of the highest Rank in the navy of the United States of Western America, for he no longer wishes to command fleets or squadrons of this navy although he may become a legislator or minister.

3.

Mr Boux consents wholeheartedly to travel everywhere, wherever there is need for the construction of Warships of the United States of America, as well as for any honorable mission.

4.

Mr Boux requests that they obtain the king's agreement that he might depart from his country and to go to serve in America. Upon that the pension which he has been receiving is to be withdrawn.

5.

Mr Boux requests that he not be required to have the officers maintained aboard the Vessel that he might command, wishing to dine Alone.

6.

Mr Boux requests that he be allowed to name the captain or captains, of the Ships which he will have Built, as well as the first two officers of each one.

[Observation in the handwriting of Silas Deane]

We reserve to ourselves the Nomination of the Captain and Officers of one of the Ships, leaving the other to Mr Boux

7.

Mr Boux requests for His nephew a Lieutenant's Commission in the navy of the united States of Western America (to be Dated the Day upon which he will leave the navy of the king of france), with the appointment approved by Congress.

8.

That the travel expenses of this Young officer as well as those of His Sojourn in holland to supervise the construction work, or other will be paid accordingly.

At Paris, Feb. 12. 1777. The above Articles are agreed to by us, and we shall give M Boux a Commission when he sails from Europe, appointing him a Commodore in the Service of the United States of America, with the Pay belonging to that Rank; and we agree that the Pay commence from the Day of his Setting out from Paris in the Service of the said States

Agreement wt Boux²

B Franklin
Silas Deane

1. Benjamin Franklin Collection, YUL.

2. Captain Boux was given permission to go abroad for four years, but there is no indication that he actually came to the United States.

LORD STORMONT TO LORD WEYMOUTH ¹

Separate and
Secret No 28
My Lord

Paris the 12th feby 1777

I am secretly informed, that Mr Deane is going to Spain, by Mr D'Aranda's advice, and Mr Lee to Holland. Another Informer tells me, that Deane goes to Holland, and Lee to Spain. It is certain, that the Rebels are sending Agents to both those Countries, and if I am not greatly misinformed, they have already made agreements, with several individuals in Holland, for that sort of Assistance, which they have but too frequently received from this Country, and still continue to receive. I do not know particulars, but am Assured from pretty good Authority that the Rebels do draw Arms, and Ammunition, from Holland, and that too in large Quantities.

Mr [David] Allen, who during his Stay At Nantes, has given me every intelligence in his Power, informs me, that the American Frigate, the *Reprisal*, is Cruizing between Belisle and Nantes; He likewise informs me, that a Vessel is preparing to Sail for North America, Laden with Arms, and Ammunition; in order to conceal them, Bulkheads have been made fore and Aft, and Salt Stowed in the main-hatchway.

The Strong partiality of this Country to the Rebels, the thirst of Gain, and the intrigues of those, who wish to kindle a flame, would produce Attempts of this kind, even if the french Ministers sincerely endeavoured to check them. (How little that has been the Case hitherto, I need not say.) We shall I am confident, take the only effectual way to prevent these succours, by being very watchful to intercept them, off the coast of North America. Whatever french Ships are so intercepted, this Court, I am persuaded, will never Attempt to claim.

I am with the greatest Truth, and Respect, My Lord [&c.]

Stormont.

1. PRO, State Papers, 78/301, 220-21.

13 Feb.

PHILIP STEPHENS TO THE COMMISSIONERS FOR SICK AND HURT SEAMEN ¹

Gentn

[Admiralty Office] 13 Feby 1777

Vice Adml Amherst having represented to my Lords Commrs of the Admty that many of the Rebel Prisoners who are now on board the *Belleisle* at Plymouth, are diseased and their Lordships having directed him to cause such of them as are under that description to be sent ashore to the Hospital, taking care that they are guarded so as to prevent their making their escape; I am commanded by their Lordships to acquaint you therewith and to signify their direction to you to cause them to be received into the said Hospital, & proper means used for their recovery, that care be taken that they do not make their Escape from thence; and that when cured they be

disposed of as Vice Admiral Amherst shall direct. I am &ca P S
Commissrs for Sick & Hurt –

1. PRO, Admiralty 2/554, 33.

London Chronicle, TUESDAY, FEBRUARY 11 TO THURSDAY, FEBRUARY 13, 1777

[London] Thursday, Feb. 13.

All the ports which his Majesty's forces are in possession of in America, are to be provided with booms and chains across the mouths of the harbours, which are to be hove tight every night to prevent any vessels coming in or out without knowledge of the commandant.

JOURNAL OF CHARLES HERBERT ¹

[H.M.S. *Torbay*, in Hamoze]

[1777. February] 11. We hear that General Lee is taken. I had to-day a handful of bread given to me by a woman, which I *joyfully* received.

12. We are informed that Parliament has passed an act that all Americans taken in arms against the King, shall be deemed rebels; and those taken in armed vessels, upon the high seas, as pirates.

13. Our company is in a very poor state of health. Last night I sat up with one at the point of death. We were removed to-day from the *Torbay*, after being on board six days, and carried on board the *Burford*, a ship of *seventy-four* guns. Thanks be to God for this removal, for here we have more room and there are but few men belonging to the ship besides the officers.

1. Herbert, *A Relic of the Revolution*, 23, 24.

JOURNAL OF SAMUEL CUTLER ¹

[On board H.M.S. *Burford*, off Plymouth]

Feb. 13, 1777. Third remove from the *Torbay* – after being on board her 6 days – to the *Burford* of 70 guns, George Bowyer, Esq, commander, a man of humanity, tenderness and compassion, which we have all experienced. When he found what a situation Fitzherbet² left us in, he expressed himself surprised, and told us he would do all in his power to make our situation as comfortable as possible, and give us all the indulgence he could, consistent with his duty. Capt Bowyer has taken our necessitous condition so much into consideration as to order all that are destitute of beds, bedding, clothes, &c, to a considerable amount, which we have reason to believe, by his own acknowledgment, is at his own expense. For which favor we are very thankful. Such humane behaviour demands our grateful acknowledgments.

1. "Cutler's Journal," *New-England Historical and Genealogical Register*, XXXII, 43.

2. Captain Thomas Fitzherbert, commander of H.M.S. *Raisonable*, who had captured Massachusetts privateer brig *Dalton*. See Volume 7.

JONATHAN WILLIAMS, JR. TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

[Extract]

Gentlemen

Nantes Feb. 13. 1777. –

Upon examination of the *Concord*, her Inventory was found very deficient, – those things which we thought would be a diminution of her price of at least 5000 Livres were not in her. It seems the owner has lately fitted out a large Ship for the Coast of Guinea and has taken from one to supply the other. This determined Mr Peltier to purchase the *Count de Vergennes* which is of the same size and age, the difference between them is, that this Ship is not so sharp as the other, and will require some addition to her Riggins &c; but she is more burdensome, & cost 10,000 Livres less money. –

No Time shall be lost in dispatching her which I expect to complete in 3 Weeks from this Date. I mention this that the Charts & Dispatches may arrive in time

1. Franklin Papers, vol. 37, 53, APS.

14 Feb.

LORD WEYMOUTH TO LORD GRANTHAM ¹

[Extract]

No 3.

St James's 14th Feby 1777.

Information has been received that a Mr Lee who is employed as an Agent for the Colonies in rebellion has set out for Spain. If he should come to Madrid, Your Excellency will pay such attention to his motions and applications as may be consistent with your situation. It has also been represented that a Mr Diggs [Thomas Digges] who is likewise an Agent from the American Congress has sent on board several Spanish Vessels to Bilbao, sundry Casks under the appearance of Nails which cover a large number of Musquet Locks, from thence it is proposed to send them to America. Your Excellency will endeavour to find out whether this information is founded, and take such measures as may be proper to frustrate the Design.

1. PRO, State Papers, 94/203.

LORD WEYMOUTH TO LORD STORMONT ¹

[Extract]

No 11

My Lord

St James's 14th Feby 1777

The conversation Your Excy had with M. de Maurepas and the proper observations You made on the part they are now acting were extremely proper and may have some good effect. The great care the french Ministers take that the succours the American Rebels receive from France shall bear every appearance of being sent by private persons makes it inexpedient to remonstrate publickly on the subject, but Your Excellency very prudently represents to them the duplicity of their Conduct in such a manner as shews

them We are not ignorant of the unfriendly part they are taking, which is more disgraceful to their Honour than injurious to our Interest.

1. PRO, State Papers, 78/301, 229-30.

PHILIP STEPHENS TO VICE ADMIRAL JOHN AMHERST, PLYMOUTH ¹

[Extract]

Sir

[Admiralty Office] 14 Feby 1777

I have communicated to my Lords Commrs of the Admty your Letter of the 11th inst informing them that the *Somerset* has been dock'd & the *Raisnable* taken into Dock in her room; that upon the *Torbay's* being order'd to Sea you have caused the Rebel Prisoners² to be removed to the *Burford*; that the Seven Prisoners on board the *Experiment*, who belonged to an American Vessel³ taken by her on her Passage from Rhode Island, will be kept in safe Custody on board her 'til you receive their Lordships pleasure respecting them . . .

1. PRO, Admiralty 2/554, 47-48.

2. Crew of the Massachusetts privateer brig *Dalton*.

3. Brig *Hannah*.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN WILLIAM GARNIER, R.N. ¹

By &c

Whereas we intend that His Majesty's Ship under your command together with the *Cygnat* Sloop, now on her passage to Cork, shall convoy the Trade bound from thence to the West India Islands; You are hereby required and directed to take the said Sloop under your command (her Commander being directed to obey your Orders) and so soon as the Wind shall be fair after the 20th Instant if the *Cygnat* shall have joined you, and if not, as soon afterwards as she does, make enquiry for and take under your Convoy all such Trade bound to the West Indies as may be there, and ready to sail, and putting to Sea make the best of your way, consistent with their Security towards the Places of their destination; And having seen to Barbadoes such part of the said Trade as may be bound to that and the Neighbouring Islands safe into Carlisle Bay, You are, in case you should not find Vice Admiral Young or any part of his Squadron there, to leave the *Cygnat* Sloop in that Bay with Orders to her Captain to take under Convoy such Ships as are bound to the Neighbouring Islands, and having seen them in safety thither, to make the best of his Way to join Vice Admiral Young, wherever he may learn he is; But in case you find Vice Admiral Young or any of his Squadron in Carlisle Bay you are to leave the Trade bound to the Islands in that Neighbourhood to his, or their Care and take the *Cygnat* with you as far as Antigua; leaving her there under Orders to join Vice Admiral Young as above directed.

You are then to proceed to the Island of St Christopher's, where you are to leave the Trade bound to that Island, and then proceed with the re-

mainder of your Convoy to Port Royal in the Island of Jamaica (where on your arrival you are to put yourself under the Command of Vice Admiral Gayton and follow his Orders for your further proceedings.

And Whereas the West India Merchants of London did at a General Meeting on the 1st October last resolve that they would discourage the further employment of any Persons who having the Conduct of Vessels shall separate from their respective Convoys or otherwise wilfully disobey the Orders received from the Commanders thereof, We send you herewith a Copy of the said resolution, and require and direct you to take all possible care on your part, not to separate from the Ships and Vessels which shall put themselves under your Convoy, and to give such orders and Instructions to their Masters as you conceive may be most likely to prevent their separating from you, and in case any of them do lose Company with you or disobey your orders, You are to transmit to our Secretary a List of their Names with the Circumstances attending such separation or disobedience, that the Merchants may have full information thereof.

It being of great consequence to His Majesty's trading Subjects that the Ships which proceed under your Protection should be conveyed safely to the Ports to which they are respectively destined you are to be particularly careful for their Safety, keeping them together by every means in your power, and on no Account to leave them upon pretence of their not sailing fast enough to keep Company, as we expect that in the course of your passage you accommodate your progress to the worst sailing Ship that may be under your care. Given &c the 14th February 1777.

Captn Garnier, *Southampton*, Cork.

By &c

PS.

Sandwich.

Palmerston.

Lisburne.

1. PRO, Admiralty 2/102, 275-78.

GEORGE STANCOMBE TO GEORGE SIBLEY¹

(Copy

Sir.

Port Lorient [Lorient] Feby 14. 1777

I have made so bold to send you these few lines to acquaint you with our misfortune of being taken by an American on the first day of February, called the *Reprisal* of 16 Guns and 135 Men, Commanded by one Weeks [Lambert Wickes], and was sent here to this port where we have got Subsistence to carry us to St Malo and the English Broker tells me that you may recover the Vessel & Cargo by sending to the English Ambassador at Paris. I have sent this Letter to you because our Captain is not arrived as yet for he was Carried on board the Privateer with 3 of the People, & I with the other 3 People was left on board & brought here and turn'd about our Business so I think myself in duty bound to acquaint you with the misfortune, as a Letter will Come to London two days before it will to Poole, so I thought

proper to acquaint you as being the highest Merchant. The Brokers Name is Praud at L'Orient, so I beg leave to Conclude and remain [&c.]

Geo: Stancombe

Once Mate of the *Poly & Nancy*

I shall be glad to receive a Letter from You at Saint Malo's to be left to the Commissarys, to know how to come to Poole without being Imprest – We was taken in the Latd 47D. .31M & Longd 8D. .48M by my reckoning – [Endorsed] address'd to Mr Geo Sibley No 24 Little Trinity Lane London

1. PRO, State Papers, 78/301, 304.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

Gentlemen

Port Lewis [Port-Louis] Feby 14th 1777 –

This will inform you of my Safe arrival after a tolerable Successfull Cruize, having Captured 3 Sail of Brigs one Snow & One Ship, the Snow is a Falmouth Packet bound from thence to Lisbon she is Mounted with 16 Guns and had Near 50 Men on board She Engaged Near an hour before she struck I had one Man killed My first Leiut had his left Arm shot off[f] above the Elbow² & the Leiut of Marines had a Musquet Ball lodged in his Wrist.³ They had Several Men wounded but none killed, I am in great hopes that both my Wounded Officers will do well, as there is No Unfavourable Simptoms at present; Three of our Prizes is Arrived & I expect the other two in to Morrow, As I am informed that there has been two American Private Ships Warr, lately taken and Carried into England, I think it would be a good oppertunity to Negotiate and Exchange Prisoners if it Could be done, but Submit to your better Judgments to Act as you think proper I Should be very Glad to hear from you as Soon as possible & Should be Much obliged if you would point out Some line or Mode for me to proceed by in Disposing of Prisoners & prizes As Nothing will be done before I Receive your Answer to this. I hope you'll excuse my being more particular at Present, from Gentlemen Your [&c.]

Lamb^t Wickes

A List of the Vessels & Cargoes taken Vizt

- No. 1, A Brig from Pool, bound to Cadiz, with a Cargo of Cod Fish –
- 2, A Brig with Wheat & Flour from Dublin bound to Lisbon –
- 3, A Brig from Sheetland wth Barley bound Cadiz
- 4, *Swallow* packet bound from falmouth to Lisbon in Ballast
- 5 A Ship from Bordeaux bound to London-Derry with Brandy, Claret & Hoops.

Three of those are Arrived and the Other two are not farr Off
L.W.

1. Franklin Papers, vol. 5, pt. 1, 62, APS.

2. Robert Harris.

3. John Elliott.

JOHN LLOYD TO RALPH IZARD¹

[Extract]

Nantes, February 14. 1777

. . . A large ship, last week, arrived at L'Orient, in six weeks from Charleston, bound to this Port; she has on board five hundred barrels of Rice – and upwards of sixty thousand pounds of Indigo; the Cargo (except fourteen thousand pounds of the Indigo, which is on private Account,) belongs to the State, and as it comes to a good market – it will produce a great profit, and neat at least Eighteen Thousand Pounds Sterling. . . .

1. Anne Izard Deas, ed., *Correspondence of Mr. Ralph Izard of South Carolina, from the year 1774 to 1804 with a Short Memoir* (New York, 1844), 241–49. Hereafter cited as Deas, ed., *Correspondence of Ralph Izard*.

15 Feb.

PHILIP STEPHENS TO VICE ADMIRAL JAMES YOUNG¹

Sir

[Admiralty Office] 15 Feby [1777]

Mr Pennant one of the Members for Liverpool having laid before my Lords Commrs of the Admty Extract of a Letter which he has receiv'd from the Chamber of Commerce at Liverpool desiring him to apply to their Lordships for some Protection for their Homeward bound Trade from Tortola, and that a Sloop of War may be appointed to attend their Ships til they can join the Fleet off Anguilla; I am commanded by their Lordships to recommend it to you to comply with the said request if you can consistently with the other services under your Care I am &ca

P S

Vice Adl Young at Antigua By the *Aeolus*, at Portsmouth
Duplicate By the *Southampton* at Cork –

1. PRO, Admiralty 2/554, 48.

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL JAMES YOUNG¹

Copy

By the Commissrs for executing
the Office of Ld High Adml &c.

In pursuance of His Majts pleasure signified to Us by the Earl of Suffolk, one of His Majestys Principal Secretaries of State, in his Letter of this days date, You are hereby required and directed to station proper Cruizers off the Harbour of St Eustatia, and to direct their Commanders to search all Dutch Ships and Vessels going into or coming out of the said Harbour, and to send such of them as shall be found to have any Arms, Ammunition, Cloathing, or Materials for Cloathing on board, into some of His Majts Ports within the Limits of Your Command, to be detained there until farther Order. Given under our Hands the 15 Feby 1777

Sandwich Palmerston H. Palliser

To James Young Esqr Vice Adml of the Red & Comdr in Chief of His Majs
Ships & Vessels at the Leeward Islands
By Command of their Lordps P. Stephens

1. PRO, State Papers, 84/555.

London Chronicle, THURSDAY, FEBRUARY 13 TO SATURDAY, FEBRUARY 15, 1777

[London] Saturday, Feb. 15.

The *Experiment* man of war has carried into Plymouth an American brig, which she took near Rhode-island, bound from St. Martin's to Philadelphia.¹

The *Experiment* man of war arrived from Rhode-island, was a new ship when she sailed from England to America; she is built on a new plan, for though a 50 gun ship, she is just like a frigate, having no Roundhouse on the quarter-deck, and being to prove the utility of the scheme, was called the *Experiment*.

Postscript.

Capt. Wright, of the *Success*, arrived at Barcelona from Portsmouth, on the 16th December sailed from Falmouth under convoy of the *Worcester* man of war; on the 18th ditto parted company in a hard gale; on the 23d ditto fell in with an American private[e]r mounting 14 guns on one deck, who brought her too, and ordered the Captain to keep under their lee till the sea would admit of their boarding her; in the evening the weather came thick, with squalls and rain. Capt. Wright embraced this opportunity of escaping, which he effected by altering his course. On the 25th of December he saw the same privateer with a large ship, a brig, and a schooner, in company; but by again altering his course, was fortunate enough to escape.

1. *Hannah* with a cargo of salt, *London Chronicle*, March 1 to March 4, 1777.

16 Feb. (Sunday)

LORD STORMONT TO LORD WEYMOUTH¹

[Extract]

No 30

My Lord

Paris 16th feby 1777

I take the first opportunity of letting Your Lordship know, that I have very good Reason to believe, that Mr Lee, one of the Rebel Emmissaries here, has succeeded in making an Agreement with the Farmers General, and that it is actually Signed. By this Agreement, (which to avoid the appearance of treating with the Rebels, or their Agents, is made with a Monsieur Boileau, Huissier du Parlement, who is a mere prete Nom) the Farmers General engage, to take Six hundred thousand Quintals of MaryLand, and Virginia Tobacco at thirty two Livres the Quintal, delivered to them in France. Your Lordship Sees, that the whole Amount of the Six hundred thousand Quintals, is more than Nineteen Millions of Livres, which is to be paid as the Tobacco arrives. . . . It would ill become me My Lord, in writing

to your Lordship, to dwell upon the obvious importance, of frustrating this Agreement, and depriving the Rebels of this Supply, which I hope will be done, by our Cruizers intercepting the American Ships, that are to bring this Tobacco to France, and still more effectually, by an expedition against MaryLand, and Virginia. . . .

1. PRO, State Papers, 78/301, 237-38.

17 Feb.

“EXTRACT OF A LETTER FROM BORROWSTOUNESS, FEB. 17.”¹

Last Night arrived here John Grindlay, Mate of the *Isabella* of this Place, which was taken the 15th of October last, off the Coast of Portland, on her Passage to Minorca, by an American armed Schooner.² Mr Grindlay and one of the Crew were left in the Ship, and ten Men were put on board from the Schooner; they carried the *Isabella* into Marblehead, it being impossible for these two to rescue her. Mr. Grindlay left Marblehead on the first of December, having with much Difficulty obtained Leave to come home, by Way of Bilboa, in an American Brig loaded with Fish. When he was at Marblehead, the Ship that took the *Isabella* arrived with some more Prizes. There were a great many Prizateers fitting out at Marblehead, and the neighbouring Ports of Salem, Beverley, &c. mounting from 14 to 24 Guns, which would be all out early in the Spring.

1. *Public Advertiser*, London, February 27, 1777.

2. Brig *Isabella* was taken by the Massachusetts privateer schooner *True Blue*, Captain William Coles, *Independent Chronicle*, Boston, November 28, 1776. See also Volume 7, 493.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN RICHARD COTTON, R.N.¹

By &c

Whereas application hath been made to Us that the Ships named on the other side hereof, bound from the Port of London to the River Senegal with very valuable Cargoes, (part of which Ships are now supposed to be at, and the remainder on their way to Spithead) may proceed under your convoy, You are hereby required and directed to make enquiry for the said Ships, and taking them, or such of them as may be arrived at Spithead, when the wind shall have been fair to bring the Trade from the Downes for 24 hours after the 20th instant, under your convoy, put to Sea without a moments loss of time, and proceeding to the Coast of Africa in pursuance of our Instructions of the 11th Instant, see the said Ships and such others as you may have under your convoy in safety as far as your way and theirs may be together. Given &c the 17th February 1777.

Capt'n Cotton, *Pallas*, Spithead.

By &c

PS

Sandwich.

J Buller.

H. Palliser.

Ships Names.

Spence

Philip

Masters Names.

O'Hara.

Hicks.

<i>Black Prince</i>	Wallace.
<i>Polly</i>	Hinghorne.
<i>Two Sisters</i>	Smith.
<i>Polly</i>	Cornwall.
<i>Juilliott</i>	Calvert.

1. PRO, Admiralty 2/102, 280-81.

Public Advertiser, MONDAY, FEBRUARY 17, 1777

London [February 17].

On Saturday Evening a Messenger arrived at Lord Viscount Weymouth's Office from Lord Viscount Stormont, his Majesty's Ambassador at the French Court, with an Account of Three capital Ships having sailed from Toulon, the Day before the Messenger was dispatched to England, laden with Arms, Gunpowder, and Cloathing for the American Rebels, under Pretence of being bound to the French Settlements in the West Indies. The said Dispatches were laid before his Majesty Yesterday.

A Letter just received from Bermudas informs us, that, in the Beginning of November, his Majesty's Frigate *Galatea*, Captain [Thomas] Jordan, took and carried into Bermudas a large Schooner from Bourdeaux to Philadelphia; she had on board 1050 Stand of Arms, 10 Tons of Gunpowder, 29 Tons of Lead, 2 Barrels of Oil, and about 2000 l. worth of Canvas, Silks, Wine, and Brandy.¹ The Goods, except the Arms and Ammunition, were sold at vendue.

1. Schooner *William*. See Volume 6, 1369.

18 Feb.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN WILLIAM CORNWALLIS, R.N.¹

By the Commissioners for Executing the Office of Lord High Admiral of Great Britain and Ireland, &c Whereas Mr. *Robert Faulkner* has been Educated in the Royal Academy at *Portsmouth*, and is well qualified to serve His Majesty at Sea, you are hereby required and directed to receive him on Board His Majesty's *Ship* under your Command, and enter him as one of her Complement.

You are to take Care that he applies himself to the Duty of a Seaman; and he is to have the Privilege of walking the Quarter-Deck: You are to allot him a proper Place to lye in, without setting up any Cabbin; and you are to rate him Voluntier by Order, which will intitle him to Able Seaman's Pay.

You are to oblige him to keep a Journal, and to draw the Appearance of Head-lands, Coasts, Bays, Sands, Rocks, and such like; and you are to take Care, that the Master, Boatswain, and School-master, do instruct him in all Parts of Learning, that may qualify him to do the Duty of an Able Seaman and Midshipman.

After two Year's Service at Sea, you are to rate him Midshipman Ordinary, or Midshipman, if he shall be qualified for it.

When your Ship shall be at *Spithead*, or in *Portsmouth* Harbour, you are to direct him to attend the Mathematical Master, in order to his examining his Journals, and representing to Us how he has improved himself.

And, at the End of the Service in the Ship under your Command, you are to give him such a Certificate of his Sobriety, Diligence, and Skill in the Profession of a Seaman, as he shall deserve; as also, of the Length of Time he has served with you, either as a Voluntier by Order; or a Midshipman.

Given under Our Hands the 18th Day of February 1777 –

To *The Honble* Capt. *Cornwallis*

Commander of His

Majesty's *Ship*

the *Isis* *Portsmouth*

By Command of their Lordships,

Phⁿ Stephens

Sandwich.

J Buller.

H Palliser.

1. Cornwallis Papers, II, NMM. This is a printed form. Filled-in words are here italicized.

JOURNAL OF CHARLES HERBERT ¹

[H. M. S. *Burford*, in *Hamoze*]

[1777. February] 17. Very stormy. To-day we had delivered to us, by the purser of the ship, bedding and clothes. I received a shirt, and bedding, consisting of a *flock bed and pillows*, a *rug*, and *blankets*. Some, who were almost naked, had nearly a whole suit given them. When they gave us the shirts, they told us to take off our old ones and throw them overboard, "lice and all."

18. Those of us who did not receive clothes yesterday, have received them to-day, and those who did not receive beds, are to receive them in a few days. Our beds are a great comfort to our sore bodies, after laying fifty-five nights without any – all the time since we were taken – sometimes upon hard cables, sometimes upon boards laid over the cables, and at other times on a wet deck, with nothing to cover us but the clothes on our backs. Now we have good bedding for our comfort, thanks be to God! *and a good friend*; for we are told that the captain of the ship, whose name is Boyer,² gave us these clothes and beds, out of his own pocket.

1. Herbert, *A Relic of the Revolution*, 25.

2. Captain George Bowyer, R.N.

19 Feb.

BEAUMARCHAIS TO SILAS DEANE ¹

[Extract]

Paris the 19 February, 1777

All the Examinations, inquisitions and surveys of arms and Merchandise, Sir, have doubtless an object of great usefulness, since they have been thought necessary. They have at least Served to refute all the base Suspicions which have been feigned as to the excellence of the articles

furnished; that is to say in good French, as to the honesty of Mr Hortalez. But was all this worth the time that it has cost us? . . .

Le Mercure and *la Seine* have sailed, one from Havre and the other from Nantes, at a season when they may make directly for the Continent . . . I would not like to expose immense riches, such as the cargo of *la Thérèse*, by sending it directly to the continent. *L'Amelie* and *la Thérèse* will go therefore with your approval to St Domingo I send in the *l'Amelie* Mr Carabasse, my correspondent at the Cape² with instructions to get there before the arrival of *la Thérèse*, and to buy three or four Bermudian vessels, for the voyage between the Cape and the Continent, to ferry my cargoes, divided into portions, and vice versa, with my several cargoes and their returns, delivering them to the Commissioners of Congress, until Congress itself shall send armed vessels to the Cape to empty the store houses, which shall take care to keep always filled, provided that suitable returns be promptly made.

1. Silas Deane Papers, ConnHS.
2. Cape François.

LORD STORMONT TO LORD WEYMOUTH¹

No 34

My Lord

Paris the 19 feby 1777

My Last Letters from Nantes say, that an American Vessel, called the *Success*, James Anderson Master, Burthen about two hundred Tons, Laden with salt and Arms, is on the point of Sailing from thence, for North America. Another American Ship called the *Elisabeth and Mary*, Capt. [Peter] Young Master, about 300 Tons Burthen, and Likewise Laden with salt and Arms, is also preparing to sail. It is supposed, that they are both bound to Philadelphia. Messieurs Pennet, and Rumsey, two American Agents, have been employed in fitting out these Vessels, which take in the Arms they are to carry at Corrine, Nine Miles below Nantes. This Intelligence, My Lord, comes to me from M David Allen, who seems very desirous, that I should make favourable mention of him, I have no personal Knowledge of this Gentleman, but must do him the Justice to say, that during his stay at Nantes, He has shewn himself desirous, of giving every information in his Power.

I am with the greatest Truth, and Respect, My Lord [&c.]

Stormont.

1. PRO, State Papers, 78/301, 253.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE¹

Gentlemen

L Orient Feby 19th 1777

I Wrot you Last post Informing you of the Sucksess of my Last Cruize & take this Opertunity To Inform you of the Safe Arrival of All my Prizes I am in Great hopes youl be Able to Obtain Leav for me to heav Down and Repair my Ship at this port As that Will be Absolutely Nessessary prior To

my Departure from this as I Recd a Shott in Bottom when the *Swallo*[w] engaged me. When I Arrivd At this port the Captns of the Different prizes Applyd to me for Leav to Go on shore Which I Granted on thier promising me that they Would not Write to England or Else Where With out my permishon they further promised Not to Go Away or Do Anything Disagreeable With out my Consent Not Withstanding thier Giving me Thier joint Words and Honour that they Would Comply With those Requests I find that they have at the Request of Mr Perrit a merchant of this place Waited on the Intendant To Know by What Authority they Was Detained as Prisoners in this port I am further Informd that they Intend Going to the Admeralty Officer at Vans to protest a Gainst Me And Demand the Restitution of thier Respecktive Ships & Cargoes I hope you'l take Such steps As to Prevent any Bad Consequences Ariseing from those proceedings I Am very Sorry to See that thos Gentlemen are So Abandoned To Al Sence of Honour as I Am Well Assured it Can proceed from No Bad treatment that they Recd from me as they have All Publickly Acknowledged that It Was Impossible They Could have bin better treated If they had bin taken by Thier Own brothers as I have made them a present of their Own private Adventures those belonging to the Packet Are very Considerable they Amount to Near £700 Sterln first Cost Mr Perrit has bin very Activ in Doing me Every prejudice in his power I should Esteam it as a very Great favour If it is in your Power to Reward him According to his Deserts I Immagine the Consequence of thier Waiting on the Intendant Will be an Order for the Enlargement of the prisoners but hope you have had Suffisient time for the Negotiateing an Exchange if it Could be Done I Am to See the Intendant this Evening When I Shal Know his Determination & If Desired to Discharge the prisoners Shall Readyly Comply With his Request at the Same time I Shal Request that He Will order them to St Mallo Immediately After They are Released which I make no Doubt but he will Comply with there is Several persons now treating With me about purchaseing the Vessails and Cargoes I am In hopes to Get Soon Clear of them on tolerable Good Terms my Wounded Officers are in A good Way of Doing very Well from Gentlemen your [&c.]

Lamb^t Wickes

1. Franklin Papers, vol. 5, pt. 1, 64, APS.

JONATHAN WILLIAMS, JR. TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

Gentlemen

Nantes Feb. 19. 1777.

I went to Painbeuf on Sunday and returned hither last Evening. Mr Peltier and myself went on board the *Count de Vergennes* and gave the necessary Directions. As I consider Dispatch of the utmost Consequence, I desired that as many Workmen as could be procured should be immediately employed, these are at present Scarce but as a little more expence is no object in comparison to expedition, to insure a sufficient number it is concluded to give each one a little Gratification. I am fearfull that we shall not come

within the 3 weeks I mentioned but you may depend that not a moments time shall be lost. While the Ship is preparing we shall be providing the Cargo and I intend to have the most Bulky Bales repacked but in all this I shall govern myself by my Time to which I apprehend every other Consideration should give place. I beg leave to suggest whether it would not be an additional precaution worth observing to have liberty in the Clearances to touch at St pierre de michelon and some part of the Cargo to be aparently destined for that place, this will insure safe Conduct as far as Newfoundland and give the Captain more opportunities of getting into some part of the Massachusetts, and at the same time be a good excuse for his being so far to the Northward in case of Examination. This I humbly submit & shall not presume to add it to your directions without leave.

I have the pleasure to confirm the acct of Capt Weeks having sent in a prize laden with Codfish from Poole for Spain into L'orient, and to inform you further that he has brought in 4 more, two from England & Ireland for Cadiz, one with Barly the other with Flour, one from Bourdeaux for England with Wine and Brandy, and the Packet from Falmouth for Lisbon; this last mounts 16 Guns and engaged Capt Weeks $\frac{3}{4}$ of an hour – Weeks I am told behaved heroically, he was the first man who boarded, and sword in hand obliged the English Capt to strike; he had only one man kill'd, the first Lieut lost an arm, & the Lieut of marines has a musquet Ball in his wrist, but both are likely to do well. The Packet had many wounded but none killed, she had 50 men on board. It is said that Weeks has sailed again on another Cruise but of this I am not certain. Mr [Thomas] Morris is going off directly for L'orient and no doubt has given you the necessary Information. I understand that the Ships cannot be disposed of in French Ports, although the Cargoes may, in this Case it would be happy if you had a sufficiency of Sailors to send them immediately to America, especially the Packet which seems to be very oppertune for your purpose. I shall give you every information that comes to my knowledge, but as the Business does not come in my way I only know what passes in common with every indifferent person, so can't say what steps are intended, for every thing of this kind I must refer you to Messrs Morris &c &c –

I recvd Mr Deanes favour of the 12th and shall follow his Directions, but I apprehend it will not turn out adviseable to have anything to do with those arms, I have seen some of them before & did not think them worth having, however, I will have them examined very particularly, and if any of them are capable of being fitted and will stand a proof, I will report accordingly; but unless every individual Fuzil is tried & answers proof, they certainly would not be worth accepting even as a Gift. –

I have the Honor to be with great Respect Gentn [&c.]

J Williams Jr

20 Feb.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN RICHARD COTTON,
H.M.S. *Pallas*, SPITHEAD ¹

[Extract]

By &c

Whereas Captn Cornwallis late Commander of His Majesty's Ship *Pallas*, at present under your command, did by his Letter of the 30th of January 1776 from Sierra Leon on the Coast of Africa, represent to Us, that having received information there, that several American Vessels belonging to the Rebellious Colonies had got up the different Rivers upon that part of the Coast, and were hiding themselves there until he should be gone, when it was expected they would come out and probably get supplied with Powder and Ammunition from the European Vessels, he had judged it necessary, as the *Pallas*, could not go up those Rivers after the said American Vessels, to take into His Majesty's Service, a small Vessel for that purpose, and to guard that part of the Coast; and accordingly had hired a sloop called the *St John* belonging to the Proprietors of Bance Island; appointed Lieutenant Agnew to command her; established her with a complement of Thirty Men fifteen of whom he had discharged into her from the *Pallas*, leaving the remainder to be completed from the Merchant Ships on the Coast and the men who belonged to her before, and left her under Orders to keep constantly cruising for the abovementioned purposes² . . .

. . . Given &c the 20th February 1777.

1. PRO, Admiralty 2/102, 289-95.

2. The Portuguese seized *St. John* believing her to be American. Portuguese authorities later agreed to release her, and the remainder of this long letter details the steps Captain Cotton is to take to effect the sloop's release.

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL JOHN MONTAGU ¹

By &c

Whereas we intend that His Majesty's Ships and Vessels named in the List hereunto annex'd (together with the *Surprize* already gone to Newfoundland, and the Sloops and armed Vessels which you left there last Year) shall be employed under your command in protecting the Fisheries of His Majesty's Subjects at, and about that Island, during the present Year, and have directed their Commanders to follow your Orders for their further Proceedings; You are hereby required and directed to take the said Ships and Vessels under your Command accordingly and employ them in such manner as you shall judge most proper for the protection of the beforementioned Fisheries, agreeable to the Instructions you have already received, and such others as you may receive from Us, for that purpose. Given &c the 20th February 1777.

Sandwich. J Buller. Lisburne.

To John Montagu Esqr
 Vice Admiral of the White, and Commander
 in Chief of His Majesty's Ships and Vessels, employed,
 and to be employed, at, and about the Island of
 Newfoundland, the Islands of Madelaine and
 Anticosti; and upon the Coast of Labrador, from
 the River St John, to the Entrance of Hudson's Straits.

in Town. By &c PS.

Rate.	Ships.	Commanders.	At what Place
4.	<i>Romney</i>	Capt [George] Montagu	Portsmouth.
6.	<i>Fox</i>	[Patrick] Fotheringham.	Woolwich.
.	<i>Squirrel</i>	[Stair] Douglas	Portsmouth.
Slo:	<i>Pegasus</i>	[Hamilton] Gore	Chatham.

1. PRO, Admiralty 2/102, 298-99.

London Chronicle, TUESDAY, FEBRUARY 18 TO THURSDAY, FEBRUARY 20, 1777

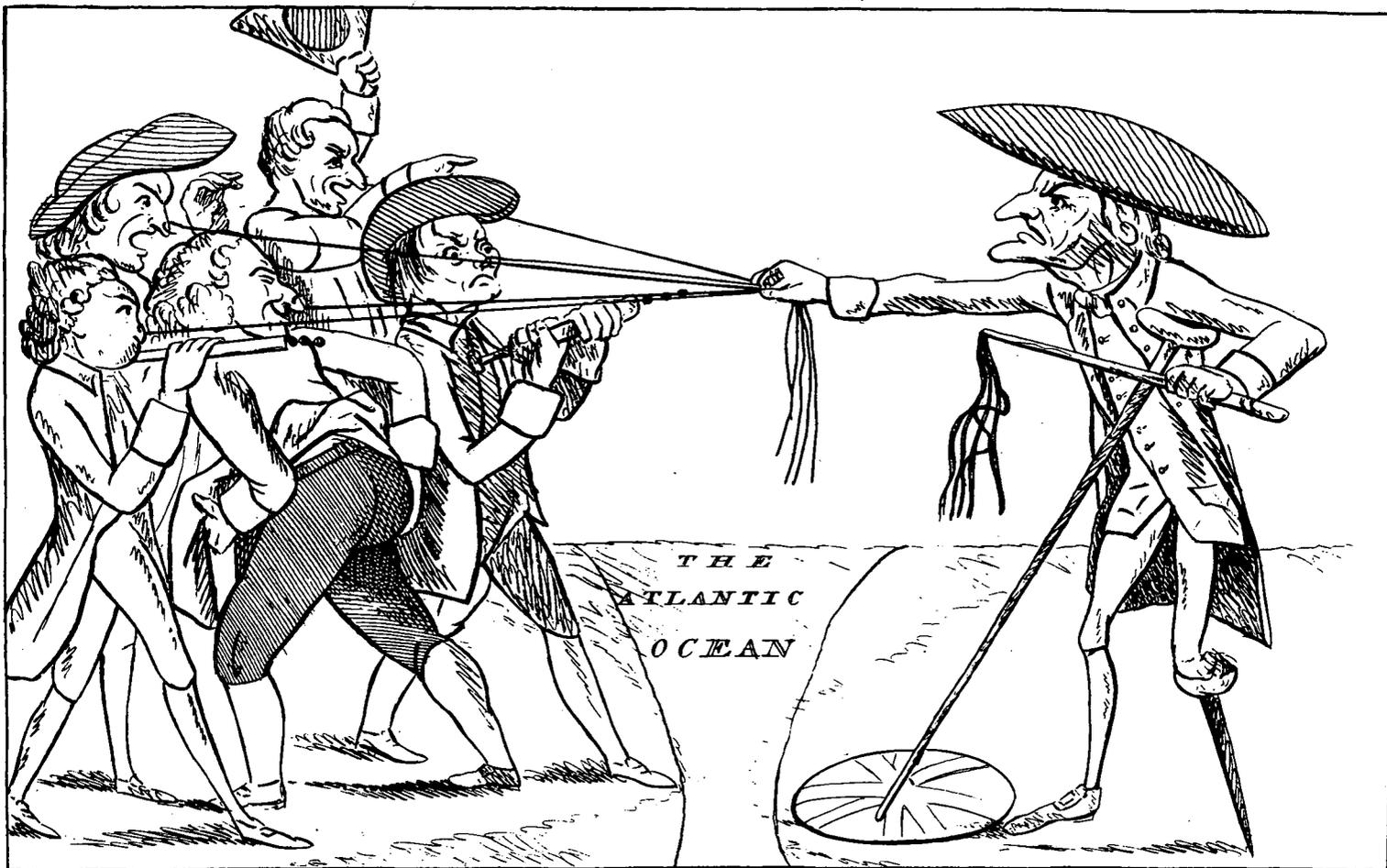
[London] Thursday, Feb. 20.

An American privateer of 20 guns, called the *Union*, is taken off Cape Finisterre by the *Liverpool* man of war, after half an hour's engagement, and carried into Lisbon.

JOURNAL OF SAMUEL CURWEN ¹

[Exeter] Feb 20 [1777]. The American high treason bill having passed through two readings and to be printed, giving the king power to imprison any person suspected of favoring, aiding or abetting the Americans, without liberty of bail or mainprise, has raised an alarm in people's minds universally, as it suspends the habeas corpus act, that great bulwark of English liberty, as it is called; And it is supposed to aim at some characters obnoxious to administration. Such is the language of those who do not effect the present ministerial measures respecting America, while the advocates on the other hand plead the necessity of such a bill to render government secure, as without it those who are and shall be hereafter taken, cannot be kept in custody and brought to trial for what they call piracy and treason. May the remains of English liberty and the constitution not be overlooked and lost in this fatal quarrel. Charles James Fox said on this occasion, that four acts were over, and this was the first scene in the fifth act, (alluding to the enormous power given to the crown,) and shows the precarious tenure on which the liberty of England is held.

1. *Journals and Letters of the late Samuel Curwen, An American Refugee in England, from 1775 to 1784* (New York, 1842), 98-99.



"Poor old England endeavoring to reclaim his wicked American Children"

MEMORANDUM BY THE AMERICAN COMMISSIONERS IN FRANCE CONCERNING
PRIZES ¹

[Extract]

[Paris] 1777 20 February

We have ordered no Prizes into the Ports of France, nor do we know of any that have entered, for any other purpose, than to provide themselves, with necessaries, untill they could sail for America, or some Port in Europe, for a Market. We were informed this was not inconsistent with the Treaty, between France, & Great Britain, and that it would not be disagreeable to this Court; & further than this we have not thought of proceeding. The *Reprisal* had orders to cruise in the open Sea, and by no means near the Coast of France, & tho' we are well assured, that a number of British Men of War, are at this instant, cruising near the Coast of France for intercepting the Commerce of America. Yet if the *Reprisal* has taken a Station offensive to the Commerce of France, it is without our Orders or Knowledge, and we shall advise the Captain of his Error. Though we learn his Cruise has been on the Coast of Spain & Portugal, & the Vessels he has taken, one charged with Cod fish, one with Flour, and a Packet Boat bound from Falmouth for Lisbon, demonstrate that the Cruise has not been on the Coast of France, nor detrimental to its Commerce. . . .

1. AMAE, Correspondance Politique, Etats Unis, vol. 2, 99, LC Photocopy.

JONATHAN WILLIAMS, JR. TO BENJAMIN FRANKLIN ¹

[Extract]

Nantes Feb. 20. 1777 -

. . . It has been observed to me that Prizes instead of being brought into french ports might be sold with secrecy & care, by landing the Goods on an Island near the mouth of the Loire, where french Vessels might come & take them; & perhaps in this way it might be contrived to dispose of the Ships without making a noise, but at least they could be there easily destroyed. - I mention this because I think some precaution necessary, for you may depend that there are spies in this & other ports. . . . Lord Suffolk is so industrious that the *London Gazette* when it contains anything against us finds its way hither one or two days before any other news . . .

1. Franklin Papers, vol. 37, 58, APS.

21 Feb.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN SIR RICHARD BICKERTON ¹

By &c.

You are hereby required and directed to put to Sea in the Ship you command, with the first Opportunity of Wind & Weather and proceed and cruize between Ushant and Cape Finisterre for the protection of the Trade of His Majesty's Subjects and diligently to look out for, and upon falling in

with, to use your best endeavours to take or destroy any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of North America.

You are to continue upon the above Station for 3 Weeks after passing the Latitude of Ushant; and then return, without loss of time to Spithead; and remain there until you receive further Order. Given &c the 21st February 1777.

Sandwich. J Buller. Palmerston.

Sir Richd Bickerton, *Terrible*, Spithead.

By &c PS.

1. PRO, Admiralty 2/102, 300-01.

CAPTAIN CHARLES NEWMAN TO LORD STORMONT ¹

My Lord

L'Orient February 21st 1777

I had the Honor of writing your Excellency last Post to inform you of the taking the *Swallow* Packet, (lately under my Command) by the *Reprisal* an Arm'd Ship belonging to the American Congress, at the same time Mr [John] Hunter ² inform'd your Excellency of the method I had taken to claim my Crew and that of the Merchant Ships, since which the Commissary has desired to have my demand in writing and has orderd the People to be set at Liberty to morrow morning on condition the[y] set out directly for St Malo to get a Passage for England under the conduct of my Officers, I shall supply the Crews belonging to the Merchant Ships with money to carry them there, as every method is taken to seduce them to enter for the Americans I find the Packet and Merchant Ships are not enter'd here as Prizes, but Vessells Wind bound belonging to Capt Wickes, Mr Hunter sat out this morning for Paris. I hope your Excellency will approve of the method I have taken to release his Majesties faithful Subjects. I have the Honor to be My Lord [&c.]

Chs: Newman

1. PRO, State Papers, 78/301, 285.

2. Passenger on board *Swallow*.

22 Feb.

London Chronicle, THURSDAY, FEBRUARY 20 TO SATURDAY, FEBRUARY 22, 1777

[London] Saturday, Feb. 22.

The *Margaretta*, Biddescomb, from St. Ube's to Poole, is taken by a Provincial privateer, called the *Satisfaction*,¹ Stephens [John Stevens] Commander, of 14 guns, 13 swivels, and 100 men; the crew were put on board a French ship and sent to Lisbon.

1. Massachusetts privateer sloop.

CAPTAIN SAMUEL HOOD, R.N., TO PHILIP STEPHENS ¹

(Copy)

Sir

Courageux Plymouth Sound 22d February 1777.

A few days ago I spoke with a French Ship from Brest bound to Havre she sailed from Brest the 8t Instant and the Master of her said, that Twelve

sail of the Line (all Seventy fours) and Six Frigates, were in all respects ready to put to Sea, and that twenty eight sail more of the Line were fitting; How far this may be credited, though the Master and the Crew affirmed it, I submit to their Lordships, thinking it my Duty to send the information to you, and I intended to have been here on Thursday morning had not a very heavy Gale of Wind the preceding Night prevented me. I am &c.

Samuel Hood.

1. PRO, State Papers, 42/50, 55.

LORD STORMONT TO LORD WEYMOUTH ¹

No 35

My Lord

Paris the 22d feby 1777

I am Sorry to acquaint your Lordship, that I have received Authentic information that the American Vessel, the *Reprisal*, has taken the Lisbon Packet, and three other English Vessels, (one informer tells me, there are four Vessels besides the Packet) these ships have been sent into Port Louis, I shall not fail to make proper Representations to M de Vergennes, upon this Subject; And shall press as strongly as I can, for the Restitution of these Ships, Nothing certainly can be more Contrary to the friendship France professes for us, than the suffering the Rebels to make this use of Her Ports.

I forgot to mention to Your Lordship in my last Dispatches, that on Tuesday last, I complained to M de Vergennes, of the *Reprisal's* being suffered to Cruize between Belisle, and Nantes. His Answer was, that it was highly irregular, and directly contrary to the Intention of this Court, et qu'on y metteroit bon ordre, and took a Note of what I said to him. It was not till last Night, that I received the abovementioned intelligence, I thought it my duty to give your Lordship the earliest information of it, and have therefore availed myself of this opportunity of a private conveyance

I am with the greatest Truth and Respect My Lord [&c.]

Stormont

1. PRO, State Papers, 78/301, 266-67.

LOUIS XVI TO ADMIRAL LOUIS CHARLES DU CHAFFAULT, BREST ¹

Monsieur le Cte Duchaffault, I am sending this Letter to you in order to inform you that my Intention is that you not Allow any Privateer from any nation whatsoever to establish, off the Coasts of my Kingdom and in proximity to my Ports, patrols which disturb the tranquility of the Commerce of my Subjects and stand in the way of the Safety of that which I allow to other Nations to carry on there. You will consequently issue orders to the Captains of the Ships, which you will detach from my Squadron, that they will be very heedful to scatter all Privateers from the waters edging away from my Kingdom, and that they declare to those whom they might encounter, that they must cease to establish their Cruises there, unless they wish to expose themselves to seizure, to be carried into and detained in my Ports. What you will order, in effect, are instructions the Captains of my

Ships are to carry out, in the case that they encounter for a Second time, any Privateer established on a Cruise to whom they had Indicated my intentions on their first encounter.

The present being for no other purpose, I pray God, &c.
Written at Versailles this 22nd of February 1777.

Approved.

Authorized by the King's hand.

1. AN, Marine, B¹, 129, 12, LC Photocopy.

JONATHAN WILLIAMS, JR. TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

[Extract]

Nantes Feb. 22. 1777.

. . . It is reported here that several Sail of english Men of War are cruising between Bellisle & Brest. this Information I thought proper to send to Capt Weeks that he may keep a sharp look out. It is also said that a french Ship bound from the West Indies to St Malo has been searched by an English Frigate, and it is thought that outward bound Ships will of course meet with the same Fate. It seems to be the opinion here that these circumstances will occasion the two powers to stumble on a War whether either really intends it or not. . . .

1. Franklin Papers, vol. 37, 59, APS.

NATHAN RUMSEY TO BENJAMIN FRANKLIN ¹

[Extract]

Nantes Feby 22d 77

One of the former Prizes of Captain Wickes is now in this Port, & Captain [James] Pratchell, who is yet here, has made a reclamation, and demanded the Vessel. Upon his being refused the Vessel, he has obtained a summons for Mr Penet & Self, signed by the first Judge of the Admiralty, to appear at the first Audience & give our Reasons for detaining his Property. The summons also includes you Sir, but doubt not but the Judge will have politeness enough to dispense with Your personal appearance. ²

1. Franklin Papers, vol. 5, pt. 1, 67, APS.

2. Brig *Vine* taken by *Reprisal* on her passage to France, carried into Quiberon Bay and sold.

23 Feb. (Sunday)

JOURNAL OF H.M.S. *Bristol*, CAPTAIN JOHN RAYNOR ¹

February 1777 Start NE 6 Leagues

Sunday 23d At 7 AM Peverall Point NWbN 2 Leags at 8 Do saw the
Needle point EbN 3 or 4 Leags Sett studding Sails &
kept running betwn the Needles. At 11 Do we pass'd by

His Majesty's Ship *Eolus* & Sloop *Elf* in Yarmouth Road who saluted us with 13 Guns we return'd 11, At Noon abreast of Cowes,
 Fresh Gales & Squally
 At 1 PM Saluted Vice Admiral Douglas with 13 Guns, who return'd an equal Number,² At 1/2 past came too at Spithead in 13 fathom, Veer'd away to 2/3 of a Cable. Hoisted the Cutter out & sent the Passengers on shore.

1. PRO, Admiralty 51/137.

2. Vice Admiral Shuldham was returning from New York on board *Bristol*.

CAPTAIN JOHN RAYNOR, R.N., TO PHILIP STEPHENS¹

Sir,

Bristol at Spithead 23d February 1777.

Please to acquaint Their Lordship I am just arrived here in His Majesty's Ship *Bristol* under my Command from New York after a passage of Six weeks and four days, Lieutenant Robertson of the *Bristol* who is charged with Lord Howe's Dispatches will deliver you this.² Inclosed waits on you the State and Condition of the Ship. I am with respect Sir [&c.]

J Raynor

1. PRO, Admiralty 1/2390.

2. Lord Sandwich sent Howe's dispatches to the King with the notation that they "contain nothing of particular importance." Sir John Fortescue, ed., *The Correspondence of King George the Third from 1760 to December 1783* (London, 1928), III, 420. Hereafter cited as Fortescue, ed., *Correspondence of George III*.

AMERICAN COMMISSIONERS IN FRANCE TO LORD STORMONT¹

My Lord

Paris, Feb. 23. 1777.

Captain Wickes of the *Reprisal* Frigate, belonging to the United States of America, has now in his Hands near 100 British Seamen, Prisoners. He desires to know whether an Exchange may be made with him for an equal Number of American Seamen now Prisoners in England? We take the Liberty of proposing this Matter to your Lordship & of requesting your opinion, if there be no Impropriety in your giving it, Whether such an exchange will probably be agreed to by your Court. If your People cannot be soon exchanged here, they will be sent to America. We have the Honour to be [&c.]

1. Franklin Papers, Series 2, vol. 18, 340, LC. Printed in the *Public Advertiser*, London, November 7, 1777.

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN LAMBERT WICKES¹

Captn Weeks

[Paris, February 23, 1777]²

Your first we did not receive till eight days after it was dated—Your last of the 19th last Evening. We wish to know if the Captns Who have so little regard to their Parole sighnd a written parole or not – If they did we advise you to show it to the Intendant & desire they may be obligd to live up to it – We have applied to the British Embassader for an exchange

of Prisoners, but have receiv'd no Answer and are apprehensive no exchange will be made. As the Sailors must on their return to England be instantly pressd if they are exchangd & return, will they not consent to enter into the Service of the united States in preference to being pressd or sent Prisoners to America – one of which must be the Consequence – We advise You in future to permit no Officer that is a Prisoner to Go on Shore without a Parole written, which will oblige him to return tho' his word of honor will not – We are sorry that you should meet wth difficulties in disposing of either your prizes or your Prisoners, but by treaty between France & England you may not sale [sic] farther than is sufficient to repair & to put you & your prizes in a proper state for going elsewhere – For this You can have liberty of the Intendant – You say you have an offer made for the prizes – We do not Advise you to sell at any time Untill American affairs are on a more settled & regular establishment here – lest on Condition of the Purchasers running all risques of any reclaimer. Respecting the Cargo's taken we are not sufficiently informd to advise you – so particular as we wish to do – But the bearer of this will afford you all the Assistance in his power – & Whatever he purchases of You giving his receipt for & on acct of Roderique Hortales & Co or Mr Beaumarchais, we will be accountable for – As to the Pack[et] If she will answer to cruise with being refitted. We purpose that you shld have her valued & the Congress to be accountable for your & Peoples Shares after which that She should be fitted as soon as possible for a cruise – Your first Lieutenant is wounded & the State of your Officers is not so Particularly known to Us, if She is equippd it will be probably at the Expençe of some private person, who would wish to have & must have an American to command & will be pleasd we doubt not to have an officer of your recommending – Captn Nicholson is here at present ³

1. Silas Deane Papers, ConnHS.

2. Date is established by Wickes' acknowledgment, March 3, 1777, to American Commissioners, Franklin Papers, vol. 5, pt. 2, 85, APS.

3. Apparently the draft is incomplete.

JOHN HUNTER TO LORD STORMONT ¹

[Extract]

Rennes 23d Febr 1777

The reason that induced Capt Newman to be so precipitate in demanding The prisoners ² without waiting for Your Excellencys instructions, was a Report that was circulated in L'Orient, & supposed to be pretty well founded that Wickes had received orders to quit the Port in 24 hours – Had this been the case, there was no other expedient left to save 77 British subjects from being carried to America, & possibly prevailed on to serve against their Country being daily sollicitated to enter by the Officers of the *Reprisal*.

Another Consideration was that by depriving Wickes of such a numb[er] of hands, he would find it next to impossible to Man his own ship & all the prizes. When I left L'Orient the 5 prizes were all unmoored, and Wickes gave out that he intended to dispatch them immediately to America but

we suspected the men to be ordered into some other port in France or into Quiberon Bay –

We could not learn precisely how Wickes had reported the vessels, but it was Assumed that only one of them, we arrived before us (the *Polly & Nancy*, Kentisbear) had been entered as a Prize, and the other 4 were reported as forced in by stress of weather –

1. PRO, State Papers, 78/301, 282–83.
2. Taken by Wickes.

24 Feb.

MARQUIS DE NOAILLES TO LORD WEYMOUTH¹

[Extract]

My Lord,

Whitehall, 24 February 1777.

I have awaited the instructions of my Court to resume with Your Excellency the last topic of my conversation with You concerning the Seizure of the French Ship *Thamas Koulikan*, which is presently at Portsmouth, taken in the Gulf of Gascony by the English ship of the line *Hector*. The enclosures are documents which protest the injustice and harm done to this Ship. Your Excellency will please permit me to add the following remarks.

According to very accurate Accounts given by the owner of *Thamas Koulikan*, this ship was purchased in Le Havre. It was bound on the 18th of October last for St. Domingue, having planned to call at Croisic to take on Salt. It departed from there on the 8th of January last, furnished with French clearance papers, stating its departure from a Port of the Kingdom and its destination to a French Colony. Consequently it could not have been any more legitimate. One could not validly confront its Master with the fact that cannon were found in the hold of his Ship, if in truth their number did not exceed the number of ports for which the Ship was pierced. The Circumstances seemingly not requiring their emplacement in battery, they could be placed indifferently in any part of the Ship, and perhaps it did matter to the Ship's speed to have them in the Hold.

Between friendly Powers, My Lord, there are procedures which one does not set aside; these procedures are founded on either International law or on formal Treaties; or lastly on the desire to keep Peace and good Relations. As soon as one deviates from this triple foundation, one would manifest suspect intentions, and invite the offended Power to be on guard. Such Would be, My Lord, the position in which we would be placed by the offence causing our complaint, and which Would be followed by a denial of Justice.

The general regulations of Navigation and Treaties determine the cases and the form of Searches to which the Ships of either Nation may be subject, and nothing may authorize the evasion of what these regulations prescribe. My Court, as well as all the other Nations, holds to the maxim that the Sea is completely free, and that no Power has or may have Superiority over the other on it. This maxim is a Result of the absolute Independence in which the

Nations are one from another; and it is this same maxim which establishes and assures freedom of Commerce and Navigation. If usage and Treaties have set restrictions, which are merely an exception to the general rule, it is not at all permissable to extend them for that reason, and still less to interpret them arbitrarily.

For example, the custom has been that the waters, which wash the Coasts of a State, are considered to be under its dominion out to a certain limit; and it is for this reason that a Ship which finds itself within these limits is in that case liable to search and valid seizure by the territorial Power, if it is carrying Contraband. As to Searches on the high seas, they are regulated by Treaties.

You will conclude from this, My Lord, that Officers of the English Navy do not have the right to seize French Ships, for Simple Contraband, except off [your] Coasts; and within the areas where English dominion is considered existent, and that this right is absolutely null on the high Seas. It is in this Sense that the Ministers of the King my Master have always spoken to His Britannic Majesty's Ambassador, and as I personally have explained to Your Excellency several times.

With these principles well defined, My Lord, the Seizure of the Ship *Thamas Koulikan* can only be regarded as illegal. Accordingly I cannot avoid, Following the instructions of my Court, making the most formal Claim, demanding damages and interest for the Proprietor, and insisting on the punishment of the Captain of the Ship of the line *Hector*. The Behavior of this officer proves either total ignorance of the Laws of the Sea, or a decided intention to break them. In fact, if the Ship in question was rightfully Suspect, although no evidence at all has been given against it, was it not the English Captain's duty to limit himself to taking it to England to get a Ruling on the Prize? Instead of behaving in this manner he abducted 40 Seamen from the Ship, and forced them to Serve in his own ship. This kind of action is too serious in nature not to appear extremely reprehensible, and not to merit being swiftly checked.

I enclose here, My Lord, a Complaint concerning a French Ship named *Ceres* attacked in the Seas near Martinique by three English Shallops. At the same time I shall repeat to Your Excellency the complaint I addressed to You on the Subject of *Aimable Reine*. The restitution of these two Ships is all the more proper to Press, as nothing could have justified their Capture, the first having been taken by Ships with Letters of Marque, and the second for having loaded Tobacco at Martinique.

Regarding the first, according to the reiterated assurances of Your Excellency, the English Ships, furnished with Letters of Marque, were to use them solely for their own Safety, and not to take Prizes from Neutral Nations.

On the second, I shall remark, or rather repeat to Your Excellency what I have had the honor of telling You; that Tobacco loaded at Martinique, whenever it is not the Produce of that Colony, becomes French property, be-

cause of the unchanging principle that all goods traded in a neutral Country, lose their foreign identity, and assume the native one of the exporting Country . . .

1. AMAE, Correspondance Politique, Angleterre, vol. 521, 345-48, LC Photocopy.

GEORGE GOSTLING TO SAMUEL SEDDON ¹

Copy.

Sir D[octo]rs Commons [London] 24th Feby 1777

The cause of the Ship the *Twee Gebroeders* Hendrick Terhorst Master came on this day for adjudication: The Judge upon summing up the evidence, after observing that this Ship was bound from Rotterdam to the Dutch settlement of St Eustatia, called upon me to declare, whether my Lords Commissioners were willing to purchase the Gunpowder Arms, and Ammunition on board: By the advice of their Lordships Council (consisting of His Majts Advocate, the Advocate of the Admiralty & Dr Wynn) I declared that their Lordships were ready to purchase the same at a fair price; the Judge then called upon the Claimant for the answer, whether he would accept my proposal; the consequence of which was, the Agent of the Owners desired the cause might be adjourned till he could hear from his Principals; the cause was accordingly adjourned to the 12th of next month – The Agent pressed to know whether if the Claimant consented to sell the same, I would undertake to pay the damages & expences the Ship & Cargo have received by their seizure & detention, but this I would not presume to do, without previously submitting the same to their Lordships for their consideration and directions which you will be pleased to signify to me

Upon the whole as the great & indeed the sole object in this cause was to prevent the Gunpowder & other stores on board reaching St Eustatia, and as that end will be obtained by obliging the Claimant to sell the same, I hope their Lordships will approve of my conduct, which not only had the sanction of their Council, but I have reason to believe was much in conformity to the sentiments of the Court I am Sir [&c.]

Geo: Gostling ²

1. PRO, State Papers, 84/555.

2. On this date, Lord Suffolk wrote the Admiralty as follows:

In case the Decision of the Admiralty Court in regard to the Vessel called the *Tweege Broeders* [*Twee Gebroeders*] should not be in favour of the Seizure, It is His Majesty's Pleasure that Your Lordships forthwith direct a Cutter to take out of the said Vessel all such Parts of her Cargo as come under the Description of Ammunition, Arms, or Military Stores, and that the same be deposited in a proper and safe Place till farther Signification of His Majesty's Commands.

I have only to add, that Your Lordships will instruct the Commander, when the abovementioned Service is compleated, to suffer the Vessel to proceed upon her Voyage.

PRO, Foreign Office, 95/355, 323.

SILAS DEANE TO BEAUMARCHAIS ¹

Sir

Paris Feby 24th 1777

I have been for some time past very Apprehensive of the risque in sending Shipp's direct to the Continent of America at so late a season and

with such valuable Cargoes; they must if they go direct arrive on the Coast of America, in the midst of the Cruising Season of the Enemy's Shipp's & as the ship *Therese* has on board, between sixty & seventy Thousand Livres of Goods, purchased by the Commissioners jointly, independent of the Cargo, furnished by You, I have consulted my Colleagues on the subject and laid before them Your proposal of sending her by the West Indies.² They are fully with Me in Opinion that it will be the safest, & best way, and as the season is so far advanced, & as this Rout will take a much longer Time, for the Goods to Arrive on the Continent, they join Me in urging that The utmost Dispatch may be made. I have the honor to be, with great Respect [&c.]

Silas Deane

P S With respect to the *Amelia* you have my Opinion express'd in the Above.

1. Silas Deane Papers, ConnHS.

2. See Beaumarchais to Deane, February 19, 1777.

25 Feb.

Public Advertiser, TUESDAY, FEBRUARY 25, 1777

London [February 25].

John the Painter was Yesterday examined before Sir John Fielding. Many Circumstances came out that seem to leave scarce a Doubt of his being the Incendiary at Bristol and Portsmouth; he is to be sent to Winchester to take his Trial at the ensuing Assizes. It is found that he has been in France, and came from thence by a Passport under the name of John Atkins. He was brought to confess that he had received Money from Mr. Silas Deane.¹

1. See Confession of John the Painter.

GUIRAUT TO BENJAMIN FRANKLIN¹

Sir,

Bordeaux, 25th February 1777

Having shipped on my Account, to a destination in Dublin in Ireland, to the address of Madame Tramassé of the same place, in the Vessel the *Barbara*, Captain Welsh, three barrels of vinegar with my name branded on the heads of the barrels and on the bungs G.V., I have just learned that this Vessel was stopped Enroute, seized and then Carried in by another Vessel, or American privateer, to the Port of L'Orient, where this prize is Detained. Being French and Entitled to enjoy all the favors which the French enjoy, I think that I have a Right to Claim my Merchandize, and in order to obtain its Withdrawal, Surrender & Delivery, I am taking the liberty, Sir, of writing to you in order that your Excellency in your goodness will be pleased to give the necessary orders to L'Orient, to those who are Holding and Detaining my merchandize, to Turn the same over to my legal representative, or the full value thereof as per the invoice which I

shall submit, and your Excellency will oblige him the said ²

Very Respectfully, Sir [&c.]
Guiraut the Elder
Merchant at Chartrond
Borde[aux]

1. Franklin Papers, vol. 5, pt. 1, 69, APS.

2. Guiraut's plea was in vain. *Barbara* was recaptured by H.M.S. *Foudroyant* and carried into Plymouth, *Public Advertiser*, London, May 8, 1777.

26 Feb.

WILLIAM KNOX TO PHILIP STEPHENS ¹

Sir Whitehall 26th February 1777

The Board of Ordnance have by the King's Command, prepared a Supply of Ordnance Stores for St Augustine the Tonnage of which will Amount to about 87 Tons, and they have likewise prepared a Supply of Ordnance Stores for St Vincent which will require about the same Quantity of Freight; and as neither of these Supplies are sufficient to load a Vessel capable of making a good Defence against a Rebel Cruizer, and the Board being restrained by His Majesty's Command from Shipping Ordnance Stores in any other, they have represented the difficulty they are under to Lord George Germain, and his Lordship has directed me to state the matter to you, for the information of the Lords Commissioners of the Admiralty, in the hope that their Lordships will be able to point out some safe mode of conveying the said Stores to the places of their destination; And you will be pleased also to acquaint their Lordships that there are about 50 Tons of Goods suitable for presents to the Indians, provided by direction of the Lords Commissioners of the Treasury to be sent to St Augustine, which consist of Articles equally important to His Majesty's Service, and the Capture of which by the Rebels would be of equally mischievous Consequences with that of Ordnance Stores; and therefore demand a Conveyance equally Safe. I am further directed to add that there is a Party consisting of 25 Recruits for the Garrison of St Augustine, which want a Conveyance to that place, and that there are about 200 Recruits for the 48th Regt at Grenada, also ready to be sent out to that Island. I am &ca

Will^m Knox

1. PRO, Colonial Office, 5/126, Part 1, 97-99.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JOHN MILLIGAN, R.N. ¹

By &c.

Whereas the Merchants trading to Portugal, Spain & the Mediterranean have requested that a Convoy may be appointed to proceed with the Trade bound thither from the Port of London, all of which (except the *Love* John Wellen Master bound to Lisbon and the *Providence* Robert Crawford Master bound to Oporto,) it is expected are now at Spithead; and that the said Convoy may be permitted to call at Falmouth for the Out Port Ships

which may be there in readiness to sail; And Whereas we think fit that the Ship you command shall perform the above Service, You are hereby required and directed to make enquiry for the said Trade and so soon as the two Ships abovementioned shall be arrived at Spithead, to take the whole under your convoy, and then putting to Sea with the first Opportunity of Wind and Weather, proceed down Channel, and calling off Falmouth for any Ships or Vessels which may be there in readiness to join you, take them under your Convoy also, and make the best of your way (consistent with their safety) towards the places of their respective destinations; And having seen such as may be bound to Oporto and Lisbon as near to those ports as may be necessary for their Security, and to the Streights mouth such as may be bound up the Mediterranean, you are to proceed without loss of time to Madeira where you are to take in a sufficient quantity of wine for the use of your Ship's Company and then go on with all possible expedition, to Antigua in search of Vice Admiral Young Commander in Chief of His Majesty's Ships and Vessels at Barbadoes and the Leeward Islands, and not finding him there you are to make the best of your way to join him wherever he may be; And, upon so doing, deliver to him the inclosed packet, and follow his Orders for your further proceedings.

You are to be particularly attentive to the Ships and Vessels under your Convoy; keeping them together by every means in your power; and, on no account, leaving them upon pretence of their not sailing fast enough to keep company with you; as we expect that, in the course of your voyage, you accommodate your progress to the worst sailing Ship which may be under your Convoy.

You are, at the same time, to take all possible care, and to give the Masters of the said Ships and Vessels such Orders and directions as you shall judge most likely, to prevent them from seperating from you, til you make the signal for that purpose; And, in case (notwithstanding these precautions) any of them shall part Company with you or disobey your orders, You are to transmit to our Secretary a List of their Names with the circumstances attending such seperation or disobedience; that the Merchants may have full information of it, and take such measures thereupon as they shall judge necessary. Given &c the 26th February 1777.

Captn Milligen, *Blonde*, on her arrival at Spithead.

By &c PS.

Sandwich.

Palmerston.

Lisburne.

1. PRO, Admiralty 2/102, 307-10.

JOHN ROBINSON TO SIR STANIER PORTEN ¹

Sir,

Having this day received the following Information in a Letter from Bourdeaux dated 15 Feby 1777—Vizt "there are Two Ships of Force fitting out here for the Americans & Actions in them offer'd publicly. We are

sorry to find some of our Countrymen have accepted the offer Both Ships mount Twenty Guns they clear out under French Colours for Miquelon & until they arrive there will appear French Property" – I am desired to transmit this Intelligence to You to be laid before Lord Weymouth I am Sir
[&c.]

Treasury Chambers Feby 26th 1777

John Robinson

1. PRO, State Papers, 78/301, 272-73.

Public Advertiser, WEDNESDAY, FEBRUARY 26, 1777

London [February 26].

The *Swan*, Stoddart, from Dominica, is arrived at Dover all well, after being chased by an American Privateer.

The *Tartar*, Russell, from New York to Cork was taken by the Americans, and after retaken by the People and carried into Hallifax.¹

The *Friendship*, Shotten, from Quebeck to Barcelona, was taken by the *Washington* Privateer, and re-taken by the *Loyal Nova Scotian*, and carried into Hallifax.

The *Hetty*, Ross, from Chaleur to the West Indies, was taken, but re-taken by the *Unicorn* Man of War.

The *Thomas and William*, Smith, from New York to Cork, was taken by a Privateer but re-taken by the *Unicorn* Man of War, and carried into Hallifax.²

1. The master of the *Tartar*, William Marchant Bustle (not Russell), had been left on board after the capture and a prize crew of four men was insufficient to prevent the prisoners retaking the vessel, N. S. Arch., vol. 495, Vice Admiralty Register, vol. 5, 1769-1777, 484.

2. Brig *Thomas and William* had been taken November 20, 1776 by Massachusetts privateer schooner *Warren*, Captain Israel Thorndike, and retaken by H.M.S. *Unicorn* November 27, *London Chronicle*, February 22 to February 25, 1777.

London Chronicle, TUESDAY, FEBRUARY 25 TO THURSDAY,
FEBRUARY 27, 1777

[London] Wednesday, February 26.

One of the vessels carried into L'Orient, by the *Reprisal* privateer, is the *Polly and Nancy*, Kentish, bound from Poole to Spain.

A private letter from L'Orient says, that the master of an American privateer has applied for leave to bring his five prizes into that harbour, that he might dispose of the cargoes; but was told by the Governor, that he could not be permitted to come in until an order was procured from Court for that purpose, but that he might lie secure in the road.

The *Argo*, Ward, an American brig, with rice and indigo, is taken and carried into Lisbon.

JOURNAL OF CHARLES HERBERT¹

[H.M.S. *Burford*, in Hamoze]

[1777. February] 24. Mr. Holland, the master-at-arms of the ship, has been on shore; he informs us of the death of one of our company—*Ebenezer Hunt*.

He died on the 20th of this month, in the Royal Hospital; he was one of the nine that were sent on shore the 15th inst.

25. This morning Mr. Holland came into our apartment inquiring for a joiner. I offered myself, and went upon deck to work for him. He obtained the liberty of the carpenter's bench and tools, and I went to work, getting, also, permission for one of my acquaintances to come upon deck and work with me. We made him a table, for which he gave us a bag to put our clothes in, half of a salt fish, a quart of potatoes, six biscuits, and butter to eat with our fish, besides a good hot supper.

26. I had an opportunity of reading a newspaper wherein was a confirmation, in several different places, of General Lee's being taken. I saw, also, an Act that was moved in Parliament and passed in the affirmative, 112 to 35; according to which we are guilty of high treason, and are sentenced to prison, there to lay, without bail, until the first of January, 1778, and then to have a trial.

As we are prisoners in a cage,
It's our misfortune sure;
'Tis folly to be in a rage,
Though hardships we endure.

God grant that we may live to see
Once more our native place,
For to enjoy our liberty,
Before we've run our race.

1. Herbert, *A Relic of the Revolution*, 27-28.

LORD STORMONT TO LORD WEYMOUTH¹

particular No 37

My Lord

Paris feby 26th 1777

I hope Your Lordship has received my letter by Mr Hobart, informing You, of the American Privateer, the "*Reprisal*," Having taken the Packet from Falmouth, and four English Merchantmen: These Ships the *Reprisal* carried not into Port Louis, as my first Information Said, but into Port Lorient.

I told you my Lord, that I should press M de Vergennes strongly, for the Delivery of these Ships with their Crews, Cargoes &c I went to him Yesterday Morning, with that Intention, But I had Scarce begun to state the Fact, when He interrupted me to say, that immediately upon the Receipt of this News, a Resolution was taken, to order the American Ship, and her Prizes, instantly to put to Sea, and that orders were given in Consequence. I asked him if the Orders were actually gone. His answer was, that they are not only gone, but probably carried into execution by this time. I then told him My Lord, that the Object of my Visit to His Excellency was, to apply for the Restitution of these Vessels; particularly the Packet, which was to be Considered as a King's Ship, but that, it was in vain to make that application now, as the orders they had given, if carried into Execution, as He presumed they were, evidently put it out of their Power, to comply with my Demand. He repeated, what he had said, relative to these Orders, and added, that M du Chaffault was instructed, not to suffer any American Vessel, to cruize near the Coast of France.

I expressed a wish, that these Instructions had been sent sooner, and

observed to M de Vergennes, that the *Reprisal*, had been much too favourably treated at Nantes, that she had not only been furnished, with every thing she wanted, but had been suffered to go in, and out of the Port of Nantes, et de faire ce qu'on apelle ici la Navette I added, that as this was irregular, I was persuaded it was without his Excellency's knowledge. He assured me that it was, and then My Lord, after a short pause, He, entirely of his own accord, and without my having dropped a Word that could lead to it, added what follows. "I will deal Confidentially with You, I never conceal what I do. I have seen Franklin once, and but once, I assure You, since his Arrival here, in my situation, il faut voir tout le monde du moins une fois. The only time that I did see him, I observed to him that He was come in a ship of War, and that it was not our Intention to receive, such American Vessels, into our Ports, that there were many Strong objections to it; nay more My Lord, I read him the Articles in the Treaty of Utrecht, which I told him, we considered, as applicable to the present situation of things, and which we were determined religiously to fulfill. Notwithstanding this fair Warning Ils y ont contrevenu. We send as you see their Armateurs out of our Ports, et ils n'y retourneront pas." I applauded this Resolution, as worthy of their Justice, and agreeable to the friendship, that subsists between the two Courts.

Your Lordship sees, that no Application of mine, for the Release of the above-mentioned Ships, could have come time enough, as the orders of this Court were issued immediately, upon the Information they Received, which of course preceeded mine. My intelligence did not reach me till friday night, I was tempted to go the Next Morning to Versailles, but as the Matter was of importance, and I wished much to have a favourable Answer, I thought it better to prepare the Way, by a previous Conversation with M Maurepas friend, and mine. To Him, I went on Saturday Morning, and Spoke very Strongly; I found him going to Versailles, when He got there, he was told, the above-mentioned orders were actually gone.

I think it my Duty to transmit to your Lordship, the inclosed Letter from Messrs Franklin, and Deane, which was left at My House on Monday Last, and to which I have returned no answer.² The person who left the letter made no mention from whence it came. I am with the greatest Truth and Respect My Lord [&c.]

Stormont

P.S: I have just received the two inclosed Letters, from the Captain of the *Swallow* Packet, and Mr Hunter, I have no personal Knowledge of this Mr Hunter, but I must do him the justice to say, that He has been very Active, and useful, upon this Occasion.³ S.

[Endorsed] Paris 26 Feby 1777 Lord Stormont (No 37) Particular R
2 Mch by Express from Dover · 3 Inclosures

1. PRO, State Papers, 78/301, 278-81.

2. See American Commissioners to Lord Stormont, February 23.

3. Charles Newman, captain of the packet, and John Hunter wrote regarding release of the prisoners.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

Gentlemen

L Orient Feby 26th 1777

I hav this Day Rec'd very Extraordinary Orders from The Intendant of This port Demanding me to Leave this port in 24 Hours he Says This Order is Given in Consequence of A positiv Order Recd. this Day from the Minister at Parris I Asked Liberty To heav Down my Ship and Repair her on my Arrival but it has never Bin Granted on being told That I mus[t] possitively Depart in 24 Hours I Told the Intendant that it Was not in my Power to Depart in So Short A time as my Ship Was not fitt To proceed to America Without heaving Down and Repairing & Beg'd he Would Send Carpenters Of[f] to Exammine the Ship & Take Thier Report Accordingly this he Consented to and Sent them off they Return'd and told the Intendant That they thought It highly Necessary to Carreane & Repair the Ship Before She Departed for America he then possitively Refused to Grant me Liberty to Refitt Unless the Carpenter & Caulker Would Sign A Certifycate that We Should be in Emminent Danger of Loosing the Ship If not Repaired this Certifycate they Could not Sign, As they had not bin to Sea in the Ship & it Was not in thier power to See the Ships Bottom Without heaving her Down he then told me I Must Depart Immediately We are Now taking our Water on bord & Geting Ready to proceed but shall not be Able to Sail before Friday the 28th in the Evening & Am in hopes of I Shal have the pleasure of Receaving your orders and Instrucktions on this hed by that time but If Oblig'd to Depart Sooner or before I Recv. your orders I Shall Run into Nantz & there Enter A protest and Ask Liberty to heav Down & Repair Tho I Am Ordered by the Intendant not to go in to Any port in France These are very Extraordinary orders & such as I Little Expected to Recv. in Fra[n]ce

I Beg Leav to Congratulate you on Our Late Suckses in America as I Am Informd We have Gained a Very Signal & compleat vicktory Over our Enemies At Trenttown you'l See by my Declaration Made on my Arrival That I then mentioned my Ships being Leaky & beged Liberty To heav Down & Repair If this favour Cannot be Granted as it is Absolutely Necessary prior to my Departure I Should be Much Obliged If you Would forward your Dispatches as Soon and Send me off[f] for America as Soon As Possible from Gentlemen your [&c.]

Lamb^t Wickes

1. Franklin Papers, vol. 5, pt. 1, 72, APS.

27 Feb.

CAPTAIN GEORGE VANDEPUT, R.N., TO PHILIP STEPHENS ¹

Sir.

Asia, Spithead Feby 27th 1777.

Please to inform their Lordships of the Arrival of His Majs Ship under my Command from Rhode Island having been forty five Days on our Passage. at the Time We were Abreast of the Lizard the Weather being extremely hazey, & the Wind at South, I thought it more proper to

proceed to this Port, than to stand in with the Land to go for Plymouth. I send enclosed a Journal of our Proceedings on the Voyage, a Copy of the last Orders I receiv'd, & an Account of the State & Condition of the Ship – Lieut Genl [Henry] Clinton, The Lord [Francis] Rawdon Deputy Agt Genl, & Lieut Chas Knowles of the Navy came Passengers in the Ship, being receiv'd by Order of Sr Peter Parker. Commodore Hotham in the *Preston* accompanied by the *Brune* Captn Ferguson saild from Rhode Island on the same Morning that we left It – In Consequence of my Orders to send the Acct of the Arrival of the Ship, by Express you will receive this by the Hands of Lieut Lechmere – I am Sir [&c.]

Geo Vandeput

[Endorsed] 28 Februy Own rect To be cleaned grav'd & refitted at Porto for For. Service victs to 6 Mo except Beer & stored accordgy

1. PRO, Admiralty 1/2628.

SIR GEORGE GRAND TO BENJAMIN FRANKLIN AND SILAS DEANE ¹

Gentlemen

Amsterdam 27 February 1777

I arrived last Evening in good Health with my Traveling companion, in spite of the bad roads and the hardships of passage. We began the Visit to the shipyards, and we shall immediately have a meeting with the best Builders in order to start the work; there is neither a lack of material nor of good labor; M B[oux] seems very satisfied with their way of working which he finds vastly Superior to that of the French. ²

The news of the arrival of Your Captain, in Port Louis, with 5 Prizes one of which is the Lisbon Packet boat, is giving rise here to many rumors; Sir should You be able to send here in French Ships, or others, the Cargoes which You are not able to Sell in France, You may depend upon my House, to take full advantage of the opportunity, & to Give you an excellent Price. ³

I have ordered that You be Sent a Copy of the Leyden Gazette, at my brother's address. It is important to your Interests, that You send me all the good news that You Receive to have them inserted, in our Dutch & French Papers, in order to uphold Your credit & to cultivate the good will of the Country, which I find favors Your cause more than before, which pleases me very much.

It is very much wished that the Famous & Respected Doctor decides to come next month, to warm us with His presence, and to revive that Interest we have in matters pertaining to You. I am certain that he will succeed in everything & that he will be able to find the right time to obtain some money from our Capitalists under reasonable conditions ⁴

General York ⁵ has just presented a note, a Copy of which I shall try to send You; it was so Violent that it embittered many minds & I learned that the Reply will be fittingly firm; moreover I have been assured that new Warships will be fitted out, that the Resolution has been made to have our Flag Respected, Without Humiliation by the British. I have the honor with the most sincere and respectful devotion, Gentlemen [&c.]

Grand

Please advise me as to what you have done regarding the Farmers General, so that I may write accordingly.

To the Honble Benjamin Francklin & Silas Deane Paris
[Endorsed] Sir George Grand Amsterdam 27 Feby 1777

1. Silas Deane Papers, ConnHS.
2. See Stipulations of Captain Jacques Boux for a Commission in the Continental Navy, February 12, 1777.
3. Captain Lambert Wickes' prizes.
4. A suggestion that Franklin would be able to negotiate a Dutch loan.
5. Sir Joseph Yorke, British Ambassador to Holland.

SILAS DEANE TO JOSEPH HYNSON ¹

Capt Hynson
Sir

Paris Feby 27th 1777.

This by Mons Eyries I hope will find you at Havre with the Cutter: which you are to equip with all possible expedition for a Voyage. Mons Eyries will supply you with the necessarys, & you will take his advice in equiping, it is proposed that she should proceed for America as soon as possible; Mr Eyries proposes fixing eight or Ten Brass peices of three or four pounders with other necessarys for defence against boats &c, you will be the best Judge what is suitable for her, & Mr Eyries will be able to procure it in a manner the least liable to rumor or objections from Government. We shall expect from you on the Receipt of this, an acct of the state of the cutter, what arming is necessary, and what goods she can carry, besides her provisions, without impeding her passage which is the first object this we shall want to be informed of, as soon as possible immediately after which particular Instructions with your Dispatches, shall be sent to you express, You will take care that every thing be conducted with the greatest Secresy and the choice of your Men requires your attention as several Instances of mutiny have lately happen'd – When you have consulted with Mr Eyries & made your general arrangements, it may perhaps be as well for you to come up to Paris, leaving the Execution in the hands of Mr Eyries, on the whole I think this will be the most sure mode of proceeding, as you can personally explain what may not be so proper to trust to writing, & not so easily express'd – The Sooner you can come up the better, as in case of putting in any goods by way of Ballast, The particulars ought to be fixed early I am for Dr Franklin & Self Sir [&c.]

Silas Deane

To Capt Joseph Hynson To care of Mons Eyries

1. Benjamin Franklin Collection, YUL.

28 Feb.

LORD DUNMORE TO LORD GEORGE GERMAIN ¹

My Lord

London 28th February 1777 –

I beg leave to inclose to your Lordship a list of Prisoners taken by the Rebels, belonging to the Troops and Armed Vessels raised and fitted out

by me in Virginia. The Cruel and inhumane treatment that I know some of them have met with from that Barbarous and Savage Enemy, confined in loathsome Gaols, and loaded with Irons, now upward of twelve Months, induces me to trouble your Lordship at this time, to request you will give the Necessary orders for their being exchanged.

I also beg leave to request your Lordship to give the like order for Colo Allan McDonald and his Son, who were taken Prisoners at the Cross Creeks in North Carolina, and now confined at Reiding [Reading] in Berks [Bucks] County, in Pensylvania. – Your Lordship is so well acquainted with the part this Gentleman and his Son Acted in Carolina, and what they must of consequence have suffered since, that I am persuaded it is needless for me to say any thing farther to induce your Lordship to have them speedily released from such Cruel and unrelenting Enemys. I am My Lord
[&c.] Dunmore

[Enclosure]

List of Prisoners taken by the Rebels, belonging to the Troops and Armed Vessels raised and fitted out by the Earl of Dunmore, Governor of Virginia.

Name	Rank	where confined
John Connolly	Lieut Colo of the Queens Rangers	Philadelphia
Allan Cameron	Lieut do	do
John Smith	Surgeon do	do
Jacob Elligard	{ Lieut Colo of the Queens Loyal } Virginia Regiment }	Virginia
George Blair	Captain do	do
John Hunter junr	Lieut do	North Carolina
Townshend	Ensign do	Virginia
James Parker	Engineer do	do
John Goodrich Senr	Commander of an Armed } Vessell }	do
Bartlet Goodrich	do do	do
William Goodrich	do do	Philadelphia
Bridger Goodrich	do do	do
Charles Robb	Mate of the Ship <i>William</i>	North Carolina

1. PRO, Colonial Office, 5/1353, 815–19.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN MITCHELL GRAHAM, R.N. ¹

By &c.

Whereas we intend that the Ship you command shall proceed forthwith to the Island of St Helena to Convoy from thence to England the East India Company's homeward bound Ships; You are hereby required and directed the moment you have completed her Provisions and Stores agreeable to our Order of the 26th Instant and Wind & Weather will permit to put to Sea and make the best of your way in her to that Island.

And Whereas you will receive herewith a pacquet from the East India Company addressed to the Governor of St Helena, and a Letter to yourself, containing some cautions and Signals necessary for your observance on

making that Island and before you proceed into the Road, whereby you may make yourself known there as a Friend, you are to observe those cautions and signals, and on your arrival to deliver to the Governor or Lieutenant Governor the abovementioned Pacquet agreeable to its address.

You are to continue at St Helena til it shall be represented to you by the Governor that it may be a proper time for proceeding homeward with the Company's Ships which may be there, and then taking them under your Convoy, make the best of your way (consistent with their security) with them to England; taking care, before you leave St Helena, to give a Copy of the Signals you will receive herewith to the Commanders of each of the said Ships for their information and Guidance; And on your arrival in England you are to see those Ships up the Channel as far as Spithead where you are to remain until you receive further orders; sending Us an Account of your arrival and proceedings.

You are to be particularly attentive to the Ships which may be under your Convoy; keeping them together by every means in your power, And on no Account leaving them upon pretence of their not sailing fast enough to keep Company with you, as we expect that in the course of your Voyage you accommodate your progress to the worst sailing Ship amongst them.

You are at the same time to take all possible care and to give the Commanders of the said Ships such Orders and directions as you shall judge most likely to prevent them from seperating from you til you make the Signal for that purpose; And in case (notwithstanding these precautions) any of them shall part Company with you or disobey your Orders, You are to transmit to our Secretary a List of their Names with the Circumstances attending such separation or disobedience; that the East India Company may have full information of it, and take such measures thereupon as they shall judge necessary. Given &c the 28th February 1777.

Captn Graham – *Thetis* – Plymouth

Sandwich.

By &c

C. Spencer.

PS.

H. Palliser.

1. PRO, Admiralty 2/102, 319-21.

BRITISH ADMIRALTY PLAN FOR INTERCEPTING JOSEPH HYNSON'S VESSEL
CARRYING AMERICAN DISPATCHES ¹

[Admiralty Office, February 28, 1777] ²

Stations for Ships to Intercept American Vessells going to or from Haver
de Grace

off Cape Barfleur	<i>Speedwell</i> Sloop	These ships should have all the Informations about the Tobacco Ships expected –
Between Cape Barfleur & Cape la Hague	<i>Courageux</i>	
off Cape la Hague	<i>Royal Oak</i>	
Between Cape la Hague & the Gaskets	<i>Ranger</i> Sloop	
North from Ushant	<i>Hector</i>	

If the Man ³ can be trusted he should be caution'd not to pass those

stations in the night, and advis'd to keep about 5 Leagues from that Land –

The most minute description should be obtain'd of the vessell & what Colours she is intended to sail under, it may be so contriv'd to make her Colours serve for know[ing] her, that is by loseing or breaking her Ensign staff as it were by accident, and on being chas'd, to hoist her Colours at her Gaff-end or mast head as may be agreed on, whether, French, Dutch or English. –

The orders to the Captains of the Ships to be Secret not to be open'd till they are without Dunnose, they should be furnish'd with all such particulars as may be thought proper. – The two Sloops to lie at St Hellens to receive orders and ready to sail at a moments warning such orders to be sent as soon as the Description of the Vessell is receiv'd & the Intended time of her sailing is known

The Captains to be directed in case of meeting with this Vessell, carefully to secure all the papers found onboard her & (without inspecting any that are Seald) to send them to the Secretary of the Admty by an officer in a Box or parcel under the Captain's own Seal –

Perhaps it may be of use in case of geting the papers to have it Reported that her secret papers were sunk with weights when she was chas'd and that nothing but the Ship papers were found onboard her, and this report might be favour'd by Packets similar to the others in size &c, being so thrown overboard in sight of the rest of the men onboard her. Thus the Enemy may be persuaded that none of their Secrets are discovered –

1. Stevens, ed., *Facsimiles*, No. 47.

2. Stevens identifies this document as prepared in late February or early March; February 28 has been arbitrarily selected.

3. Hynson, an American, was secretly in British employ.

London Chronicle, THURSDAY, FEBRUARY 27 TO SATURDAY, MARCH 1, 1777

[London] Friday, February 28.

Applications have already been made to the Admiralty, for letters of marque and reprisal on all ships belonging to those American colonies which are now in actual rebellion against the Mother-country; and they will be granted as soon as the bill now depending for that purpose receives the royal assent.

London Packet, or New Lloyd's Evening Post, WEDNESDAY,
FEBRUARY 26 TO FRIDAY, FEBRUARY 28, 1777

London, Friday, February 28.

The *Milford* frigate, commanded by Capt. Mowat, during the sickness of Capt. Burr (who is since dead) cruised off Boston Harbour from the 26th of October to the 25th of December, in which time Captain Mowat took and destroyed twelve of the Rebel vessels, three had been taken by their privateers, and were upwards of 30,000 l. value; and six Capt. Mowat burnt in the Bay of Boston, in sight of the Rebel Commodore Manley, at the head of three

of their 32 gun frigates; Manley made signal once for coming out to engage the *Milford*, but on second consideration, thought it most prudent to remain in Harbour, where he continued during the whole time that the *Milford* cruised a single ship on that coast

Captain Mowat fell in with the *Alfred*, and her prize the *Mellish*, which was taken about 40 leagues to the southward of Halifax Harbour, in the latter end of November; Captain Mowat took an armed vessel in company with the *Alfred*, but the rest found means to make off, and escape.

It is thought that Captain Mowat's cruize has been the most successful of any during the whole war, He returned to Halifax for stores and provisions, and sailed again about the 10th of January, to the same destination.

BEAUMARCHAIS TO THE CONTINENTAL CONGRESS ¹

[Extract]

Gentlemen

Paris, February 28, 1777.

I have the honor to fit out, for the service of Congress; by the way of Hispaniola, the ship *Amelia*, loaded with field and ordnance pieces, powder and leaden pigs. As the season is too far advanced, that the ship might go straightway to your ports, I have charged M. Carabasse, my correspondent at Cape Francois, to reverse the whole cargo on Bermudian or even on American ships, if he finds any at her arrival in that port, and to transmit to you as soon as possible.

This is the fourth ship I have addressed to you since December last; the other three have steered their course towards your eastern ports.

The first is the *Amphitrite* of 480 tons, Captain Fautrel, loaded with cannons, muskets, tents, entrenching tools, tin, powder, clothing, &c. Left Havre de Grace on the 14th of December, 1776.²

The second is the *Seine*, from the same port, Captain Morin, of 350 tons, loaded with muskets, tents, mortars, powder, tin, cannons, musket balls, &c.

The third is the *Mercury*, of 317 tons, Captain Heraud, from Nantz, loaded with one hundred thousands of powder, 12,000 muskets; the remainder in cloth, linen, caps, shoes, stockings, blankets, and other necessary articles for the clothing of the troops.

In my letters of August, September, and December last the duplicates of which have been delivered to you by the chief officer of those who went over to your service in the *Amphitrite*, I have requested you to order that my ships might not expect long for remittances; I ask for in the same letters, my design being to send you uninterrupted supplies, and such as may be of the greatest use to you. I hope on your side, you will be quick as possible, load again, and send me back my vessels.

1. State Papers, House Document No. 111, appendix, 15th Congress, 1st session, 23-24, NA.

2. "Invoice of Ammunition, Artillery and other Stores on board the ship *Amphitrite*, Captain Fautrel."

Namely: -

52 Guns, their carriages and fore-carriages, &c.

20160 4 lb. Cannon balls
 9000 Grenades
 24 thousand-weight of lead balls
 2900 Spades
 239 Iron shovels [a sort used in lime burning]
 2900 Pickaxe Mattocks
 500 Rock picks
 484 Pickheads
 1000 Mattocks
 300 Hatchets
 1500 Bill-hooks
 5 Miners drills
 12 Iron pincers
 10 Pistols
 4 Scoops
 6 Priming Wires
 2 Iron wedges
 4 Pick-axes (sage-leaved)
 15 Crescent-shaped axes
 5 Shears
 4 Punches
 2 Rammers
 6132 Muskets
 255000 Gun flints
 5000 Worms
 12648 Iron balls for Cartridges
 345 Grape-shot
 1000 lbs. of tinder
 200 Levers
 37 bales of tent covers
 12 thousand-weight of gun-powder

Invoice of Ammunition, Artillery and other Stores on board the ship *Amelie*, Captain Desmoniers de Barras.

Namely: -

19 Brass guns with their carriages & fore-carriages, &c.
 288 Bombs
 100 Spades
 100 Mattocks
 3369 Cannon balls
 20 Cases of musket balls
 For the Use of the Artillery
 100 lbs of old cart grease
 1 piece of camelot
 4 lbs of thick wire
 200 Needles
 2 Reams of cartridge paper
 4900 flat tiles
 Stevens, ed., *Facsimiles*, No. 240.

CAPTAIN LAMBERT WICKES TO THE COMMITTEE OF SECRET CORRESPONDENCE ¹

Gentlemen,

L'Orient February 28th, 1777 -

I wrote at my Departure from Nantz which I hope Came safe to hand & now imbrace this oppertunity of informing you of the Success of my last Cruize, We Captured five Sail, none of which will be very Valueable I brought them all Safe in here. One of them *Swallow* Packet from Falmouth bound to Lisbon in Ballast engaged 45 Minutes before she Struck We had one Man Kill'd & My first Leiut had his left Arm blow'd off by our own Gun

the Leicut. of Marines was Slightly Wounded in the Wrist, but they are both in a fair Way to recover – The Coming into any French Ports with prizes is Attended with so many difficulties that I have wrote to Doctor Franklin desireing him to Send me home & am in hopes he will do so as soon as possible – Soon after my arrival I received an order from the Judge of the Admiralty Court to depart in Twenty four Hours with all my Prizes I however found Means to evade those Orders and got soon the Matter Settled with the Judge – in Eight days after I received an order from the Intendant of this Port to Depart in 24 Hours with all my prizes and not to presume to enter into any other French port under pain of being Seized he further inform'd me, If I offered to Cruize on this Coast, that a French Frigate would be dispatch'd to take me. If those threats were all to be put in Execution my Situation would be truely deplorable as I am informed there is Now several Brittish Ships of Warr Cruizing for me, those orders from the French Ministry I look on as Fenness and only given to Save appearances and gain time, as they are not yet quite ready for a Warr, but I think it will certainly take place in May or June.

It was with much difficulty I could evade the last positive order from the Ministry, given me by the Intendant, I then beged leave to heave the Ship Down as she was very leaky, he told me it was not in his power to Grant me Liberty I then told him the prizes were all dispatch'd & if he chose to Send the *Reprisal* out he must put hands on board, as me & my Officers and Men were determined not to proceed in her, in the present Condition & Desired him to Send Carpenters and Caulkers on board to Survey her, This he consented to, when they return'd they told him they thought it highly Necessary to heave her Down, He then told me he Could not grant me liberty unless those Officers would Sign a Certificate that they thought the Ship would be in Emminent Danger if sent out without repairing this they Could not do as they had not been on board long Enough to know how much Water she made in an hour, they Came on board the Next day on a Second Survey when they remained 4 Hours on board, and on their return signed a Satisfactory Certificate, the Intendant then granted me liberty to Come into Port and heave Down as our prizes is all gone I am in hopes my troubles are nearly at an end, I Sold the Packett for 16,000 Livres clear of all losses reclamations or other Demands after Striping her of Every thing that was Valuable, I shall refer you to Thomas Morris Esqr for the particulars concerning the other Prizes as he Transacted that Bussiness personally.

I Recd a letter this day from the Honbles Doctor Franklin & Silas Dean informing me of those orders by the Ministry at Paris, but think they are only to Stop the Clamour of the British Ambassadors & says they hope I shall be able to stay longer than the time limmitted. When I first Arrived I wrote to your Honble Commissioners at Paris Informing them of the Number of Prisoners taken, & as there had lately been two American Private Ships of Warr taken I thought it a good oppertunity to Negotiate an Exchange of Prisoners. in thier answer they say they will emediately apply to Lord

Stormont for an Exchange but did not think it Could be done without orders from the Brittish Court – I was permitted to keep them on board 7 days after my Arrival & then obliged to Discharge them & take the Intendants Certificate for their discharge, from Gentlemen [&c.]

Lamb^t Wickes

P.S. Inclosed you have an Exact list of the Prizes & Cargoes ²

1. Papers CC (Letters Addressed to Congress), 78, XXIII, 377–79, NA.
2. Enclosed list:

A Manifest of the Cargo on board the Ship *Betty* bound from Bordeaux to Londonderry – Vizt
 95 Hheads Wine
 55 Pipes Brandy
 29 Tierces Vinegar
 164 Cakes Rozin
 53 Small Boxes
 6 Bags made Corks
 11 Kegs
 21 Casks Pruens
 35 Bags Nutts
 Some Cork Wood

The Cargo on board the Brig *Hibernia* bound from Dublin to Lisbon – Vizt
 200 Barrels Flour
 730 Sacks Wheat

The Snow *Swallow* (a Packet) bound from Falmouth to Lisbon in Ballast
 The Cargo on board the Brig *Generous Friends* from Sheetland bound to Cadiz – Vizt

3270 Bushels Barley

The Cargo on board the *Polly & Nancy* bound from Pool to Cadiz – Vizt

2100 Quintals Cod Fish

Papers CC (Letters Addressed to Congress), 78, XXIII, 381–82, NA.

JONATHAN WILLIAMS, JR. TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

[Extract]

Nantes Feb. 28. 1777 –

. . . the principal intention of this is to inform you that Mr [Thomas] Morris has sold four of the prizes ² (all except the packet Boat) Vessells Cargoes &c &c for about 90,000 Livres, all risque of reclaim & every difficulty to be the purchasers. Mr M tells me he has recvd the Bills for the amount & so finished the Business.

1. Franklin Papers, vol. 37, 62, APS.
2. *Reprisal's* prizes.

1 Mar.

London Chronicle, THURSDAY, FEBRUARY 27 TO SATURDAY, MARCH 1, 1777

[London] Saturday, March 1.

The following ships were taken with the *Swallow* packet boat by an American privateer, and carried into L'Orient, viz. the *Polly and Nancy*, Keniesbear, from Pool to Cadiz; the *Hibernia*, Jefferson, from Dublin to Lisbon; the *Generous friend*, Duncan, from Shetland to Cadiz; and the *Betty*, Campbell, from Bourdeaux to Londonderry. ¹ Capt. [Charles] Newman, of

the *Swallow*, writes word that he is detained until they hear from Paris, and that he is in hopes the prisoners will be released.

1. Prizes of the Continental Navy brig *Reprisal*.

MEMOIR OF THE AMERICAN COMMISSIONERS TO VERGENNES ¹

Memoire

Paris March 1st 1777

In the several Memoires which Mr Deane had the honor of presenting previous to the arrival of his Colleagues, the history of the dispute, between the United States of America, & Great Brittain, was brought down, to the Time of presenting The Memoires, the situation, & resources of the United States justly stated; and Conjectures as to the issue of the Campaign, then depending were made, which Events have since justified. – The Turn which Great Brittain then meditated, and which she would finally exert her whole force, & influence to give to this War, was pointed out, Namely by an early subjugation of America to unconditional Submission by force of Arms, or an Accomodation, to be in a Situation of turning the War against France, which they would be able to enter upon with the Advantages of having their whole Force, by Sea & Land ready, their Magazines Stored, & the warlike spirit of the Nation raised by civil Contest, together with additional resources from America, in a State of Peace & Amity, & ready Armed, & disciplined.

That Great Brittain would endeavor To give the War this direction, & avail herself of these Circumstances has with submission been pointed out, in Memoires which Mr Deane had the honor of presenting in Addition to which Messrs Franklin and Deane ² have only to add, that they are well assured that the present Moment labours with this Event, before hinted at; and that Great Brittain is employing Art as well as force to Accomplish, & compleat their favorite design.

Messrs Franklin & Deane Anxious for the Fate of their Country, and wishing to employ every means in their power to Defeat the design of their Country's Enemies, take Liberty to observe, that without supplies of military, & other Stores, without Commerce established on which their resources greatly depends; and without the protection of any foreign power to their commerce, or Shipp's of War, it is hardly possible for the United States to prevent for any Time this Event; nor can it be expected when considered that under all these disadvantages they have to contend with the whole Force of Great Brittain, & her Allies.

In Consequence of Warlike stores, not being permitted to be shipp'd in French Bottoms, direct for the United States, the Cannon & Stores engaged by Mr Deane in August last are at this moment in the Ports of France; & finally obliged to send them by the West Indies, there to look for American or Neutral Ships, all hopes of their being in any Season for Service in America, are lost.

The Duties laid on certain Commodities coming from the Dominions of Great Brittain being continued on the same Commodities from The United States operate as a prohibition, on many important Articles of the American Commerce & can be remedied, only by some particular Regulation,

or Settlement of Rules for this Commerce. The Armed Vessels of the United States are under the Necessity of having some harbor in Europe to repair the Damages they may receive at Sea, without This it is impossible for Them to keep these Seas; and when permitted to enter the Ports of France, it is Necessary the Rules they are to Observe should be known.

It is a great Disappointment to Messrs Franklin & Deane, to find that they are unable to comply with the Proposals of the Farmers General respecting Tobacco, but greatly as they are in want of Supplies they Think themselves justified in rejecting offers which must Subject their Constituents to great and certain Loss in a Commerce which they hoped to establish on equal Terms.

Not to detain his Excellency longer than is absolutely Necessary, Messrs Franklin & Deane propose the following Points with all Submission to his Consideration

1. Military Stores being merchandize & subject to the same rules, as other Articles of Commerce, it is asked that they may be permitted to be transported direct to the United States in French Vessels, the proprietors running the risques Attending such a Voyage.
2. It is submitted whether, considering the different predicament under which many Articles of the Commerce of the United States now are, from what they formerly were, it is not Necessary they should be under different Regulations – & consequently whether the United States may expect their proposed Treaty of Commerce & Amity with his most Christian Majesty, will be accepted, & approved of.
3. All prospect, of Treating with the Farmers General for Tobacco being at present closed, & all hope of supply from that source defeated, Whether any other mode can be adopted, for supplying France with that Article at the price, it costs at its first purchase, & the unavoidable expences of transportation, that being the extent of the demand of Messrs Franklin & Deane.
4. It is requested that when Armed Vessels belonging to The United States enter the Ports of France, they may be permitted Time to repair the Damages they may have sustained, & to dispose of so much of their Effects as will enable them to do it, under such Regulations as are usual in such Cases; That the mode or Rules may be pointed out; and That they may be permitted to sell, or Freight to the Subjects of other Nations their prizes, without discharging their Goods on Shore, but transacting the whole on shipboard.
- 5th. A Port in Europe being Necessary for the Shippes of War of the United States and the Treaty subsisting between France & Great Brittain not permitting one to be granted in this Kingdom; it is hoped that it will not be disagreeable That Application should be made elsewhere, and on This Subject intreat his Excellency's advice & direction which in this & every other Concern will, be attended to by them in the closest manner – as well as be received with the utmost respect & Gratitude. ³

1. AMAE, Correspondance Politique, Etats Unis, vol. 2, 111–13, LC Photocopy.

2. Arthur Lee, the third Commissioner, was on a mission to Spain.

3. Vergennes' undated reply to the Commissioners:

1. No notice can be taken of commercial operations made by private individuals. No one is restrained in this respect, while keeping within the limits of circumspection. But it is impossible to ignore the undertakings, which, having a purely offensive object, cannot be regarded as commercial; and to do so would compromise ourselves without any advantage to the party we desired to assist, since such exportations cannot have the certainty of the favour of any flag and could not, at least with success, be reclaimed.
2. The facilities experienced up to the present by American commerce ought to leave no doubt that we will lend ourselves to this with mutual confidence, when the time comes to form a reciprocal alliance by a treaty of commerce. The reasons which at present prevent this alliance have been already intimated. Meanwhile, if there are any articles of merchandize upon which some indulgence is requested, they may be pointed out and efforts will be willingly made to procure it.
3. There is nothing to be written concerning Tobacco, this point concerns the Farmers General.
4. Every vessel which takes refuge in the ports of France receives there without difficulty, the succour of which it may have need, to repair the damage occasioned by the length of the voyage or events at sea; but it would be to give too great an extension to such succour, to claim on this head for privateers the right of running from the high seas into the same ports, of leading thither their prizes, of registering them and of selling them without even breaking their cargoes. The Treaties which are a law between the Powers and from which the religion of the monarchs does not allow them to deviate, are opposed to this.

Stevens, ed., *Facsimiles*, No. 1451.

2 Mar. (Sunday)

JOURNAL OF CHARLES HERBERT ¹

[H.M.S. *Burford*, in Hamoze]

[1777] March 1. Myself and one of my shipmates have again been upon deck to work. We made a chest for the master-at-arms, for which he gave us some biscuit. We mended, also, a table for the ship's cook, for which he gave us a supper and some spare bread and meat. It is in the paper that the ship which brought Dr. Franklin from Philadelphia to France, as she was returning, took a brig laden with fish, three days out of port, belonging to the same gentleman that bought the *Dolton*.

2. Prayers were read on board this ship to-day, and we were allowed to go on deck to hear them. A frigate arrived, after a six months' cruise, as we know by her firing a salute – which they are not allowed to do unless they have been six months absent. Myself and another have the liberty from the carpenter of the ship to work every day when we can get work to do.

1. Herbert, *A Relic of the Revolution*, 29.

BENJAMIN FRANKLIN TO ARTHUR LEE ¹

[Extract]

Paris, March 2. 1777 –

Capt. Wickes is return'd to L'Orient with 5 Prizes, taken on the Coast of Portugal: One a Packet from Falmouth to Lisbon, with 18 Guns & 50 Men. The others a Ship from Pool with Fish one from Shetland with Barley, one from Ireland with Flour, & one for Bristol with Wine and Brandy. He

has made near 100 Prisoners. At his Request we have proposed, to the English Ambassador here, an Exchange for as many Americans taken by the *Raisonnable*;² but have received no Answer; indeed we did not expect any. Wickes meets with Difficulties at L'Orient about his Prizes. We are soliciting here for Some Favour to him, but as yet have no explicit Answer. Mr Dean is gone again to day to Versailles. – Perhaps we might be more favour'd in Spanish Ports. Tho' People tell us that this Court is offended with the late Conduct of Britain, (which was insolent on its supposed Success in America) and begins now to use a Ton[e] that indicates a Rupture: But these are Notices not to be rely'd on.

I am now removed to Passi, but am almost every Day at Hotel d'Hambourg with Mr Deane, who begins to talk afresh of going northward. . . .

Capt. Nicholson is return'd and the Cutter with Capt. Hynson is arriv'd at Havre Mr [William] Hodge has not yet Succeeded at Dunkirk but expects. The taken Packet will I believe be fitted out as a Cruiser, being said to sail well. . . .

1. Benjamin Franklin Collection, YUL.

2. Crew of Massachusetts privateer *Dalton*.

3 Mar.

LORD SUFFOLK TO LORDS COMMISSIONERS, ADMIRALTY¹

My Lords,

St James's March 3d 1777.

The King's Assent having been this Day given to "an Act of Parliament to empower His Majesty to secure and detain Persons charged with or suspected of the Crime of High Treason committed in any of His Majesty's Colonies or Plantations in America, or on the High Seas, or the Crime of Piracy" and there being a Clause which makes it "lawfull for His Majesty by Warrant under His Sign Manual to appoint one or more Place or Places of Confinement within the Realm for the Custody of such Prisoners," I am to desire that your Lordships will Name and describe to me for His Majesty's Information such Place or Places of Confinement as you think most expedient to be appointed in the Manner and for the purpose aforesaid, instead of the Common Goals. I am &c.

Suffolk.

1. PRO, Foreign Office, 95/355, 323–24.

LORD GEORGE GERMAIN TO GENERAL SIR WILLIAM HOWE¹

[Extract]

Whitehall 3d March 1777

. . . a warm Diversion upon the Coasts of the Massachuset's Bay, and New Hampshire, would not only impede the Levies for the Continental Army, but tend much to the Security of Our Trade, and indeed, it scarcely admits a doubt but that these Benefits must inevitably result from such an Arrangement; For as, on one hand, it is scarcely to be expected that those Provinces will part with men when their Presence must be wanted for the

internal Defence of their own respective Districts; so, on the other, a salutary Check will unavoidably be put to the Successes of the Rebel Privateers, when we have destroyed or taken Possession of their Ports. . . .

1. PRO, Colonial Office, 5/94, 107-10.

PAUL WENTWORTH TO LORD SUFFOLK ¹

[Extract]

My Lord

I have this moment fallen upon the exact state of the Busyness which is the immediate object of A Lee's journey to Madrid. The delegates at Paris, assisted by the Count d'Aranda, & the Weverial Minister I before described, had Adopted a scheme suggested by a M. de Rulle Cour to give the Congress an Establishment convenient for an admiralty Jurisdiction in Europe or rather Africa. The writings are drawn & signed by the Partys – Namely the delegates & Rulle Cour, who has Engaged to raise 1000 Men to Garison, & Mony to build a Fortification on one of the Zaferinos Islands near Melila on the Coast of Fez in the Mediteranian, wch belong to Spain, if to any body – they being considered as desolate: On the other Part, is stipulated that Rulle Cour shall have a Commission as Capt Genl & Gov. of the Island &c &c. And I believe MacIntosh, at Leyden, expects to be Judge-Advocate. Mony is offered by M. de Chaumont in France, & M. D'yranda at Madrid, & the two Ministers have Added all their power & sollicitation to give the scheme success. . . .

Poland street [London] 3 March.

1. Stevens, ed., *Facsimiles*, No. 144.

“EXTRACT OF A LETTER FROM PLYMOUTH, DATED MARCH 3.” ¹

Arrived here his Majesty's ship *Liverpool*, Capt. Henry Bellew, from America, the ship which has been so fortunate in retaking many West India ships from the rebels.

[Printer's note] It is said that the crew of the *Liverpool* man of war have received upwards of 40 l. each, prize money, for captures they have made since their being on the American station.

1. *London Chronicle*, March 4 to March 6, 1777.

LIEUTENANT COLONEL EDWARD SMITH TO WILLIAM EDEN ¹

[Extract]

Havre, March 3d. 1777 – 6 at night

. . . I see our Seamen disdain such trifling game as Privateers, but lett me assure you exclusive of the prejudice they do your trade they hurt the credit of your Marine & induce the French to enter willingly into these Ships for prize money. You see Weeks [Lambert Wickes] has never found a difficulty in disposing of his prizes in the ports of France notwithstanding any thing that Court may say to ours.

The Sloop Hynson brought here is hawl'd up into the most private part of the harbour and the King's Dock Men are at work upon her with all expedition. I mean that she shall be stuffed with every thing that is good, to make her a better, & more valuable prize, but observe she will be all French, Master, hands, cocketts, & even bills of laiding, and will hoist french Colours so lett your ships be well apprized She will be quite French, but Hynson will answer to his name willingly.

Many officers have gone these last six weeks from hence to America I should say Philladelphia and 300 artillery Men. A Capt Bell saild some weeks ago with his Ship loaded with powder, Lead, Cloth, small Arms, and brass Cannon, Franklin is trusted by the Court of France for all articles. A Ship for St Domingo Sails to Morrow from hence loaded with stores of all kind, salt and Cloth, & more brass artillery. Every port of France has provided America.

Success attend your ships, if they loose the Sloop, they must be sad hands indeed, and I shall have been a very useless and expensive Messanger. so rely upon them for any return of my voyage because Hynson will not give me the dispatches here, so take her.²

I sett off for Paris to Morrow

1. Stevens, ed., *Facsimiles*, No. 52.

2. See next entry for British plan to capture sloop commanded by double agent Hynson.

PLAN TO CAPTURE JOSEPH HYNSON'S SLOOP ¹

The Cutter Sloop was built at Folkstone bought at Dover from Factor, and paid for by Hynson. She will have a French Captain and Crew on board and will clear out for some French Foreign port Capt Hynson will pretend being a passenger, and will answer to his name. He is a lusty and a black looking Man.

She will sail the first fair wind from Havre after the tenth of this Month in an Evening so as to make Cape Barfleur in a Morning. carrying French Colours.

One Ship must be off Cape Barfleur, and another off Alderny, & if it is in nature these Ships should miss such a Cutter Sloop, you had better have Sixty Ships out, than loose her, besides the distance from Portsmouth is so short that there can be no difficulty in having the means at hand to Catch her. Your Ships should be upon their stations the 9th because after the 10th the first wind that she can Sail with, Hynson will most assuredly putt to Sea.

Hynson must not be much marked by respect, but confined, and putt in confinement when on shore till Somebody fetches him to London, He begs I may come to him.

Havre 3d March 1777

N.B.: She shall have fifty or sixty barrels of gunpowder on board

1. Stevens, ed., *Facsimiles*, No. 51. Enclosed in Lieutenant Colonel Edward Smith's letter of the same date to William Eden.

BUISSON DE BASSEVILLE TO BENJAMIN FRANKLIN¹

tho' I Receiv'd no answer to the first letter I have had the honour of writing you this last month, give me leave to Send you this Second.

I was yesterday at l'orient where I have Seen the embarquations taken By one of your privetears: one of them is fit to be arm'd as a privetear, and if you please to trust me with the Commandement of it, I'll Sail in Company with the other, or else I'll go with it to Baston, as it will please you to order. if you have not Sailors enough for that purpos, I'll find you Brave fellows whose will Surely Serve your Country with distinction: But, if my demand is agreable to you, you must be as good as to obtain me leave from the Court of france that I may absent my Self; and a power to engage frenchmen to Come with me.

be assur'd, Sir, that I'll neglect nothing to testifie you my agknowledgment. I am with all possible Respect [&c.]

Buisson de Basseville

the 3d day of mach 1777

from quimperlé in low Britain –

[Endorsed by de Basseville on verso]

Sir/ Be pleas'd to honour me with an answer that I may Know your intention towards me

1. Franklin Papers, vol. 5, pt. 1, 84, APS.

“EXTRACT OF A LETTER FROM A PERSON AT L'ORIENT TO MESSRS W. & N. JOHNSTON AT BORDEAUX DATED MARCH 3”¹

As a matter of fact the Court has ordered that the English vessels captured by the American frigate must leave the port, but there is reason to believe that our Commandant has received other private orders because these prizes; instead of really leaving the roads, have merely changed their berth by placing themselves outside the harbor. Nevertheless, in order that everything shall appear to be correct, Captain Weeks, commander of the frigate the *Reprisal* has obtained clearance papers from the Farmers General; care was taken during the night to change the figure-head and the vessels have been painted. The cod ship and the wine and brandy ship (the *Betty*) have been sold for about 70,000#, cargo and vessels² They are now engaged in unloading outside the harbor at Bois du Blanc; the flour and barley ships are being taken to Noirmontier where they are to be sold³ and the English packet ship is being guarded by the frigate and will make a small privateer.

In Lord Stormont's No 50 Secret

1. PRO, State Papers, 78/301, 380.

2. The “cod ship” was *Polly and Nancy*, of 150 tons.

3. The “flour and barley ships” were *Hibernia* and *Generous Friends*.

4 Mar.

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE ¹

My Lord

[Admiralty Office] 4th March 1777

I had the honor to receive on the 23d ultimo by the *Bristol* your Lordships Letter of the 12th and 18th of December last, giving accounts of the disposition you had made of the Ships and Vessels under your Command; and having laid the same before my Lords Commissioners of the Admiralty I have the satisfaction to acquaint your Lordship that they entirely approve thereof; I at the same time received and laid before their Lordships your Letters of the 22d and 27th of December the former acquainting them with your motives for permitting Captain [John] Tollemache to return to England, the latter with those for sending home the *Bristol* both of which my Lords likewise very well approve of, and command me to inform you that not intending to send Captain Tollemache back to New York they are pleased to leave it to your Lordship to appoint a Commander to the *Scorpion* Sloop in his room. My Lords are also pleased to leave it to your Lordship to appoint a Lieutenant to the *Amazon* in the room of Lieutenant Paton who was ordered by Captain [Maximilian] Jacobs to command the *Lord Howe* armed Vessel in the absence of Captain [Thomas] Pringle, and who came home a Passenger in her upon Captain Pringle resuming the Command

In my Letter of the 14th of January last I had the honor to acquaint your Lordship that it was the intention of the Board to send out to Quebec a sufficient number of Supernumerary Seamen to supply the place of the Men who have been lent to the Craft upon the Lakes from the *Triton Garland* and *Viper* Sloop that those Ships and Sloop might not lie inactive but proceed on any Service for which they might be wanted. I am now to inform your Lordship the 200 Seamen will accordingly be sent out by the *Proteus* Armed Ship and *Porpoise* Sloop, two Vessels which have been purchased to carry to Quebec the Camp Equipage, Cloathing Ordnance and Naval Stores for His Majesty's Forces in Canada, the former mounting 26 Guns with 160 Men, and the latter 16 Guns with 125 Men; They will proceed under the command of Captain [Philemon] Pownoll of the *Apollo*, in which Ship General Burgoyne is to return to Canada, and as the General has upon an interview with my Lords represented that besides the Seamen which have been allotted for the Service on the Lakes in consequence of the Plan delivered to Sir Charles Douglas by Sir Guy Carleton, two or three hundred more may be wanted to man the Boats and for other Services there, their Lordships think it will be expedient for them to give discretionary Orders to Captain Pownoll to furnish such a further assistance of Seamen, if it shall be found absolutely necessary, until such time as he receives Instructions from your Lordship upon that head, as well as for the disposal of the Ships and Vessels in the River St Lawrence

The *Experiment* which arrived at Plymouth on the 9th and the *Bristol*

which came to Portsmouth on the 23d past are under Orders to be refitted, and will be sent back to your Lordship as soon as possible.

The *Isis* and *Swift* Sloop are now at Spithead in readiness to convey from hence 1000 British Recruits when the Transports which are waiting at Sheerness to receive them can get round They will be accompanied by the *Camel* of 24 Guns, and the *Bute* hyred Armed Ship of 30 Guns, appointed to carry the Camp Equipage for the Army under General Sir William Howe, and to proceed afterwards to the West Indies to be employed as Convoys to the homeward bound Trade.

I have only to add that the *Ariadne* a Twenty Gun Ship lately built at Chatham with a Copper Bottom, is nearly ready for the Sea, and will be sent out to your Lordship without delay. I have the honor to be &c

P: S:

P: S: Since closing my Letter I have received your Lordship's Letter of the 15th of January, and shall lose no time in laying it with it's Inclosures before my Lords Commissrs of the Admiralty

Vice Admiral Lord Viscount Howe }
at New York } By the *Albion*

Duplicate sent by the *Ariadne*

1. PRO, Admiralty 2/554, 129-32.

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE ¹

My Lord

Admiralty Office 4th March 1777

In addition to the *Albion*, by which your Lordship will receive this Dispatch, I have it in Command from My Lords Commissioners of the Admiralty to acquaint you that the *Somerset*, *Nonsuch Augusta* & *Raisnable* of 64 Guns each, are nearly ready for the Sea & will be sent seperately to reinforce the Squadron under your Lordships command without loss of time.

I have the honor to be &c

P. S.

1. PRO, Admiralty 2/1334, LC Photocopy.

BENJAMIN FRANKLIN AND SILAS DEANE TO THE COMMITTEE OF
SECRET CORRESPONDENCE ¹

[Extract]

Gentlemen

Paris March 4th 1777

We send you herewith, the draught of a Frigate, by a very ingenious Officer ² in this Service, which appears to Us peculiarly suitable for Our purpose, and We are in hopes of being able to ship Cordage and Sail Cloth, & Anchors &c Sufficient for Five or Six such Frigates, by the time you can have them built.

Though deprived of any intelligence from you since the first of last November, & without remittances leaves us in a Situation easier to be conceived than described. The want of intelligence affects the Cause of the

United States in every department; such Accts of Our Affairs [as] arrive in Europe at all, come thro the hands of Our Enemies, & whether defeated or Victorious we are the last who are acquainted with Events which ought first to be announced by Us. We are really unable to account for this Silence, and while We are affected by the unhappy Consequences of it, must intreat the honorable Congress to devise some method for giving us the earliest and most certain intelligence of what passes in America.

The Ship³ by which this is sent, is Loaded with Cloathing, and Cordage, and Duck, not having a full Cargo of the former. We ordered Mr Williams who acts for Us at Nantes to compleat [it] with the latter, for which We have obtained a Short Credit. Mr Williams will write You by this Opportunity. he has been of great Service to Us at Nantes, & it is but justice to say that his knowledge of business, probity, Activity & Zeal for the Interests of his Country, with the good Opinion justly entertained of him by Gentlemen in Business at Nantes, render him Very serviceable in Our Affairs there, & proper to be employed in Commercial Transactions.

It gives Us pain to be obliged to say, that the conduct of Mr [John Philip] Merkle is intirely the reverse. he left the Vessel he came over in at Bordeaux on Expençe in December last; has sent no Orders to her since. he passed thro Paris in January for holland, or rather spent a Month in the City, on his journey, where, as well as at Bordeaux, his character is marked by low debauchery, incompatible with the Gentleman or the Man of Business. Persons of such a Character giving themselves out for Agents of Congress, and producing Contracts in support of their Pretensions, hurt the Commercial reputation of the United States, and can be of no Service in any shape whatever.

1. Papers CC (Letters from the Joint Commissioners for Negotiating Treaties with France and England, 1777-84), 85, 29-32, NA.
2. Captain Jacques Boux.
3. *Comte de Vergennes*.

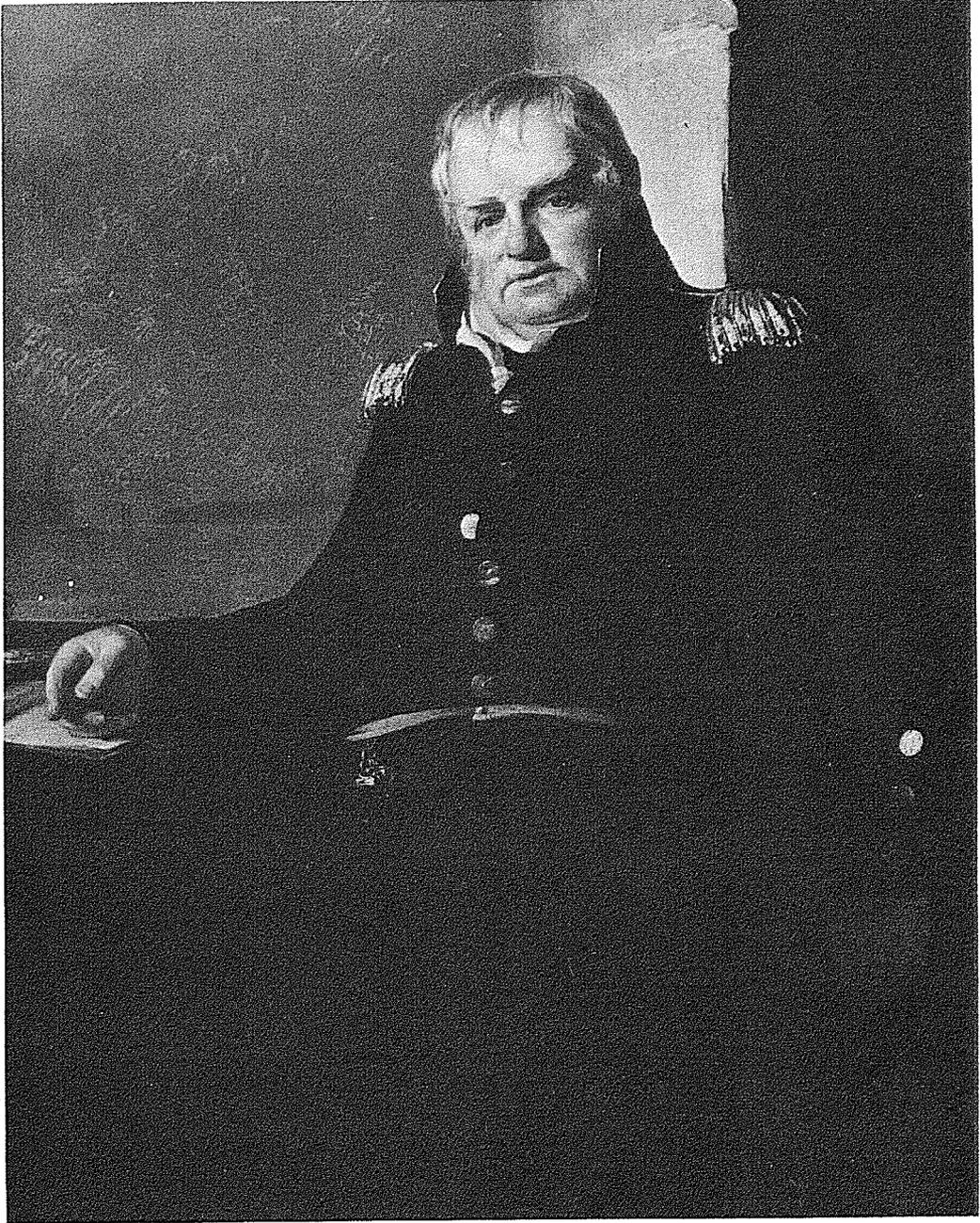
JONATHAN WILLIAMS, JR. TO BENJAMIN FRANKLIN¹

[Extract]

Dear & hond Sir

Nantes March 4. 1777.

I am highly pleased to find that my Inclination to settle in France meets with your approbation, and I will do my best endeavours to preserve the good opinion you are pleased to honour me with. This place seems to me the best calculated for carrying on the american Trade, especially in time of war. I understand that all vessells that come on this coast are obliged to make Belle isle, which being just off the mouth of this River, an immediate shelter is near either in case of Chase or bad weather; while those Ships that are bound to Bordeaux or other places, have a turbulent Bay to cross, & a dangerous Coast to sail along before they can reach their port. The shallowness of the River near the Town is the only disadvantage, but where operations are to be conceal'd, the Ships being at some distance is not amiss, & with proper management & previous arrangement, this circumstance may not lessen the Dis-



Jonathan Williams, Jr.

patch. The extent of the Loire is a great Benefit, it communicates to many manufacturing Towns & by Canals joins the Seine & so goes even to Paris. it has a very rapid Stream which is the means of quick transportation, & the Goods not being jolted by land Carriage may if properly packed come in great preservation. . . .

1. Franklin Papers, vol. 37, 64, APS.

5 Mar.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN MATTHEW MOORE, R.N.¹

By &c.

Whereas we think fit that the Ship you command shall be victualled for four months only with all Species of provisions except Beer of which she is to have as much as she can conveniently stow, You are hereby required and directed notwithstanding former Orders) to complete her provisions for that time only accordingly. And when you have so done, in which you are to use the utmost dispatch, you are to put to Sea the first opportunity of Wind & Weather and proceed and cruize without a moment's loss of time off the Capes Ortegale and Finisterre (ranging about within Thirty Leagues from either of them) for the protection of the Trade of His Majesty's subjects and diligently to look out for, and upon falling in with, to use your best endeavours to take or destroy any privatiers or other Ships or Vessels belonging to the Rebellious Colonies of North America.

You are to continue upon the above Station for one Month after the making either the above Capes or the Land near the same, and then return without loss of time to Spithead and remain there until you receive farther Order; sending Us an Account of your Arrival and Proceedings. Given &c the 5th March 1777.

Captn Moore—*Exeter*—Spithead.

By &c

PS.

J Buller.

Lisburne.

H. Palliser

1. PRO, Admiralty 2/102, 324-25.

Public Advertiser, WEDNESDAY, MARCH 5, 1777

[London, March 5]

For the *Public Advertiser*.

An authentic List of Prizes taken, retaken, burnt and destroyed by his Majesty's Ship *Milford*, on the Coast of America, from the 20th of April to the 9th of December, 1776.

1. A Sloop from Speedwell to Boston, off Newbery, 90 Tons Burden, loaded with Wood.
2. A Schooner from Salem to the West Indies, off Cape Ann; 60 Tons with Fish and Lumber
3. A Sloop from Casco Bay to Boston, off the Isle of Shoal, 70 Tons, with Wood.

4. A Schooner from New London to —, in Boston Bay; 60 Tons, with Rye, &c. &c.
5. A Sloop from Casco Bay to —, off Cape Ann; 70 Tons with Spars for Masts, &c.
6. A Sloop from Nantucket to Casco Bay, sunk her; 60 Tons, with Ballast.
7. The *Yankee Hero* Privateer, 17 Carriage Guns, 10 Swivels, &c. 150 Tons, with Provisions, Stores &c.
8. A Sloop from Newbery to St. Peter's, off Sambro'; 60 Tons, with Tar, Flour, Sheep.
9. Ditto from C. Bay to Nantucket, off C. Cod; 80 Tons, with Lumber.
10. Ditto from Wood Island to Boston, off C. Ann; 90 Tons, with Wood.
11. Ditto from ditto to ditto, off ditto; 80 Tons, with ditto.
12. Ditto from ditto to Nantucket, near Cathes Ledge; 60 Tons, with ditto.
13. A Schooner from Kenebeck to Hispaniola, ditto; 70 Tons, with Fish and Lumber.
14. The *Princess Royal*, from Jamaica to London, retaken; 350 Tons, Sugars, Rum, &c.
15. A Schooner from Boston off Cape Cod, sunk her; 50 Tons, with salt Mackrel.
16. [Illegible]
17. Ditto from Salem, sunk her; 90 Tons, with ditto.
18. A Schooner from ditto, burnt her; 80 Tons, with ditto.
19. A Brig from St. Vincent's, re-taken by the Boats when at anchor; 120 Tons, with Rum, &c.
20. A Sloop from Mount Desert to Boston; 110 Tons, with Wood.
21. Ditto from Hispaniola to Newbery, off C. Ann; 100 Tons, with Molasses, Coffee and Cotton.
22. A Schooner from ditto to ditto, off ditto; 80 Tons, with ditto.
23. A Sloop from Boston to —, off Cape Ann Harbour; 50 Tons, with Ballast.
24. The *John* Transport returning from Quebec, retaken; 300 Tons, with ditto.
25. A Brig from Halifax to the West-Indies, retaken; 150 Tons, with Fish and Lumber.
26. The *Retrieve* Privateer, 11 Guns, 18 Swivels, 82 Men, 140 Tons, with Provisions, Stores, &c.
27. A Brig from Halifax to the West-Indies, retaken; 200 Tons, with Lumber.
28. A Snow from England, retaken; 220 Tons, with Lead and Copper Ore.
29. A Brig from Liverpool to Antigua, retaken; 150 Tons, with Corn, &c.
30. A Sloop from — to Boston, burnt her; 60 Tons, with Wood.
31. A Sloop from Falmouth to the West-Indies; 100 Tons, with Fish and Lumber
32. A Schooner from ditto to ditto; 70 Tons, with ditto and ditto.
33. Ditto from Boston, burnt her; 50 Tons, with Oysters, &c.
34. Ditto from ditto to Newbery; 50 Tons, with Dry Goods.

35. A Sloop from ditto, burnt her; 60 Tons, with Ballast.
36. A Brig from Marseilles, Cargo French Property, retaken; 200 Tons, with Oil, Cotton, Saffron, &c. &c.
37. A Ship of 14 Guns from Liverpool to Halifax, retaken; 300 Tons, with Butter, Cheese, Coals, &c.

N.B. By the Capture of the above Vessels, in the Space of eight Months, through the Means of one King's Ship only, the Americans have sustained a Loss of very near 100,000 l. Sterling. Besides which, the *Milford* has rescued from the Rebel Paw, a great Number of Transports, Victallers, and other Vessels, and greatly molested their Coasting Trade during the whole Summer.

Yesterday the Press was very hot on the River Thames; several Watermen were taken from Hungerford-stairs, and not a Waterman but what were old Men were seen at Blackfriars or Westminster Bridges the whole Day: All the Watermen at Milbank, Vauxhall Stairs, and Nine Elms, were pressed.

London Chronicle, TUESDAY, MARCH 4 TO THURSDAY, MARCH 6, 1777

[London] Wednesday, March 5.

An American vessel, with 500 barrels of rice and 200 of indigo, for a foreign market, is taken, and carried into Grenada.

The *Irwin*, Smith, which is arrived in the Downs from New York, was a Jamaica ship, and taken by an American privateer, but since retaken by a man of war.

LORD STORMONT TO LORD WEYMOUTH ¹

Particular

No 45

My Lord

Paris March 5th 1777

Yesterday Morning I had the Honour of Your Lordships Letters No 14 and 15.

After what had passed last week, between M de Vergennes, and me, with regard to the American Ship, the *Reprisal*, and the Captures She had made, and carried into L'orient, I did not imagine that it would have been necessary to resume the Subject, but Information I received from L'orient of the 26th past, made me think it incumbent on me, to return to the Charge, I therefore My Lord began my Yesterdays Conversation with M de Vergennes, by telling Him, that I was surprized and concerned to find, that there must have been some mistake, or delay, in the orders He mentioned to me last week, as I knew that the *Reprisal* was still at L'Orient, the 26th of last Month, and that the Captain had sold two of the Prizes, which put to sea that Day, and it was said, was about selling the other three. I gave M de Vergennes an exact List of the five Ships, and marked the two that were actually sold, according to my Information

He interrupted me to say, that what he had told me, was exact, that the orders were sent At the time He mentioned, and that M de Sartines had

received an Answer from the Commissary who mentions the Departure of two of the Merchant Vessels, but says nothing of any Sale, The Commissary adds, that the other three ships were immediately to put to sea, together with the *Reprisal*, that the American Captain had fought for a Delay, and pretended the Necessity of having his Ship Careened, but upon examination, it was found, that there was no such Necessity, and the Commissary renewed the orders, for her immediate departure, He says positively in his Letter, that Wind, and weather permitting, the *Reprisal* will put to Sea, the Day after to morrow, that is the 28th of last Month, This My Lord, is the Substance of the Commissarys Answer, according to M de Vergennes Account of it to me. His Excellency assured me, that he knew of no Sale, that none had been permitted, that no Part of the Cargoes had been suffered to be unloaded, and that if there had been any Clandestine purchase of the whole en Bloc. it was at the Risk of the purchaser, and was one of those Secret dealings in Trade, which it was scarce possible to prevent. He asked me, if I had any particulars with regard to the Sale, or could tell Him the purchasers Name. I was obliged to own My Lord, that my Information was very defective. It comes to me through Mr Hunter, who has it in a Letter, from his Correspondent at L'orient, but that Correspondent mentions no particulars. I have begged Mr Hunter, of whose Zeal I have had several Proofs, to get me the most particular Intelligence possible.

I told M de Vergennes, that I hoped soon, to be more exactly informed, that in the mean time, I asked the Restitution of the Packet, which was a Kings Ship, and of the other two Vessels if they were Still at L'Orient, and that as to any sale, that had been, or might be made, of all, or any of the five Vessels, I did as was my Duty, formally protest against it, and declare, that our Right could not be Affected, by any such Sale and that into whatever hands the Ships came, they must be considered as our indisputable Property. He did not at all Attempt to contravert this, but said, that as they had positively forbid the Sale, they certainly did not mean to justify the Purchase, if any Such Purchase had been made, which He assured me He did not know of, and which could only have been made en Fraude. He again assured me, that He had no Doubt, the orders were carried into full Execution before this time.

As to the Complaints of Messrs Ranson and Delamaine, all I shall Say My Lord is, that those Gentlemen are misinformed, M de Vergennes, who knows how repeatedly I have applied to Him upon the Subject, smiled, when I told Him they complained of my Negligence. I do not however at all mean to insinuate, that they have not Reason to be displeased, with the little success of my Representations; They have every Right to consider, the Captors as Pirates, and do not see how hard it is, to bring this Court to adopt, and avow the same opinion. Your Lordship is I know well aware of the Difficulty of the General Question, I saw it too, tho' imperfectly, when I transmitted You a kind of Memorial, which You so properly desired might not be presented. Since that time, My Lord I have constantly pressed the Restitution of the Ships, the Rebels take, and carry into the Ports of France, but I press

it upon the footing of friendship only, and without entering into any Discussion of the Matter of Right, which as Your Lordship sees better than I do, might carry us very far, and lead to such Disquisitions, as it is better to avoid. When I sent You the sketch of a Memorial, I did not see the nicety of the Question, in its full Extent, but was like an advocate who uses the most specious Arguments he can find, and is himself deceived, by the Arguments he employs. The Point now seems to me of such Nicety, that if any Memorial is to be given in with regard to it, I most earnestly beg, that it may be transmitted to me. In the mean time, I shall continue to follow the middle way I have taken, and press rather than Claim such Restitution, if the Case should again arise. I know that it should be granted, if this Court acted up to the friendship they profess, but they always protest the fear of Quarrelling with the Rebels, exposing their Trade, to the Insults of the American Privateers, and drawing on a Contest in which they could get nothing but blows. M de Maurepas, and M de Vergennes, have both repeatedly made use of this Expression, and said, that they must keep clear of Contests, in which there is much to lose, and nothing to gain.

I am with the greatest Truth, and Respect, My Lord [&c.]

Stormont

P:S: Mr Hunter has just received a Letter from L'orient, acquainting Him, that all the Prizes are Sold, but mentioning no particulars, so Soon as I know all the Circumstances, I shall again speak to M de Vergennes upon the Subject, and regulate Myself according to the information I receive. There can be no doubt, that the Commissary At least, has connived at this fraudulent sale, But they will deny, and I fear we cannot prove. S

[Endorsed] Paris 5 March 1777 Lord Stormont No 45 Particular R 10th by Express from Dover

1. PRO, State Papers. 78/301, 322-25.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

Gentlemen,

L'Orient 5th March 1777 -

I received two of yours of the 25th by Mr Defrancy who I am sorry Came so late, as our Sales were compleat before his Arrival, I have strictly attended to your proposals & shall give you as full an Answer as in my power

as to Cruizing in the Sound for the Baltick Ships I am afraid that will not do, as neither me nor my officers are acquainted wth those Sea's, nor have we any proper Charts for those Sea's. Another ob'ection is, the Certainty of being Soon discovered, as there is such Numbers of Vessels passing and repassing constantly, the Consequences of wch would be dangerous, as the Passage in & out are Narrow & we should be either blocked in or taken but if you should think proper to order us on this Expedition I think it would be highly Necessary to procure us Admittance & protection in some of the principal Ports in those Sea's, If this Cannot be done, I think it would not be Advisable to venture there

The Cruize on the coast of Guineay I think much Safer and better, but there is Such Difficultes Attending it, as cannot be got over, Our ship

will not carry Water & provision enough for to Cruize, as it will be Necessary to take 4 Months Water & provisions for that Cruize, and we Cannot take more than 2 Months Water & provisions – If you should purchase the *Marepaus* [*Maurepas*], I think this Cruize would then be Advantageous as the Ships [of] Warr are all Small that is on that Coast & the Guineay Men tho' they have all more or less Guns are not in a Condition to fight, as their Men are Generally very Sickly going off the Coast.

I join with you in Sentiments in regard to Cruizing on this Coast as there is very little prospect of any More Success here, I am Informed by the officers belonging to two French Ships [of] Warr, that arrived two days ago from a Cruize, that there is three British Ships [of] Warr Cruizing, between Cape Finnister and Ushant, one of 64 Guns one of 50, and one of 32 Guns, two of which they Saw & was told there was Another – The French Ships goes out again on a Cruize to Day.

I think if a very fast Sailing Cutter could be got & Stationed at Dunkirk they might soon make plenty Prizes by running into the Downs and Cutting Ships out from there, provided they would be received & protected in that port until it Suited you to Send them off for America or Elsewhere, And take the liberty to recommend Capt Hinson [Joseph Hynson] for that Service, as he is a Stout brave Man & I think well qualified for Such an Enterprize,

I am very glad to hear you intend to provide for Capt [Samuel] Nicholson, as I think him deserving yr Confidence and make no Doubt he will Merrit your Esteem in any Station you may think proper to place him. If you purchase the *Marepaus* and I am appointed to Command her, I know no Obstacle in Capt Nicholsons way, as my Officers would Chuse to Continue with me & of Course there will be room for him in the *Reprisal*. I think you may get the *Marepaus* £12,000 Sterg She is a Very fine Ship & has the Charector of a Very fast Sailor I would recommend the purchase if Convenient.

whatever may be your determination on those hints mentioned in your last I shall Cheerfully Comply with any orders from you if in my power, the Officers did not Sign a Written parole, only give thier Word of Honour, as I have wrote you fully on this head, shall only Say they are all discharged. This comes by Mr Defrancy who returns emediately to Paris as you Trusted him I think I may safely do the Same from Gentlemen [&c.]

[Unsigned]

P.S. I shall take Care not let any more Officers on Shore at all. L.W.

1. Franklin Papers, vol. 5, pt. 2, 93, APS.

6 Mar.

LORDS COMMISSIONERS, ADMIRALTY, TO LORD SUFFOLK ¹

My Lord

Admiralty Office 6th March 1777

Your Lordship having, in your Letter of the 3d Instant, acquainted Us that the Kings Assent had been that Day given to “An Act of Parliament to empower his Majesty to secure and detain Persons charged with or sus-

pected of the Crime of High Treason committed in any of His Majestys Colonies or Plantations in America or on the High Seas or the crime of Piracy” and that there is a Clause which makes it lawful for His Majesty by Warrant under his sign Manual, to appoint one or more Place or Places of confinement within the Realm for the Custody of such Prisoners; And your Lordship having in your said Letter desired that we will name to you for His Majestys information such Place or Places of Confinement as we think most expedient to be appointed in the manner and for the purposes aforesaid instead of the common Goal: We are to acquaint your Lordship for His Majestys information, that there is at Plymouth a large Building call'd Mill Prison; And another at Portsmouth on the Gosport side, about a Mile from that Place, call'd the Forton Hospital, with large airing Grounds; which Buildings were used for the Custody of Prisoners during the last War; and, being the property of the Crown, they may in our opinion be proper places to be appointed for the purposes mentioned in your Lordships said Letter: And should it be thought expedient to order them to be so made use of, and any of the Prisoners confined therein be sick, so as to make it necessary to have them removed, they may be accomodated with seperate Appartments, in the Royal Hospitals for Sick Seamen at Plymouth and at Haslar, until their Numbers are too large to allow of its being done without inconvenience to His Majestys Service. We are My Lord [&c.]

J Buller C Spencer Lisburne

1. PRO, State Papers, 42/50, 63-64.

LORD GEORGE GERMAIN TO COMMODORE MARRIOT ARBUTHNOT¹

[Extract]

Lieut Govr Arbuthnot

Sir

Whitehall, 6th March 1777.

I have received your Dispatches of the 31st December & 31 January, by His Majesty's Ships *Lizard* & *Liverpool*, and laid them before the King. His Majesty read with great satisfaction the account you give in the former of these Dispatches of the success with which the very proper & spirited Measures taken by yourself, General Massey & Sir George Collier, for the relief of Fort Cumberland was attended, & expressed his approbation of Major Batt's conduct of the party under his Command upon that Occasion.

I agree with you that it is highly probable the Rebels will renew their attempt upon that Fort in the Spring, if they see any likelihood of succeeding, and, therefore, Col: Gorham, or the commanding Officer, cannot be too watchful or attentive, to prevent any surprize, and to the laying in sufficient Supplies for the Garrison, to enable him to sustain a Siege untill succours can arrive.

The requisition you have made to Sir George Collier for a number of small Ships of War to be stationed at the several Inlets into the Province will, I doubt not, be complied with by Lord Howe as far as the other important Objects he has to attend to will admit, but I trust the early Operations of His Majesty's Forces will reduce the Rebel power to so low

a state that fewer than seven of the King's armed Ships will be found sufficient to protect the Province from any formidable attack, and the Force within it if properly employed cannot fail of giving security against any small Enterprize.

1. PRO, Colonial Office, 217/53, 31-32.

LIEUTENANT GENERAL JOHN BURGoyNE TO CAPTAIN PHILEMON POWNOLL,
H.M.S. *Apollo*¹

My dear Sir

I wrote to you last week to inform you how happy I found myself in being able to accept your obliging invitation on board the *Apollo*. I directed my letter to Sherpham Devon: but not knowing your post town possibly it may have miscarried. I therefore trouble you with one line more to say that Government will soon grow impatient for my departure & to request from you intelligence of the real time you think you shall be ready. I now beleive I shall be dispatched upon expeditious reasons & that I shall save you from the trouble of a Convoy.

If my first letter did not reach you be so kind to inform me & I will repeat what I therein mentioned & beleive me with truest regard Dear Sir [&c.]

Hartford Street March 6 1777

J: Burgoyne

1. Sir Henry Clinton Papers, CL.

PHILIP STEPHENS TO WILLIAM KNOX¹

Sr

Admty Office 6 March 1777.

My Lords Commissrs of the Admiralty having directed the Navy Board to apply the Transports named on the otherside hereof, to the Services against their Names expressed; I am commanded by their Lordships to acquaint you therewith, for the Information of Lord Geo Germain, in answer to your Letter of the 26th past; And am [&c.]

Ph^p Stephens

Springfield To carry the Ordnance Stores, Presents for the Indians, & 25 Recruits for St Augustine

Tons. No Pdrs

St Helena 270 12: 6 - To carry the Ordnance Stores to St Vincents, and as many of the Recruits for Granada as she can take in.

Tons. No Pdrs

Harrietta 221: 6: 6 - To carry the remainder of the Recruits to Granada.

1. PRO, Colonial Office, 5/126, Part 1, 161-62, 164.

Public Advertiser, THURSDAY, MARCH 6, 1777

London [March 6].

A Letter from Nantz says, "To give you some Conjecture of the Traffic between the Merchants of this Place and America, the following were

imported in December last, 1500 Tons of Cotton, 2000 Tons of Tobacco, 2400 Tons of Rice, 700 Tons of Indigo, 400 Tons of Cocoa, and other Articles; in all 7000 Tons."

Yesterday arrived the Mail from New York, brought by the *Harriot* Packet, Captain Sampson Spargo, and the Post-master General immediately appointed him to the Command of her for his gallant Defence of the said Boat in an Engagement with a Rebel Privateer on her outward-bound Passage in September last, when the Captain and five more were killed, and nine wounded.¹

1. See Volume 6.

ARTHUR LEE TO RICHARD HENRY LEE¹

[Extract]

Burgos in Spain. March 6th 1777.

I am told here, from authority on which I can rely, that if you send to New Orleans & the Havannah you will find persons directed to lend you Arms & Ammunition, & it is conceivd here that taking possession of Pensacola woud facilitate that communication much. As South Carolina is certain of not being invaded this Summer, that might be her work. I shall endeavor to get a supply of Specie for the two Colonies of Virginia & S. Carolina thro the same channel.

1. Arthur Lee Papers, HU.

7 Mar.

LORD WEYMOUTH TO LORD GRANTHAM¹

Most confidential.

St James's 7th March 1777.

I informed Your Excellency in my No 3, that Mr Arthur Lee, an Agent from the Congress, has lately set out for Madrid. Secret Information has been given that the Object of his journey is to obtain the consent of Spain that the Americans may take possession of one of the Islands of Zafarina² in Latitude 35°, betwixt Melilla and Mejerda, which place they propose as an Establishment convenient for an Admiralty Jurisdiction.

Your Excellency will endeavour to learn with proper caution whether such a Plan is in agitation and if you should find any grounds for this Information, you will immediately in the most express terms apply to the Ministers of His Catholic Majesty, and require from them a Declaration whether they deem these Islands as part of their Possessions in Africa.

1. PRO, State Papers, 94/203.

2. Chafarinas Islands.

LORD WEYMOUTH TO LORD STORMONT

[Extract]

St James's 7th March 1777

The letter from Deane & Franklin to Your Excellency deserves no answer² . . .

P.S. I send inclosed to Your Excellency a Memorial of Arthur Edie, and others proprietors of the Ship *Port Henderson*; ³ and recommend their interest to your attention, if Your Excellency sees proper from further Knowledge of the business to interfere in it. ⁴

W

1. PRO, State Papers, 78/301, 336-37.

2. See American Commissioners in France to Lord Stormont, February 23, 1777, proposing an exchange of prisoners.

3. In PRO, State Papers, 78/301, 338-39, the memorial reads:

The Memorial of Arthur Edie & others, proprietors of the Ship *Port Henderson* late Capt. Atkins, now in the port of Nantes in France, sheweth. -

That the above mentioned ship departed from Jamaica in July 1775, loaded with Sugar Rum &ca bound for the port of London, & having met with bad weather in coming thro' the Gulf of Florida, was obliged to put into Charlestown South Carolina to repair the damage she had sustained; at which place she arrived in September same year, & the Ship & cargo were seized by the Rebels of that Colony. - And the Memorialists are informed they have loaded her with Rice and Indigo, and called her the *Hope*, commanded by a Captain Hatters [John Hatter] & that said ship is now arrived at the port of Nantes in France. -

The Memorialists have sent a power of Attorney to claim said ship as their property, & have desired their correspondents at Nantes to apply to the British Ambassador at Paris, but lest such application should meet with any obstruction, they beg your Lordship to give the necessary instructions to his Majesties Ambassador at the Court of France, for recovering their property from the hands of the Rebels.

4. See Volume 4 for seizure of *Port Henderson*.

PATIENCE WRIGHT TO BENJAMIN FRANKLIN ¹

[Extract]

Pall-mall March 7th 1777

Ld Dunmore Spent much time to Convince Me of this Week and Wicked American Rebellion this day - and the Impudence of Captn Weeks to take the *Swallow* Sloop War the Kings Packet and to Sell the Kings Ship at Public Sail in France is a thing he dont Like - he tells the King "America will Very Soon be tired of Doct Franklings Conduct," as also that they now wish for Peace most heartily . . .

1. Franklin Papers, vol. 5, pt. 1, 86, APS.

CONFESSION OF JOHN THE PAINTER ¹

Copy.

City of Winchester The voluntary Confession of James Atkins, commonly called John the Painter, now a Prisoner in the County Gaol of Southampton, and under Sentence of Death for burning the Dock Yard at Portsmouth, taken this 7th March 1777.

Saith . . . That he was born at Edingburgh 28 Sept 1752 his Mother now living as he believes. - Curiosity led him to Virginia in America at the Age of 21 as an Adventurer to seek his Fortune. - Left America in March 1775.

In October 1775 by the name of Jas Boswell inlisted a private Soldier in 32 Regiment at Gravesend, marched to Chatham next day from whence he soon deserted, was not concerned in the Fire in Temple Street Bristol nor privy to it. – Broke into Mr Morgan's Warehouse at Bristol alone, no person concerned with him in that or any other accident that ensued in that City. He intended to set fire to two Houses in Portsmouth in order to employ the Engines, whilst the Fire might spread in the Rope Yard. – Broke into Mr Morgan's Warehouse at Bristol in order to burn it that the Engines might be there employed whilst the Shipping were burning & the Quay, for which purpose he left a lighted Candle burning in the said Warehouse, and because that Fire did not take effect he afterwards set fire to the Warehouses Quay Lane by getting over the top of the Door. – Mr Dean [Silas Deane] told him when the work was done (meaning the burning Dock Yards at Portsmouth & Woolwich & Bristol Harbour but not the Houses) he should make his escape and come if possible to him at Paris and he should be rewarded. – As a Reward his own expectations prompted him to hope that he should be preferred to a Commission in the American Army.

When after setting fire to the Rope Yard he left Portsmouth (to wit) the next night being Sunday, he reached London & went to Doctor Bancraft [Edward Bancroft] No 4 Downing Street Westminster, to whom he had a verbal recommendation from Mr Dean, who gave him at Paris the Doctor's name in writing & place of abode, but the Doctor would give him no countenance, and therefore did not relate the particulars of the Mischief he had done, to him but hinted to him, that he would soon see or hear by the Papers of an extraordinary accident that had happened, and he afterwards wrote such an Account in a Letter to him which he left himself at the Doctor's House with a person who came to the Door, which for the sake of truth he relates and without intention of casting any Slur on the character of an innocent Man.

That he saw the Doctor the day following in the Salopian Coffee House & told him that he would do all the prejudice he could to this Kingdom, to which the Doctor replied, he could not be of opinion with him in that respect for that he got his Bread in this Kingdom & therefore would not be concerned with him; And seeing that the Doctor did not approve of his conduct he hoped he would not inform against him, to which the Doctor said he did not like to inform against any man.

When at Paris he was assisted by Mr Dean with 12 six Livre pieces, he asked for no more neither did he receive from him any Bank Bill, Draft or Note whatever.

After leaving London (to wit) at High Wycombe, he broke into a House & took away a few Linnens, consisting of Caps, Handkerchiefs, but nothing of value, he then went to Oxford from thence to Abingdon where he attempted to break into two Houses, Silversmiths or Watchmakers but without effect. – From thence he went to Fairford where he broke into a House & took from thence a number of Stockings & Handkerchiefs & a metal Watch & near 50 Shillings in Silver & halfpence. – The Watch he pledged for 16 Shillings

in the name of James Hill at a Pawnbroker's in Castle Street Bristol. – After this without attempting any thing but having prepared some of his Ingredients he went from Bristol to Plymouth with intent to set fire to the Dock Yard there. – Twice he reached the top of the Wall, but the Watchmen being near he could hear them talk together, especially the last night, therefore he desisted, he never committed or attempted to commit any Robbery but when he was like to be drove short of Money.

After leaving Plymouth he returned once more to Bristol with a determined resolution then to set fire to the Shipping in the Harbour & in his way to Bristol at Taunton he attempted to break into the House of a Silver-smith or Watchmaker without effect.

He attempted the Shipping a second time but on account of the vigilance & strictness of the Watch there kept on the Quay & in the Ships his attempt proved abortive. – He likewise attempted on the Saturday morning but in vain to get into a Stable or Coach House on the Quay in order to set fire to it, but seeing a Man lying in a Cart near the place he desisted.

On the Sunday morning following he set fire to the Warehouses in Bristol in Quay Lane which he effected in the following manner (to wit) He bought some coarse Flax on the Quay and some Turpentine at another place, but where he cannot remember, & with those & Charcoal-Matches and Gunpowder & striking a spark of Light on Tinder to which he set a paper match he effected his purpose.

The Match was made of touch paper & as that consumed to the end the Powder being laid & wrapt up likewise in touch paper it of course took fire & so he presumes it instantly mounted into a Blaze. – Then he left the Town but seeing no fire behind he returned back part of the way til at last hearing the City was on fire he then went on to Sodbury, & so crossing the Country to Marshfield & to Chipenham and Calne, but the first night after the Fire he slept at Sodbury, the second night he broke open the door of an Outhouse near it where he slept & left behind him in the morning a dark Lanthorn – On the Wednesday night he went to Calne & being near short of Money broke open Mr Lowe's house, which Robbery as it is known he has no occasion to enlarge upon it. – He left a Parcel with a Pistol & other things in the Parcel in the Church Porch of Calne.

At Bristol he first broke into Mr Morgan's Warehouse & then prepared the Combustibles for setting fire to the Shipping.

He never was in the 45th Regiment neither did he go to America in any Regiment.

He never said that One Brooks or any other Prisoner in Newgate would be hanged as was sworn against him upon his Trial, neither does he know any Man by the name of Brooks.

His Father was a Blacksmith at Edinburgh & he was apprenticed to a Painter, then served his time out & then had his Indenture delivered up which he usually carried about in his Pocket & afterwards burnt them, which gave rise to the Story of his destroying Papers to the value of Three hundred

Pounds. – Those were the things of value which he meant to express by what he had burnt.

As to any Merchant in London or any other Person, except Doctor Bencroft, he had no Recommendation to, or conversation with, respecting the many unhappy Accidents before related.

That he stopt a Postchaise between Portsmouth & Petersfield with a Gentleman & Lady in it some considerable time before the Fire, & robbed them of Nine Shillings & sixpence, of which he returned two Shillings.

The latter end of Decemr 1775 he inlisted at Chard in Somerset into the 13th Regiment with a Recruiting Serjeant, & a few days after deserted.

At Titchfield as has been publickly mentioned he followed the Trade of a Painter, also at Birmingham with Mr Robinson, at Warrington & many other places.

That he had committed and attempted to commit several other Robberies & Burglaries, but of no material account to mention.

Declares that all the Acts herein mentioned of a public as well as of a private nature were of his own motion & that he was not advised or instigated thereto by any person whatever except what is before related, and that he had no Accomplice.

One other circumstance strikes his present recollection which he is desirous to mention & which happened in the City of Norwich at the house of Mr Mark where he stole 2 Silver Table Spoons & a pair of Silver Buckles in the Spring of 1776.

James Aitken

Signed by James Aitken and protested by him to contain the Truth only in the presence of us this 7th day of March 1777.

Geo Durnford	}	Two of His Majy Justices of the Peace,
N. L. Smith		in & for the City of Winchester
T Lawrence		— of the Bear Inn, Devizes.

1. Fortescue, ed., *Correspondence of George III*, III, 423–27.

“EXTRACT OF A LETTER FROM GOSPORT, MARCH 7.”¹

The *Isis* man of war, Capt. [William] Cornwallis, has received orders to sail as convoy to the transports lately arrived at Spithead with troops on board, bound for New York, and they will proceed to sea in a few days.

The *Warwick* and *Venus*, in the harbour, have received orders to be ready for commission.

1. *London Chronicle*, March 8 to March 11, 1777.

“EXTRACT OF A LETTER FROM ALDERNEY, MARCH 7.”¹

A Vessel arrived from Cherburgh has brought from thence three Sailors belonging to the *Royal George*, Young, from London and Falmouth to Venice. She sailed from Falmouth the 7th of January, and was taken the 24th of the same Month by a Privateer of 14 Guns and 98 Men, after an Engagement or rather a running Fight, for an Hour, in which Captain Young

and two of his Men were wounded, who are on board the Privateer. The Ship is sent for America. The above Sailors were put on board a Frenchman, which landed them at Cherburgh.²

1. *Public Advertiser*, London, March 12, 1777.

2. *Royal George*, Peter Young, master, was taken January 25, 1777, by the Massachusetts privateer sloop *Satisfaction*, Captain John Stevens, and libeled against at Boston, March 27, 1777, *Mass. Arch.*, vol. 159, 74.

BEAUMARCHAIS TO VERGENNES¹

[Extract]

Paris the 7 March 1777

. . . I have missed the 5 vessels laden at L'Orient. They were sold when my agent arrived there. I confess to you the sin I was going to commit, because I am vexed that others have committed it in my place. The 5 vessels and their cargoes were sold for 90 thousand livres, and were worth 600 thousand.²

The last vessel which I am loading, and which is ready to sail, is called *le Comte de Vergennes*. Although this name is very pleasing to me, and Seems made to bring luck to my cargo which is superb; yet, as it is not my doing that the vessel is thus named, if you fear in the least the connection which the English may make between the name of the vessel, and its employment, Say one word, and I will have it changed; although it will be somewhat hard for me to cancel it. When she has set sail, I shall have at sea, *l'Amphitrite*, *l'Amelie*, *le Mercure*, *le Marquis de Chalotais*, *la Seine*, *la Concorde*, two Bermudian vessels awaiting the rest, and *le Comte de Vergennes*, which is thus named only subject to your orders.

1. AMAE, Correspondance Politique, Angleterre, vol. 522, 14-16, LC Photocopy.

2. Wickes' prizes.

8 Mar.

PHILIP STEPHENS TO CAPTAIN SIR JOHN HAMILTON, H.M.S. *Hector*¹

Most secret

Sir

Admiralty Office 8th March 1777

My Lords Commissioners of the Admiralty having received well grounded Information that an English built Cutter Sloop of about 90 Tons bound to North America, being the property of some of the Inhabitants of the Rebellious Colonies there, is now at Havre de Grace, from whence it is expected she will sail about the 10th Instant, or as soon afterwards as wind & weather will permit; that she hath on board a quantity of powder & some small brass Guns, either mounted or in her hold; that she will be cleared out for some Foreign French Port with French Cocquets & Bills of Lading, hoist French Colours, & that her Master & Crew will be Frenchmen, And it being of the utmost consequence that the said Vessel should be intercepted & seized and the Dispatches & Papers she may have on board secured; I am commanded by their Lordships to signify their direction to you to proceed & cruize in the Ship you command, without a

moments Loss of time, between Cape Barfleure & Cape La Hague, and use your utmost vigilance, attention and diligence to intercept the said Vessel which you will easily know by her being Folkstone built; And, upon your so doing, most strictly to examine her & to endeavour to discover whether she answers the abovementioned description or not; letting one of your people (in order to favor the suspicion) declare that he hath seen her lately in England: And, if she doth answer that description; or, notwithstanding any alteration she may have undergone since she hath been in France, you have good reason to believe her to be the Vessel in question, it is their Lordships orders that you do seize her; letting her Master know that it is done upon good grounds of suspicion that she belongs to the Americans, but, should it prove otherwise, she will, no doubt, be immediately released.

If she should be the Vessel alluded to, you will most probably find one or more Englishmen on board her and amongst them, her real Master or Owner, whose name is Hynson, who is a lusty black looking man, and will, as it is expected, endeavour to pass for a Passenger; it is therefore, their Lordships further direction that you very carefully and strictly examine the several persons who may be on board her in order to your ascertaining that Point; And, upon your discovering the said Hynson, or any other Englishman, to search very closely & narrowly their Persons, Cabbins, Chests &c (but more particularly Hynson's) for dispatches and Papers, and to secure all such as you shall find in their custody or any where else on board the sd vessel; And, having so done, to remove the said Persons into the Ship you command and to confine them; without however treating them with any unnecessary strictness or severity.

When this shall be effected it is their Lordships further direction that you make the best of your way with the said Vessel, persons, dispatches & other Papers to Spithead, where you are to remain until you receive further order; sending to me (with the utmost dispatch and by one of your own Officers), for their Lordships information, an account of your arrival & proceedings, together with all the dispatches & papers you may have found on board the said Vessel; and taking care that they are not soiled or damaged, that such of them as are sealed do remain in that state, and that the whole be inclosed under one or more Covers sealed with your own seal.

I have it further in Command from their Lordships to signify their direction to you to continue upon the above station or service for fourteen days after your departure from St Helens (in case you do not sooner fall in with & intercept the abovementd Vessel) and then return to that place, and remain there until you receive further order, sending me, by express, for their Lordships information, an Account of your Arrival and proceedings. I am Sir [&c.]

Ph^p Stephens.

PS. In case you meet with & seize the above Vessel it is their Lordships orders that you give strict directions to the Officers & Persons whom you

may appoint to take charge of & carry her into Port, to be particularly carefull that nothing belonging to her be embez[z]led, destroyed or damaged.

[Endorsed] Like Lres, to cruize on the stations against each exprest, to,
 Capt [John] Faulkner *Royal Oak* Off Cape La Hague
 [John] Harvey *Speedwell* Sloop Off Cape Barfleur
 [Vernon] Yates *Ranger* do Between Cape La Hague &
 the Caskets.
 [Samuel] Hood *Courageux* To the Northward of Ushant,
 keeping within sight of Land.

1. PRO, Admiralty 2/1334, LC Photocopy.

Public Advertiser, SATURDAY, MARCH 8, 1777

[London, March 8].

A Summary of the Trial of John the Painter, James Hill, otherwise Hinde, otherwise Axsan, commonly called John the Painter, was brought from Winchester Gaol to the Castle early on Thursday Morning, and arraigned before the Judges Ashurst and Hotham, on an indictment, charging him with having on the 7th of December last, wilfully and maliciously set fire to a certain building called the Rope House, in his Majesty's Dock-yard at Portsmouth, to which indictment the prisoner pleaded *Not Guilty*.

Serjeant Davy opened for the prosecution, and in a very full manner stated the nature of the evidence about to be adduced, in support of the charge.

The first witness called was a deputy Clerk of the Rope House, who proved that a fire did happen in the Yard as alledged, and produced the tin cannister which had been found full of combustibles in the Rope House.

The second witness proved, that the prisoner was at Canterbury a few weeks before Christmas, and that the cannister produced was then made by him for the prisoner.

The next witness proved his lodging at her house the night preceding the fire, and preparing the combustibles

The Commissioner of Portsmouth-yard produced a bundle, which had been found in the lodgings of the prisoner, after he quitted Portsmouth, and which contained three books, a pair of buckles, &c.

The Commissioner's Clerk swore that he found the bundle at the lodgings aforesaid.

The woman at whose house the bundle was found, swore to its identity, and that of the prisoner who left it with her.

A blacksmith's lad deposed, that he lodged in the same house with the prisoner, and conversed with him at his lodgings the day before the fire.

A painter, named Baldwin, was next sworn; and in the course of his evidence, which was extremely long, it came out, that by the direction of Lord Temple he had repeatedly visited the prisoner, while in the New Prison, from the time of his first examination before Sir John Fielding in Bow-street, till the 15th of February, on which last day he unbosomed himself fully, and owned that he had set the rope-house on fire on the 7th of Decem-

ber, and told him every circumstance relative to the matter, beginning with his first proposing the measure to Mr. Silas Deane at Paris, and tracing transaction by transaction till the moment of his being apprehended. From this confession it was, that the witness learnt where the tin cannister was made, where the bundle was left, what it contained, and manner in which the prisoner prepared the combustibles, what infinite labour and pains he underwent to lay his plan so as to ensure the effectual demolition not only of the Rope-House, but of two houses in Portsmouth and the Common, at each of which he had taken lodgings, and which he meant to have set on fire at the same time that he fired the Rope House, in order to attract the engines, and prevent them from saving the Store-houses, &c. from consumption; his conduct after the plan was ripe for execution, the mode of his escape from Portsmouth, in the cart of a market woman, his having burnt a letter to a merchant in town with bills to the amount of 300 l. (which he had received from Silas Deane) in order to prevent a discovery in case of his being apprehended; his interview with the merchant on his arrival in town, his vexation and disappointment at the merchant's refusing to credit what he said, his informing him that he had fired the Dock-yard at Portsmouth, his accompanying him to a Coffee-House, and upon observing a person there regard him with an unwelcome scrutiny, his departure to Hammersmith, from whence he wrote the merchant word that he was going to Bristol, and that he should soon hear of his *handy works*, with several other particulars, all tending to prove that he alone perpetrated the fact alledged in the indictment.

In order to shew that Baldwin's testimony was not invention, a great variety of witnesses were sworn, who corroborated the whole of his testimony, each confirming a part of his information.

Several of these witnesses came from Canterbury, and swore positively that the prisoner was there a short time before the fire, that he had two more cannisters made for him (which he left behind, because they were not finished in time, and which were yesterday produced in Court) that he purchased some salt-petre there at an apothecary, &c. &c.

The woman who drove the cart in which he rode part of the way from Portsmouth; the woman that sold him the matches there; two of the dock men who saw him in, and near the rope-house a short time before the fire broke out; a painter at Bristol who lent him his colour-stone to grind his charcoal on; and the constable who apprehended him, were also sworn, and spoke most clearly to the several points they were called to maintain.

The books which were found in his bundle were, An English *Justin*, *Ovid's Metamorphoses*, and *The Art of War and making Fireworks, as practised by the Army of the King of France*.

A French passport was also taken out of his bundle, and read; it appeared to be nothing more than a passport in the ordinary form, permitting *James Axsan*, at any time within one month from the 13th of November 1776, to leave the Kingdom of France.

As soon as the examination of the various witnesses was over, the Judge (Baron Hotham) called upon the prisoner to make his defence.

He confined himself chiefly to remarking that the passport had been lately obtained and made evidence against him, and appealed to the Judge, whether from the news-papers, and the various reports and conversation concerning him, it was not possible for such a man as Baldwin to feign the story he had told, and collect a parcel of witnesses to support it in the manner they had done that day; and if Baldwin had told the truth, he asked whether in that case he ought to be credited, as it was clear he had been guilty of a breach of confidence; and if he had the art to deceive him by lies, was it not also likely that he would play false with others, and impose on a Jury?

Baron Hotham was more than an hour in summing up the evidence, which he recited with great precision, and made his observations as they occurred, both for and against the prisoner: he told the Jury, they were to consider only the fact, and how far the evidence went to prove it; but that they ought to divest themselves entirely of prejudice, and not in the least to advert to the horrible consequences which might have issued from the conflagration.

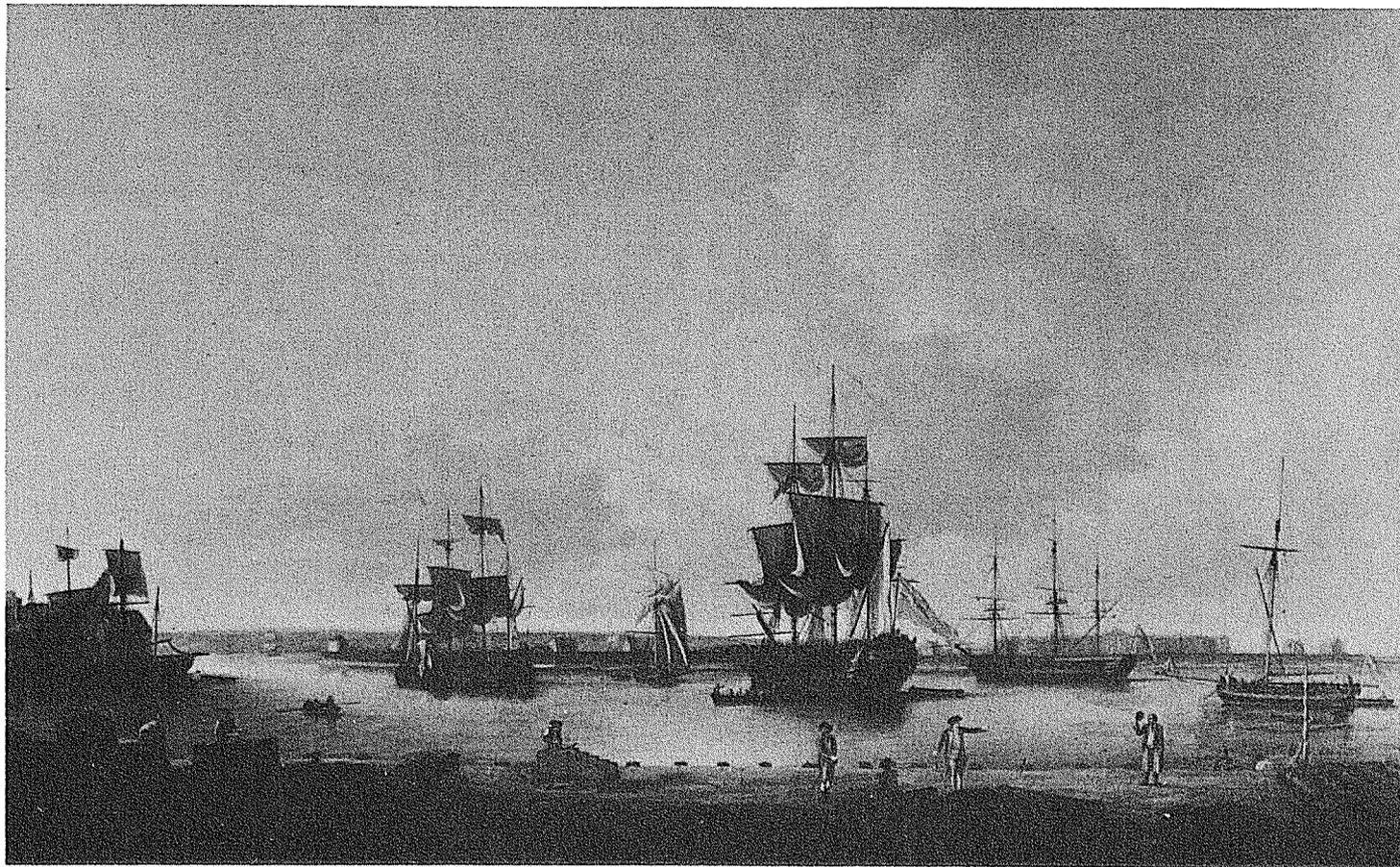
The Jury talked to each other for a second, and then pronounced the prisoner Guilty.

Baron Hotham immediately, in the most solemn manner, passed judgment upon him, sentencing him to be hanged by the neck till he should be dead, and warning him in a strain, equally humane and awful, to prepare himself for eternity, into which he would be launched in a few days, his crime being of that enormous nature, that he must not expect mercy.

The trial lasted near seven hours, and during the whole time the prisoner seemed little, if at all, affected with his situation: he had no Counsel, but frequently questioned the witnesses, and in such a manner, as spoke great shrewdness. He seemed particularly angry with Baldwin, and when that witness came to mention Silas Deane, he bid him beware and not perjure himself, for that there was a righteous God above, who dealt out righteous judgments, in whose presence he, the witness, and the whole Court then stood.

While one of the Counsel was examining an evidence, he stopped him short, and asked "if he was Counsel for his Britannick Majesty?" – He also once controverted Serjeant Davy, and appealed to the Court whether a question put by Mr. Mansfield ought to be put? – Upon the whole, his behaviour was not insolent, though confident, and apparently careless of danger; he shewed some signs of a clear head, but more of a fixed enthusiasm begot by ignorance and false zeal; and before sentence was passed, declared, "He was totally indifferent with regard to his fate, and was willing to live or die, as the Laws and Justice required."

In the course of the above Trial, it came out, that a German who is now abroad, and an American, who is a Painter, and came over in the same Ship with Dr. Franklin, were both made privy to the above diabolical



View from Gun Wharf, Portsmouth Dockyard

Transaction. Proper Officers are now set off, in order to bring the German to England.

It is reported that Mr. Silas Deane left France immediately on the News coming there of John the Painter being committed for Trial at Winchester Assizes. This causes various Opinions; some say, that as the Fire at Brest happened near the same Time as the Fire at Portsmouth, that Mr. Deane was in Terror of the Dungeon in the Bastile if he had staid, and therefore rather chose to decamp; whilst others assert, that notwithstanding all the Friendship which hath been shewn to the Americans and their Cause, Mr. Deane had very powerful Reasons not to trust them on the present Occasion. Firing of Dock-yards, &c. is a Crime so uncommonly atrocious, and so much of a public Calamity, and which every Power in Europe may be the Object of, if once the Success of it be tried, that it is no Wonder if the French, or any respectable Court in Europe, treated the Perpetrators of such a Crime as Offenders against the Law of Honour and the Laws of Nations, which are always regarded in the Negotiations of European States.

The above Convict is a Native of Boston, in New England.

JONATHAN WILLIAMS, JR. TO BENJAMIN FRANKLIN ¹

[Extract]

Dear & hond Sir

Nantes March 8. 1777.

We are informed here that a Canadian with a commission from the Congress has fitted out a privateer at Dunkirk, & after cruising some time in the Channel has taken a very large prize & carried her into Ostend;² this News seems to occasion great eagerness in some people here to fitt out privateers in the same way, if proper commissions can be obtain'd, and the french Government will connive at having french Sailors on board. If you have cruising Commissions or can give them, I apprehend I could soon have several of them at Sea, and if you think the presence of an american necessary in any Enterprize of that nature which you may think proper to undertake, you know you may command me; – I am at least half of a Sailor, & would endeavour to do my duty. What I mean by this to say is that I am at your Disposal, so that no good plan may fail of Execution for want of any Assistance in my power to give. –

The Ship *Pennet* is just arrived from Boston and brings papers down to the 23 Jan. some of which Mr Rumsey sends by this Conveyance – You will see that the Capture of Gen. Lee is but too true & that our Successes in Jersey amount to 919 Prisoners at Trenttown, 500 at princetown 35 at morris town, 30 Tories at Peeks Kill & 500 at Hackinsack. I understand that this Ship is dispatched by Mr Penets partner ³ & that she is to be followed by 2 or 3 more to his address, so we may soon expect more news –

1. Franklin Papers, vol. 37, 67, APS.

2. Williams again wrote to Franklin on March 11 noting: "I am afraid that the news I gave you from Ostend wants Confirmation," Franklin Papers, vol. 37, 68, APS.

3. Emanuel Michael Pliarne.

SKINNER & FENWICK TO EDIE & LAIRD ¹

Gentlemen

Bordeaux 8th March 1777

In a Letter sometime ago to our R Fenwick, we desired him to communicate to you that the *Hope* arrived at Nantes, was the once *Port Henderson* ² that you enquired after. We immediately wrote our Correspondent there (a French house) requesting their Offices in getting the Vessel Stopt till such time as they advised you, Or that those the Vessel were consigned to, engaged to See your demand if Lawfull made good – they have answered us, that they do not chuse to meddle in that Affair, & that as it might bring the Court of France to declare whither she was Legally Stopt at Carolina or not, or a refusal to meddle in it, which in every thing betwixt English & American property they have hitherto declined, they did not think proper to have their Name in such an Affair, & even would not advise any one residing in France to Act on it, but Advised that the Gentlemen who have that Demand for their insurance should send over a Person on purpose to transact that business at Nantes, after wch his after residing in England will screen him from all Consequences let things turn out as they Will We must confess that seeing the Countenance shown to the A _____ ns, it is hard to say what turn this Court may take, & cannot blame any one residing in this Country for every precaution or prudence, Altho if that Vessel had come to this Port we should certainly have followed your directions in endeavouring to get justice done you & the others concerned, & are yet ready to serve you in any Manner you may point out. in the present Case we would advise your sending over a person (recommended to a house there at Nantes) who would act in his own Name for the concerned, & this for the reasons abovementioned – We remain very Sincerely Gentn [&c.]

Skinner & Fenwick

1. PRO, State Papers, 78/301, 398–99. This letter was forwarded by Weymouth to Stormont in his letter (No. 20), March 21, 1777.
2. See Weymouth to Dartmouth, March 7, 1777.

10 Mar.

PHILIP STEPHENS TO VICE ADMIRAL JOHN MONTAGU ¹

Sir

[Admiralty Office] 10th March 1777

My Lords Commissioners of the Admiralty having received a Letter from Messrs Isa and Ben Lesters Merchants at Poole, transmitting an Affidavit made by the Master of their Ship *Margaret* taken by an American Privateer and praying for the reasons set forth in the Letter and Affidavit, that protection may be granted to their Trade, particularly in the Harbour at Trinity, at Newfoundland I am commanded by their Lordships to send you herewith Copies of the said Letter and Affidavit for your information and taking such measures as you think necessary for securing the Trade and property of the Merchants at the Port thereinmentioned. I am &c

P:S:

Vice Admiral Montagu, in Town

1. PRO, Admiralty 2/554, 169–70.

“EXTRACT OF A LETTER FROM PORTSMOUTH, MARCH 10.”¹

This morning John the Painter was brought here from Winchester, attended by the Under Sheriff, and hanged near the dock gates, upon a gibbet sixty-five feet high, amidst an amazing concourse of people, who had assembled to see the execution. He was conducted from the jail in this town in a cart, through the quay gate to the common, after which he proceeded through the ropewhouse where the fire happened, that he might himself be a witness to the devastation it had occasioned. He seemed very penitent, but had no clergyman with him, which gave reason to many to think him a Roman Catholick. He made a long harangue to the people, the particulars of which I have not been able to collect. His body, after hanging the usual time, was taken down, and affixed into another gibbet on the beach, at the entrance of the harbour, near Blockhouse fort.

1. *Pennsylvania Evening Post*, June 3, 1777.

“EXTRACT OF A LETTER FROM FRANCE, DATED MARCH 10, 1777.”¹

As the curiosity of the public is no doubt a good deal excited, to know all that has passed, in regard to the five prizes lately brought in by the *Reprisal*, I have endeavoured to procure the most exact information, and the following is an authentic account:

Prizes taken by the *Reprisal*.

Polly and Nancy, Kentuluar, from Pool, for Cadiz, with about 2000 quintals of dry fish – 150 tons.

Hibernia, Jefferson, from Dublin to Lisbon, with wheat and flour – 150 tons.

Generous Friends, Duncan, from Orkney to Cadiz with barley – 70 tons.

Swallow Packet, with private adventures of the officers, worth 5 or 600 l. (all restored to them) – 150 tons.

Betty, Campbell, from Bourdeaux to Londonderry, with 70 tons of wine and brandy – 150 tons.

Each Captain's private adventure, and all the bedding, cabin furniture, &c. he chose to claim, was restored to him, as were all the seamen's cloaths, except what had been pillaged and stole by the rabble that composed the crew of the *Reprisal*, unknown to Captain Wickes. This must not be attributed to Wickes's own generosity, the Captain of the privateer, as I understand his orders from his employers were to that effect.

On the 13th of February, the *Reprisal* anchored off Port Louis – the 14th, a French pilot was sent ashore for anchors, who returned to warp her in, and it was he that proclaimed the news to all he met. – This evening four of the prizes came in sight, and anchored also; the fifth, the *Polly and Nancy* arrived some days before.

Feb. 15th, in the morning, the wind being still contrary, some of the principal prisoners were permitted to go on shore in a small boat, on parole, not to give any intelligence, nor write any thing against Wickes. Same afternoon the wind became fair, and all the Muskito fleet anchored in the

road off L'Orient. Those gentlemen that got first on shore, found that Wickes's bad policy, in sending the pilot on shore yesterday, had rendered his precaution, in enjoining secrecy, fruitless.

Feb. 16. Wickes came on shore, and paid the gentlemen a visit; when he released them from their parole, as to writing, &c. in consequence of which Captain [Charles] Newman of the packet, wrote to the Post-office, and some others to their friends. – One of the number who acted as spokesman for all the rest, then got Wickes's leave for the Captains to enter their protests the next day; Wickes still insisted that nothing should be done in regard to the prisoners, till he had his answers from Paris, as he flattered himself that a certain old gentlewoman there, might have address enough to prevail on a gentleman in a green ribband, to give his promise that an equal number of gaol-birds in England should be given up.

Feb. 17. The Captains attempted to go to Port Louis, to enter protests at the Admiralty, but the wind was so strong they could not get the boat to go. – Wickes was on shore all day, dined and supped with these gentlemen; in the course of conversation, one of them took occasion to advertise him, that it was the duty of Captain Newman, as a King's Officer, and of all the others, for the sake of their underwriters, to make a formal demand of their ships, and also of the prisoners, of the commanding Officer of the port; that they did not think it would be complied with, but they might be blamed for neglecting it. – Wickes did not then prohibit them, (though he afterwards pretended he had) but only said slightly that it would be to no purpose their doing it, as it was the business of the Ambassador at Paris.

Feb. 18. Expected Wickes's long-boats to carry them to Port Louis, as he had promised it the day before, but after a little time, saw so many unnecessary delays, and so many attempts to prevail on them to desist for a day or two, by inviting them to dinner on board, &c. that one of the number hired a French boat, collected his posse, and landed them all in Port Louis. – When they called on the sworn interpreter, he appointed to attend them to the Admiralty at two o'clock, but when they waited on him for that purpose, he (having no doubt his cue) attempted to put them off, by saying the Greffier at the Admiralty had refused to see their protests till to-morrow: being threatened with a complaint to his superiors, he thought proper to attend them. On coming before the Greffier, the interpreter made another attempt to give him a hint also, and insisted that he alone had a right to speak to the gentlemen; after some high words, finding he had no novices to deal with, the minutes were all regularly made, and the Greffier promised to use all possible dispatch, in extending the protest, after Wickes should have entered his report, but this (he pretended) must be done first, as he had promised said Wickes, last Sunday, when he came before him to do it, that he should have the preference, but could not at that time receive his minute, as his case was singular, and he chose first to have instructions from the head court of Admiralty at Vannes; said instructions were then arrived, and he expected Wickes to make his report next morning, (the 19th) after which all the protests should be drawn out; the legality of this partiality

was some time disputed, but he still persisted that he had a right to do so; some necessary hints however were given to his friend the broker, of a complaint intended to be made, which had their proper effects; before they parted with the broker this evening, he had altered his tone very much, and was all complaisance and humility. His son had arrived post from Vannes, and brought intelligence, that a positive order was issued from the Admiralty there, and then on the road, for Wickes and his prizes to quit the port in 24 hours; this news alarmed the Captains a good deal; not only as it seemed to preclude every chance they had for recovering their vessels, but also on account of the private prisoners, still on board of the *Reprisal*, upwards of 70 in number, all professedly loyal British subjects, who thus ran a risk of being carried to America against their will; and might there have been at last prevailed on to take arms against their country; the case was critical, but it was necessary to come to a speedy determination; after a serious consultation, they unanimously resolved on what was put in execution the morning following.

Feb. 19. Capt. Newman dressed himself in his uniform, and being attended by the four other Captains, and one or two friends, waited on the King's Commissary, at L'Orient, when Capt. N —, as an officer of his Britannic Majesty, made a formal demand of his own crew, and the crews of the other four vessels still detained prisoners on board of Wickes. — The Commissary desired some time to consider of it. This afternoon notice was received from the Admiralty at Port Louis, that the protests were all ready, in consequence of which, all the Captains went down to sign them, and each retired in the evening with an extract.

Feb. 20. A message from the Commissary, that if yesterday's demand was repeated in writing he would comply with it. — Letters were accordingly sent him in due form, and in the afternoon when Capt. Newman, and one of his friends waited on him, he shewed them the process verbal, ready drawn out for the prisoners delivery to-morrow.

Feb. 21. Early in the morning a letter was sent to Capt. Newman, signed by Wickes, (but supposed to be written by a Mr. [Thomas] Morris, lately arrived from Nantes) insisting, that his yesterday's demand was a breach of his parole, (though in fact it was not, see 17th cur.) and begging him to desist from the receipt of the prisoners, till next Wednesday, when he expected an answer from somebody he called the Hon. B. Franklin, Esq; at Paris. Captain Newman wrote an answer, vindicating himself from any breach of parole, but promising to comply with the said request on Wickes's giving his word before the Commissary, that the men should not be carried off in the interim, About ten o'clock all parties went before the Commissary to declare this agreement; but it appeared, that Wickes had then altered his mind, and the delivery of the prisoners was fixed for next morning (Sat. 22d) when it was put in execution. — Of about 77 in number of prisoners, only five consented to enter with the rebels, so that this manoeuvre saved 72 subjects to the crown of Great-Britain.

It is said here, (at Paris) that our Ambassador, on application at Court, was informed that Wickes had been ordered out of port, with his prizes, which (by the bye) he reported as his vessels forced in by stress of weather; and it is also said, and believed here, that Wickes had found means to elude the orders, and was not sailed from L'Orient the 28th ult.

It was also believed, that he had found means to make a private sale of all the vessels, and that two of them had actually sailed from L'Orient, but their destination was not known. In case the under-writers should make any objections, on account of the protests not being made out within the limited time, the accounts I have given will shew that no time was lost for that purpose. The protests were to be sworn to, at the head Admiralty Office at Vannes; and the claim to the vessel was to be made then by the Captains, after presenting their protests. They all set out for that place the 28th ult. and I have since learned, that they arrived the 2d or 3d inst. and part of them are sailed for Jersey, or Guernsey, in their way to England. Captain N— goes to London, and will inform you of any further particulars.

The protests made by the Captains of the ships, taken and carried into L'Orient by the *Reprisal*, mention that vessel, as a ship carrying an unknown flag, with thirteen stripes in it, and the Union at one corner; that when they came on board, they were informed the said vessel was called the *Reprisal*, commanded by Lambert Wicks, who said he had a commission as Captain of a man of war, from some persons who appear to be a society of people at Philadelphia, calling themselves the Congress; the protests being in French, the words are *une certaine société à Philadelphie, soi disant le Congrès*.

The packet sailed from Falmouth the 3d of February; she was taken on the 5th, after an engagement of forty minutes; she would by no means have struck so soon, had she not unfortunately taken fire, and been for some time in imminent danger of blowing up. The captain and men behaved in the bravest manner; but her force was very unequal, for she carried only eight four-pounders, four two-pounders, and some swivels; the privateer carried sixteen six-pounders, and ten or twelve swivels, with about three times as many men as the packet. The *Reprisal* had one man killed and two wounded, whereof one was the first Lieutenant, who lost an arm; the packet had none killed nor wounded, excepting two sailors scorched with gun-powder, their cartridges having blown up by accident. They were nine days at sea, before they could make L'Orient, after taking the packet. The passengers and Captain of the packet lived in the same manner as Wickes did, and dined at his table; the other Captains and inferior officers were also properly treated while on board the privateer.

It appears by another letter, that the prizes have been sold at 120,000 l French money, the packet excepted, and they are sailed from L'Orient. The privateer is careening there, but is ordered to depart as soon as possible.

1. Almon, ed., *Remembrancer*, IV, 308-11.

11 Mar.

LIEUTENANT GENERAL JOHN BURGOPYNE TO
CAPTAIN PHILEMON POWNOLL, R.N. ¹

My dear Sir

Hartford Street March 11 1777

Since my second letter to you (which was directed to Plymouth) I have the honour of yours, for the contents of which I beg you to accept my most sincere acknowledgements.

It is now decided that the *Apollo* waits for no Convoy, the King being very desirous I should arrive in Canada as early as possible. He presses Lord Sandwich every day to expedite her fitting out, & between friends I conceive it possible his Lordship may be enough of the Courtier to report that event before it takes place in fact—I therefore request of your friendship to let me know precisely the time that you are sure you can sail weather permitting, as I should be sorry to delay you a single day on one side, or on the other to quit London, where I have much private busyness, an hour before it may be necessary.

I find there are more people desirous of soliciting a passage on board you than would man your whole ship. I beg you to beleive me incapable of authorising any person to use my name in such solicitation—I feel myself infinitely obliged by your kind invitation & should be unpardonable to extend the claim your goodness gives me beyond my own aids de Camp, except it be for a gentleman whom Lord George may possibly send with me for great purpose of publick service, & in that case it will be matter of favour to Government & as such only I shall ask it. I thought it right to premise this, as I understand the Competitors for the *Apollo* are so numerous.

I shall trouble you with as little baggage as possible, but as it is possible I may be in motion immediately after my arrival in Canada, & before my gross baggage arrives, I hope it will not be an inconvenience if I bring three or perhaps four servants.

Your zeal for the service, your amiable disposition, & above all your partiality towards me can alone countenance me in taking all these liberties.

Let me hear from you by return of post & beleive me with inviolable attachment Dear Sir [&c.]

J: Burgoyne

1. Sir Henry Clinton Papers, CL.

Public Advertiser, TUESDAY, MARCH 11, 1777

[London, March 11]

Substance of the "Act for enabling the Lords of the Admiralty to grant Commissions to private Ships, &c. employed in Trade, or retained in his Majesty's Service, to make Prize of such Ships, &c. as are therein mentioned, for a limited Time."

This Act, after in Part writing that of 16 Geo. III, Ch. 5. enacts, that the Lord High Admiral of Great-Britain, or the Commissioners for executing

that Office, or any three of them, or any Person by him or them appointed, may, from Feb. 20, 1777, at the Request of the Owner of any Ship, &c. employed in Trade, or retained in his Majesty's Service, giving such Security as after-mentioned, issue forth Commissions to the Commanders of such Ships, &c. for taking Ships, &c. belonging to the rebellious Colonies; and also all British and Irish Ships, trading to or from the said Colonies, contrary to the said Act, 16 of Geo. III, Ch. 5. and that such Ships (being first legally condemned) shall belong wholly and intirely to the Owners and Crews of such commissioned Ships, without any Deduction whatever (Customs and Duties only excepted) to be divided in such Manner as the said Owners and Crews shall agree among themselves, except when such commissioned Ships are under Convoy:

That the Lord High Admiral, &c. by Orders in Writing under their Hands and Seals, may revoke any such Commissions; provided, that the Secretary of the Admiralty shall cause Notice in Writing to be sent to the Owner, Agent or Security, of the Ship, &c. and, if such Ship, &c. shall be in the Channel, such Order of Revocation shall effectually supersede the said Commission in 20 Days after such Notice given, or sooner, if Notice shall be actually given to the Commander thereof; and, if such Ship, &c. shall be to the Southward of Cape Finisterre, in six Weeks; and, if in North America or the West-Indies, in three Months; and Commanders, &c. may complain of such Revocation to his Majesty in Council, within 30 Days after such Notice is given as aforesaid; and his Majesty's Determination in Council shall be final; provided also, that, when any Order of Revocation shall be superseded, the Commission shall be deemed to have continued in Force, and all Prizes taken by Virtue thereof shall belong to such Owners, &c. as if such Orders had not been made; and no Person shall be liable to be punished for doing, before receiving Notice of such Revocation, any thing which he might lawfully have done, under such Commission.

That the said Security, &c. as for Private Ships of War, shall be taken before granting any Commission:

That all Persons applying for Commissions, shall set forth in Writing an exact Description of the Vessel, its Cargo, Burthen, Number and Nature of the Guns, from and to where bound, Names of the principal Owners, and Number of Men, which are all to be inserted in the Commission; and which Commission the Commander shall produce to the Collector, &c. of the Customs, at the Port from which such Ship, &c. shall be fitted out; who are to examine such Ship, &c. without Fee or Reward; and, if found agreeable to the Description, to grant a Certificate thereof, gratis; and, if any Commander shall leave Port, without such Certificate, or with a Force inferior to that specified in the Commission, his Commission shall be void, and the Commander, on Conviction, imprisoned, without Bail or Mainprise, any Time, not exceeding one Year, for one Offence:

That, if any Collector, &c. shall grant on false Certificate, he shall forfeit his Office, and be for ever incapable of holding any Office in the Customs, and shall also forefeit 100 l. one Moiety to the Informer, and the other to the

Corporation for the Relief of Sick and Wounded Seamen in the Merchants Service; or, if such Penalty be incurred in any Out-port, where a like Corporation is established, then the last Moiety is to be paid to such Corporation:

That, if the Commander of any commissioned Ship shall agree with any Person belonging to any Prize taken, for the Ransom thereof, and set such Prize at Liberty, he shall be deemed a Pirate, and suffer Death accordingly:

That all Agents for Prizes condemned, shall register their Letters of Attorney in the Court of Admiralty, where such Prizes shall be condemned, within six Months after Condemnation; or, on Default, shall forfeit 500 l. to be recovered by any Person who shall sue for the same; but Agents appointed after Condemnation, are to register their Letters of Attorney within six Months after the Date thereof.

That all Condemnations, or other Determinations concerning Prizes, Appraisements and Sales, Payments of Prize-Money, Forfeitures, &c. &c. shall be regulated by the Act, 16 Geo. III. Ch. 5.

That the Treasurer of the Navy shall pay to the Officers, Seamen, &c. on board any of his Majesty's Ships, or any commissioned Ships, who shall take any Ships of War, &c. from the Rebels, 5 l. for every Man found on board such Ship, &c.

That all Prizes, which shall have been taken from his Majesty's Subjects, not in Rebellion, are to be restored to the Owners, on Payment of one-eighth of the Value thereof as Salvage:

That all Offences on board commissioned Ships, shall be punishable in the same Manner as on board Ships of War:

That this Act shall continue in Force until the Expiration, or other sooner Determination, of the aforesaid Act, 16 Geo. III. Ch. 5.

Public Advertiser, TUESDAY, MARCH 11, 1777

London [March 11].

A *Correspondent* informs us, that several private Letters from France mention, that, to the great Surprize of the Parisians, Orders had been suddenly issued out "for all American Ships to quit the Ports of France, In Forty-eight Hours." The Cause of this Order is said to be as follows; Mr. Silas Dean, the American Chargé d'Affaires, had the Impudence to write a Letter to Lord Stormont, to exchange the equal of English Prisoners in France, for the like Number of American Prisoners in England: Lord Stormont immediately on receiving the above Letter from Mr. Dean, immediately drove to Versailles, demanded an Audience of the King, and shewed him the Letter; – both his Majesty and Monsieur de Maurepas testified their Surprize at the Insolence of these *new Republicans* in pretending to keep Prisoners, in a neutral Kingdom, the Subjects of a State, with whom that Kingdom was upon Terms of Friendship and Amity: In consequence of which the Order was immediately issued for all American Vessels to quit the Sea-Ports of France in Forty-eight Hours:

The following is the Postscript of a Letter received from New York by the last Mail, dated Jan. 16:

“We have eight Sail of Men of War out, some of them cruizing off the Capes of Delawar, and others at anchor there; they have taken about twenty Vessels coming from France, and the French and Dutch West India Islands since the 16th of December, and sent them into this Place; they were chiefly laden with Arms, Gunpowder, Saltpetre, Cables, Sails, &c. for their new Frigates at Philadelphia, which are now blocked up, and I flatter myself will soon be in the Possession of the King's Troops.”

JONATHAN WILLIAMS, JR. TO THE SECRET COMMITTEE ¹

[Extract]

Nantes, March 11, 1777—

. . . The Ship which I am now fitting out on the public accot will I hope be soon ready to sail, having been obliged to give her new Masts and to recaulk her entirely she is not so forward as I at first expected, but you may depend that no time shall be lost ² Her Cargo will consist of Linnens Woolens Hosiery Cordage Anchors and sail Cloth, these latter Articles assorted for two Frigates of 36 Guns.

By the last accot from England we learn that the act for imprisoning and trying as pirates all Americans that may be taken in arms on the high Seas, has passed both Houses; and that the City of London had ineffectually petitioned against it. I have the honor to be &c &c

Jonathan Williams Junr.

The Hon Robt Morris &c &c &c
Copy (Original P young)

1. Papers CC (Letters from William Bingham and Others, 1777–82), 90, 545–46, NA.

2. *Comte de Vergennes*.

JACQUES GRUEL & CO. TO SAMUEL PHILLIPS SAVAGE ¹

[Extract]

Sir

Nantes 11th March 1777

We recd yr Lettr of the 18th Janry last by the Ship *Penet* Capt Bartlet safely arrived in this Port the 7th of this Month.

We embrace this Oppportunity Via Phila of the Ship *Mary Elizabeth* Capt Peter Young, of advising you of the Arrival of the Ship *Penet*, She is the first to our Address loaded with Tobaco on Account of the honbl Congress— she sails tomorrow & being busy in dispatching her we cannot enlarge upon the different matters therein contained, but we shall do it by the Ship *Penet*—We do not Expect that she will make any long stay here having many of the Articles you demand in Store — (Viz) fusees, Gun powder, Lead, Steel files &c. We shall make an Assortment of these Articles to the Amount of about seventy or Eighty thousand Livres, which we will insure if possible; & advise you thereof by our first Oppportunity

We are to Observe to you Sir that the Cargo of the *Penet* will fall very

short in Loading her back again (which however shall not hinder her speedy Dispatch) neither will the Cargo of the *Versailles* Capt Chapman loaded with Mohageny &c produce a large Sum. never the less we shall dispatch her with the same Expedition as the former & shall endeavour when this second Cargo is in our power to make the most of the Wood Either by selling it here or sending it safely to some other port in France, or Holland, or finally in any other part where it will yield the most, & you may in the Mean time relye upon our Zeal for your Interest: as we shall spare neither Care or pains to give you intire Satisfaction.

Your southern Colonies produce Commodities more suitable to the french Markets, which find here aready & Advantageous Sale – last year we recd two Cargoes of Rice & Indigo which we sold very high. The Ship *Hope* Capt [John] Hatter from South Carolina loaded with 50 thousand wt of Indigo & 300 thousand wt of Rice is just arrived to our address. these Articles will run off Easily & at avery high price We expect to dispose of the Rice at 30# p C & the copper coloured Indigo at above 7# p lb the inferiour quality in proportion, Tobacco we are offered 13 sols & may go off at 12 a 13s pr lb free of all Charges. yellow wax sells currently at 40s/ p lb the best pelteries will also meet with aready Sale, ordinary do are also saleable – these Sir are the best Articles from which you may promise yourself in this port very Advantageous Sales therefore we recommend you to speculate in them for the Vessels you may consign us in future.

As to the Trade in Masts which you propose to us it is Attended at present with many difficulties not easily got over these times. Ships proper for transporting Masts & Timber should be Dutch Flutes very long & of great Burthen, such Vessels are very heavy Sailors, & at this time we want ships that will sail well it is possible that the persons you speak of may employ such which would be a double Advantage to France & to the Continent, but at present we can say nothing possitive upon the Subject We will see whether there is any Means of undertaking this branch of Commerce with the Continent & by the first Opportunity we shall communicate the Discoveries we may have made

1. Mass. Arch., vol. 152, Board of War Letters, 1776–1777, 101–03.

12 Mar.

LORD SUFFOLK TO LORDS COMMISSIONERS, ADMIRALTY ¹

My Lords,

St James's March 12th 1777.

The Attorney & Sollicitor General having pursuant to His Majesty's Commands transmitted to me Draughts of Two Warrants, the one for confining certain Prisoners at Plymouth, the other at Portsmouth, I transmit Copies thereof to Your Lordships, & am to remark to You, that the Description of the Places specified in the Draughts being taken from Your Letter to me of the 6th Instt, the Accuracy & Sufficiency of that Description should be well considered before the Instruments are laid before His Majesty.

The Attorney & Sollicitor General have in their Letter to me expressed

their Doubts as to the Safety or Propriety of allowing the large Airing Grounds mentioned in Your Lordships Letter to make Part of a Prison for High Treason & Felony, & have also declined inserting any Clause for the Removal of the Prisoners to Hospitals.

1. PRO, State Papers, 42/50, 67.

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL SIR JAMES DOUGLAS¹

By &c.

Whereas Captain Stair Douglas Commander of His Majesty's Ship *Squirrel*; received Orders from Vice Admiral [Clark] Gayton Commander in Chief of His Majesty's Ships and Vessels at Jamaica, bearing date the 29th October last, to take under his Convoy the homeward bound Trade from that Island to England to proceed with them into the English Channel, and having seen them so far in safety, to make the best of his way to Spithead and wait our directions for his further proceedings; And Whereas, the said Captain Douglas by his Letter of the 25th of December last to our Secretary (after acquainting Us with his Arrival at Spithead from Jamaica) did represent that he had sailed from Port Royal Harbour on the 6th of the preceeding Month with a Convoy of Twenty Eight Sail; that, on the 15th following in a Gale of Wind off Cape Tiberon, he parted with Nineteen Sail which he supposed bore away; that he brought the rest through the windward Passage, and that never was a Convoy behaved so ill, having paid no attention to signals when made; And Whereas, in consequence of our directions signified to him by our Secretary's Letters of the 26th December and 2d of January last, the said Captain Douglas did, in his Letters of the 28th of the former and 4th of the latter of those months, transmit to Us a List of the Ships which sailed with him from Jamaica, a Journal of his voyage, and a Copy of the abovementioned Order from Vice Admiral Gayton, and at the same time gave Us a more particular Account of the behaviour of the Masters of the said Ships and of the causes of his seperation from them, And Whereas Beeston Long Esqr Chairman of a Committee of West Indian Merchants (who at their own request attended Us some time ago upon the subject) hath by his Letter of the 10th instant acquainted Us that, His Majesty's Ship the *Squirrel* having arrived in England some Weeks before any of the Merchant Ships that sailed from Jamaica under her Convoy, the Merchants had collected the fullest and most candid informations relative to the seperation, taken at London, Bristol, Leverpoole & Glasgow, by the Examinations of the Masters of Ships; which informations, in their Original State, accompanied his Letter.

And Whereas, upon consideration of the whole matter, we think fit that an Enquiry shall be made by a Court Martial into the cause of the said Captn Stair Douglas's having seperated from the Ships which sailed under his Convoy from Jamaica before he had seen them in Safety into the English Channel as directed by Vice Admiral Gayton, and that the said Captn Stair Douglas shall be tried, by the said Court, for his Conduct upon that Occasion; We send you herewith the several Letters and Papers received from him as aforesaid, together with Copies of our Secretarie's abovementioned Letters to

him, and also the abovementioned Letters from Mr Beeston Long with the several Original Informations which accompanied the same; And so soon as the several Persons whom the West India Merchants, and the said Captain Stair Douglas may have to produce in support or Defence of the Charge, shall be in readiness (of which you will have timely notice from our Secretary) do hereby require and direct you forthwith to assemble a Court Martial to enquire into the cause of the said Captain Stair Douglas's having seperated from the Ships which sailed under his convoy from Jamaica before he had seen them in safety into the English Channel as directed by Vice Admiral Gayton, and to try him the said Captain Stair Douglas for his conduct upon that occasion accordingly. Given &c the 12th March 1777.

To Sir James Douglas
Vice Admiral of the Red
and Commander in Chief of His
Majesty's Ships & Vessels
at Portsmouth &c.
By &c PS.

Lisburne
H. Penton
H. Palliser

1. PRO, Admiralty 2/102, 337-40.

London Chronicle, THURSDAY, MARCH 13 TO SATURDAY, MARCH 15, 1777

Admiralty Office, March 12

By Letters received this Day from Vice-admiral Young, Commander in Chief of his Majesty's ships and vessels at the Leeward Islands, dated the 9th of December last, it appears, that besides the *Putnam* American privateer, carrying 12 Guns and 80 Men, the ships of his squadron had taken and sent into port twelve vessels belonging to his Majesty's rebellious colonies since the 30th of September last.

It also appears by letters received at the same time from Vice-admiral Gayton, Commander in Chief of his Majesty's ships at Jamaica, dated the 8th of January last, that the ships of his squadron had sent in fifteen sail of prizes since his last account.

SILAS DEANE TO THE COMMITTEE OF SECRET CORRESPONDENCE ¹

Gentlemen—

Paris, March [12] 1777 ²

I have received no letter since those by Dr Franklin, dated in October last; but, hourly hoping that some intelligence would arrive, have put off sending express for sometime, until despairing almost of letters, we have agreed to despatch Capt Hynson in a cutter as a packet.

It is now twelve months since I left Philadelphia, in all which time I have received but three letters. I refer you to our joint letter for an account of the perplexing and embarrassing situation this want of seasonable intelligence has thrown us into, as well as other political matters, and confine myself to commercial.

On my arrival at Bourdeaux in June last, I found there were no other vessels there except a brigantine from Portsmouth, and two small sloops, one

from New York and the other from Rhode Island. The Merchants at Bourdeaux had begun to turn their attention to news from America and to think of its commerce; but none had adventured their own property in it. The prevailing opinion at that time throughout Europe was that the Colonies would inevitably be brought to submission to any terms Great Britain should prescribe. The news arriving of the evacuation of Canada, which by English emissaries and partisans was exaggerated and stiled a decisive victory; the prodigious armaments by sea and land destined for America, with the hostile resolutions of Parliament, and the credit of the British administration in point of raising supplies, confirmed this opinion. A Scotch Junto at Bourdeaux, at that time spirited up by Jenkinson and Stanley, who visited all the principal trading towns in France at that season for the same purpose, represented American affairs in such a light that during the whole three weeks I spent there I found not a single person desirous of adventuring in that trade, though generally well wishers to the cause. Mr Delap, indeed, constantly offered me every service in his power, and to advance me either money or credit; but then I had to consider the smallness of the sum I brought over with me, a capital part of which I was finally disappointed of by the protesting of the Bills; that though it was then near five months since preparations had been made for remitting, yet that nothing had arrived; that when I left Philadelphia I had every reason to conclude that the full sum of forty thousand pounds sterling would be lodged in Europe by nearly the time of my arrival. These considerations distressed me considerably. To delay purchasing the Indian goods I was unwilling, and to urge Mr Delap, from his general assurances of friendship, to pledge himself for so large a sum as must ruin his credit if he did not punctually pay it, and if he did, must stop his business; at a time, too, when the prospects were against us, I could not have the confidence of attempting. If I had, I should doubtless have been refused. If I had not, he must have been ruined in his business. Under this situation, I hesitated some days, and finally determined to suspend any attempt to purchase for a short time, in which I might probably have remittances and become acquainted with the best places for purchasing. I accordingly left Bourdeaux for Paris the last of June. My arrival here and the affairs I became engaged in on the public account has been particularly related to you in my long letters by Mr McCreery [McCreery], which brought my affairs down to the beginning of September, when intelligence from America, passing through England, represented our affairs as desperate. In the mean time, I had nothing to oppose to this torrent, which for several months bore every thing down, but my simple assertions, unsupported by any letters or intelligence direct. During this time I had many apparently generous offers made to me of credit for a larger sum than the contract; but when I came to explain, I found that M. Delap was known to be my Banker at Bourdeaux and Messrs Germany, Girardot & Co in Paris, and that I was expected to get them to endorse my Bills, or, in other words, to become my security for the money. This reduced me to my first difficulties, which were no way lessened by months successively elapsing without either intelligence or remittances.

This induced me finally to despatch Capt Morgan, and that he might not go empty, I purchased a quantity of Saltpetre, which, however, contrary winds prevented his receiving in time, and he returned in ballast.³ Mr Delap afterwards shipped it, together with a quantity of powder, &c &c in Capt Sarly and Captain Hutchinson, of which he informed you. The last bills he received, to the amount of £5,000 Sterling, were all protested, except one of £250. This, with many other discouraging circumstances, has made that gentleman decline advancing in the American commerce. Meantime, finding no person in France ready to advance, as I may say, unconditionally except Monsr Beaumarchais, and that he was confined to the supplies for the Army, I gave him in my list for those supplies as large a proportion of woollen cloths and blankets as might enable you to supply the Indians with some of the more pressing necessaries. Mr Delap has not yet sent me his account, but I presume he may in the whole have received seven or eight thousand pounds sterling. The fitting out the vessels from Bourdeaux on account of Congress, the payment of saltpetre, and other articles shipped by him on the account of Congress with the money advanced to me, may leave a balance in his hands of 2,000£ Sterlg But this account, when received, shall be forwarded to you, by which you will be able to see at once what has, and what has not, been in my power.

I continued to give encouragement that vessels would certainly arrive soon, until I feared for my own reputation. In the month of October, meeting with 2,000 barrels of powder, I purchased it on credit & shipped it to Martinico. This I was induced to do from the price (13 sols) and the certain knowledge I had that it would rise. It has since risen to 22 sols. It was shipped in November for Mr Bingham at Martinico, & insured at 2 per Cent. The time of payment arrived & I was unable to pay, without having recourse to a fund advanced by our friends here, which, though I wished to have reserved for other purposes, Dr Franklin advised me to discharge this demand with. In Mr [Robert] Morris's letters, by Dr Franklin, he informed me that commercial matters were put into the hands of Mr Ts Morris. [Letter incomplete]

1. "The Deane Papers," *Collections of the New-York Historical Society* (1887), II, 18-21.

2. Date based on Deane's reference to "our joint letter" to the Committee which was dated March 12.

3. Captain J. Morgan, schooner *Mary*.

AMERICAN COMMISSIONERS IN FRANCE TO THE COMMITTEE OF
SECRET CORRESPONDENCE ¹

3rd Copy

Gentlemen/

Paris March 12th 1777.

It is now more than 4 Months since Mr Franklin's Departure from Philadelphia, and not a Line from thence written since that time has hitherto reached either of your Commissioners in Europe. We have had no Information of what passes in America but thro' England, & the Advises are for the most part such only as the Ministry chuse to publish. Our total Ignorance of

the Truth or Falsehood of Facts, when Questions are asked of us concerning them, makes us appear small in the Eyes of People here and is prejudicial to our Negotiations.

In ours of Feby 6 of which a Copy is enclosed, we acquainted you that we were about purchasing some Cutters to be employ'd as Packet Boats. We have succeed'd in getting one from Dover, in which we purpose to send our present Dispatches. Mr [William] Hodge, who went to Dunkirk & Flushing, where he thought another might be easily found, has not yet acquainted us with his success.—We promised that when we had a Conveyance which by its Swiftness is more likely to carry Safely our Letters, we would be more explicit in Accounts of our Proceedings here, which promise we shall now fulfill, as follows.

In our first Conversation with the Minister, after the Arrival of Mr Franklin, it was evident that this Court, while it treated us privately with all Civility, was cautious of giving Umbrage to England, and was therefore desirous of avoiding an open Reception and Acknowledgment of us, or entering into any formal Negotiation with us, as Ministers from the Congress. To make us easy however we were told, that the Ports of France were open to our Ships, as Friends; that our People might freely purchase & transport as Merchandize whatever our States had occasion for; vending at the same time our own Commodities; that in doing this, we should experience all the Facilities that a Government disposed to favour us, could, consistent with Treaties, afford to the Enemies of a Friend. But tho' it was at that time no Secret, that 200 Field Pieces of Brass & 30,000 Fusils with other Munitions of War in great abundance, had been taken out of the Kings Magazines for the purpose of Exportation to America, the Minister in our Presence affected to know nothing of that Operation, and claimed no Merit to this Court on that Account. But he intimated to us that it would be well taken if we communicated with no other person about the Court concerning our Affairs but himself, who would be ready at all convenient times to confer with us.

We soon after presented several Memorials representing the State of the Colonies, the Necessity of some Naval Aid, and the Utility to France that must result from our Success in establishing the Independance of America, with the Freedom of its Commerce. In Answer we received a positive Refusal of the Ships of the Line (which we had been instructed to ask) on this Principle, that if a War with England should take place, the whole Fleet of France would be necessary at home for her Defence; that if such a War did not take place, yet while England apprehended a War, it was equally serviceable to our States that the Fleet of France should remain entire in her Ports, since that must retain an equal Force of English at home, who might otherwise go to America, and who certainly would follow thither any french Squadron.

During these Conferences, every step was taken to gratify England publicly, by attending to the Remonstrances of her Ambassador, forbidding the Departure of Ships which had Military Stores on Board ² recalling officers who had leave of Absence and were going to join us, and giving strict Orders

that our Prizes should not be sold in French Ports; yet that we might not be discouraged, it was intimated to us by persons about the Court, that those Measures were necessary at present, France not being yet quite ready for a War; And that we might be assured of her good Will to us & to our Cause, Means were proposed of our obtaining a large Sum of Money for present Use by an Advance from the Farmers General to be repaid in Tobacco of which they wanted 20,000 Hhds. We entered accordingly into a Treaty with that Company, which meeting with Difficulty in settling the Terms, we were informed that a grant was made us of two Millions of Livres from the Crown of which 500,000 was ready to be paid us down, and an equal Sum should be paid the beginnings of April, July, and October; that such was the Kings Generosity, he exacted no Conditions or Promise of Repayment he only required that we should not speak to any one of our having received this Aid: we have accordingly observed strictly this injunction, deviating only in this Information to you, which we think necessary for your Satisfaction, but earnestly requesting that you would not suffer it to be made publick. This is the Money which in our former Letter we mentioned as rais'd for us by Subscription.

One of the ablest Sea Officers of France,³ skill'd in all the Arts relating to the Marine having offered his Service to our States with the Permission of the Minister, we (enabled by the above Grant) engag'd him to superintend the building two Ships of War of a particular Construction, which tho' not of half the Cost, shall be superior in force & utility to the Ships of 64 Guns. He has built one here for the King which we are told exceeds every thing in Swift sailing. He has furnished us with Drafts which we send you, that if the Congress thinks fit, others of the same Construction may be set up in America; in which Case we have given him Expectations of being their Commodore. We have seen his large & curious Collection of Memoirs containing every the minutest Particular relating to the Construction & Management of a Fleet, with a variety of proposed Improvements; and we are persuaded that he will be found a valuable Acquisition to our Country.

[Letter continued April 9, 1777]

1. Papers CC (Letters from the Joint Commissioners for Negotiating Treaties with France and Great Britain, 1777-84), 85, 33-44, NA. This triplicate copy was one of the dispatches passed to the British by Joseph Hynson.
2. A note in the margin of the letter reads: "Those were afterwards privately permitted to go, or went without Permission."
3. Captain Jacques Boux.

13 Mar.

LORDS COMMISSIONERS, ADMIRALTY, TO LORD GEORGE GERMAIN¹

My Lord,

Admiralty Office, 13 March 1777.

Your Lordship having in your letter of Yesterday acquainted Us, that the King conceiving it of the utmost importance to the Success of His Majesty's Arms in crushing the Rebellion in the Colonies, that the ensuing Campaign should open as early as the Season will admit, is extremely anxious

for the timely arrival of the Camp Equipage and Stores, shipped onboard the *Camell* and *Bute*, armed Ships, and was that day pleased to signify to you His Majesty's Pleasure that you should lay before him before [*sic an*] exact State of those Ships, particularly of the *Bute* (which His Majesty is informed had not yet received the party of the Guards onboard) the occasion of her retardment, & when it may be expected she will Sail for Spithead; and your Lordship having in your said letter desired us to furnish you with such particulars respecting the said Ships as may enable you to comply with His Majesty's Commands as speedily as possible. In return we are to acquaint your Lordship, for His Majesty's Information, that the *Camel* arrived at Spithead on the 7th Instant, and is ready to proceed, having onboard the Guards intended to take passage, as also all the Stores meant to be carried out in her: And that the *Bute* has been at Longreach since the 22d of last Month, where she has lain wind bound, but that having on the 2d Instant received onboard the Camp Equipage, as your Lordship will observe by the Copy of the letter from her Commander which we send you inclosed, & the Wind being changed this Morning we hope she may now be on her way to the Nore, where orders are lodged for Compleating her complement of Men, and the party of Guards she is to carry will be then immediately embarked. We are &c

Lisburne. H Penton H. Palliser.

P. S. Since writing the foregoing we have received an account of the arrival of the *Bute* at Gravesend, on her way to the Nore.—

1. PRO, Colonial Office, 5/259, 144-45.

LORDS COMMISSIONERS, ADMIRALTY, TO LIEUTENANT WALTER YOUNG, R.N.¹

By &c.

Whereas the Commissioners appointed by Act of Parliament for the discovery of Longitude at Sea &c have thought it expedient to send out for trial, during your present intended Voyage, the Original Watch Machine, made under their Encouragement by the late Mr Harrison, and, in order, as well to prevent any improper Management or ill treatment of the said Watch Machine, as any suspicions thereof, have caused 3 Locks of different Wards, to be affixed to the Box in which the same is lodged, and have desired, that the Keys thereof may be kept by yourself, and such other Officers of the Vessel you command as we shall direct; You are therefore hereby required and directed immediately after the said Keys (which will be sent to you by the Astronomer Royal, and which, in order to guard against Accidents, you will receive in Duplicate) come to your hands, to dispose of them in the following manner Vizt To keep those of one of the Locks of the said Box, yourself, and to deliver those of another of the said Locks to the Master, and those of the third Lock to the Master's Mate, of the Vessel you command; and you are to be present yourself, and to take care that the said Master and Master's Mate, be present also, every day at the winding up of the said Machine Watch, and to see that the respective times shewn thereby be properly inserted and attested under your, and their hands respectively, in the

general Observation Book; the keeping of which will be recommended to you by the said Commissioners; But if it shall happen that you yourself, or the said Master, or Master's Mate, cannot, at any time thro' indisposition, or absence upon other necessary Services, conveniently attend as above directed, you are, in such case, to take care, that the Keys in the Custody of the Person who cannot attend, be delivered to some other Officer of the Vessel you command, whom you can best trust therewith, in order that he may supply the place of such invalid or Absentee. Given &c the 13th March 1777.

Lieut Young – *Lyon At – Galleons Reach.*
By &c

J Buller.
Lisburne.
H Penton.

PS.

1. PRO, Admiralty 2/102, 343–45.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

Gentlemen

L'Orient March 13th 1777

I Take this Opertunity to Inform you Of the proceadings of the Commissary of this port Which Seam very odd to me as I have Recd. no Instrucktions from you he Sent for me to Day and told me I must Get my Ship Cleaned & put Every thing on bord As fast as possible & then Departe the port Immediately He further Informd me he Should Send persons to See That We Did not Delay anytime these are very Extraordinary orders & Such as I Should Suppose you Are Allready Acquainted With If So Am much Surprized I am not Informd, by you in What maner or How to proceed So As not to Giv Umbrage to the King or Ministers I Can Get the Ship Ready in 8 or 10 Days At furthest But Shall Be very Glad to heare from You As Soon As possible or At Least before I Sail If I Should be Drove out of this port by the Commissary Without your orders I Cannot tell Where to Go to Wait your Instrucktions or Wethere to proceed Directly for America or not, As I Am orderd not to Enter any french port again; I have Recd. none your favrs, Since those by Mr Defrancy & which I Cannot Act. for but hope youl Soon Write me fully & Advise in What maner to proceed from Gentlemen [&c.]

Lamb^t Wickes

P S pleas answer this As Soon As possible & Exskuse it as I have Scarcely time to Write before the post Departs

1. Franklin Papers, vol. 5, pt. 2, 110, APS.

THOMAS MORRIS TO THE COMMITTEE OF SECRET CORRESPONDENCE ¹

Gentlemen

Nantes March 13th 1777 –

I have already wrote you by this Conveyance relative to your concerns in this part of the World – which letter I hope you'l receive in due time, and these few lines may serve to acquaint you with the safe arrival of the Schooner *Jenifer* from Baltimore on the 11th Instant in the Afternoon – Captain Larkin Hammond having made application to me to advise and assist him in the transaction of the business committed to his care, I shall

very readily comply with his request by rendering him every service in my power – I put proper directions on the Sundry important dispatches he brought for The Honourable Commissioners at Paris – and sent him immediately thither with them – I furnished him with some money to defray his expences – and in order to avoid his being any time detained on the road, I sent a Person with him that understands both English & French – during Captain Hammond's absence his Vessell shall be supplied with every thing necessary – so that he may proceed immediately back to you after having received his orders from the Gentlemen at Paris – I will do myself the honour of addressing you again by the return of the *Jenifer* or sooner if an opportunity offers being with much respect Gentlemen [&c.]

Tho^s Morris

1. Papers CC (Letters Addressed to Congress), 78, XV, 167–70, NA.

14 Mar.

JOHN ROBINSON TO GEORGE III¹

[Extract]

Parliament Street 14th March 1777 7. A:M:

. . . In respect to the Ships to be sent to Lord Howe, as the requisitions made by General Howe cou'd not be complied with, His Lordship [Lord North] thought it became more necessary to do what was in the Power of this Country, and to give Lord Howe, the Ships he asked; and Lord North thought the Cabinet had advised it in fact, but by having given Lord Howe One Ship of 74 Guns & 600d Men, four Ships of 64 and 500d Men each (as he apprehended) and the *Isis* of 50 with 380 Men, of which Ship he had no use last year by her being at Quebec although she was of his Squadron, Lord North thought these Ships equal to Lord Howes requisition of 6 additional Ships of the Line of not less force than 60 Guns each; and that these Ships together with the two of the Line with Lord Howe would compleat the number 8 which he desired – This Mr Robinson communicated to Lord Sandwich; Lord North had also mentioned his Ideas herein to Lord Suffolk and to Lord Dartmouth, and Lord North is to see Lord Sandwich hereon at 12^o to Day; but upon Mr Robinsons seeing Lord Sandwich yesterday again on the Subject, He tells Mr Robinson that there is only the *Albion* of 74 & 600d Men and the *Nonsuch*, *Augusta*, and *Somerset* of 64 Guns and 500d Men each, together with the *Isis* of 50 Guns & 380 Men gone, or ordered to go to join Lord Howe, which makes one 64 less than Lord North apprehended the Cabinet advised; and Lord Sandwich also observed that the *Asia* is come home; so that Lord Howe has only one Line of Battle Ship with him, and consequently without further Addition, he will have two less than he desires. This Mr Robinson stated yesterday to Lord North, after he had seen Lord Sandwich, to which Lord North said; That in his Opinion the *Asia* should be replaced to Lord Howe, and that another Ship of 64 Guns should be sent, and then, reckoning the *Albion* of 74 and the *Isis* of 50 equal to two 64s which he tho't might be fairly done, Lord Howe will have the

full Complement he desires: And Lord North again repeated that he thought the replacing these Ships, by immediately equipping more, must depend on the French Armaments, and the Advices received, for if they go on, Lord North thinks there should certainly not be any time lost in proceeding here . . .

1. Fortescue, ed., *Correspondence of George III*, III, 429-31.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN WILLIAM WILLIAMS, R.N.¹

By &c

Whereas we have received a Memorial from the Merchants of the Island of Jersey trading to the Isles Madam & Bay of Chaleurs and from two other Merchants of London concerned in the same, praying that a Ship of War may be appointed to call at Jersey by the 25th instant, in order to convoy the Trade to the Isles Madam and Bay Chaleurs; And also such as may be bound from that Island to Newfoundland; And Whereas we think fit that the Ship you command shall perform that Service; You are hereby required and directed to put to Sea, the very first Opportunity of Wind and Weather, and proceed, without a moment's loss of time, to Jersey, and taking the abovementioned Trade under your Convoy, make the best of your way with them towards the places of their destination; and, having seen such as may be bound to Newfoundland, as near to that Island as may be necessary for their Security, go on with the remainder to the Isles Madam and Bay of Chaleurs; and, having seen them also in safety to those places respectively, make the best of your way to St John's in the Island of Newfoundland, where you are to deliver the inclosed packet to Vice Admiral Montague Commander in Chief of His Majesty's Ships and Vessels at and about that Island; and putting yourself under his Command, follow his Order for your farther proceedings Given &c the 14th March 1777.

Sandwich Lisburne H. Palliser.

To Captn Williams – *Active* – Plymouth Sound.

1. PRO, Admiralty 2/102, 349-50.

Public Advertiser, FRIDAY, MARCH 14, 1777

London [March 14].

Letters by the West India Mail bring Advice, that the American Privateers are cruising in every Part of the West Indies; that they look into the Harbour, and where there are no Men of War nor Batteries to protect the Shipping, they enter and cut them out; that they sail Four or Five together; and are stout Ships.

CAPTAIN GEORGE MURRAY, R.N., TO CAPTAIN WILLIAM HAY, H.M.S. *Alarm*¹

Sir *Levant*, Gibraltar Bay 14th, March 1777 –

In pursuance of your Orders of the 21st February, I proceeded to Madeira, where we arrived the 6th, of this Instant.

On the 8th, at Noon we saw a Vessel in the Offing to which we gave Chase, and came up with her at $\frac{1}{2}$ past 5 P M. she had English Colours hoisted, but on our firing a Gun and hailing her to bring too, she made all the Sail she could and hoisted what they call a Provincial Jack. We followed her within Musquet Shot 'till 1 A M at which Time the Breese freshening up, we got close alongside her, and then she Struck. During the Chase we exchanged several Shot, she firing her Stern Chase, and we our bow ones, but with little damage on either side, She proves to be the *General Montgomery* brigte, mounting eighteen Guns 6 & 4 Pdrs four Cohorns, and three Swivels, belonging to John Pringle and Josh. Deane of Philadelphia, commanded by Benjamin Hill, who had a Commission Signed by John Hancock President to the Delagates of the United Colonies of new Hampshire &ca She sailed from Philadelphia the 6th, of February and had only Arrived off the Island the day before we took her.

When she Sailed from Philadelphia her Complement was a hundred Men, but by Accidents & Sickness it was reduced to 87. – As there was so many Prisoners and many of them Sickly, I thought it more Prudent to return to Gibraltar than to proceed to Lisbon as your Orders directed me. I have agreeable to Act of Parliamt. compleated my complement (which was 9 short) and some Boys out of her Crew, the rest I have put on a Supernumerary List, and must request your Orders to send the Sick to the Hospital, and how I am to dispose of the Captain, Officers, and the remainder. I likewise beg you will procure their Lordships determinations, whether Gun and head Money is allowed.

I am informed there are near four hundred Commissions given out by the Congress for Privateers; a Number of which it is said will Cruize on the banks of Newfoundland, Coasts of Guinea, Portugal & Spain. I am Sir [&c.]
George Murray

1. PRO, Admiralty 1/1903.

15 Mar.

PHILIP STEPHENS TO VICE ADMIRAL JOHN AMHERST ¹

Sir

[Admiralty Office] 15 Mar. 1777

Having communicated to my Lords Commrs of the Admty your Letter of the 2nd inst desiring to know, for your future guidance whether, if any American Merchants Vessels shou'd be brought into Plymouth, as Prizes, you are to cause their Crews to be entered as part of the Complements of the Ships under your Command & their Masters to be put on shore agreeable to the Act of Parliament passed in the last session, or whether you are to cause the said Masters & Crews to be kept in safe custody as Prisoners; I am in return commanded by their Lordships to signify their direction to you to acquaint me, when any arrive for their Lordships information & directions before you dispose of them I am &c
Vice Adml Amherst at Plymouth

P S

1. PRO, Admiralty 2/554, 204-07.

PHILIP STEPHENS TO JOHN ROBINSON ¹

Sir

[Admiralty Office] 15 Mar 1777

Having communicated to my Lords Commrs of the Admty your Letter of the ——Inst representing that the Lords of the Treasury have received intelligence that a privatier of very large force is cruizing near the Gulph of St Lawrence in Order to intercept the Victuallers going to Canada & the success of the whole Campaign depending upon the early and safe arrival of the Victuallers there, you are directed by their Lordships to request that my Lords will be pleased immediately to order some Ship of War, equal in force, to the Privatier, which is said to be of 36 Guns to Cruize off Newfoundland, and in the Entrance of the Gulph of St Lawrence for the Protection & security of those Ships; I am in return, commanded by their Lordships to acquaint you, for the information of the Lords of the Treasury that His Majts Ship *Raisnable* of 64 Guns Captn Fitzherbert is order'd to proceed immediately to the Coast of Newfoundland, to cruize in the Track from thence to the Entrance of the Gulph of St Lawrence, in order to take or destroy the Privatier alluded to, or any other he may find in those parts I am &c

P S

John Robinson Esqr

1. PRO, Admiralty 2/554, 211-12.

Public Advertiser, SATURDAY, MARCH 15, 1777

London [March 15].

The *Carolina Packet*, M'Donald, that was taken the 6th of August last, and carried into New England, was bought by the Captain, and arrived at Youghall the 22d inst. in a Passage of 28 Days, with about eighty Passengers, but brings no News of Consequence.¹

1. See Volume 6.

London Chronicle, THURSDAY, MARCH 13 TO SATURDAY, MARCH 15, 1777

[London] Saturday, March 15.

Applications are daily making to the Lords of the Admiralty for Letters of Marque and Reprisal against the American privateers.

The price of insurance up the Streights, on account of some late captures, has risen considerably.

BARON DE SCHULENBURG TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

Gentlemen,

I have received the letter which you did me the honour to address to me the 14th ulto, and I have not failed to acquaint the King with the eagerness which the English Colonies of North America evince to establish free and reciprocal commerce with us.

His Majesty appeared to receive with pleasure the assurances of the

favourable disposition of the Colonies in that respect and I have no doubt but that, ever intent upon extending the commerce and increasing the happiness of his people, he would be very glad if such an intercourse could be established. But, Gentlemen, as you are fully informed of the state of affairs, you will perceive, better than I, all the obstacles which would hamper this commerce in the present circumstances. The King, owing to the disposition of his States, having no fleet at sea to make his flag respected, those of our vessels which would attempt to reach your country would be exposed to certain loss; and even if we were willing to avail ourselves of a foreign flag there would be always a danger from the British cruisers.

I know of no port in America where our vessels could discharge; and even St Eustatius, offers no sure refuge, since there are not less than 90 English vessels in those waters which would never allow our merchandise to pass, nor yet that which we would take in return.

It would be, then, in my opinion, much more natural that the Colonies, who have the greatest interest in finding an outlet for their surplus products, and in exchanging them for the manufactures which they lack, knowing, besides, by experience all these dangers and the means of obviating them, should, having first succeeded in bringing their vessels into French ports, attempt to trace out for themselves a route to us; to bring us the products that we need and to take in exchange such of our manufactures as may be suitable to them; or else to find some other European port where this reciprocal trade could be freely conducted.

At present this appears to me the only way to set on foot a commercial intercourse between the two nations; but if you, Gentlemen, can furnish me with further explanations and with the means of overcoming the above difficulties, I shall receive them with pleasure and make such use of them as shall be most agreeable to your employers and to the interests of the King my master.

I have the honour to be with the highest respect [&c.]

Baron de Schulenburg

Berlin 15th March 1777.

1. Stevens, ed., *Facsimiles*, No. 656. The above copy is in the hand of Edward Bancroft, and was turned over to Paul Wentworth on May 27, 1777.

SILAS DEANE TO CONRAD ALEXANDRE GÉRARD¹

Sir

[Paris] March 15th 1777

Inclosed is a Letter which I ask the favor of you, to deliver his Excellency,² and explain to him, in French – I received Letters last Night from London, that Six Ships of the Line, are ordered to join Lord Howe, one hundred Frigates were ordered to America before, & by the ordering these Ships of the Line it is supposed that whilst the Frigates extend themselves along the Coast, these Shippes of the Line with a part of the Frigates will be Constantly in Readiness for any West India Expedition – I had closed my Lettr to Mons: LeComte, before I Recollected of this; which is all the

material Intelligence I have recd from London & which please to Communicate to him. I have the honor to remain Sir [&c.]

S Deane

1. AMAE, Correspondance Politique, Etats Unis, vol. 2, 124, LC Photocopy.
2. Vergennes.

RANSON & DELAMAIN TO LORD STORMONT¹

Extract of a Letter from Messrs Ranson and Delamain Dated Cognac
15th March

A Circumstance, which may not have come to Your Lordship's Knowledge, is, their (the Americans) now endeavouring to provide against the Ceremony of Condemnation, which they have not yet been able to obtain in France by hiring Dutch or any other neutral Vessels, putting into them, the Cargoes of the Ships they take, and then sending them with false Papers, for Sale of their Loading into different Ports of this Kingdom.

[Endorsed] In Lord Stormont's N 50 secret

1. PRO, State Papers, 78/301, 380-81.

16 Mar. (Sunday)

ARTHUR LEE TO BENJAMIN FRANKLIN AND SILAS DEANE¹

[Extract]

Dear Sirs/

Victoria March 16th 1777

I have receivd an answer from the Court, thro the Duke de Grimaldi to this effect. That the reasons for wishing me not to come to Madrid are insuperable, that the States may depend on the sincere desire of Spain to see their Liberties establishd & to assist them as far as her own situation will permit. For this purpose I had only to direct the House of Gardoqui to supply us by every opportunity with whatever Spain afforded for our use. That 3000 Barrels of powder & some cloathing were deposited at N. Orleans for us – that we should be receivd at the Havannah as the most favord Nation – & that the Count d'Aranda woud have directions to supply me with credit upon Holland.

Mr Gardoqui informs me that he has orders to load the three vessels at Bilboa entirely with Salt, I shall however recommend to all the Captains the receiving such Supplies for the general Congress, as he shall send. . . .

1. Franklin Papers, vol. 5, pt. 2, 113, APS.

LOG OF THE MASSACHUSETTS PRIVATEER BRIGANTINE *Rising States*¹

Remarks Saturday [Sunday] March, 16, 1777

At. 8. Made A Sail bearg E B S, Dist 5 Leags to Which we Gave Chance, At Me[ri]d[ian] Came up With the Chace, it proves to be a french Ship *Londu* Capt curronat, from Bourdeaux [&] out 8 days, bound to Cap Franceway. They inform us they Saw two Ships two

days Ago Standing NNE. Likewise their is no War proclaimed in France.

Nothing More Remarkable this day –

No Lattd by Obsn

First part of these 24 hours begins with Moderate Wheather, being in Company With a french Ship,

At. 3. P.M. parted Company bore away, fird a Gun, & Gave three Cheers, [At 11] Up NBE of NEBN. hove too under The T. Sails, Cloudy

1. "A Log Book kept on-board the Brigantine *Rising States* James Thompson Commander, begun Feby 18, 1777," PRO, HCA 30/716. Hereafter cited as Log of the *Rising States*.

17 Mar.

PHILIP STEPHENS TO VICE ADMIRAL SIR JAMES DOUGLAS, PORTSMOUTH ¹

Sir

[Admiralty Office] 17 Mar 1777

My Lords Commrs of the Admty having order'd a Court Martial to be assembled at Portsmouth on the 31st inst to enquire into the Conduct of Captn Stair Douglas of His Majts Ship the *Squirrel*, in separating from the Ships under his Convoy in his & their late passage from Jamaica, & to try him for the same; And Captn Douglas having requested that the several Persons named on the other side hereof, belonging to the *Squirrel* may be ordered to attend as Witnesses at the Court Martial; I am commanded by their Lordships to signify their direction to you to give the said several Persons Orders accordingly I am &c

P S

Lieut James Cornwallis	} of the <i>Squirrel</i>
John Wilson, Master	
James Young Lieut of Marines	
Philip Seegar. Purser	
Geoe Maxwell Mr Mate	
Alexr Douglas Do Do	

1. PRO, Admiralty 2/554, 218-19.

London Chronicle, SATURDAY, MARCH 15 TO TUESDAY, MARCH 18, 1777

[London] Monday, March 17.

Letters from Rhode-island say, that two of our frigates belonging to the squadron there, being on a cruise, looked into the harbour of Martha's Vineyard Isle, where they saw a large ship which they took to be a prize carried in, and also another vessel, a sloop; on this they stood in as close as they could, and in the evening cut them both out, and brought them safe off without the loss of a single man.

A letter from Halifax mentions, that his majesty's ship *Milford*, since she has been on that station, and off Boston, has since April last, taken, re-taken, sunk, burnt and destroyed 37 sail of ships belonging to or in the possession of the Provincials.

At the same time [Wednesday last] the cargo of the *Aurora*, a ship laden

with tobacco, of very great value, bound from America to Nantz, was condemned as a droit of Admiralty: She was brought into Liverpool by English sailors on board, who confined the Captain and Master, and entered into a written agreement to stand by King George; and having made a French flag into an English one, hoisted it over the American striped rebel flag, and brought her in as above.

RAIMONDO NICCOLI TO HIS GOVERNMENT IN FLORENCE¹

[Extract]

. . . England's situation (should she lose these Colonies) is such that in a short time it would be reduced to being the most ridiculous power in Europe. The King, the Nation, the Minister, all have an equal interest in making the most determined effort possible to subjugate the Americans, or at least to make new attempts, and try to earn time. And in fact I notice that this is their present policy, as any means of reconciliation is desperate after what has happened.

I know that the British Minister has chartered or tried to charter from the King of Denmark eight or ten warships. The cancellation of the order for Württemberg troops, I believe, will be followed by another cancellation for Brunswick troops, and from Hesse, but such countermanding does not mean, it seems to me, that they have given up the enterprize; rather that they have changed their operational plan. That is, I believe that they will have that corps of troops which they now have in America, without increasing it, but not ordering its return, and that they will carry on a sea war with maximum force against the Rebels, by keeping many warships on cruises in order to prevent their privateers from acquiring reserves of weapons there, and from preying upon English vessels, as they do.

England knows, or should know, that the Rebels have 124 privateers which up to this time have seized 250 ships formerly serving in the West Indies trade, and have become formidable by so doing.

By placing on station a number of ships of the line and frigates they [the English] can hope to maintain communication with their southern settlements, and with that number of troops ashore to be left in the provinces of Philadelphia or the Jerseys, they will compel the enemy to keep an army active, and will deprive him in part, if not entirely, of those munitions and products he might obtain for himself by trade or privateering. . . .

Paris 17 March 1777

1. Secretary of Foreign Affairs Papers, ASF.

18 Mar.

LORD SANDWICH TO GEORGE III¹

Lord Sandwich apprehends that your Majesty wishes that General Burgoyne should go to Canada with as little delay as possible, if he goes in the *Apollo*, as she must take a convoy with her, some time must be lost in her

passage; and as she is still at Plymouth & not quite ready for sea, it does not seem probable that she will be able to sail from Spithead before the end of the month.

The *Ariadne* a copper bottomed ship of twenty guns tho' under sailing orders to join L. Howe, cannot go to sea with this wind; and an express is just now gone for her to remain where she is, till farther order; in case your Majesty should think it more adviseable that she should take the General on board than that he should wait for the *Apollo*, she will have nothing to detain her a moment from sailing, except contrary winds; & being a fast sailing ship & no convoy tacked to her, will certainly arrive at her destination long before the *Apollo*.

Admiralty March 18. 1777

1. Fortescue, ed., *Correspondence of George III*, III, 427.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN WILLIAM CORNWALLIS, R.N. ¹

Camel
Swift Slo.
Bute. A. V.

Whereas we have order'd the Commanding Officers of His Majesty's Ship, Sloop and Armed Vessel named in the Margin (the two first of which are at, and the latter on her way to Spithead) to put themselves under your command and follow your orders for their farther proceedings; You are hereby required and directed to take them under your command accordingly.

And Whereas We think fit that you shall proceed forthwith to New York, taking under your Convoy the Transports and Storeships mentioned in the annexed List, and also any other Ships or Vessels, which may be in readiness to proceed thither or to Halifax in Nova Scotia, You are hereby further required and directed to make enquiry for the said Transports and Storeships, and also for such other Ships or Vessels as are abovementioned, and then putting to Sea with the very first opportunity of wind and Weather make the best of your way, consistent with their Security, to New York where you are to deliver the inclosed packet to Vice Admiral Lord Viscount Howe Commander in Chief of His Majesty's Ships and Vessels in North America, and putting yourself under his Lordship's command follow his Orders for your further proceedings.

You are to be very attentive to the Ships and Vessels which proceed under your Convoy, and more particularly to the *Lord Townsend*, *Howe* and *Friendship*, keeping them together by every means in your power, And, on no account leaving them upon pretence of their not sailing fast enough to keep company with you, as we expect that, in the course

of your voyage you accomodate your progress to the worst sailing Ship amongst them.

You are at the same time to take all possible care, and to give the Commanders of the said Ships and Vessels, such orders and directions as you shall judge most likely, to prevent them from seperating from you; And, in case (notwithstanding these precautions) any of them shall part company with you or disobey your orders, You are to transmit to our Secretary a List of their Names, with the circumstances attending such seperation or disobedience, that such measures may be taken thereupon as shall be judged necessary. Given &c the 18th March 1777.

The honble Captn Cornwallis –
Isis – Spithead
 By &c PS.

Lisburne.
 H. Penton.
 H. Palliser.

[Annexed List]

Ships Names	Masters Names	Lading &c.
<i>Union</i>	Andrew Bryson	} Recruits.
<i>Kattie</i>	Willm Robertson	
<i>Prince George</i>	John Bartholomew	
<i>Britannia</i>	John Watson	
<i>Christopher</i>	Chrisr Dousland	
<i>Archer</i>	Willm Coates	
<i>Hannah</i>	George Heslop	} Remount } Horses.
<i>Atlantic</i>	Joseph Sippen	
<i>Rebecca</i>	John Walter	
<i>Swan</i>	John Dale	
<i>Lord Townshend</i>		} Ordnance and } Ordnance Stores.
<i>Howe</i>		} Clothing and } Camp Equipage.
<i>Friendship</i>		

N B. The Ten first are under the care of Lieut Harris as Agent, who is directed to follow Captn Cornwallis's Orders.

1. PRO, Admiralty 2/102, 356–59. A copy is in Captain William Cornwallis' Order Book, NYHS.

PHILIP STEPHENS TO CAPTAIN WILLIAM CORNWALLIS, H.M.S. *Isis*¹

Sir

Admiralty Office 18 Mar: [17]77

I am commanded by my Lords Commissioners of the Admiralty to send you herewith the private Signals for His Majesty's ships in North America

by which they may know each other, and their Lordships understanding from Sir Geo: Collier Commander of His Majesty's Ship *Rainbow* at Hallifax, that the *Alfred* a rebel Privateer, upon being chased by His Majesty's Ship *Milford* had made the said Signal, and that he had therefore settled others and sent a Copy of them to Lord Howe at New York. I send you also a Copy thereof for your Information; and it is their Lordships directions that you keep them secret, and on no Account communicate them to any person whatever except the Commandrs of any of His Majesty's Ships you may fall in with who may not already have received them –

It is also their directions that you give Copies of the above Signals to the Commanding Officers of the Ship Sloop, & Arm'd Vessel named in the Margin ² with directions to them to Observe the like injunctions of Secrecy –
I am [&c.]
Ph^p Stephens

1. Captain William Cornwallis' Letter Book, 26–27, NYHS.
2. *Camel, Swift and Bute.*

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL RICHARD LORD HOWE ¹

By &c

The Honble Captain Cornwallis Commander of His Majesty's Ship *Isis* (by whom your Lordship will receive this) being directed to take His Majesty's Ship, Sloop and Armed Vessel named in the Margin under his command, and the Transports and Storeships named in the annexed List,² under his Convoy, and to proceed with them immediately to New York, where he is to put himself under your Lordship's command, and follow your Orders for his further proceedings, Your Lordship is hereby required and directed to take him together with the *Isis* and *Swift* Sloop under your command, and to employ them as you shall judge best for His Majesty's Service entrusted to your care.

Camel
Swift Slo
Bute, A V.

But Whereas the *Camel* and *Bute* Armed Vessel, are destined to proceed immediately to the West Indies, the former to the Leeward Islands, and the latter to Jamaica, to be employed as Convoys to the Ships homeward bound from those Islands, Your Lordship is hereby further required and directed to dispatch them away without a moment's loss of time to the places of such their destination accordingly; giving their Commanding Officers Orders, the former to deliver the packet you will receive herewith to Vice Admiral Young, and the latter the packet you will also receive herewith, to Vice Admiral Gayton, and to follow their Orders respectively

for their further proceedings. Given &c the 18th March 1777.

Lisburne. H. Penton. H. Palliser.

By &c PS.

1. PRO, Admiralty 2/102, 359-60.

2. See Lords Commissioners, Admiralty, to Captain William Cornwallis, R.N. this date.

LORDS COMMISSIONERS, ADMIRALTY, TO COMMISSIONERS FOR SICK & HURT SEAMEN ¹

By &c

Whereas you have represented to Us, by your Letter of the 25th of last month, that you had received information from Vice Admiral Montagu that the Ships under his command which lately returned from Newfoundland were, during the last Season, very sickly, and that the Hospital at St John's was very inconvenient, being used also as a Brewhouse and Cooperage, which you thought very improper for an Hospital, And Whereas you have further represented to Us, that upon consulting with the said Vice Admiral, you concur in opinion with him that it will be most adviseable to appropriate the whole of the said Building to the sole purpose of an Hospital, after it shall be put in good repair and otherwise fitted for that purpose being at present in very bad condition, You are hereby required and directed to cause the same to be put into good repair & otherwise fitted for an Hospital accordingly, upon the best and cheapest terms you can for the Crown; we having acquainted the Commissrs for Victualling His Majesty's Navy therewith and directed them to make such other provision for a Brewhouse and Cooperage in its stead, as they shall judge necessary. Given &c the 18th March 1777

Commissrs for Sick & Hurt

By &c

PS.

Sandwich.

Lisburne.

H. Penton.

1. PRO, Admiralty 2/102, 363-64.

WILLIAM KNOX TO PHILIP STEPHENS ¹

Sir,

Whitehall 18th March 1777.

About Sixty Tons of Hospital Stores being prepared for the Use of the Troops at Rhode Island; I am directed by Lord George Germain to desire you will move the Lords Commissioners of the Admiralty to give Orders for their Conveyance, either onboard of an Armed Transport that sails with Convoy directly to Rhode Island, or, if there be no such direct Conveyance, onboard of one that sails with Convoy to New York. I am &c

Will^m Knox

1. PRO, Colonial Office, 5/126, Part 2, 295.

Public Advertiser, TUESDAY, MARCH 18, 1777

London [March 18].

The *John*, Watkins, from Liverpoole for Halifax, taken by the Rebels, and re-taken by the *Milford* Man of War, is again fallen into the Hands of the Rebels.¹

1. See Volume 7.

MEMORANDUM FROM LORD STORMONT TO VERGENNES¹

Memorandum handed to His Excellency Monsieur le Comte de Vergennes by the English Ambassador on the 18th March 1777.

Representation as to the continuation of the stay at L'Orient of the American vessel *Reprisal* and the sale of five English vessels which it had captured

The Orders sent by this Court to L'Orient, Orders of which the English Ambassador was informed by His Excellency Monsieur le Comte by Vergennes himself, have produced no Effect. These Orders were to the effect that the American Vessel named the *Reprisal*, com-

manded by Mr Wykes [Wickes] should at once leave L'Orient, as well as the five English Vessels it had captured and brought into the said Port. They also carried absolute Prohibition of the Sale of any of the above-mentioned Vessels, or of any part of their Cargo: These were the Orders, This is the result. The American Pirate is still in the Port of L'Orient, where he is even having his Vessel careened, and finds all the Aid he Requires. The five English Vessels have all been sold, and what is more, sold to Frenchmen; they have left the Port of L'Orient, as belonging to France, and they are manned by French Sailors who even form the whole Crew.

In order to give colour to this fraudulent Sale, Mr Wykes has been allowed to Enter these five Vessels in the Registers of the Customs at L'Orient, as being Vessels belonging to him. Although it was Notorious that they were English Vessels which he had taken, although the Orders issued by the Court demonstrate, that It knew that they were captures, although the Captains of the said Vessels had made formal Depositions to establish their Ownership, and to protest against any Sale; To add still another proof, The Commissioner of His Most Christian Majesty has released the English Prisoners, who were on board these Vessels, and on that of Mr Wykes: Could he, then, be unaware that they were Captures? Can he even allege such ignorance? The merest Acquaintance with French Customs suffices to know that this Sale could not take place without the formal or tacit Permission of the Commissary, and that it was likewise impossible for French Sailors to take these Vessels out of the Port of L'Orient without the Permission of the said Commissary. It is, therefore, very just and he

should be obliged to give all Details of this fraudulent Sale, of which he made himself an Accomplice, and that in a manner which deserves most exemplary Punishment.

The English Ambassador does not yet know who has bought the Falmouth Packet, but The Commissary must know. Of the four merchant Vessels, of which The Ambassador has handed a List to M le Comte de Vergennes, two, namely, those which were commanded by Captains Jefferson and Duncan, have been bought by Inhabitants of the Island of Noirmoutier. The two others, namely, those of Messers Campbell and Kentisbeer, have been bought by Messers Berard Brothers, Merchants at L'Orient. The salt fish, which formed a part of the Cargo, has been sent to Nantes, on small French Vessels. The Brandy has been sent to Ostend.

These are all the Circumstances which, up to the present, have come to the Knowledge of the English Ambassador; he makes no reflexions, and limits himself to the mere statement of Facts. These all support the Demand which he has here the Honor to make, and the Justice of which will at once strike so enlightened a Ministry as that of France.

He claims, then, the accomplishment of the formal assurances, which have been given to him, that the American Vessel, commanded by Mr Wykes should at once leave the Port of L'Orient, and should not be allowed to cruise off the French Coast. He demands immediate and full restitution: 1st of the Falmouth Packet, a Vessel belonging to the King, his Master; 2nd of the four Merchant Vessels above-mentioned belonging to Subjects of the King, his Master, and bought by Subjects of His Most Christian Majesty. He asks that this Restitution with the Value of that Part of the Cargo which has been misappropriated, be made at once, and bona fide, to the Owners or Their Assigns.

The Ambassador knows too well the penetration of this Court, and the Justice which governs all its Steps, to set forth the numberless reasons on which this Demand is based; He will limit himself to saying that it is evident, as this fraudulent Sale has been allowed, as French Subjects have been permitted to appropriate Vessels belonging to Great Britain, and taken by one of her Rebellious Subjects, – The Friendship which so happily exists between the two Courts, and which That of England desires to cultivate more and more, the Treaties which are the Basis of this Friendship, the usages of all civilized Nations, and especially those of France, as appears from her Naval Ordinances, the positive Orders issued by the Ministry on this occasion, – all have been forgotten; and without the Restitution which the Ambassador of England demands, this Sale would put the Purchasers (who are French Subjects) in the Place of the American Corsair, and would make them Accomplices in the Capture.

AMERICAN COMMISSIONERS IN FRANCE TO VERGENNES ¹

Sir

Versailles 18th March 1777

We have lately received an Express from The Congress of the United States of North America containing some new instructions to Us, the purport of which it is proper your Excellency should be acquainted with. The Congress tho' firmly determined to maintain as long as possible their independance, whither assisted or not by any other power, yet for the sake of humanity wishing universal Peace would not for the Advantage of America only desire to kindle a War in Europe, the Extent & duration of which cannot be Foreseen. They therefore, on this Account, as well as for Reasons of Respect to the King whose Character they venerate do not presume to propose that France should enter into a War merely on their Account. But if France to obtain satisfaction from Brittain for the injuries received in the last War, commenced by that Nation, or for any other just causes, should think it right to improve the present Occasion, in declaring War against Great Brittain, we are directed to induce if it may be the more early Declaration to offer the following Advantages in Addition to those of Commerce already proposed.

1st: That the Object of the War be to obtain for France satisfaction for the Injuries aforesaid, & for the United States the Establishment of their Independance with a reduction of the British Powers for the Security both of France & America, to which Ends it is proposed, that the Conquest of Canada Nova-scotia, Newfoundland, St. Johns, the Florida's Bermuda, Bahama & all the West India Islands now in Possession of Brittain be attempted by the joint Force of France & the United States and in case of Success, half the Fishery of Newfoundland together with all the Sugar Islands shall thereafter Appertain to France, the rest to the United States & the Trade between the Kings Dominions & the United States shall thenceforth be carried on by the Ships of said Dominions, & of the United States only.

2d/ That in case it is agreed that the Conquest of the british Sugar Islands be Attempted, the United States shall on timely notice, furnish provisions for the Expedition to the Amount of Two Million of Dollars, with six Frigates mann'd of not less than 24 Guns each, with such other Assistance as may be in their power & becoming good Allies.

3d That as a close connection is understood to subsist between France & Spain, & that their Interests are the same, it is also proposed by the Congress, that in case Spain shall enter with France into the said War, the United States will if thereto required, declare War against Portugal (which has already insulted their Commerce) and will continue the said War for the total Conquest of that Kingdom, to be added to the Dominions of Spain

4 That a Peace shall not be made but by mutual consent. But if it be determined by his most Christian Majesty to remain in Peace with Great Brittain, the Congress do then pray that his Majesty would use his influence

with Europe for preventing the further Transportation of foreign Troops into America to serve against the United States, & to obtain a recall of those already there. And having unbounded Confidence in the Kings Goodness & Wisdom they pray his Advice in their present Circumstances, whither to apply to any of the other Powers of Europe for Auxillary Aids, or to make Offers of Peace to Brittain on Condition of their Independancy being Acknowledged – In neither of these Points would the Congress take a Step without consulting his Majestys Ministers, & We hope for a favorable Answer.

We have the honor to remain with the most profound Respect Your Excellencys [&c.]

Silas Deane in behalf of himself
& B Franklin –
Commissioners Plenipotentiary for
the United States N America

P.S. The Congress & the People of the United States continue unanimous in their Opposition to the claims of Brittain, & are fully determind To assert their own independancy to the last; – There is no doubt but Brittain would on certain Commercial Terms, acknowledge their independance – if the United States can have no aid from France directly, & if no encouragement can be giv'n to receive support in a short space of Time; as the United States wish for nothing, so much as Peace & Liberty, whither they should, through the Freindly interposition of His Most Christian Majesty, or otherways, make Offers of Peace, to Great Brittain on the Conditions of their independance or pursue the War, and risque the Event.

1. AMAE, Correspondance Politique, Etats Unis, vol. 2, 128–30, LC Photocopy.

NATHAN RUMSEY TO HIS FATHER, WILLIAM RUMSEY,
CECIL COUNTY, MARYLAND¹

[Extract]

Copy

Honored Sir

Paris March 18th 1777.

You may possibly be surprised at my addressing you from Paris, Cap. Larkin Hammond in the *Jenifer* Packet with Dispatches from Congress at Baltimore to our Commissioners here arrived at Nantes the 11th Instant, left Baltimore the 14th January and the Capes of Virginia the 4th February bringing accts as late only as the 9th January, the Date of his last Letter in Congress, and Cap. Hammond not speaking a word of french, my friends at Nantes requested me to come with him to Paris for the Security and Dispatch of the Intelligence, which I, willing to throw in my mite in whatever part of the World I may happen to be – immediately and cheerfully agreed to. Here I wait only for the Dispatches for Congress, with which, as soon as ready, I shall proceed to Nantes, from whence Cap. Hammond will sail with the first favorable wind

Our affairs at this Court bear a very favorable aspect Cap. Wickes,

who brought Doctor Franklin to France, brought in at the same time 2 Prizes, to negotiate the sales of which I was appointed and can therefore speak with Certainty. The Intention of Cap. Wicke's cruizing on this Coast & bringing his prizes into French ports was to oblige the French either to assist us openly, or as openly tell us they would not. I therefore the more essentially to effect this purpose – sold them at the Risque of the Seller – obliging him to refund the Purchase money in Case the Government upon a Reclamation by the former owners, should order the prizes so sold to be restored. They have been reclaimed, and have been slighted without any answer.

Cap. Wickes went out again & in less than 5 weeks brought in 5 other prizes among which was the Lisbon Packet, which fought him 45 minutes: These are all sold and the packet being immediately the King's Property, is so gross an affront by this Kingdom that England surely cannot Pocket it. She is fitting out a large fleet altho they find it exceedingly difficult to man it, and tis beyond doubt believed that as soon as they can put to sea with a tollerable Fleet that War will be declared on France by England. The French are ready. When I am on this subject it will not be mal apropos to mention a part of a conference which happened four days since between My Lord Stormont the English Ambassador here and the Count de Vignes [Vergennes], Minister of foreign Affairs, in the course of which My Lord remonstrated against a great number of French officers daily going to America, many of which decamped with His Majesty's permission, and concluded by saying such proceedings would most undoubtedly produce War, to which the Count made the following fine Answer so consistent with the fine Politics of this Court. *Nous ne desirous pas La Guërre, avec L'Angleterre, et nous ne craignons pas.* We desire not War with England, nor do we fear it. This may give you a clear Idea of the Situation of our affairs here. It may be depended on as a fact, as I had it myself from Doct. Franklin when dining with him the other day about a League from Paris.

I hope Cap. Stockes in the Brigantine *Sally* whom I despatched the 2d January with a most valuable cargo may be safely arrived before this

1. Nathan Rumsey Papers, UNCL.

ARTHUR LEE TO THE COMMITTEE OF SECRET CORRESPONDENCE ¹

[Extract]

Vitoria in Spain, March the 18th, 1777

... I have settled with Mr Gardoqui, who is now with me, from whom I have received every possible assistance, to dispatch a vessel with all possible expedition, laden with Salt, Sail and Tent Cloth, Cordage, Blankets, such warlike Stores as he can immediately procure, and an assortment of such Drugs as I think will be necessary for the three prevailing camp diseases. Those who furnish these Supplies, are very desirous of an expedition being

ordered against Pensacola; in order that the possession of that place, may render the communication, between the southern Colonies & N. Orleans, from which they would wish to succour you, more sure and secret. The Capt. has my directions to make for Philadelphia, or any port to the southward, & wait your Orders. At Monsr Gardoqui's desire, I have given him a recommendation to all the american Captains, who may sail from Bilboa, whether in public or private service, to receive such stores as he shall send them for your use.

In my former letters from Bordeaux & Nantes, I took the liberty of remarking upon the deranged state of your commerce. I find here, that you have not sent any vessels to Bilboa, tho' as being the most convenient, it is most frequented by private vessels. It is a free port, has no custom house, & therefore business is dispatched with more secrecy & expedition. Rice, Indigo, tar, pitch, & turpentine, bear a good price there; and fish in Lent. By the provincial Laws of Biscay, tobacco is prohibited; but it may be landed at the port of St Sabastian, some 14 leagues distant, & it sells well in Spain. But it must be strong virginia tobacco for this market. The House of Gardoqui has promised to collect from other places, such things as I have informed them will be proper for your service. As Monsr Montaudouine and Monsr Schweighauser at Nantes, & the Messrs Delaps at Bordeaux are the best & most respectable merchants; so the Gardoquis are at Bilboa. . . .

1. Papers CC (Letters from Arthur Lee, 1776-80), 83, I, 47-54, NA.

19 Mar.

PHILIP STEPHENS TO CAPTAIN WILLIAM CORNWALLIS, R.N.¹

Sir

Admiralty Office 19 March 1777

My Lords Commissioners of the Admiralty having appointed the Honble Captn [William Clement] Finch to be Captain of His Majestys Ship the *Camel* and Lieutt Benjn Hill to be Commander of the *Bute* Arm'd Ship their Lordships command me to send you their Commissions herewith and I am to desire you will please to deliver the same to them respectively And the established Fee for each Commission being £ 2.3.0 you will please to receive and be accountable to this Office for the Same. I am Sir [&c.]

Ph^p Stephens

Honble Captn Cornwallis } not to be Opened
 Isis. Spithead } 'till clear of the Channel

1. Captain William Cornwallis' Letter Book, 29, NYHS.

"EXTRACT OF A LETTER FROM CHATHAM, MARCH 19."¹

Our shipwrights and caulkers &c. were on Monday last ordered into the dock-yard to work at five o'clock in the morning, for the greater dispatch of the ships now fitting out here for sea, and are to continue working till

half past seven in the evening, except one hour, which is allowed them for dinner.

On Saturday sailed from this port for Sheerness, the *Orford* hospital ship of 70 guns, commanded by Lieut. Richard Vavasor, at which place she is to receive the sick and impress men from on board the *Conquestadore*, where a great sickness prevails.

1. *London Chronicle*, March 20 to March 22, 1777.

“EXTRACT OF A LETTER FROM PORTSMOUTH, DATED MARCH 19.”¹

Arrived at Spithead a large brigantine, sent in by Sir John Hamilton, of the *Hector*, which he took off Cape Le Hogue. She was under Danish colours, and laden with tobacco, rice, and indigo, American property, as is said.

1. *London Chronicle*, March 20 to March 22, 1777.

LORD STORMONT TO LORD WEYMOUTH¹

Most Secret

No 51

My Lord

Paris March 19th 1777

I am privately informed, that not many Days ago, two french Ships Sailed from Havre de Grace, having on board, a large number of field Pieces, which were sent from Dunkirk to Havre, and which are certainly designed for the use of the Rebels, tho' the Ships have cleared out for St Domingo. I cannot pretend to warrant this Intelligence, My Informer indeed, seems to have no doubt of the Truth of it, but I have sometimes found him deceived. I have very good Reason to believe, that a Company of Merchants, have lately built, an Armed Vessel at Brest, which is to be commanded by a Lieutenant in the french Navy, and is to be laden with Military Stores, for the use of the Rebels. She was Launched about 2 Months ago, but is still in the Harbour of Brest. I am more and more persuaded My Lord, that nothing but the Vigilance, and activity of our Cruizers, can Stop these Succours, with which the french will continue to furnish the Rebels, tho' in direct violation, of the friendship they profess. If many of the Ships they send fall into our Hands, which must be the Case, if we are sufficiently watchful, they will soon grow tired, of carrying on so losing a Trade, and Slacken in that Zeal, which is now so much quickened by the prospect of Gain.

Two American Vessels, have escaped our Cruizers, and are arrived in the Ports of France, one is come to Nantes from Boston, which she left on the 3d of february, the other arrived at Quiberon, the 11th of this Month, and it is said, came from Virginia in 27 Days, She brought over an express for Franklin, who since the Arrival of this Express, has propagated, the falsest, and most exaggerated Accounts, of the Disaster of the Hessians, and the distressed State of our Army. These Accounts, falling in with the general wish of this Country, are greedily received, and raise such Hopes, and

expectations, as would astonish any man, who does not know, the Levity, Ignorance, and Credulity of this Nation, and the facility with which they are deceived, whenever their Passions play. I have no doubt, that Genl Howe will soon open the Campaign, in such a manner, as to blast all their Hopes. The few well wishers we have in this Country, are very desirous that we may make, the greatest possible Efforts this summer, and push the War with unrelenting severity; they think that we have carried Lenity, and Moderation, to the utmost Extent, that wisdom can Justify, and are persuaded, that it is high time now, to make the Americans feel the full weight of that war, in which their Rebellion has involved us, and themselves.

These My Lord, are the unanimous Sentiments, of our few well wishers here, who lie chiefly among the Military Men de la vieille Cour; I relate their Sentiments without presuming to give any opinion of my own. I do not I hope go beyond my Province when I say, that the Situation of Europe, in general, and that of this Country in particular, make me very anxious, that our success in America may not only be as compleat, but as speedy as possible. He must be a bold Man indeed, who will ensure the continuance of the Public tranquillity, beyond the present Year. I am the greatest Truth, and Respect, My Lord [&c.]

Stormont

[Endorsed] Paris 19 March 1777 Lord Stormont (No 51) most secret
R 23d by Express from Dover

1. PRO, State Papers, 78/301, 382-83.

THOMAS MORRIS TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

[Extract]

Nantes March 19th 1777

. . . Yesterday the Ship *Versailles* Captain [Joseph] Chapman arrived here in 40 days from Boston ² . . . Captain [Nicholas] Bartlett in the Brig *Penet* will sail for Boston in about 10 days from this date . . .

1. Franklin Papers, vol. 5, pt. 2, 117, APS.

2. See Volume 7, 1035.

20 Mar.

LORDS COMMISSIONERS, ADMIRALTY, TO LORD SUFFOLK ¹

My Lord

Admiralty Office 20th March 1777

Your Lordship having in your Letter of the 12th Inst acquainted Us that the Attorney and Solicitor General have pursuant to His Majestys Commands transmitted to you Draughts of two Warrants the one for confining certain Prisoners at Plymouth, the other at Portsmouth Copies of which were received in your said Letter; And your Lordship having therein remarked to Us that the description of the Places specified in the Draughts being taken from our Letter to you of the 6th Instant the accuracy and sufficiency of that description should be well considered before the Instru-

ments are laid before his Majesty. We thereupon thought it necessary to revise our aforementioned description and do now recommend that the Place proposed to be used for the Confinement of Rebel Prisoners brought to Plymouth be described, Vizt "a certain Messuage or Building call'd the Old Mill Prison together with three Acres of Ground all situated about a Mile from the Town, and within the Borough of Plymouth in the County of Devon, "and that the Place proposed for those brought to Portsmouth be described Vizt "A certain Messuage or Building call'd Forton on the Gosport side of Portsmouth Harbour in the Parish of Alverstoke in the County of Southampton." The first mentioned Place is now preparing for the reception of Four Hundred Prisoners one half of which may be immediately admitted, and that preparation has been made at the last mentioned Place for the immediate reception of Two Hundred Prisoners.

Your Lordship having in your aforementioned Letter observed to Us that the Attorney and Solicitor General have in their Letter to you expressed their doubts as to the safety or propriety of allowing the large Airing Grounds mentioned in our Letter of the 6th to make part of the Prisons and that they have also declined inserting in the Draught any Clause for the removal of Prisoners to Hospitals, We are in return to acquaint your Lordship that it was not our intention to allow the Prisoners the constant use of the Airing Grounds but only to permit some of them now & then at certain Hours in the Day and under proper Guards to air themselves for the better preserving of their Health & to prevent contagious Distempers; and that the proposition for removing into the Royal Hospitals such of the Prisoners as may fall sick was calculated for the same end.

We are to add upon this subject that it is our intention to appoint to each of the Prisons,

An Agent
A Clerk
A Turnkey
2 Deputies

A Steward
A Cook
A Labourer
An Assistant Surgeon

for the security and care of the Prisoners; And that we think it necessary to represent to your Lordship that it will be proper for the more effectually preventing their escape and keeping them in good order that Military Guards from His Majestys Land Forces should be constantly mounted at each Place as in the late War. We are My Lord [&c.]

Sandwich Palmerston Lisburne

1. PRO, State Papers, 42/50, 80-81.

LIEUTENANT GENERAL JOHN BURGoyNE TO LORD SANDWICH ¹

My Lord

[Hartford Street March 20, 1777] ²

I was told yesterday that the allotment of the *Apollo* for my passage to Canada was changed for that of the *Ariadne*: But as I had no intimation from your Lordship of the necessity for such alteration I was unwilling to believe so marked a slight was intended me.

It will probably be useless to state the difference which space and

accommodation make to a landman in a long voyage, in his comfort, & consequently in his health & spirits; that agreeable accommodation, together with every circumstance that can result from friendship to render the sea less irksome, attend me on board the *Apollo*; that part of my baggage is actually at Plymouth; & that I believe the disappointment will be felt as much by Captain Pownoll as myself – these being matters of mere private satisfaction & applicable only where friendly attentions are to be claimed, I am to expect they will be treated with indifference; but I cannot persuade myself my objection to the *Ariadne* will want due weight when I Represent to your Lordship officially, that a ship of near double her force, & commanded by an active & spirited officer is actually equipped by the enemy for the special purpose of cruising in the gulph of St Lawrence.³ Tho' this intelligence should not be received at the Admiralty I undertake to say it is founded. I will not suppose this representation can be construed by any man to arise from an over anxious regard to my personal safety; but be it as it may, I have no hesitation in begging your Lordship to consider the important purposes with which I have the honour to be intrusted, & whether the Admiralty would stand quite excuseable if the King's Lieut General, so employed, should end his voyage at Boston instead of Quebec.

I have the honour to be [&c.]

[Copy]

1. Sir Henry Clinton Papers, CL.

2. Date is established by Burgoyne's statement to Captain Pownoll in his letter of March 20, 1777, enclosing "the letter I wrote this morning to Lord Sandwich."

3. Ship referred to by Burgoyne was the Continental Navy frigate *Boston*, 24 guns, Captain Hector McNeill. *Ariadne* also carried 24 guns and *Apollo* mounted 32.

LIEUTENANT GENERAL JOHN BURGOYNE TO
CAPTAIN PHILEMON POWNOLL, R.N.¹

My dear Sir

Hartford Street March 20 1777

Office manoeuvre, caprice, ill humour, stupidity, or some other motive of action, incident to Statesmen & unaccountable to others has operated to make yours the Ship of Convoy, & the *Ariadne* the Ship of dispatch to convey me. I think myself ill treated; & perhaps feel more than I ought, because the loss of your society is to me a serious disappointment. I cannot better explain my own sentiments than by inclosing to you, in confidence, the letter I wrote this morning to Lord Sandwich – I really feel myself offended & shall make my complaint to the King – The first Lord of the Admiralty may get the better by dint of power but I shall have my triumph in the opinion of the world.

All this to yourself entirely, my worthy friend; I only request by express (for the post will be too slow) as positive intelligence as you can give me of the time your Ship can be at Spithead, weather permitting.

You will perceive by this my confidence that your voyage as a single & leading ship, encumbered with me & my family, will be preferable to a dull convoy – I have vanity enough to believe our company is no incumbrance.



John Burgoyne

In this conviction I am anxious for the original arrangement subsisting, & if you do not fail in point of time have no doubt of succeeding. I have the honour to be with perfect regard Dear Sir [&c.]

J: Burgoyne

P:S: The intelligence I give to Ld: Sandwich is undoubted – the Ship mounts 36 guns & is commanded by one MacNeale.

1. Sir Henry Clinton Papers, CL.

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL JOHN MONTAGU¹

By &c

You are hereby required and directed to order the Captains and Commanders of His Majesty's Ships and Vessels under your command to endeavour to procure, at Newfoundland, all the Seamen they may be able, so soon as the Fishing Season shall be over, and to bear such Seamen as Supernumeraries for Wages and Victuals, 'til their arrival in England, where they are to dispose of them as the Admiral or Commanding Officer for the time being at the Port of their arrival, shall direct.

And to encourage such Seamen to enter more readily, you are to direct the several Commanders to acquaint them, that they will be paid the same Bounties respectively, as are given to Seamen who voluntarily enter in England, so soon as it is known, on board what Ships they may be appointed to serve, and they shall have received their 3d Muster from the Clerk of the Checque of any of His Majesty's Yards; And, to this end, you are further to direct the said Captains & Commanders to transmit to the Navy Board, correct Lists of the Names of the Seamen so entitled to Bounty, distinguishing the able from the Ordinary Seamen, that the said Board may give the necessary directions for Payment thereof accordingly. Given &c the 20th March 1777.

John Montagu Esqr
Vice Admiral of the White &c &c
at, & about Newfoundland.
By &c PS.

Sandwich.
J Buller.
Palmerston.

1. PRO, Admiralty 2/102, 365-66.

Public Advertiser, THURSDAY, MARCH 20, 1777

London [March 20].

The *Amazon*, Parkes, lately arrived in the River from Grenada, was taken three Times in her homeward-bound Passage by the Provincial Privateers, and as often re-taken by his Majesty's Cruizers.

London Chronicle, TUESDAY, MARCH 18 TO THURSDAY, MARCH 20, 1777

London [March 20].

The *Diamond* frigate, at Rhode-island, saluting on the Queen's birthday, fired two shot into the *Grand Duke of Russia* transport, killed five of the people, and wounded two others.

21 Mar.

"EXTRACT OF A LETTER FROM CHESTER, MARCH 21." ¹

The *Hope*, Capt. Price, belonging to this port, laden with fish, oil, &c. bound from Newfoundland to the West Indies, was taken on Jan. 3, about 70 leagues to the eastward of Barbadoes, by an American privateer of 12 guns, and 80 men, and carried into Surinam; the crew of the *Hope* took their passage on the 5th from Surinam, in the brig *Betsey*, Sam Gerrich, Master, for Barbadoes, and, within sight of that island, saw a vessel which soon came up to them, and fired on them under American colours of an Union flag, on which they returned one gun, and then struck. The privateer was a schooner, called the *Rattle Snake*, David M'Cullough, Master; a party of armed men boarded the brig, took possession of her, and sent the master, mate and crew, with the papers on board the schooner. The next day a prizemaster and five of the schooner's crew were put in the brig, together with Mr. Wilbraham, of Chester, late supercargo of the *Hope*, and the Carpenter. When they had got within sight of St. Pierre, in Martinique, where they were bound, Hugh Chrisham, mate of the *Betsey*, Mr. Wilbraham, and the Carpenter, formed a scheme to take the prize, and succeeded, by seizing four of the schooner's people while they were asleep below, and afterwards securing the remaining two who were watching on deck; and soon after brought the prize into Roseau Bay, in Dominica.

1. *London Chronicle*, March 25 to March 27, 1777.

London Chronicle, THURSDAY, MARCH 20 TO SATURDAY, MARCH 22, 1777 ¹

[London] Friday, March 21.

The *Samuel*, Captain White, from Dominica, has taken and brought into Liverpool an American prize, in her return from Cadiz to Philadelphia, laden with cloaths for the rebel army, which were purchased with 400 barrels of flour.

The *Bacchus*, Forsythe, of Liverpool, from Africa, is taken by a privateer in the middle passage, and carried into St. Lucar.

BENJAMIN FRANKLIN TO ARTHUR LEE ¹

[Extract]

Passy, March 21, 1777.

We are ordered to borrow if we can 2,000,000*£* Sterling on Interest. Judge then what a Piece of Service you will do, if you can obtain a considerable Subsidy, or even a Loan without Interest.

We are also ordered to build 6 Ships of War. It is a Pleasure to find the things ordered, which we are doing without Orders.

It will be well to sound the Court of Spain on the Subject of permitting our arm'd Ships to bring Prizes into their Ports, and there dispose of them. If it cannot be done openly, in what manner we can be accomodated with the Use of their Ports, or under what Restrictions? This Government has

been of late a little nice on that head; & the Orders sent to L'Orient have occasioned Capt Wickes some Trouble.

We have good Advice from our friend of Amsterdam that in the Height of British Pride on their Summer Success, and just before they heard of any Checks, the Ambassador, Sir Joseph York, had been ordered to present a haughty Memorial to the States, importing that, notwithstanding their Promises to restrain their Subjects from supplying the Rebels, it was notorious that those Supplies were openly furnish'd by Hollanders at St. Eustatia; and that the Governor of that Island had return'd from his Fort the Salute of a Rebel Ship of War, with an equal Number of Guns; That the King justly & highly resented these Proceedings, and demanded that the States should by more severe Prohibitions restrain that Commerce; that they should declare their Disapprobation of that insolent Behaviour of their Governor, and punish him by an immediate Recall. Otherwise his Majesty, who knew what appertain'd to the Dignity of his Crown, would take proper measures to vindicate it: And he required an immediate Answer.

The States coolly return'd the Memorial with only this Observation, that when the Respect due to Sovereigns was not preserved in a Memorial, an Answer to it ought not to be expected. But The City of Amsterdam took fire at the Insolence of it, and have instructed their Deputies in the States to demand Satisfaction, by the British Court's Disavowal of the Memorial, & a Reprimand of the Ambassador. The States immediately ordered a Number of Men-of-War to be put in Commission, Perhaps since the bad News is come, England may be civil enough to make up this little Difference.

1. Franklin Papers, Series 2, vol. 18, No. 342, LC.

22 Mar.

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL MOLYNEUX SHULDHAM ¹

By the Commissioners for executing
the Office of Lord High Admiral of
Great Britain & Ireland.

To the Rt Honble Molyneux Shuldham Esqr Vice Admiral of the Blue,
hereby Appointed Commander in Chief of His Majestys Ships at
Plymouth.

By Virtue of the power and Authority to Us given, We do hereby constitute and Appoint You Commander in Chief of His Majestys Ships and Vessels at Plymouth willing and requiring You forthwith to take upon You the Charge and Command of the said Ships and Vessels as Commander in Chief accordingly, hereby charging all Captains, Commanders and Officers, and Companies belonging to His Majesty's said Ships and Vessels, to be obedient to you their Commander in Chief, and You likewise to observe and follow such Orders and directions as You shall from time to time receive from Us or any other your Superior Officer for His Majesty's service.

And You are hereby empowered to hoist your Flag on board such One of His Majesty's Ships under your Command as you shall think proper,

For which this shall be your Warrant. Given under Our Hands the 22d March 1777, in the seventeenth year of His Majesty's Reign.

By Command of their Lordships

Ph^p Stephens

Sandwich

Lisburne

H. Palliser

1. Shelburne Papers, CL. Shulldham relieved Vice Admiral of the Red John Amherst.

London Chronicle, THURSDAY, MARCH 20 TO SATURDAY, MARCH 22, 1777

[London] Saturday, March 22.

The *Beas*, Parry, of Liverpool, has taken a privateer of 12 guns, and carried her into St. Vincent's.

The *Friends*, Capt. Holmes, from London to the West Indies, is taken by a rebel privateer; six of the crew, to whom the privateer gave the long-boat, are arrived at Barbadoes, and report, that two persons belonging to the *Friends* had entered on board the privateer, and taken with them a large sum of money, and about 2000 letters.

The *Elizabeth*, Thorpe, from London to the Leeward islands, was taken in sight of Barbadoes, by the *Rattle Snake* and *Gen. Missling* [*General Miffin*] privateers, but was retaken, and sent into Jamaica.

The *Three Friends*, Chivers, is taken by the Rebels.

VERGENNES TO THE MARQUIS DE NOAILLES¹

[Extract]

[Versailles] 22 March [1777]

I see, Sir, by the letter you have addressed to M. le Comte de Maurepas, that you lean towards believing that we could admit into our ports the American privateers with their prizes. To determine your ideas on this subject I will observe to you, that, all things being equal, nothing would prevent us permitting the Americans not only to bring their prizes into our ports but also to sell them; but the treaty of commerce signed at Utrecht ties our hands on this point; the subject is treated in articles 15 and 36; in examining them you will see that we cannot permit the sale of prizes made by the Americans, nor even allow, beyond the agreed term, the privateers of that nation. We know perfectly well the exceptions we might propose to elude the execution of the treaty referred to; but the King and his Council judge it best not to raise this question in the present conjuncture, and His Majesty preferred rather to follow the conduct held up to the present, than to render his neutrality suspected by protesting against onerous and illegal engagements. For the rest, Sir, the Americans are informed of our principles in this matter, and I do not know that their discontent has been yet excited; it is for their dexterity and prudence to suggest the means of preventing the application.

1. AMAE, Correspondance Politique, Angleterre, vol. 522, 115-16, LC Photocopy.

JONATHAN WILLIAMS, JR. TO SILAS DEANE ¹

[Extract]

Nantes March 22. 1777.

. . . I am equally unfortunate in procuring Charts from Capt Weeks when the Courier returned he mentioned that he had sent them by him, but the man brought nothing. We have however found the Coast of New England but all to the southward we want. –

We have but one chance of getting the large Anchors, which is from a parcel that are expected from Spain every day. The weather has been intolerable these several days past, but the Cordage is gone to the Ship and the remainder of the Cargo (except the large Anchrs) ready to be shipped. ² – I had every piece of sail Cloth examined in my presence and saw the Cordage as it was making which I think I can reccommend for as good as ever was put on a Ship. The last 50 Bales which were to be sent from Orleans the 15th were not ready when the last post came away. . . .

1. Franklin Papers, vol. 37, 72, APS.

2. Ship *Comte de Vergennes*.

JOHN LLOYD TO RALPH IZARD ¹

[Extract]

Dear Sir –

Nantes, March 22, 1777.

The Vessels which I mentioned in my last, prove to be two ships from Philadelphia – the last of them left Reedy Island the 12th ult – they are loaded with Tobacco – another sailed with them – and seven more Vessels were loading with that commodity – bound to this Kingdom.

The Delaware has been blocked up by three British ships of War – for six Weeks – they quitted the station for Chesapeake Bay – which released between forty and fifty Vessels – most of them small – and except the three mentioned – all bound to the West Indies. They were convoyed for three days off the Coast by the *Randolph* Frigate, Captain [Nicholas] Biddle – one of the new ships built at Philadelphia – she mounts thirty six guns and carries two hundred and eighty men.

When she left the Fleet – she stood farther Northward – supposed for the Coast of New England – to pay her first compliment to the *Milford*; she is completely equipped and goes very fast – The other Frigates (the last of which is called the *Effingham*) are all ready for sea – but their crews are with the Army – under their Officers – as a Corps of Artilery . . .

Having seen a list of prizes published in the English papers – taken by the *Milford* – I have selected an account of Vessels taken by the *Alfred* Frigate, belonging to the States during one month.

November 2d, 1776. Sailed from Rhode Island with one hundred and forty Officers and Men.

12th. Took a Brig with a valuable Cargo from Liverpool to Halifax.

13th. The ship *Mellish*, a transport, bound to Quebec – with Clothing for the Army – she had twelve thousand complete suits.

- 16th. A Scow [snow] with Fish from Guepuy [Gaspé], to Barbadoes.
 22d. Chased a transport ashore off Canso – loaded with provisions – as she could not be got off – sent the boats, and burnt her.
 23d. Three transports under convoy of the *Flora* frigate.
 26th. A ship from Liverpool to Halifax – mounted with ten carriage guns.

December 16th. – Arrived safe with the *Mellish* in Nantasket Road, with one hundred and forty prisoners on board, among whom are the Attorney General of Canada, his lady, and family – with several officers and soldiers.

1. Deas, ed., *Correspondence of Ralph Izard*, I, 264–67.

23 Mar. (Sunday)

LIEUTENANT GENERAL JOHN BURGOYNE TO
 CAPTAIN PHILEMON POWNOLL, R.N.¹

My dear Sir [Hartford Street] Sunday afternoon March 23 1777

There never were more pains to obtain the protection of the God Apollo than I have been forced to use to gain my point in respect to the Apollo under your command – I have however succeeded in the Contest & you will receive sailing orders for Quebec forthwith. I have fought through ill humour, manoeuvre & cabal of all sorts; at last a Scotch banker had the modesty to declare it impossible to convoy 50,000 to Plymouth in four days – I have even overturned his machinations which possibly led to give the freight to a Countryman & have secured it for you by getting an order from the Treasury to convey it in post Chaises with a hired guard – You may depend upon the money being at Plymouth on friday next. I take leave of the King thursday & shall be with you Saturday morning – The King is very impatient that we should sail as soon as possible.

I am very sorry to encumber you with so much baggage as will be delivered with this letter, but it was indispensable – & the bedding which is the most bulky part will be for my use on board without taking up more room than our Cotts. I must request you will order it to be taken care of till a Servant of mine arrives.

I will likewise request you to order preparation to be made for me at the best Inn at Plymouth & should rather wish to have a bed in a private house if such can be hired for my stay.

I am with truest regard Dear Sir [&c.]

J: Burgoyne.

1. *Sir Henry Clinton Papers*, CL.

24 Mar.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN THOMAS PRINGLE, R.N.¹

By &c.

Whereas the Merchants trading to Portugal, Spain and the Mediterranean, have requested that a Convoy may be appointed to proceed with

the Trade bound thither, from the Port of London, all of which it is expected, are now at Spithead, and that the said Convoy may be permitted to call at Falmouth, for the Out Port Ships which may be there in readiness to sail; And Whereas we think fit, that the Ship you command shall perform the above Service instead of the *Blonde*, which was intended to do it; You are therefore, hereby required and directed to make enquiry for the said Trade, and taking them under your Convoy, put to Sea with the very first opportunity of Wind and Weather, and proceeding down Channel, call off Falmouth for any Ships and Vessels which may be there in readiness to join you, and taking them under your Convoy, also make the best of your way (consistent with their safety) towards the places of their respective destinations; And having seen such of them as may be bound to Oporto and Lisbon, as near to those Ports as may be necessary for their security, and to the Streight's mouth, such as may be bound up the Mediterranean, You are to proceed without loss of time to Antigua, in search of Vice Admiral Young Commander in Chief of His Majesty's Ships and Vessels at Barbadoes and the Leeward Islands, and not finding him there, to make the best of your way to join him wherever he may be, And upon so doing, deliver to him the inclosed Pacquet, and follow his Orders for your further proceedings.

You are to be particularly attentive to the Ships and Vessels under your Convoy, keeping them together by every means in your power, And on no account leaving them, upon pretence of their not sailing fast enough to keep Company with you, as we expect that, in the Course of your Voyage, you accommodate your progress to the worst sailing Ship which may be under your Convoy.

You are at the same time, to take all possible care, to give the Masters of the said Ships and Vessels, such Orders and directions as you shall judge most likely to prevent them from seperating from you, til you make the Signal for that purpose; And in case (notwithstanding these precautions) any of them shall part Company with you, or disobey your Orders, You are to transmit to our Secretary a List of their names, with the Circumstances attending such seperation or disobedience; that the Merchants may have full information of it, and take such measures thereupon, as they shall judge necessary. Given &c the 24th March 1777.

Capt Pringle – *Ariadne* – Spithead.

By &c
PS.

J Buller.
Palmerston.
H. Palliser.

1. PRO, Admiralty 2/102, 373-75.

LIEUTENANT GENERAL JOHN BURGoyNE TO
CAPTAIN PHILEMON POWNOLL, R.N.¹

My dear Sir

This letter will be delivered to you by Mr Rowlby a very amiable friend of mine who accompanies a young midshipman, brother to Lord Moreton, in order to deliver him safe into your hands. The boy's looks speak in his favour; his character & talents will do so more strongly. I have congratulated

Lady Moreton upon her good fortune in having her son placed in the *Apollo* among a set of spirited & agreeable lads of little more than his age, & where the Captain while he trains them to be officers treats them like a parent.

Mr Rowlby will deliver to you a trifling Cup which I must request you will do me the honour to accept for the purpose of drinking Mrs Pownoll & your fair daughter's healths during our voyage, & exercising Sir Francis's talents for the Negus - ² You must allow me in friendship to say I will take no denial for granting me this small favour.

I wrote to you at length yesterday by the person charged to deliver my baggage at Plymouth who I conclude will arrive before this. I have therefore only to add my assurances of the respect & affection with which I have the honor to be Dr Sir [&c.]

J: Burgoyne

P:S: I shall certainly be at Plymouth on Saturday
Hartford Street March 24 1777

1. Sir Henry Clinton Papers, CL.

2. Sir Francis Negus, reputed inventor of the wine drink which bears his name.

Public Advertiser, MONDAY, MARCH 24, 1777

London [March 24].

Extract of a letter from a Gentleman at New York, to his Friend at Glasgow, dated Feb. 2, 1777, brought by the *General Howe*.

"I arrived here this Day from St. Eustatia, where I saw many Rebel Vessels, and particularly a Brigantine called the *Andrew Doria*, (one of them that engaged the *Glasgow* Frigate last Summer) mounts 16 Guns and 104 Men, commanded by one Robertson [Isaiah Robinson], a Whitehaven Man, intirely on the States Employ, came to St. Eustatia with 70,000 l. in Specie, to purchase Clothes and Ammunition for the Rebel Troops, and got loaded in a few Days."

"EXTRACT OF A LETTER FROM CAPT. ROBERTSON,
DATED OFF DUNGENESS, MARCH 24." ¹

On the 9th of February I fell in with an American privateer, in lat. 30. long. 76 west, being in company with Capt. Boze, of the ship *Elizabeth's Blessing* for London, and Capt. Baker, in a snow belonging to Bristol; he took Capt. Baker in the evening, and Capt. Boze the next morning; and chased me from eight in the morning until night, when I got clear of him.

1. *London Chronicle*, March 25 to March 27, 1777.

SILAS DEANE TO BEAUMARCHAIS ¹

Sir

[Paris] 24th March 1777

I find myself obliged to urge you to give most prompt and serious attention to the ideas I communicated to you some days ago on the subject of a loan for America. Without this aid, it is impossible for us to answer for events, the outcome of which is nevertheless of almost infinite importance.

Relying on your ability and on your zeal for the cause of the Americans and knowing how great and generous is the interest you take in it, I would like to think that you will neglect nothing at this critical moment, when, unless aided by some essential encouragement sent from Europe, our very successes will force my fellow citizens to accept the conditions which are about to be offered them. For my part nothing is further from my thoughts than to see my country again, if ever it is dependent in any way on England. I have always had the pleasure of knowing that your sentiments are in harmony with mine on the subject of America, and the real satisfaction of receiving from you most important aid on every occasion. You are also at this moment yourself interested in redoubling your efforts, for if a reconciliation takes place at any price, England will immediately turn her resentment and forces against France, which she does not dare to do now, and which she will never be able to undertake, if she finds herself forever separated from America. One of our proverbs says, "A friend in need, is a friend indeed." I will make no reflection on it, but be assured that without aid, and without substantial aid, it will be impossible to continue the war against Great Britain and her allies any longer. It cannot be expected. I am quite sure that the mere thought of our surrendering affects you sensibly; as for me, I will not think of it, preferring not to live for a moment after so great a misfortune. I shall see you tomorrow morning, when I shall further enlarge on this subject, which is of the utmost importance, and extremely urgent. I wish you good night and am Your &c.

Silas Deane

1. AMAE, Correspondance Politique, Angleterre, vol. 522, 280, LC Photocopy.

DR. ALEXANDER BAYNES TO COMMISSIONERS FOR SICK AND HURT SEAMEN ¹

[Copy]

Honble Gentn

I beg leave to acquaint You that I have received from the *Levant* 72 Prisoners, most of them very ill of Billious Fevers, their disorders being much aggravated from the total want of Bedding & the extreme filth of the Privateer, insomuch that they are swarming with Vermin; I have taken every precaution possible to prevent any infection from spreading among Our Men, by keeping them intirely seperate; I have lost two, but have had the pleasure of seeing 15 so well recovered as to be able to discharge them off the Sick List; it was my intention to have discharged them to the *Alarm*, but Capt [William] Hay did not chuse to receive them, I therefore applied to him, by Letter (a Copy of which I have enclosed) to know how they were to be disposed of, and received the enclosed Orders I accordingly appointed No 23 [ward] for those People; Capt Hay's Purser demanded of me Bedding for the Men discharged; I mentioned to Capt Hay the small Quantity I had in Store which might be very much wanted for the Sick, but he sent me the enclosed Order, which I accordingly complied with; I beg leave to submit it to Your consideration, whether a further supply of Bedding is not necessary, also to receive Your Instructions in every point relative to these People,

as it is most likely We shall have many more of them. I am Honble Gentn
Gibraltar 24th March 1777 Alex^r Baynes²

[Endorsed in Commissioners' Office] Originals sent to the Admiralty the
18 April 1777 –

1. In Letters to Commissioners for taking care of Sick & Hurt Seamen, NMM.
2. On March 20 Captain Hay had ordered Dr. Baynes to keep the prisoners from the Pennsylvania privateer brig *General Montgomery* at the hospital " 'til such Time as I can dispose of them in the Squadron" and to set aside "a seperate Ward to be kept for that purpose." Hay wrote again on March 21 directing the doctor "to supply the Prisoners that are and may be discharged from Your Books at the Hospital with the same Beds that they have laid on during the Time they were Sick, till such Time as I can purchase Straw for them. . . ." In Letters to Commissioners for taking care of Sick & Hurt Seamen, NMM.

LOG OF THE MASSACHUSETTS PRIVATEER BRIGANTINE *Rising States*¹

Remarks Monday March 24d 1777

[1 A.M.] Carried Away F. Top Sail Sheet

[4 A.M.] Fresh Gails & a Large Sea

[11 A.M.] hove too With the Mn T. Sail to the Mast,

Nothing More Remarkable this Day

Latted in by Obsn 46. .21. N

First part of these 24 hours begins With Fresh

Breezes & thick Cloudy Weather –

At. 2 P.M. The Brigg *Dolphin* Vear'd her papers on board

In a Kegg, Examined the Same & found him A friend to
America,

At. 3, Sent the papers on board in the Kegg

Made Sail & Stood to the Eastward

1. Log of the *Rising States*, PRO, HCA 30/716.

25 Mar.

PHILIP STEPHENS TO VICE ADMIRAL JOHN AMHERST, PLYMOUTH¹

Sir

[Admiralty Office] 25 Mar 1777

I have communicated to my Lords Commrs of the Admty your Letter of the 21st inst inclosing the State & Condition of His Majts Ships & Vessels under your Command also a Letter to Mr Winn, a Merchant at Plymouth, giving an Account of the *Albion* being driven into Mounts Bay in distress, & informing their Lordships that the *Somerset* is Sail'd from Plymouth & that Lieut [James] Kinnaer is Arrived at that Port, with a Ship call'd the *Montgomery*, which sail'd from Sheeps-cut in the Province of Massachuset's Bay 3rd last Month with Lumber, Tobacco, Oil & Furs for Bourdeaux & was taken by the *Albion* the 15 Inst 50 Leagues to the Northward of Cape Ortagal, And of Capt [John Carter] Allen having taken all the Crew out of her, except the Cook One Seaman, and a Surgeon who was going Passenger in her to France all of whom you have detained 'til you know their Lordships pleasure concerning them; And in return, I am commanded by their Lordships to acquaint you that you are to cause the Crew of the said Vessel to be entered as part of the Complement of such of the Ships at Plymouth as want Men,

and to Set the Master ashore agreeable to the Prohibit[o]ry Act as the Vessel was employ'd only on Commerce and not as an Arm'd Vessel I am &c.
P S

1. PRO, Admiralty 2/554, 263-64.

JONATHAN WILLIAMS, JR. TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

Gentlemen

Nantes March 25. 1777.

I am still without any of your Favours which I confess gives me great uneasiness as I am apprehensive that my Letters have miscarried. The last I received from Mr Deane which was 23 days in coming encreases this Suspicion: if you have not recvd one by every post this must be the Case as I have written by every one.

I have the pleasure to inform you that the anchors are arrived from Spain and those we wanted are procured. I have also recvd the Charts Capt Wickes mentioned to have sent, but those Mr Deane sent are not to be found.

I long since thought that the officers of Mr DuCoudrays party were either gone or had given up all thoughts of going, but there are now 7 of them with 2 Servants who apply for passage, and say they have recvd advice that they were to pass on board the *Count de Vergennes*. The Answer given them is that no person is to go in that Ship without particular orders. I therefore beg to be informed whether you will consent to this or not and if you do, whether their passages are to be gratis or not

Please to send a Copy of the orders properly signed. I have a Copy but it will not be of any effect without your signature, please to have the word Jack (for the Signal,) translated petit pavilion and not flamme which signifies pendant: I took this liberty with those given to the Capt of the *Mercury*.

I send this Letter under cover to Mr Montieu to be sure that you have it. I request to have a particular Direction for my future Letters.

I have the honour to be with great Respect Gentlemen [&c.]

Jon^a Williams Jun^r

1. Franklin Papers, vol. 37, 74, APS.

LOG OF THE MASSACHUSETTS PRIVATEER BRIGANTINE *Rising States* ¹

Remarks Tuesday March 25, 1777

At. 1. A.M. Made a Sail & Gave Chace at. 2. Came up With the Chace, fir'd two Guns & She Struck,

At. 4. Sent the boat on board With Mr Bullfinch brought the Capt of the Ship & his hands on board all to one man & two boys, & three Gentr passengers & one Lady

At. 10. Man'd the prize & made Sail & Stood to the Eastd
Nothing More Remarkable this day -

Lattd in by Obsn 46. .30 N

First part of these 24 hours begins With Close Thick Weather.

At 8. in Company With our prize, & Went on board Took out of the Ship 7 Firkin Butter 1 Jibb 1 Studing sail, Handks 17 pr Shoes 4 Quoils Riging & 3 bolts Canvas.

1. Log of the *Rising States*, PRO, HCA 30/716.

26 Mar.

CAPTAIN WILLIAM CORNWALLIS TO CAPTAINS OF SHIPS UNDER HIS COMMAND ¹

By The Honble Captn Willm Cornwallis
of his Majestys Ship *Isis*

You are hereby required & Directed to keep Company with his Majesty's Ship *Isis* under my Command & Follow & Obey all such Signals as may be made from time to time on board her –

It is to be Observed that the Convoy are to be in the Center the *Camel* on the Starboard Wing the *Bute* on the Larboard Wing & the *Swift* in the Rear – If I make the Signal for any of the Men of War to lead the Convoy, she is Immediately to make sail up & take my Place, after which no Attention is to be paid to my Motions, whither I make Sail, Tack, &c but the Convoy to continue the course, unless I make Signals which the leading Ship is to repeat; but when I lead the Fleet the *Camel* is to repeat all Signals –

If I would have any Particular Ship to come within hail, I will make the Signal for Speaking with the Captain and Hoist a Striped red and White Flag at the Mizzen Peak

If I would have any Particular Ship speak a strange sail, standing into the Fleet I will make the Signal for speaking with the Captain & hoist the Chaceing Flag for the Quarter at the Ensign Staff –

If I would have any Particular Ship make Sail & make the Land, I will make the Signal for speaking with the Captain, and Hoist the Chaceing Flag for the Quarter at the Ensign Staff & a Red Pendant over it

If I would have any Particular Ship to take any of the Convoy that may be disabled in tow, I will make the Signal for speaking with the Captain, & hoist a White Flag with a Red Cross at the Mizzen Peak –

If I would have any Particular Ship to lead the Convoy, I will make the Signal for speaking with the Captain & hoist a white Flag with a Red Cross at the Ensign Staff If I would have the Ship return to her Station again, I will hoist a Flag half red half White at the Ensign Staff.

If I would have any Particular Ship to go a head as far as to Observe Signals Plainly, I will make the Signal for speaking with the Captain, & hoist a Flag, Quartered red & White at the Ensign Staff

If to keep a Stern the Same distance a Flag Quartered blue & yellow at the same Place –

For all other Signals I Refer you to the General Printed Fighting, & Sailing Instructions

Given under my Hand on board His Majesty's Ship *Isis* at St Hellens the 26th March 1777

W Cornwallis

To The Captains of his Majs
Ship *Camel, Bute & Swift* Sloop

1. Captain William Cornwallis' Order Book, NYHS.

COUNT DE WELDEREN TO GEORGE III ¹

Copy of a memorial delivered under the orders of the States General, to the King of Great Britain, by the Envoy Extraordinary and Plenipotentiary from their High Mightinesses.

Sire,

It is with the most profound respect, that the under-signed Envoy Extraordinary and Plenipotentiary of their High Mightinesses, in consequence of the orders which he hath received, hath the honour to represent to your Majesty, that the memorial which your Ambassador hath presented to their High Mightinesses on the 21st of last month,² hath touched them very sensibly; and that they find themselves obliged to make complaint of the reproaches which are contained in it, as if their High Mightinesses were to be suspected of a will and intention of amusing your Majesty by amicable assurances, which they have falsified by their acts; also of the menacing tone which reigns in that memorial, and appears to their High Mightinesses too highly strained, beyond that which is the accorded and accustomed manner, and that ought to take place between two sovereign and independent powers, and especially between two neighbouring powers, which have been of so many years continuance, united by the ties of good harmony and mutual friendship.

Their High Mightinesses trust that on all occasions, and particularly in respect to the unfortunate troubles of your Majesty's colonies in America, they have held a conduct towards your Majesty, which has been expected from a good neighbour, and a friendly and affectionate power.

Their High Mightinesses, Sire, hold your Majesty's friendship in the highest estimation, and wish to do every thing in their power (as far as the honour and dignity of their state will permit them to go) to cultivate it still more and more; but they cannot at the same time so far restrain themselves, as to disguise the very poignant sensation, with which that memorial hath impressed them.

It is alone from the motive of demonstrating to your Majesty every possible regard, and to prove that their High Mightinesses will not neglect any thing, which may serve to investigate properly the truth of the facts, from whence the complaints made to them seem to have arisen, that they

have resolved to institute an enquiry in a manner the most summary, and cut off all trainings of delay.

To this end their High Mightinesses, passing by the ordinary and usual form in like cases, requiring a report in writing from their officers and others employed in their colonies, have already dispatched their orders to the Commandant of St. Eustatia, to render himself within the Republic without delay, and as soon as possible, to give the necessary information of all that has passed within the island of St. Eustatia, and that which hath come to his knowledge relative to the American Colonies and their vessels, during the period of his command, and to lay his conduct, touching that matter, before the eyes of their High Mightinesses.

The under-signed is charged by his orders to bring the information of this resolution to your Majesty, as also that their High Mightinesses make no difficulty of disavowing, in the most express manner, every act or mark of honour which may have been given by their officers, or by any of their servants, to the vessels of your Majesty's colonies of North-America, or that they may give hereafter, so far as those acts or marks of honour may be of such a nature, as that any can conclude from them that it is intended thereby, in the least degree, to recognize the independence of those colonies.³

The under-signed is also further charged to inform your Majesty, that their High Mightinesses have, in consequence, given their orders to their Governours and Councils in the West-Indies, and have enjoined them afresh, in the strongest terms, to observe exactly the placards and orders against the exportation of military stores to the American colonies of your Majesty, and to see them executed most rigorously.

(Signed) Welderen.

Dated London, March 26, 1777.

1. Almon, ed., *Remembrancer*, V, 93-94.

2. *Ibid.*, 92-93:

Translation of a Memorial presented by Sir Joseph Yorke to the States General, on the twenty-first day of February, 1777.

Since the commencement of the unnatural rebellion, which has broke out in the English colonies against the legal constitution of the Mother Country, the undersigned Ambassador Extraordinary and Plenipotentiary of the King of Great Britain, has had frequent occasions to address himself to your High Mightinesses, in the name of his Master, to engage them by all motives of national interest, of good neighbourhood, of friendship, and finally of treaties, to put a stop to the clandestine commerce which is carried on between their subjects and the rebels. If the measures which your High Mightinesses have thought proper to take had been as efficacious as your assurances have been amicable, the undersigned would not now have been under the disagreeable necessity of bringing to the cognizance of your High Mightinesses, facts of the most serious nature.

The King hath hitherto borne, with unexampled patience, the irregular conduct of your subjects in their interested commerce at St. Eustatia, as also in America. His Majesty has always flattered himself, that in giving time to your High Mightinesses to examine to the bottom this conduct, so irregular and so insufferable, they would have taken measures necessary to repress the abuse, to restrain their subjects within bounds, and to make them respect the rights and friendship of Great-Britain.

The complaints which I have orders to make to their High Mightinesses, are founded upon authentic documents annexed to this Memorial, where their High Mightinesses will see with astonishment, and I doubt not at the same time with displeasure, that their new Governor, M. Van Graaf [Johannes De Graaf], after having permitted an

illicit commerce at St. Eustatia, hath passed his forgetfulness of his duty to the point of conniving at the Americans in their hostile equipments, and the permitting the seizure of an English vessel, by an American pirate, within cannon shot of that island. And in aggravation to the affront given to the English nation, and to all the powers of Europe, to return from the fortress of his government the salute of a rebel flag. In return to the amicable representations made by the president of the neighbouring island of St. Christopher, on these facts of notoriety, M. Van Graaf has answered in a manner the most vague and unsatisfactory, refusing to enter at all into the subject, or into an explanation of the matter with a Member of his Majesty's Council of St. Christopher's, dispatched by the President for that purpose to St. Eustatia.

After exhibiting the documents annexed, nothing remains with me but to add, that the King who had read them, not with less surprize than indignation, hath ordered me to expressly demand of your High Mightinesses, a formal disavowal of the salute by Fort Orange, at St. Eustatia, to the rebel ship, the dismissal and immediate recall of Governor Van Graaf, and to declare further, on the part of his Majesty, that until that satisfaction is given, they are not to expect that his Majesty will suffer himself to be amused by mere assurances, or that he will delay one instant to take such measures as he shall think due to the interests and dignity of his Crown.

(Signed) Jos. Yorke.

Given at the Hague, Feb. 21, 1777.

3. See Volume 7 regarding salute to the Continental Navy brig *Andrew Doria*.

PHILIP STEPHENS TO CHRISTOPHER D'OYLY, UNDER SECRETARY OF STATE ¹

Sir,

Admiralty Office 26 Mar 1777.

The Navy Board, having appropriated the *Silver Eel* Transport, of 14 Guns, to receive and carry to Quebec such part of the Stores as cannot be taken onboard the *Proteus* and *Porpoise* Sloops; And the said Transport being capable of receiving about 40 Soldiers with one or two Officers, I am commanded by my Lords Commissioners of the Admiralty to acquaint you therewith, for the Information of Lord George Germain, and to desire if there is an occasion to send any Troops to Quebec, the numbers above-mentioned may be ordered onboard the said Transport, the better to enable her to defend herself against the Rebel Cruizers, in case she should by any unavoidable accident separate from the Convoy. I am &c

P. Stephens

1. PRO, Colonial Office, 5/259, 149-50.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN PHILEMON POWNOLL, R.N. ¹

By &c

You are hereby required and directed to receive on board the Ship you command, Major General Burgoyne with his Suite, Attendants, Servants and Baggage, and then putting to Sea with the first opportunity of Wind and Weather, after you shall have received on board, the Supernumeraries, and they shall be paid the Wages and Bounties herein after mentioned, make the best of your way with them to Quebec, victualling all the said persons during their continuance on board, as the Ship's Company.

Upon your Arrival at Quebec you are, if you happen to be the Senior Captain of His Majesty's Ships and Vessels in the River St Lawrence, to employ the Ship you command,

and also the said Ships and Vessels, in such manner (not interfering with any particular orders from the Rt Honble Lord Viscount Howe Commander in Chief of His Majesty's Ships and Vessels in North America) as, upon Consultation with the Commander in Chief of His Majesty's Land Forces in the province of Quebec, shall appear to be best for assisting and furthering the operations of the said Forces, and for the good of His Majesty's Service in general, And to continue to act in like manner until you receive further orders from his Lordship; But, if you do not happen to be the Senior Captain of His Majesty's Ships and Vessels in the said River, you are to put yourself under the Command of the Senior Captain of them for the time being and follow his Orders for your further proceedings.

And Whereas we intend that 200 of the Seamen and Landmen who have been raised for His Majesty's Fleet, shall proceed to Quebec in the Ship you command and also in those named in the Margin, which will shortly follow you, to the intent that they may replace such Men as may have been, or shall be, lent from His Majesty's Ships and Vessels in the River St Lawrence, for service on the Lakes, in order, the better to enable those Ships and Vessels to execute any Service on which it may be judged proper to employ them, And Whereas we have directed Vice Admiral [John] Amherst to cause 30 of the said Men, and also as many more as she can conveniently carry to be put on board the Ship you command, in order to their being carried in her to Quebec for the above purpose, You are hereby further required and directed to receive the said Men on board, and to carry them to Quebec accordingly, so soon as they shall have been paid 2 months wages advance, and also the bounties, to which they may be respectively entitled, for which we have this day sent Orders to the Navy Board; bearing the said men, from the time of their coming into the Service respectively, on a supernumerary List for wages, until they shall be otherwise disposed of, and for victuals, during their continuance on board; and disposing of them, or of such of them as may be necessary, on your Arrival at Quebec, in the manner abovementioned, unless there should be any Sea Officer there Senior to yourself, in which case, you are to leave them to his disposal, and he is hereby required and directed to dispose of them as abovementioned accordingly. Given &c the 26th March 1777.

Captn Pownoll - *Apollo* - Plymouth.

Sandwich.

By &c

J Buller.

PS.

H. Palliser.

Blonde
Proteus
Porpoise Slo

LORD SUFFOLK TO LORDS COMMISSIONERS, ADMIRALTY ¹

My Lords,

St James's March 26. 1777.

I have laid before The King Your Lordships Letter & Inclosures relative to the Seizure of a Dutch Dogger called the *Eendraght* with a Cargo of 1500 Barrels of Gunpowder. The Quantity being so large and some Suspicion being suggested by the Master of the *Wells* Cutter that the whole was destined for His Majesty's Rebellious Colonies, it may be adviseable to direct the Vessel to be detained for a few Days to give Time for farther Enquiry, & when I learn the Result of that Enquiry from Your Lordships I will receive His Maty's farther Pleasure thereon. I am &c

Suffolk.

1. PRO, Foreign Office, 95/355, 329.

WILLIAM KNOX TO PHILIP STEPHENS ¹

Mr Stephens.

Whitehall 26th March 1777.

Sir,

Several more Recruits for the Battalion of the 60th Regiment at St Augustine being arrived from Germany, it is intended that a further number than was at first proposed should embark on board the *Springfield*, if she can receive them after the Ordnance Stores and Indian Presents are on board; I am therefore directed by Lord George Germain to desire you will move the Lords Commissioners of the Admiralty to give the necessary Orders to provide Accomodations for, and receive on board the said Transport, 6 Commissioned Officers 53 Non Commissioned Officers and private Men, together with Two Officers Wives, four Soldiers Wives and about 15 Tons of Cloathing and Baggage, if the said Transport has room for the whole, or so many of the private Men as can be received after the Officers and the Officers Wives are accommodated. — I am &ca

W^m Knox.

1. PRO, Colonial Office, 5/126, Part 2, 345-46.

LORD STORMONT TO LORD WEYMOUTH ¹

[Extract]

Most Secret No 55

My Lord

Paris March 26th 1777

The Vessel I alluded to, in my Conversation with M de Vergennes, is certainly sailed from Havre; She is a Brig laden with Ammunition and Cannon, as she is a bad Sailer, she will not attempt to make the American Coast, but goes to St Domingo. It is however not to be doubted; that the Cannon and Ammunition are designed for the Rebels. . . .

I hope I do not go out of my Province when I inform You, that there are two Ships building in Holland, upon quite a new Construction, and mounting from thirty, to forty Guns, they are built by french agents for the use of the Rebels. I do not know in what Port, but from the Peculiarity of their Construction, that will be easily known.

1. PRO, State Papers, 78/301, 426-28.

27 Mar.

"EXTRACT OF A LETTER FROM BRISTOL, MARCH 27." ¹

The *Cornwall*, Bruce, from Jamaica for this place, is put into Antigua, after being taken and plundered by a privateer of 28 guns and 70 marines, who took out her elephants teeth, cables, and anchors, and every thing that could be of use.

1. *London Chronicle*, March 27 to March 29, 1777.

INSTRUCTIONS TO COMMANDERS OF BRITISH LETTERS OF MARQUE ¹

GEORGE R. Instructions for the Commanders of private Ships and Vessels employed in Trade, or retained in our Service, which shall or may have Commissions pursuant to an Act passed in Parliament in the Seventeenth Year of our Reign, enabling our Commissioners for executing the Office of Lord High Admiral of Great Britain, to grant Commissions for the seizing and taking all Ships and Vessels, Goods, Wares, and Merchandizes, Chattels and Effects whatsoever, belonging to the Inhabitants of the Colonies now in Rebellion; and all Ships and Vessels, with their Cargoes, Apparel and Furniture, belonging to our Subjects in Great Britain or Ireland, which shall be found trading to or from the said Colonies, contrary to the Provisions of an Act passed in Parliament in the Sixteenth year of our Reign, prohibiting all Trade and commerce with the Colonies of New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pensilvania, The three lower Counties on Delaware, Maryland, Virginia, North Carolina, South Carolina, and Georgia, during the continuance of the present Rebellion within the said Colonies respectively. Given at our Court at St James's, the 27th day of March 1777, in the Seventeenth Year of Our Reign.

(L. S.)

Article 1st That the Commanders of private Ships and Vessels employed in Trade, or retained in our Service, being duly commissioned thereto, shall and may lawfully set upon by force of Arms, and subdue and take the Ships and Vessels, Goods, Wares, and Merchandizes, of the Inhabitants of the said Rebellious Colonies; and all Ships and Vessels, with their Cargoes, Apparel and Furniture belonging to our Subjects in Great Britain or Ireland, which shall be found trading to or from the said Colonies, contrary to the Provisions of the said Act. But so as that no Hostility be committed, nor prize attacked, seized or taken within the Harbours of Princes and States in Amity with us, or in their Rivers or Roads within Shot of their Cannon unless by Permission of such Princes or States, or of their Commanders or Governors in Chief in such places.

Art. 2d That the Commanders of Ships and Vessels so Commissioned as aforesaid, shall bring all Ships, Vessels, and Goods which they shall seize and take into such Port of this our Realm of England or some other Port of our Dominions not in Rebellion as shall be most convenient for them, in order to have the same legally adjudged in our High Court of Admiralty of England, or before the Judges of any other Admiralty Court lawfully authorised within our Dominions.

Art. 3d That after such Ships, Vessels and Goods, shall be taken and brought into any Port, the Taker, or one of His Chief Officers, or some other person present at the Capture, shall be obliged to bring or send, as soon as possibly may be, three or four of the principal of the Company (whereof the Master, Mate or Boatswain, to be always two) of every Ship or Vessel so brought into Port, before the Judge of our High Court of Admiralty of England, or his Surrogate, or before the Judge of such other Admiralty Court, within our Dominions, lawfully authorised as aforesaid, or such as shall be lawfully commissioned in that Behalf, to be sworn and examined upon such interrogatories as shall tend to the discovery of the truth concerning the Interest or Property of such Ship or Ships, Vessel or Vessels, and of the Goods, Merchandizes, or other Effects found therein; and the Taker shall be farther obliged, at the time he produceth the Company to be examined, and before any Monition shall be issued, to bring and deliver into the Hands of the Judge of the High Court of Admiralty of England, his Surrogate, or the Judge of such other Admiralty Court, within our Dominions lawfully authorised, or others commissioned as aforesaid, all such Papers, Passes, Sea briefs, Charter parties, Bills of Lading, Cockets, Letters, and other Documents and Writings, as shall be delivered up, or found on Board any Ship. The Taker, or one of his Chief Officers, or some other person who was present at the Capture, and saw the said papers and writings delivered up, or otherwise found on Board at the time of the Capture, making Oath that the said papers and writings are brought and delivered in, as they were received, and taken without any Fraud, Addition, Subduction or Embezzlement, or otherwise to Account for the same upon Oath, to the Satisfaction of the Court.

Art. 4th That the Ships, Vessels, Goods, Wares, Merchandizes, and Effects taken by virtue of our Commissions as aforesaid, shall be kept and preserved, and no part of them shall be sold, spoiled, wasted or diminished, and that the Bulk thereof shall not be broken before Judgment be given in the High Court of Admiralty of England, or some other Court of Admiralty lawfully authorised in that Behalf, that the Ships, Goods, and Merchandizes are Lawful Prize.

Art. 5th That if any Ship or Vessel belonging to us, or our Subjects, shall be found in Distress, by being in Fight, set upon, or taken by the Enemy, or by Reason of any other Accident, the Commanders, Officers, and Company of such Merchant Ships, or Vessels as shall be so commissioned as aforesaid,

shall use their best endeavours, and give Aid and Succour to all such Ship and Ships, and shall, to the utmost of their power, labour to free the same from the Enemy, or any other Distress.°

Art. 6th That that the Commanders of such Ships and Vessels before the taking out Commissions, shall make application in Writing, subscribed with their Hands to our High Admiral of Great Britain, or our Commissioners for executing that Office for the time being, or the Lieutenant or Judge of the said High Court of Admiralty, or his Surrogate, and shall therein set forth a particular, true and exact Description of the Ship or Vessel employed in Trade, or retained in our Service, for which such Commission is requested, specifying the Cargo thereof, the Burthen of such Ship or Vessel, and the Number and Nature of the Guns, & what other warlike Furniture and Ammunition are on board the same, to what Place the Ship belongs, and on what Voyage bound, and the Name or Names of the principal Owner or Owners of such Ship and Vessel, and the Number of Men intended to be put on board the same, and for what Time they are victualled, also the Names of the Commander and Officers.

Art. 7th That the Commanders of Ships and Vessels having Commissions as aforesaid, shall hold and keep, and are hereby enjoined to hold and keep, a Correspondence by all conveniences and upon all occasions, with our High Admiral of Great Britain, or our Commissioners for executing that Office for the time being, or their Secretary; so as from time to time to render and give him or them not only an Account or Intelligence of their Captures and Proceedings by virtue of such Commissions, but also of whatsoever else shall occur unto them, or be discovered and declared to them, or found out by them by Examination of, or Conference with any Mariners or Passengers of or in the Ships or Vessels taken, or by any other ways and means whatsoever, touching or concerning the Designs of the Enemy, or any of their Fleets, Ships, Vessels or Parties; and of the Stations, Seas, Ports and Places, and of their Intents therein; and of what Ships or Vessels of the Enemy bound out or Home, or where cruizing, as they shall hear of; and of what else material in these Cases may arrive at their Knowledge; to the end such Course may be thereupon taken, and such Orders given as may be requisite.

Art. 8th That no Commander of any Ship or Vessel having a Commission as aforesaid, shall presume, as they will answer it at their peril, to wear any Jack, Pendant, or other Ensign, or Colours usually born by our Ships; but that besides the Colours usually born by Merchant Ships, they do wear a Red Jack with the Union Jack described in the Canton at the upper Corner thereof near the Staff.

Art. 9th That no Commander of any Ship or Vessel so Commissioned as aforesaid, shall ransom or agree to ransom or quit or set at liberty any

Ship or Vessel, or their Cargoes, which shall be seized and taken, upon Pain of being deemed and adjudged to be guilty of Piracy, Felony and Robbery upon the Seas, and to be punished accordingly.

Art. 10th That no Prisoners shall be ransomed by the Takers.

Art. 11th That the Commanders of Merchant Ships Commissioned as aforesaid, shall send an Account of all the Prisoners whom they shall take, with their Numbers, Names and Qualities to our Commissioners for executing the Office of Lord High Admiral for the time being, or their Secretary: And with Respect to the Masters and other Persons, and all such others of the Mariners and Crews of the said Prize Ships as shall be seized and taken, not having any pretended Commission for the committing Hostilities upon the High Seas against us and our Subjects, the Takers shall cause them to be put on Board any of our Ships or Vessels of War, and that such of the said Prisoners shall be entered upon the Book or Books of our said Ships or Vessels as they, the Commanders of our Ships, shall respectively think fit: And with Respect to all Prisoners who shall not be put on Board and entered upon the Books of our Ships or Vessels of War, the Takers shall detain or cause them to be detained and kept in or on Board any Ship or Ships, Vessel or Vessels, until the arrival of such last mentioned Ships & Vessels in some Port in Great Britain or Ireland, or in any part of America not in Rebellion: And with Respect to Prisoners taken on Board Armed Ships or Vessels fitted out with Commission by the pretended authority of the Assembly calling themselves The Congress of the United States of America, or which may or shall be fitted out by any other pretended authority whatsoever contrary to Law, for the committing Hostilities upon the High Seas against us and our Subjects, the Takers shall deliver and cause such Prisoners on their arrival in any Port or Place of Great Britain or Ireland, or elsewhere in His Majesty's Dominions not in Rebellion, to be delivered to the Care and Custody of some Civil Magistrate of such Port or Place, or to such of our Officers and Commanders or others there, who are hereby authorised and required to receive the said Prisoners.

Art. 12th That in case the Commander of any Ship, Commissioned as aforesaid, shall act contrary to these Instructions, or any such farther Instructions of which he shall have due Notice, he shall forfeit his Commission to all intents and Purposes, and shall, together with his Bail, be proceeded against according to Law, and be condemned in Costs and Damages.

Art. 13th That all Commanders of Ships and Vessels so Commissioned, shall by every opportunity send exact Copies of their Journals to the Secretary of the Admiralty, and proceed to the Condemnation of their Prizes as soon as may be, and without Delay.

Art. 14th That Commanders of Ships and Vessels so Commissioned, shall, upon due notice being given to them, observe all such other Instructions and

Orders as we shall think fit to direct from time to time for the better carrying on this Service.

Art. 15th That all Persons who shall violate these, or any other of our Instructions, shall be severely punished, and also required to make full Reparation to Persons injured contrary to our Instructions, for all Damages they shall sustain by any Capture, Embezzlement, Demurrage, or otherwise.

Art. 16th That before any Commissions for the Purposes aforesaid shall issue under Seal, Bail shall be given with Sureties, before the Lieutenant and Judge of our High Court of Admiralty of England, or his Surrogate, in the Sum of Three Thousand Pounds Sterling, if the Ship carries above One Hundred and Fifty Men, and if a less Number, in the Sum of Fifteen Hundred Pounds Sterling, which Bail shall be to the Effect and in the Form following:

Which Day, Time and Place personally appeared
and

who submitting themselves to the Jurisdiction of the High Court of Admiralty of England, obliged themselves, their Heirs, Executors, and Administrators, in the Sum of _____ Pounds of Lawful Money of Great Britain, to this Effect, that is to say, That Whereas is duly authorised by Commission, with the Ship called the _____ of the Burthen of about _____ Tons,

whereof he the said

goeth Master, by Force of Arms to attack, surprize, seize, and take all Ships and Vessels, Goods, Wares and Merchandize, Chattels and Effects, belonging to the Inhabitants of the Colonies of New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, the three lower Counties on Delaware, Maryland, Virginia, North Carolina, South Carolina, and Georgia, now in Rebellion, and all Ships and Vessels with their Cargoes, Apparel and Furniture, belonging to His Majesty's Subjects in Great Britain or Ireland, which shall be found trading to or from the said Colonies, contrary to the Provisions of an Act passed in the last Session of Parliament, intituled, An Act to prohibit all Trade and Intercourse with the said Colonies.

And whereas he the said

hath a Copy of Certain Instructions approved of and passed by His Majesty in Council, as by the Tenor of the said Commission and Instructions thereto relating more at large appeareth. If therefore nothing be done by the said _____ or any of His Officers, Mariners or Company, contrary to the true Meaning of the said Instructions, and of all other Instructions which may be issued in like Manner hereafter, and whereof due Notice shall be given him, but that the Commission aforesaid, and the

said Instructions, shall in all particulars be well and duly observed and performed, as far as they shall the said Ship, Master and Company any way concern; and if they shall give full Satisfaction for any damage or injury which shall be done by them, or any of them, to any of His Majesty's Subjects, or of foreign States, in Amity with His Majesty, and also shall duly and truly pay, or cause to be paid, to His Majesty, or the Customers or Officers appointed to receive the same for His Majesty, the usual Customs due to His Majesty, of and for all Ships and Goods so as aforesaid taken and adjudged for Prize; And moreover if the said

shall not take any Ship or Vessel, or any Goods, or Merchandizes, belonging to the Enemy, or otherwise liable to Confiscation, through Consent, or Clandestinely, or by Collusion, by Virtue, Colour, or Pretence of his said Commission, that then this Bail shall be void, and of none effect; and unless they shall so do, they do all hereby severally consent that Execution shall issue forth against them, their Heirs, Executors, and Administrators, Goods and Chattels, wheresoever the same shall be found, to the value of the Sum of

Pounds before mentioned, and in Testimony of the Truth thereof they have hereunto subscribed their Names.

By His Majesty's Command
(Signed) Geo: Germain.

1. Society Miscellaneous Collection, Box 13a, HSP.

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL RICHARD LORD HOWE ¹

By &c.

Whereas, at a Court Martial assembled and held on board His Majesty's Ship the *Bristol* on Tuesday the 17th day of December 1776, the Right Honble Lord Shuldhham, Vice Admiral of the Blue Squadron of His Majesty's Fleet President, a Sentence was passed to the Effect following, Vitz

The Court in pursuance of an Order from the Right Honorable Lord Viscount Howe, Vice Admiral of the White and Commander in Chief of His Majesty's Ships and Vessels employed and to be employed &c in North America dated the 14th Instant, proceeded to try James Woolspring Seaman belonging to His Majesty's Ship *Phoenix* for Desertion from a Prize Brig on the Night of the 5th of April last, with John Rollo Seaman, and taking with them the Boat belonging to the said Brig, having first broken open and robbed a Chest belonging to a Mulatto Man belonging to the said Brig, And having heard the Evidence and the prisoner's Defence, and very maturely considered the same [illegible] of Opinion that part of the Charge against the prisoner James Woolspring has been fully proved, and that he falls under the first part of the Fifteenth Article of an Act made in the Twenty Second Year of the Reign of King George the Second, Entitled 'an Act for amending, explaining and reducing into One Act of Parliament, the Laws relating to the Government of His Majesty's Ships Vessels and forces by Sea; and

do therefore adjudge the said James Woolspring to suffer Death, by being hang'd by the neck till he is dead, at such time, and on board such of His Majesty's Ships or Vessels as the Commander in Chief shall please to direct; And he is hereby Adjudged to suffer Death accordingly.

And Whereas, in consideration of what your Lordship hath represented in your Letter of the 6th of February last, of the said James Woolspring's extraordinary Sufferings by long confinement which, amongst other circumstances attending his case, had induced your Lordship to respite the execution of the above sentence, the King hath been graciously pleased to extend His Mercy to him, and to signify to Us by the Earl of Sandwich His Royal pleasure that he should be pardoned; Your Lordship is therefore hereby required and directed, in pursuance of His Majesty's said pleasure, to cause the said James Woolspring to be made acquainted with the Royal pardon, and to be forthwith released from his Confinement. For which this Shall be your Lordship's Warrant. Given under our hands, and the Seal of the Office of Admiralty the 27th of March 1777.

By the *Isis*.

Sandwich. J Buller. H. Palliser.

1. PRO, Admiralty 2/102, 380-82.

London Chronicle, TUESDAY, MARCH 25 TO THURSDAY, MARCH 27, 1777

[London] Thursday, March 27.

A letter from Antigua, by way of Holland, dated Jan. 28, says, "There are no less than nine American prizes in the harbour of St. John's, richly laden, six of which were carried in by the privateers fitted out by the merchants there, the other three by the men of war."

28 Mar.

PHILIP STEPHENS TO CAPTAIN JONATHAN FAULKNER, R.N.¹

Sir

[Admiralty Office] 28^t March 1777

My Lords Comms of the Admiralty having received well grounded Information that a schooner of about 70 Tons² armed against Boats, & commanded by one [Larkin] Hammond, a little man who wears a green uniform with red Lappels & anchor Buttons lately arrived at Nantz from Baltimore in Maryland with Dispatches from the Congress, is to return with other dispatches when cleaned and new fitted, so that her paint &c can't be described. And it being of very great consequence that the said Vessel should be intercepted and seized, & the Dispatches and Papers she may have on board, secured, I am commanded by their Lordships to signify their direction to you, notwithstanding former Orders to proceed and cruize in the ship you command, without a moments loss of time, between Ushant and Cape Finisterre, for the space of 3 Weeks, after the Time of your passing the first of those Places & use your utmost vigilance, attention & diligence to intercept the said Vessel, & upon your doing so, to make the best of your way with her to Spithead securing the People, & also the Dispatches and Papers

you may find on board her & sending the latter by one of your own Officers to me, in the manner directed by my letter to you of the 8^t Instant in respect to such as might have been found on board the other Vessels therein mentioned.

In case you do not fall in with the abovementioned Schooner in the time before limited, or see any great probability of doing so soon, it is their Lordships further directions to you to make the best of your way, in the Ship you command to Spithead & remain there until you receive further Orders, sending to me, by Express for their Lords Information, an account of your arrival and Proceedings I am &c

PS.

Captn [John] Faulknor *Royal Oak*

“ [Samuel] Hood *Courageaux*

Hble [George] Falconer *Mars*

[Endorsed] Enclosed to V A. Sir Jas Douglas by Express at ¼ past 7 P M

1. PRO, Admiralty 2/1333, LC Photocopy.

2. *Jenifer*.

Public Advertiser, FRIDAY, MARCH 28, 1777

London [March 28].

Extract of a Letter from Gallway, brought by Wednesday's Mail from Ireland.

“Two American Privateers, mounting 14 Guns each, and as many Swivels, put in here to procure some fresh Provisions and Water. On being supplied with such Necessaries as they wanted, for which they paid in Dollars, they weighed Anchor and sailed, after being in the Bay only 24 Hours.

“During the short Time the Captains were on Shore, they behaved with the greatest Politeness; said they were sorry that such a Breach was made between them and their Mother Country, which might have been made up three Years ago, had Lord Chatham's Scheme been put in Execution, for which they honoured that Nobleman; but now the Americans had thrown off their Dependency, they were determined to be a free People; they said the Names of their Ships were the *Rover* and the *Montgomery*. The Crews, that came on Shore with them, were dressed in blue Uniforms, with Cockades, and made a genteel Appearance, but were all armed with Pistols, &c. They had been out from Philadelphia ten Weeks, and had taken only four Prizes, which they had sent to America.”

29 Mar.

JONATHAN WILLIAMS, JR. TO BENJAMIN FRANKLIN ¹

Dear & hond Sir.

Nantes March 29. 1777. –

I have not anything worth troubling the Deputies with by this post, the intention of this is only to inform you that Capt [Seth] Paddock has applied to me to know if he could get a passage in a french Ship to america & to be her pilot on the Coast. I have said nothing of the *Count de Ver-*

gennes, but if the Deputies think proper it may be of Service to engage him as her pilot.

I hear today that you have had the Gout very bad which I suppose is the Reason that I have not heard from you, I hope it is now over and that I shall soon have the pleasure of a Line.

I am with the greatest Respect Your dutifull & affectionate Kinsman
J Williams Jr.

1. Franklin Papers, vol. 37, 77, APS.

30 Mar. (Sunday)

DEPOSITION OF ELIPHALET DOWNER¹

The Deposition of Eliphalet Downer, surgeon, taken in the *Yankee* privateer, is as follows:

That after he was made prisoner by captains [George] Ross and [James] Hodge, who took advantage of the generous conduct of capt. [Henry] Johnson of the *Yankee* to them his prisoners, and of the confidence he placed in them, in consequence of that conduct and their assurances, he and his countrymen were closely confined, yet assured that on their arrival in port they should be set at liberty, and these assurances were repeated in the most solemn manner; instead of which, on their approach to land, they were, in the hot weather of August, shut up in a small cabin, the windows of which were spiked down and no air admitted, insomuch that they were all in danger of suffocation from the excessive heat. Three or four days after their arrival in the river Thames, they were relieved from this situation in the middle of the night, hurried on board a tender and sent down to Sheerness, where the deponent was put into the *Ardent*; and there falling sick of a violent fever, in consequence of such treatment, and languishing in that situation for sometime, he was removed, still sick, to the *Mars*; and, notwithstanding repeated petitions to be suffered to be sent to prison on shore, he was detained until having the appearance of a mortification on his legs, he was sent to Haslar hospital, from whence, after recovering his health, he had the good fortune to make his escape. While on board those ships and in the hospitals, he was informed and believes that many of his countrymen, after experiencing even worse treatment than he, were sent to the East Indies, and many of those taken at Quebec were sent to the coast of Africa, as soldiers.

Paris, March 30, 1777.

1. *Pennsylvania Evening Post*, August 5, 1777, "Published by order of Congress."

DEPOSITION OF SETH CLARK¹

The Deposition of capt. Seth Clark,² of Newbury Port in the state of Massachusetts Bay, in America, is as follows:

That on his return from Cape Nichola Mole to Newbury Port, he was taken on the seventeenth of September last by an armed schooner in

his Britannic majesty's service: — Coats [James Cotes], esq; commander, and carried down to Jamaica; on his arrival at which place, he was sent on board the *Squirrel*, another armed vessel, — [Stair] Douglas, esq; commander, where, although master and half owner of the vessel in which he was taken, he was turned as a common sailor before the mast, and in that situation sailed for England in the month of November; on the 25th of which month they took a schooner from Port a Pe to Charlestown, South Carolina, to which place she belonged; when the owner, Mr. Burt, and the master, Mr. Bean, were brought on board, on the latter's denying he had any ship papers, capt. Douglas ordered him to be stripped, tied up, and then whipped with a wire cat of nine tails that drew blood every stroke, and then, on his saying that he had thrown his papers overboard, he was untied, and ordered to do his duty as a common sailor, with no place for himself or people to lay on but the decks.³ On their arrival at Spithead, the deponent was removed to the *Monarch*, and there ordered to do duty as a foremast man, and on his refusing, on account of inability, to do it, he was threatened by the lieutenant, a Mr. Stoney, that if he spoke one word to the contrary, he should be brought to the gangway, and there severely flogged.

After this he was again removed, and put on board the *Barfleur*, where he remained till the 10th of February. On board this ship the deponent saw several American prisoners, who were *closely confined* and *ironed*, with only *four mens allowance to six*. These prisoners and others informed this deponent that a number of American prisoners had been taken out of this ship and sent to the East-Indies and the coast of Africa, which, he was told, would have been his fate, had he arrived sooner. This deponent farther saith, that in Hasler hospital, to which place on account of sickness he was removed from the *Barfleur*, he saw a captain Chase, of Providence, New-England, who told him that he had been taken in a sloop of which he was half owner and master, on his passage from Providence to South-Carolina, by an English transport, and turned over to a ship of war, where he was confined in irons thirteen weeks, insulted, beat and abused by the petty officers and common sailors, and, on being released from irons, was ordered to do duty as a foremast man until his arrival in England, when being dangerously ill, he was sent to said hospital.

Paris, March 30, 1777.

1. *Pennsylvania Evening Post*, August 5, 1777, "Published by order of Congress."
2. Clark was master of the schooner *Unity* taken by H.M. Schooner *Porcupine*; see Volume 6.
3. Arthur Lee's notes regarding this deposition add the following:

Mr Willm Burt is of Charles Town S. Carolina. He left that place in the *Betsey & Sally* schooner 30 Sepr 1776, Mr John Bayne being his Captn. He sold his cargo of Rice and Indigo at Port au Paix in Hispaniola, & took in Rum, Wine, Broad-cloth, with some Flannels & bale goods; and sailed on 21st of November for S. Carolina. On the 25th of Novr he was taken by the *Squirrel* Capt Stair Douglas, who flogg'd Captn Bayne severely for not immediately telling him where the ships papers were. — Capt Douglas took out such part of the cargo as he liked and gave or sold the remainder to Capt Henley of the Ship *Ellis* of Liverpool; who taking it out burned the schooner the next day. The schooner & cargo belonged in equal shares to Mr Burt & two of his frends. — Capt Douglas took all Mr Burts papers, (among which were notes to the amount of £65 Sterling) with his chest, and all his cloathes, except

foul linnen When Mr Burt came to Spithead he had no cash save one half dollar. He arrived at Spithead Decr 24, 1776. He was put first on board the *Monarch*, and in about a week removed to the *Barfleur*, where he remained till 15. Feby when he was sent to Haslar hospital, which place he left 1st March.

Arthur Lee Papers, vol. 5, 83, HU.

31 Mar.

“STATEMENT CONCERNING THE EMPLOYMENT OF LIEUT. COL. EDWARD SMITH
WITH REGARD TO CAPTAIN HYNSON AND A SKETCH
OF THE INFORMATION OBTAINED.”¹

[London, March 31, 1777]²

1777. Feby 9th – Lord North being informed of Hynson’s Situation in the Rebel Service, & of His Disposition to be mad[e] of use to His Majesty’s Government, directed Lt. Coll Smith to be employ’d in turning this Matter to the best Advantage.

The Chief Object originally in View was to secure the intercepting of Hynson’s Vessel & Her Dispatches to the Rebel Congress with which he was ordered to sail from Havre about the 10th of March. – And probably the ready & extensive Assistance given by His Majesty’s Board of Admiralty would have secured this Point, if a Schooner³ had not arrived in the mean Time at Nantz from Baltimore with News of the Hessian Misfortune, which determined Messrs Dean & Franklin to wait for more Events ’till the Month of April, to send their Dispatches then, & not before, by the Baltimore Schooner, & to employ Hynson, on whose Courage & Seamanship they place great Confidence, in some other Service.

In consequence of this Arrangement Col. Smith, after having cross’d the Sea Four Times within Six Weeks (once in very dangerous Weather,) after having been twice at Havre with some Hazard to his Personal Liberty, & as often at Paris, where he had Occasion to pass more than one whole Night in the Streets, miss’d his immediate Aim. The Disappointment however was, in some Degree, compensated by full Success in the other Objects of his Journey, which were to obtain Intelligence, & to arrange Plans for future Information.

Hynson had been at least as eager to betray his Sloop & Dispatches as we were to take them; For he hoped, by that Service, to entitle Himself to a Competence, & to sit down in England, where he has Connections which he is anxious to resume. – When therefore this Object failed, He endeavoured to make amends for it by obtaining for Col. Smith, whom he met as often as they found it practicable, full Answers to every Enquiry that Smith could suggest to him. In doing this He found the Characters & Situation of the several People with whom he has to do very favorable to his Purpose.

Franklin lives at a little Distance from Paris, but seldom passes a Day without seeing Dean: The latter appears to be the more active & efficient Man, but less circumspect & Secret, his Discretion not being always Proof against the natural Warmth of his Temper, & being weakened also by his own Ideas of the Importance of his present Employment. – His Residence

is at the Hotel d'Hambourg where he keeps a regular Table for such of his Countrymen as are engaged in the Service of the Congress; (Carmichael, Weeks [Wickes], Hynson, Nicholson, Moyland [Moylan], Franklin's Grandson, & others:) Several of them lodge in the House with Him, & are furnish'd by Him with Money, in Proportion to their Wants. Hynson, who is Brother in Law to Weeks, lives in particular Intimacy & Confidence with Carmichael; And Carmichael, who is intended for an Agency in some Foreign Court, is trusted without Reserve by Dean, who has principally employed him of late in decoying, from London, where he is well known, People who are either fit to be employed in the Privateering Service, or to be establish'd as Mercantile Agents for N. America, in the French Ports & French Islands. – Weeks is represented as having excellent Talents for Privateering; Nicholson is of a very inferior Capacity, but is thought a good Seaman, & has the good Wishes of Carmichael, because their Mistresses (E. Carter & H. Atkins) lived much together when in London, & now lodge together at Paris. – Hynson who is a free easy Fellow, & in the good Graces of the whole Party, has a real Regard for Carmichael, & labours hard to draw him into the same System with himself. – He has gone so far in this as to venture to entrust to him his Connection with Col. Smith, which Carmichael advises him to cultivate, as what may become usefull to them both hereafter, & has even intimated, that if it should be found necessary, Hynson shall have Opportunities of embezzling such Papers & Informations as he may wish to transmit. – How far Hynson is going upon safe Ground in this Attempt to secure Carmichael, remains to be seen; It is certainly material, if He succeeds: For tho' both Dean & Franklin may be, & are, according to Carmichael's Account, too ambitious & determin'd (or, in other Words, too malevolent against Great Britain) ever to adopt any Line of Conduct short of American Independence, yet Dean & Franklin can, in themselves, individually do little, & if they are betrayed by those whom they must employ, their Agency will soon come to Disgrace & Despair. – In such Cases, the Good arising to His Majesty's Government from multiplying & extending Channels of Intelligence does not consist merely in the Information obtained (which however is by no Means unimportant) but such Information is both a Proof that the Persons who give it have an hopeless Idea of the Cause in which they are retained, & a Pledge that their Exertions in that Cause will be spiritless & insincere.

It was pretty sufficiently experienced previous to any Intelligence from Hynson that the decided System of the French Ministers is, at a moderate Expence, on the Part of France, to augment & prolong the large Expences of Great Britain; to carry on an indirect War against our Trade, without hazarding their own; &, in short, to do every thing hostile to us without subjecting themselves to a Return of Hostilities. – But their underhand Means, their barefaced Duplicity in regard both to the British Ministry & the Rebel Agents, their disingenuous & dishonorable Protestations, their alternate Hopes & Fears, which this Line of Conduct has occasioned; The Armaments with which their dangerous Measures have obliged them to be prepared; The Assistance actually given to the Rebels, & the farther Expecta-

tion & Views held out to them, have never been so minutely detailed, & are certainly worth repeating, tho' many of the Particulars are already well known.

The *Amphitrite* Ship was fitted out by Msr D'Eyries; She carried 39. Officers, 56. Private Artillery Men, 70. Brass, & 12. Iron Pieces of Ordnance, Ball, Cloth &ca – Lord Stormont complained of this Equipment, & was told the Vessel had already sailed for Dominica [St. Domingo]; Some Time afterwards She was obliged to put into Port L'Orient, & Lord Stormont complained again; He was assured that She was ordered to be detained. Notwithstanding which She proceeded on her Voyage, & we are told, by way of Apology, that Mr de Coudré, not having acted with sufficient Caution & Secrecy shall be infallibly confined for one & twenty Years.

The *Seine* Ship equipp'd also by D'Eyries, carried 9. large Pieces of Brass Ordnance, with Ball, Powder, Lead & Cloth, & sailed in December.

About the same Time another Vessel commanded by a Capt. Bell, & fitted out by Lemoisine, sailed for Philadelphia, & arrived safe in that Port. She carried 7000 Packs of Canvas, 10,000 Firelocks, Lead, Powder, & Cloth.

A Snow saild from Havre for Dominica [St. Domingo] on the 8th of this Month, laden with Ball, Lead, Powder, & Canvas, (& probably was the Vessel chased by the *Royal Oak*.)

Another Vessel with a similar Cargo is to sail about this Time for Dominica [*sic*]. – Both these Vessels are fitted out by D'Eyries, who has the sole Arrangement of these Matters in the Port of Havre, where he is one of the French King's Commissioners; And his Services are so acceptable, that, about ten Days ago, he was sent for to Paris to receive the Croix de St Louis. He is empowered to grant every Assistance that Messrs Franklin & Deane may require from His Most Christian Majesty's Dock Yards, & actually furnishes from the Royal Magazine to the Rebel Privateers, all Sorts of Ammunition, without requiring any Payment. – The same Plan is pursued in the other Ports of France; The American Agents have only to make their Proposition; If it is thought practicable it is undertaken, & executed largely & expeditiously.

It has been sometime in Contemplation to fit out an American Privateer with 60 guns, & a Vessel of that Size has been prepared, after being examined by Nicholson & Moiland. But Franklin thinks it policy to keep to smaller Ships & swifter Sailers, as being better calculated to distress the British Trade, & at the same Time to make such Captures as may encourage Seamen of every Nation who will be ready enough to enter into a Service where Pyrcy is the Game, not Action, & where there is a Prospect of great Gain & little Hazard. – Upon the same Principle of declining Enterprizes which are not profitable, Dr Franklin has put his Negative on another Project lately in Agitation, started at the Hotel d'Hambourg, for sending three or four Sloops to the back of the Goodwin Sands, in order to take & burn the Fleets of Colliers.

All the Naval Matters are transacted of Course, & immediately thro' the

Department of Monsr de Sartines, whose good Will in the American Cause, is not denied even by his Colleagues in Office; And Mr Dean has frequent & personal Communications with him. If however Carmichael may be credited, he has the same Degree of Access to Msr de Vergennes, & has, during the last three Weeks, very frequently attended him by Order at Versailles. – Franklin manages all his Business with the French Ministers, thro' Monsr Ray de Chaumont, who is Monsr de Vergennes Person of Confidence in Office under Him, and holds all Meetings with Franklin at Passy.

France has sent out to North America 240. Pieces of Artillery together with other Military Stores in Proportion; And tho' these Supplies are in Part furnish'd by private Adventurers, the chief Proportion is obtained upon the Credit of the French Government. – All this, as well as the Privateering Business is carried on in an indirect Manner, & thro' Persons deputed for the Purpose; Not indeed to save Appearances, which, in a Matter of so much Notoriety & Extent, cannot be saved, but to leave it in the Power of the Ministers to disavow any specific Complaint which may be made. – And it is in the same Spirit of Duplicity that French Officers are refused Leave to serve in the Rebel Army, but are always permitted, & even encouraged, to go. – Among others, Msr de la Fayette, an Officer of Rank & Fortune, who has talked only with Carmichael, & not to Dean or Franklin, is now upon the Eve of his Departure, freighting himself out, & requiring no Pay, but only Command. – Notwithstanding all this, Hynson assured Col. Smith that both Carmichael & his Associates at the Hotel de Hambourg express'd in private a most inv[et]erate Dislike to the French, & say that if America should be successfull, She will never grant those exclusive Rights of Trade to France, which the latter expects & aspires to.

Mr Lee's Agency in Spain arose from a Conversation between Msr D'Aranda & Mr Dean; in which the former hinted that the Congress Agents had neglected the Court of Madrid, which perhaps might be found as able & willing to give them every Assistance as France. Dean took the Hint, & was at the same Time advised not to quote their Conversation, as Msr D'Aranda added frankly that he felt himself a disgraced Man with his Court, & any Idea known to be suggested by him would suffer from that very Circumstance. Dean is said to have since heard from Lee that he expects to obtain Assistance from Spain to the Amount of £ 100,000. – The chief Instruction however given to Lee, as well as the great Object of Messrs Franklin & Deane, is to obtain some open Declaration in Favor of America; And Monsr de Sartines holds out the strongest Hopes to them, that this must soon happen; Instantly indeed if Mr Washington should gain any decisive Battle against Sir Wm Howe: But, at all Events, after England shall have weakened Herself by sending to the American Coast her principal Ships; And after the Arrival of the French East India Fleet, of Nineteen Ships which are expected to bring Home about 20. Millions of Livres & a Body of good Seamen. Be that as it may, the Plan of France is certainly to appear prepared for actual War, both for her own Security against the

probable Consequences of her Conduct, & in order to force the British Government to new Expences, at the same Time that indirect Assistance is given to the Americans, & the Hope of a Blow being struck in their Favor, whenever it can be done with Advantage. — Msr de Vergennes's Commis[sioner] assures Franklin that there are 27. Sail of the Line ready at Brest & 12 at Toulon; All in a Condition to be sent to Sea at Ten Days Notice. He adds that a Camp is to be formed this Summer at Brest, in order to repair & perfect the Fortifications. It is thought however, by Dean, notwithstanding this high Language, & the Appearances with which they are accompanied, that France is by no Means in a Condition for War; that Monsr Necker, at the Head of the Finances will produce a System of Supplies totally inadequate to the Demands, & that Msr de Sartines at the Head of the Marine Department, tho' of a mischievous Disposition, & attach'd to a mischievous Party has no Steadiness of Mind, & is also without Personal Weight or Power. Many Intrigues are carrying on to remove Sartines from his Office, & one in particular by a Mr Forth, with regard to whom Col. Smith accidentally had Occasion to receive much Information. He was told that Forth was known to have obtained the full Confidence of Lord Stormont, & was shunn'd, on that Account by the Americans with whom he had tried to make himself acquainted; That he was very generally known & observed; And from the Traces which he gave of himself appeared to possess a Degree of Vivacity & Eagerness in his Temper which would be likely to render his Views abortive; That he made no Secret of his Object to bring back the French Administration to all pacific Measures with England, & had told some of his Friends that he is in the Intimacy & Confidence of the British Ministers, & has no Doubt of being encouraged by them to proceed in his Undertaking. Coll Smith observes, justly enough, upon this, that a Man is not very fit for such a Secret who can put it in the Power of a mere Stranger to attain it.

When Deane was informed of the Answer given to Lord Stormont, relative to Weeks's Prizes, He insisted immediately on a Conference with Monsr de Sartines, in which he gave full Scope to all the Violence of his Temper. Sartines pleaded that the French Ministers could not shut their Eyes against every thing; that the Packet in particular was a King's Ship, & could not be protected as a Prize without declaring War, which France was not yet ready for; Deane replied that the Conduct now proposed would check the whole Plan of privateering; But Sartines stopt him, saying "You mistake us, Weeks is not to go; Nothing Lord Stormont can say shall force him to go, or embarrass him in the slightest Degree; At the worst we can keep him as an Act of National Humanity, & on the Pretence of repairing his shattered Vessel."

The Success of this Weeks who sold his last Five Prizes for 100,000 Livres, & purposely for much less than they were worth, added to his well

judged Extravagance in the French Ports, has induced many French & Irish Sailors to engage in the Rebel Privateers. – Several Vessels are fitting out. Nicholson is to have a Six and Thirty Gun Frigate; But He, as well as many others, is much terrified at the Idea of being taken, & sent as a Common Sailor to the East Indies. –

The Baltimore Schooner is a New England Built Vessel with a long Bow sprit & quite new; She is to sail with Dispatches as soon as satisfactory Accounts are received from Madrid, & is to go straight across the Atlantic for Baltimore. – It continues on this & other various Accounts material to keep Cruizers off Barfleure & Cape la Hogue. – The Sloop at Havre which was intended for Hynson is ready for Sea, & waits in the Royal Dock to be applied to some Rebel Purpose. – If Hynson goes in Her He means to be taken, but he is int[ended] at present for a better Vessel; As to this however & other Particulars, we shall soon receive Accounts from him.

1. Stevens, ed., *Facsimiles*, No. 248.

2. *Ibid.*, No. 670, date is given only as the end of March. Much of the information herein is from a report made March 27 by Lieutenant Colonel Smith.

3. *Jenifer*, Larkin Hammond.

JOURNAL OF CHARLES HERBERT¹

[H.M.S. *Burford*, in Hamoze]

[1777. March] 26. It is four months since we sailed from Portsmouth, having been in that time twenty-eight days on board the *Dolton*, twenty-seven days on board the *Reasonable*, nineteen on board the *Bellisle*, six on board the *Tarbay*, and forty-one on board the *Burford*, which is our present place of abode.

27. We are told that we are to go on shore tomorrow to prison. Our company, one after another, are daily dropping sick, and about forty of us have the itch; but our sick have as good care taken of them on board this ship as we could expect, and we are visited morning and evening by the doctor.

28. I have been poorly some days past, and having no appetite for my food I bought a quarter of a pound of sugar to sweeten some water gruel, which is the best that I can get here.

29. To-day two more were sent on shore to the Hospital, sick.

30. Sunday. But the time is badly spent for persons in our situation, who do not know how soon the gallows may be our doom.

31. I had sent to me, by the surgeon of the ship, about a pound of sugar and two ounces of tea, for some work which I did for him some time ago, and this morning I made some tea for my breakfast, which I drank with a good relish.

1. Herbert, *A Relic of the Revolution*, 29–30.

1 Apr.

CAPTAIN JOHN CLOUSTON TO THE MASSACHUSETTS BOARD OF WAR ¹

On Board the Brigantine *Freedom*
In Lat 41d . . 58m Longt 15 . . 00 West

Gentelmen

April the 1st 1777 –

It gives me Infetent pleasure that I have to Inform your Honnours that This day I came up with and Toock the Brigg from Liverpool Bound to Africa² she Sails very well I Surpose you have Receivd a Letter of the 27 of March which gave an count of My Tacking the Snow *Mary* and Burning the Brig *John* a Ship Jest heavs in Sight am bout to give hur Chase have nothing more pertickel

Remain with Due Res[p]ect [&c.]
Capt John Clouston

1. Mass. Arch., vol. 152, 134, Board of War Letters, 1776–1777.

2. Brigantine *Penelope*, William Bootle, master. It was erroneusly stated at her trial and condemnation that the brigantine had been taken May 5, 1777, Mass. Arch., vol. 159, 114, Board of War Letters, 1776–1777.

LOG OF THE MASSACHUSETTS PRIVATEER BRIGANTINE *Rising States* ¹

Remarks Tuesday April 1d 1777

At ½ past 7, saw a sail she being a small Sloop Standg to the Westd

At 11 Saw a Sail bearg NBW. Squally with Rain

Nothing More Remarkable this Day

Lattd in by Obsn 47 . . 18 N –

At ½ past 5. made a Sail Stang to the Westd to which we gave chace at ½ past 6. came up with the Chace & hailed her, Answer'd from London boun to Quebec, She being a Ship of Sixteen Guns. then we Order'd her to Strike to the United States of America, haveing no Answer we being all in readiness, Orders was gave to Give her one gun, the Second Lieut clapt a match to bow gun, but being a heavy sea wet the powder so that she would not go off[f]. They gave us three Cheers, we returnd the same & gave her a gun then run up a long side within pistol shot to give her a broad Side, but our Guns being wet with a heavy sea made a Continual breach over us that we could not get but three guns off[f]. She gave us a broad side of Six guns & then sheard off[f], we Laid her a long side a gain, but the sea making a Continual breach, we could not get but only one Gun off[f], that being the gun in the cabbin, the water facing into the ports in the Cabbin it was impossible to keep them open, then she shear'd off[f]. Immediately put out All her Lights, comeing on a heavy squall of hail & Rain lost sight of her.

at 10. P.M. brought her Close hall upon the wind to the Southd finding her inclined the last sight Standg to the Southd, we then hoped to meet her the next Morning.

1. Log of the *Rising States*, PRO, HCA 30/716.

JONATHAN WILLIAMS, JR. TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

[Extract]

Nantes April 1. 1777. –

I shall observe your directions about the Cutter when she arrives² – I have not the honour of any thing from you by this post but Mr Peltier has recvd advice that the Destination of the Ship³ is changed & that instead of going to Boston she is to go to St Domingo and there to be unloaded Mr Montieu likewise mentions that the 7 officers & 2 Servants are to have their passages in her, to all this I can say nothing as I have not your orders and it is by them only that I shall be governed when I receive them you may depend that they shall be literally observed and while I have the honour of your commands I will do my utmost to give you satisfaction I flatter myself you will allow that whenever the operations I have directed have turned out wrong there has been no intentional fault for had I known that the Ship would have been sent to the west Indies I should never have put any salt onboard but should have ballasted her with Bricks which in that Country are valuable while the other is not in the States you know it is exactly the reverse and I supposed she would go directly thither. –

An american Ship is arrivd at Quiberon but it is not yet known what news she brings. –

1. Jonathan Williams Letter Book, YUL.

2. Cutter bought at Dover by Joseph Hynson.

3. *Thérèse*, formerly the *Comte de Vergennes*. See Beaumarchais to Vergennes, April 15.

2 Apr.

LORD GEORGE GERMAIN TO GOVERNOR GEORGE JAMES BRUERE, BERMUDA ¹

(No. 3.)

Governor Bruere, Sir,

Whitehall 2d April 1777.

Soon after I had dispatched my letter to you of the 1st January I received yours, No 7, of the 30th Novr which gave me the satisfaction to know, that the assistance the Admiral afforded you had prevented any attack of the Rebels, and protected you in the administration of your Government.

The Rebel Naval Force being now so greatly reduced, and His Majesty's Ships being, in a good degree, relieved from their attendance upon the Army, there can be no doubt the Admiral will continue to give you the protection of His Majesty's Ships; and as that has been found sufficient for your safety hitherto, I have no apprehensions that it will not secure you against any attack that you may now be exposed to – I have however directed the Packet which carries this letter, together with a Duplicate of my former, to call at Bermuda in her way from St Augustine, to give you an opportunity of transmitting to me an account of any occurrences which may have happened since the date of your last, that if any unforeseen danger should arise, the speediest Measures may be taken to guard against it. I am &ca

Geo: Germain

1. PRO, Colonial Office, 37/36.

PHILIP STEPHENS TO VICE ADMIRAL SIR JAMES DOUGLAS, PORTSMOUTH¹

[Extract]

Sir

[Admiralty Office] 2 April 1777

I have communicated to my Lords Commrs of the Admty your Letters of yesterdays date informing them that you had assembled a Court Martial for the Trial of Captn Stair Douglas upon the Charges exhibited against him & of his having been acquitted by Sentence of the Court. . . .²

1. PRO, Admiralty 2/554, 318.

2. In the *London Chronicle*, April 1 to April 3, 1777, an extract of a letter from Portsmouth reads:

The Captain of his Majesty's ship the *Squirrel*, was tried yesterday by a Court Martial (which had been called at the instance of the West India Merchants,) held on board the *Princess Amelia* in our harbour. The charge against him was for not accompanying the last Jamaica fleet to England, of which he had the convoy, by which means several of the vessels were taken by American privateers. The trial began at nine o'clock in the morning, and lasted till four in the afternoon, when he was acquitted, and the Court Martial declared it to be their opinion that the separation of the fleet was owing to stormy weather, and the Captains of the vessels neglecting to obey the signals of the *Squirrel*.

Upon acquittal, Captain Douglas requested permission from the Admiralty to leave his ship immediately and repair to Bath "for the Recovery of his health." The request was granted on April 2, 1777, PRO, Admiralty 2/554, 320.

LORD GEORGE GERMAIN TO GOVERNOR PATRICK TONYN¹

[Extract]

Sir,

Whitehall 2d April 1777

I have received your Dispatches from No 20 to 32, one marked Private No 3 & one dated 24th Decr without any Number, & have laid them before The King.

The Abandonment of the Enterprize formed by the Rebels against St Augustine renders it unnecessary for me now to make any particular Observations upon the very proper Measures you took to repel their intended Attack, & of which your Dispatches give so full a detail; but I must not withhold from you the Satisfaction of knowing that your Conduct in that difficult & embarrassing Situation is approved by His Majesty, & I am also commanded to desire you will signify to the Inhabitants, that their loyal & spirited Resolution to join the King's Troops & assist in the defence of the Province, has met with the Royal Approbation.

It was unfortunate that the Rebel Vessels which entered St Mary's River were not opposed by the whole Force Stationed for the Protection of that Inlet. From the Accounts given by you of that Affair & those contained in the Papers you transmitted, it should seem that Great Faults have been committed by the Officer commanding the armed Vessels as well as by Capt Graham who commanded the Detachment; but as I must suppose if there was any just ground to suspect both or either have been guilty of actual Misbehaviour proper Inquiry will have been made into their Conduct; I suspend forming any Judgement of that Transaction untill I know the result of that Inquiry.

If the Rebels in Georgia not only endeavoured to prevent your drawing

Provisions from thence but attempted to deprive you of the Supplies provided within the Province, I do not see how you could avoid making Reprisals upon their Stores, & obliging them to experience something of the Distress which they meant to bring upon the Garrison and Inhabitants of East Florida, but as such a predatory War can only serve to destroy the Settlements in both Provinces & is not likely to be attended with any consequences favourable to the Re-establishment of His Majesty's Government I shall be glad to hear that some expedient has been found for obtaining Supplies without continuing this ruinous practise.

Drat to Governor Tonym

2d April 1777. (No 4)

1. PRO, Colonial Office, 5/557, 101-09.

"EXTRACT OF A LETTER FROM DEPTFORD, APRIL 2." ¹

Three new men of war, the *America* of 74 guns, *Magnanime* of 74, and *Alexander* of 64, are upon the stocks here.

The *Grasshopper* sloop is waiting for a fair wind to join the convoy for America.

Our sail-makers work double hours, and a draft of our shipwrights is ordered to be made to go to Halifax in Nova Scotia.

1. *London Chronicle*, April 3 to April 5, 1777.

AMERICAN COMMISSIONERS IN FRANCE TO LORD STORMONT ¹

My Lord

Paris, April 2, 1777

We did ourselves the Honour of writing some time since to your Lordship on the Subject of Exchanging Prisoners. You did not condescend to give us any Answer, and therefore we expect none to this. We take the liberty of sending you Copies of certain Depositions which we shall transmit to Congress; whereby it will be known to your Court that the United States are not unacquainted with the barbarous Treatment their People receive when they have the Misfortune of being your Prisoners here in Europe. ² And if your Conduct toward us is not altered it is not improbable that severe Reprisals may be thought justifiable from the Necessity of putting some Check to Such abominable Practices. For the sake of Humanity it is to be wish'd that Men would endeavour to alleviate as much as possible the unavoidable Miseries attending a State of War. It has been said that among the Civilized Nations of Europe the ancient Horrors of that State are much diminished. But the Compelling Men by Chains, Stripes & Famine to fight against their Friends and Relations is a new Mode of Barbarity, which your Nation alone has the Honour of inventing. And the sending American Prisoners of War to Africa and Asia remote from all probability of Exchange, and where they can scarce hope ever to hear from their Families, even if the Unwholesomeness of the Climate does not put a speedy End to their Lives, is a manner of treating

Captives that you can justify by no Precedent or Custom except that of the black Savages of Guinea.

We are Your Lordships [&c.]

[Endorsed by Franklin] Rough Draft return'd with Insult³

1. Franklin Papers, Series 2, vol. 18, 348, LC.
2. Depositions were those of Dr. Eliphalet Downer and Captain Seth Clark, March 30, 1777, *Pennsylvania Evening Post*, August 5, 1777.
3. Stormont returned the letter with an unsigned note: "The Kings Ambassador receives no Letters from Rebels but when they come to implore His Majesty's Mercy." Although the letter was seemingly unopened, Stormont did in fact make a copy which he sent to Lord Weymouth, PRO State Papers, 78/302, 14, 15.

LORD STORMONT TO LORD WEYMOUTH ¹

Separate & Secret

No 58

My Lord

Paris April 2d 1777

It is now very generally, and certainly known, that M de la Fayette is gone to join the Rebel Army, and has taken with Him twelve french Officers, Nine of them, Actually in this service: Three have sent their Dismission. They embarked at Bordeaux on Board a french Vessel, which Mr de la Fayette has freighted, and for which He gives fifty thousand Livres. As soon as His Intentions were known here, a Courier was dispatched, with Orders to stop Him, His Brother in Law, the Vicomte de Noailles, likewise dispatched a Courier at the desire of his Family, and pressing him in their Name, to abandon this wild Enterprize, but both these Couriers arrived a few hours After he had sailed, as Nothing further can be done in this Business now, I did not think it proper to enter upon the Subject with M de Vergennes. Another foreign Minister did Speak to him of it as the news of the Day, and to that foreign Minister M de Vergennes said, that for a Young Man of the first fashion, with every advantage of Fortune, and Situation, to engage in such an Adventure as this, was such unaccountable Folly, as there was no foreseeing, no guarding against. He then mentioned the Courier, that had been sent to stop M de la Fayette, and added, that a Batiment was gone to endeavour to come up with Him, and bring him back. It is very likely, continued M de Vergennes, that the English will meet with him by the Way, if they do, they will pretend not to know him, and treat Him rather roughly, which will be treating him, as his folly deserves. This Folly however, est montée dans la Tete de nos Jeunes Gens, to a degree that you cannot conceive. I have had numberless applications to me, My Answer to those who are absolutely free, is this, they may to be sure do as they please, but I tell them, that if they come to ask my advice, I give it strongly against their going, if they ask my Orders Je le defends. This My Lord is the Substance of what M de Vergennes said, as repeated to me, by my Friend. It would I think, be no difficult Matter to collect M de Vergenn[es'] real sentiments, and wishes, even from this Language, fair and guarded as He thinks it.



Marquis de Lafayette

Mr de la Fayette's Relations seem to be much displeas'd with his Conduct, many of them certainly were not privy to this Design, His Friends and the Public at Large affect to Say, that to be sure this step is imprudent, and Irregular, and in that Light liable to Censure, but that it shews a Spirit of Enterprize, and Strong Enthusiasm in a good Cause. It is proper to inform your Lordship, that M de la Fayette goes under a feigned Name, He calls himself Gilbert Du Moutier Natif de Chavaniague Monsr de Lugny Mr Quade an Officer of some Reputation and that Baron Kalb whom I have frequently mentioned to your Lordship are three of the Officers that are gone with Him.

I am with the greatest Truth and Respect My Lord [&c.]

Stormont.

[Endorsed] Paris 2 April 1777 Lord Stormont (No 58) Septe & Secret R
6th by Express from Dover

1. PRO, State Papers, 78/302, 7-8.

3 Apr.

LOG OF THE MASSACHUSETTS PRIVATEER BRIGANTINE *Rising States*¹

Remarks Thursday April 3d 1777

At 1/2 past 6. A.M. Made a Sail Gave Chace At 8 Came up With the Chace fired a Swivel at her she Struck her Coulers, she proves to be a Brigg from Lisbon bound to Ireland Called the *Fleece* Comandd by Capt Fortune Laden'd With Salt & 28 Casks Wine hoisted our boat out & Sent a prize Master & four hands on board.

At 10. She Returnd With the Capt & five hands hoisted the boat in & made Sail²

Set the Close Reef T. Sails.

Cloudy

No Obsn: this Day

First part of these 24 hours begins with fresh breezes & Cloudy Weather.

At 1/2 past 6. P.M. Made a Sail but Night Comeing on, twas thought not proper to give chace -

1. Log of the *Rising States*, PRO, HCA 30/716.

2. "Still in the Bay of Biscay April the 3d we fell in with a Brigg *Fleece* from Lisbon bound to Cork lading with Wine and Salt, we took her and put on board of her Mr [Arthur] Dillaway as prize Master, and men sufficient to work her and sent her for France," Journal of Timothy Connor, LC. Connor, a seaman on board the Massachusetts privateer Brigantine *Rising States* opened his journal with the following: "Forton Goal, June the 15th 1777 - I now shall begin to keep a journal and recollect the particulars that has happen'd since we sailed from Boston, of which I shall take the following particulars according to the best of my remembrance since I left Boston." Hereafter cited as Connor's Journal, LC.

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE¹

My Lord

[Admiralty Office] 3 April 1777

I received on the 19th Ultimo by Captn Fanshaw of the *Carysfort*, the Honor of your Lordships two Letters of the 1st and 6th & two of the 13 of

Feb'y last which with their several Inclosures were immediately communicated to my Lords Commrs of the Admty.

The Private Signals enclosed in the first mentioned Letters will be given to the Captains of such of His Majesty's Ships as shall from time to time be order'd to join you for their guidance until your Lordship may Judge it necessary to make any alterations therein.

As to the Doubts & Difficulties Stated in your Lordships Letter of the 6th of February with respect to the Holding of Courts Martial, and the insufficiency of your power to restrain by proper punishment the Criminal Excesses committed by the Seamen belonging to the Transport Vessels, my Lords Command me to acquaint you that, as the former depends upon the construction of an Act of Parliament, they cannot take upon them to decide thereupon; but that they will order a Case to be stated for the Opinion of Council & transmit to your Lordship a Copy thereof as soon as it can be obtained.

With regard to the latter, their Lordships are inclin'd to think that Naval Expeditions might perhaps be carried on with more advantage to the publick service if the Masters & Crews of Transport Vessels were subject to Military Law, but that it is very much to be doubted whether Parliament would adopt such a Measure, if it were to be proposed, and that all that can [be] done at present, is, to take the Opinion of Council, upon the Matter stated by your Lordship for your future guidance, which will be accordingly done & transmitted to you without delay.

My Lords entirely approve of the account you have given of your proceedings in your Letter of the 13th of Feb'y numbered 22; as also of the permission your Lordship has given to the several Officers to return to England for the recovery of their health, whose Applications for that purpose, with the reports thereupon, accompanied your Letter of the same date numbered 23, and are pleased to permit your Lordship to fill up the vacancies occasioned thereby except those in the *Carysfort*, which Ship being in England, their Lordships will send Commissions to the Lieutenants who are now acting in her by virtue of your Lordships orders. The Allowances to be annexed to the Extra appointments your Lordship has made are now under the Consideration of the Board & I shall have the Honor to send you their Lordships determination thereupon by the next conveyance, which will probably be very soon.

The *Raisnable* sail'd from Plymouth on the 22nd Ultimo with orders to Cruize for one Month between the Island of St Pierre & the entrance of the Gulph of St Lawrence, for the protection of the Victuallers &ca bound to Canada, and then to join your Lordship.

The *Nonsuch* sail'd from Plymouth on the 23d & the *Augusta* on the 28th Ultimo with orders to proceed immediately to your Lordship, having on board the Aids du Camp and the dispatches that were to have been convey'd in the *Albion*, which Ship having received considerable damage will be replaced by the *St Albans* whose Capt'n will have orders to take under his

Convoy the remainder of the Hessian Chasseurs and the Waldeck Recruits, which are daily expected to arrive at Spithead.

The *Isis*, *Camel*, *Swift* Sloop, & *Bute* Armed Ship sail'd from Spithead on the 27th ulto with the Transports & Storeships named in the inclosed List the Transports having onboard the British Recruits mentioned in my Letter of the 4 Ulto and the Storeships the Ordnance Stores for the Fleet & Cloathing & Camp necessaries for the Army.

The *Apollo* Captn Pownoll is now in Hamoaze waiting for a Slatch of Wind to proceed to Quebec with General Burgoyne, & to carry into execution the orders of which I enclose your Lordship a Copy.

Their Lordships having found it absolutely necessary to send the *Ariadne* to the West Indies instead of Ordering her to join your Lordship, intend that the *Blonde* shall supply her place. The latter is now at Spithead waiting for the *Proteus* & *Porpoise* with Camp Equipage & Cloathing for the Army in Canada, & having seen them & the Trade bound to Quebec as far as the Island of Bic, will proceed without a moments loss of time to your Lordship. The *Proteus* & *Porpoise* being the same kind of Ships as the *Bute* and *Camel* when they have discharged their Cargoes will proceed to the West Indies to serve as Convoys for the homeward bound Trade. I have the Honor to be &c.

P S

By the *Somerset*

Duplicate sent 12 Apr

By the *St Albans*

By a Messenger on the 4h at 2 in the Morning

1. PRO, Admiralty 2/554, 332-37.

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL RICHARD LORD HOWE ¹

Captain [George] Ourry Commr of His Majestys Ship *Somerset*, (by *Mercury* whom your Lordship will receive this) being directed to *Fox* take one of the Ships or Sloops named in the Margin under his command and the Transport Ships named in the *Dispatch Slo.* annex'd List having on board the Anspach Troops and *Pegasus Do* the Hessian Chasseurs and Recruits whose numbers are therein specified under his Convoy and to proceed with them with the utmost expedition to New York, where he is to put himself under your Lordships command, and to follow your Orders for his further proceedings; Your Lordship is hereby required to take him & also the Commander of the Ship or Sloop which accompanies him, under your command, and to employ them and also the Ship or Sloop to which they respectively belong, in such manner as you shall judge best for His Majesty's Service entrusted to your care. Given &c. the 3d April 1777

J. Buller C. Spencer H. Palliser

By &c P.S.

[Enclosure]

Admty Office 3d April 1777

A List of Transport Ships now at Spithead having on board, & intended to carry to New York, the foreign Troops undermention'd Vizt

<u>Ships Names</u>	<u>Masters Names.</u>	<u>Troops.</u>																
<i>Stag</i>	James Saunders	<p style="text-align: center;">Anspach Troops.</p> <table border="1"> <thead> <tr> <th>Officers</th> <th>Surgeons.</th> <th>Men</th> <th>Women.</th> <th>Total.</th> </tr> </thead> <tbody> <tr> <td>60</td> <td>11</td> <td>1271</td> <td>62</td> <td>1404</td> </tr> </tbody> </table>					Officers	Surgeons.	Men	Women.	Total.	60	11	1271	62	1404		
Officers	Surgeons.						Men	Women.	Total.									
60	11						1271	62	1404									
<i>Friendship</i>	Wm Coldstream																	
<i>Symetry</i>	Wm Foxen																	
<i>Durand</i>	Wm Mabb																	
<i>Myrtle</i>	Wm Walker																	
<i>Hopewell</i>	Wm Hepden																	
<i>Diana</i>	Thos Brown																	
<i>Providence (2d)</i>	Richd Ware																	
<i>Juno</i>	Robt Smith																	
<i>Polly</i>																		
<i>Lively</i>	Robt Wetherden	<p style="text-align: center;">Hessians Chasseurs & Recruits.</p> <table border="1"> <thead> <tr> <th>Officers</th> <th>Surgeons.</th> <th>Men.</th> <th>Women.</th> <th>Children.</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>5</td> <td>3</td> <td>489</td> <td>29</td> <td>12</td> <td>538</td> </tr> </tbody> </table>					Officers	Surgeons.	Men.	Women.	Children.	Total	5	3	489	29	12	538
Officers	Surgeons.						Men.	Women.	Children.	Total								
5	3						489	29	12	538								
<i>Apollo</i>	James Adamson																	
<i>Providence (1st)</i>	James Watson																	

1. PRO, Admiralty 2/102, 396-97.

WILLIAM KNOX TO PHILIP STEPHENS¹

Sir,

Whitehall 3d April 1777.

The *Springfield* Transport, having got the Ordnance Stores and Indian Presents on board, Lord George Germain has directed me to desire you will move the Lords Commissioners of the Admiralty to give Orders to the Master to proceed with the said Transport, without delay, to Portsmouth, and put himself under the Convoy of such of His Majesty's Ships as their Lordships have ordered to conduct the German Troops to New York, from whence he is to proceed to St Augustine, and there deliver his Lading; And it is Lord George Germain's further desire that their Lordships will be pleased to give Orders to the Commander of His Majesty's Ships appointed for this Service, to give particular Attention to the *Springfield* during the Voyage to New York; and also that their Lordships will instruct Lord Howe to order One of His Majesty's Ships under his Lordship's Command, to convoy her from New York to St Augustine, and not to leave her untill she shall have entered the Harbour, or, if that be found impracticable, untill she shall have discharged her Stores without the Bar. I am &c

Will^m Knox

1. PRO, Colonial Office, 5/126, Part 2, 373-76.

"EXTRACT OF A LETTER FROM GOSPORT, APRIL 3." ¹

The *Resolution* armed ship, purchased by government, (now named the *Drake*) is put into commission, and the command given to George Burden, Esq; of this town.

1. *London Chronicle*, April 5 to April 8, 1777.

4 Apr.

CAPTAIN WILLIAM CORNWALLIS, R.N., TO CAPTAIN WILLIAM CLEMENT
FINCH, R.N.¹

Sir

Isis at Sea 4th April 1777

Mr Stephens secretary to the Admiralty having enclosed to me in a Packet (not to be opened till clear of the Channel[]), a Commission appointing you Captain of His Majesty's Ship the *Camel*

I was in hopes to have had the Pleasure of seeing you on board to have delivered it to you in Person, but as I find that cannot be done without retarding the Convoy, I take this Opportunity of sending it you by the *Swift*, as I would not wish to defer executing their Lordships Commands in a point that I flatter myself will give you Pleasure.

Mr Stephens in his letter upon this Occasion desired that I would receive the established fee £2. .3s. .0d & be accountable for it to the Office but I think you may as well settle that matter yourself I am Sir [&c.]

W^m Cornwallis

To The Honble Captn Finch
Commander of his Majs Ship *Camel*

1. Captain William Cornwallis' Letter Book, NYHS. On the same day Cornwallis addressed a similar letter to Captain Benjamin Hill, of H. M. Armed Vessel *Bute*, sending along his commission as commander.

MARQUIS DE NOAILLES TO VERGENNES¹

[Extract]

at London the 4th April 1777.

. . . It has been learned from the latest news from America that forty ships had departed in one single day from Philadelphia bound for various ports in Europe and the West Indies. At the same time a ship entered the Delaware River loaded with ten thousand Barrels of Salt, an article that is greatly needed by the Colonies. This cargo, added to those from successive Prizes which the Americans continue to take, is causing murmurs from the Merchants of the City in reproach of Lord Howe for his inactivity. We know, however, that this Admiral profiting by the fact that the Season has been less severe in this region than anyone recalls for twenty years, has kept his frigates and other Ships cruising during the whole winter and has only kept at New York the Ship which he himself commands. But the English merchants had the idea that all Ports in America would be blockaded, or destroyed in the beginning and their ships taken or burned. They had not taken into consideration the impossibility of guarding a Coast 1500 miles long and their over confidence caused them considerable losses during the last Campaign. These have at least taught them not to depend entirely on the Fleet, and to protect themselves.

Even with these precautionary measures they can hardly be sure of avoiding other setbacks. It is true that it will cost them dearly to put their Ships on a war footing at a time when the scarcity of Sailors here has raised wages

up to 3 Pounds sterling per month for those employed in Commerce. But they hope to find indemnification in the prizes which they will capture. I greatly fear that the need they have to indemnify themselves and their spirit for plundering and the all too natural hostility of English sailors will make them rather bold in their choice of means and less respectful than they should be towards neutral Flags. It appears however that they are in no way authorized to run down Ships of other Powers, judging from an announcement which the Government has just made, the Admiralty has made public that it is prepared to issue Commissions to Merchant Vessels belonging to private persons which are trading for its account, as well as to Ships engaged in the Service of the Government, to take and Seize all Ships, Goods or cargoes belonging to inhabitants of the Colonies now in rebellion, provided they possess the necessary qualifications and that the owners post bonds in accordance with the Act of Parliament. Those Commissions or Letters of marque at the same time confer the power to take and Seize all Vessels belonging to Great Britain or Ireland which might be discovered going to or coming from those same Colonies for the purpose of Commerce. . . .

1. AMAE, Correspondance Politique, Angleterre, vol. 522, 319-25, LC Photocopy.

London Chronicle, THURSDAY, APRIL 3 TO SATURDAY, APRIL 5, 1777

London. Friday, April 4.

The *Lydia*, Dean, from Jamaica to Liverpool, is carried into Maryland; the ship and cargo are condemned and sold for a very considerable sum of money.¹

On Monday se'nnight arrived at Liverpool the *Laurel*, Samuel White, master, with a schooner which she had taken in 28 deg. N. long. 60 deg. W. bound from Corunna, in Spain, for Philadelphia, with sundry dry goods on board, and a considerable sum of specie.

1. See Volume 7.

“EXTRACT OF A LETTER FROM PLYMOUTH, APRIL 4.”¹

Yesterday Gen. Burgoyne, with his two Aides de Camp, embarked here on board the *Apollo* frigate, and sailed with a fair wind for Quebec.

1. *London Chronicle*, April 8 to April 10, 1777.

5 Apr.

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE¹

My Lord

[Admiralty Office] 5 April 1777

Having received a Letter from Mr [John] Robinson one of the Secretaries to the Lords Commissioners of the Treasury representing that he hath received from a Person of Credit the following Intelligence

There is a French Ship to sail from Bourdeaux about the 12th of this Month (April) loaded with Wines, Brandy Coarse Linnens, Leather Hatts and Shoes 2000 Stand of Small Arms, 4000 lb of Gunpowder and

10 Field Pieces, and is bound to Boston and failing to make that Port readily has orders to make the first Port she can to the Southward of Philadelphia.

I am commanded by My Lords Commissrs of the Admiralty to acquaint your Lordship therewith. I have the honor to be [&c.]

P S

Rt Honble Lord Viscount Howe, at New York
(By the *Somerset* at Spithead)

1. PRO, Admiralty 2/554, 353.

London Chronicle, THURSDAY, APRIL 3 TO SATURDAY, APRIL 5, 1777

London. Saturday, April 5.

The *Ann*, Kennedy, from Jamaica to New York, is taken by the rebels, and carried into Philadelphia.

The *Polly*, Denny, from the West Indies to Liverpool, is taken by the Americans, and carried into Philadelphia.

The Lords of the Admiralty have put his Majesty's frigate *Venus* into commission.

Postscript.

The following is a list of prizes taken by the *Alfred* frigate in one month: – Sailed from Rhode Island with 140 men, Nov. 2, 1776; the 12th took a brig with a valuable cargo from Liverpool for Halifax; on the 13th took ship *Mellish*, bound for Quebec, with cloathing for the army; she had 12,000 complete suits; on the 16th a snow from Gaspee for Barbadoes; on the 22d chased a transport, on shore off Canso, laden with provisions, and burnt her; on the 23d three transports, under convoy of the *Flora* frigate; on the 26th a ship from Liverpool to Halifax, mounting 10 carriage guns; on the 16th of December arrived with the *Mellish*, in Nantasket road, with 140 prisoners on board, among whom are the Attorney-General of Canada, his lady and family, with several officers and soldiers.¹

1. See Volume 7.

The General Advertiser. Liverpool, FRIDAY, APRIL 11, 1777

London, April 5.

A gentleman in a letter to Lord Germaine, relative to some captures at sea says, – “I observe by the public papers, that Sir Jos. Yorke had instructions to remonstrate strongly to the States General on the conduct of their Governor of St. Eustatia, in not only admitting American privateers into the road, but even suffering them to make captures almost under the guns of the Fort. To the latter complaint I happened to be an eye witness of the only circumstance that is brought to support the charge, namely, the taking a brig belonging to Dominica by an American privateer, called the *Baltimore Hero*; but I can with truth assure your Lordship, that so far from the vessel being taken near Fort Orange, that she was taken going round St. Kitt's, within a league of Sandy Point; and I am positive the Dutch Governor could no more

prevent the capture, than if she had been taken off the Western Islands. In respect to their being admitted into the Road, it is what the Governors of Martinico, Guadeloupe, St. Lucia and St. Domingo, unanimously do. The Danes at St. Croix go still farther; they even furnish false clearance to the American merchant vessels, to screen them from the men of war. I myself saw two vessels loaded with rice, &c. bound to St. Eustatia, taken by the *Hind*, released through means of these clearances."

JOURNAL OF CHARLES HERBERT ¹

[On board H.M.S. *Burford*, Plymouth Harbor]

[1777] April 1. To-day I took an emetic of the doctor. There is another one of our company attacked with the *small-pox*, and to all human appearances it will go through the company. I do not know that I ever can have it better than now, as I am well dieted, and therefore do not try to escape it.

2. To-day the Admiral² and his lady, with several other ladies, came on board this ship to dine. This afternoon the man with small-pox was sent on shore, to the hospital.

3. Windy, cold weather. We hear that *three American* privateers went into Ireland, victualed and watered, and went out again, before it was known who they were.

4. This ship is bending her sails; it is reported that she is bound to sea soon. I suppose she is bound to Spithead, where a number from this place have gone.

5. Last evening the master-at-arms told us that we were to go on shore to-day at ten o'clock, but we are not there yet. To-day we had an opportunity of reading a newspaper, wherein is an account of the Americans taking nine hundred Hessian troops, on Christmas evening.³ As we are not allowed a paper, when we get one we are obliged to be very cautious how and when we read it.

1. Herbert, *A Relic of the Revolution*, 30, 31.

2. Vice Admiral Molyneux Shuldham.

3. Battle of Trenton.

SILAS DEANE TO VERGENNES ¹

[Extract]

Sir

Paris 5th Apl 1777

I have the honor of inclosing to Your Excellency agreeable to my promise to Mr Gerard Copies of my Letters respecting Monsr La Fayette, which I hope will be agreeable, & can only say, I have felt much on the Occasion, for the delicate honor of the Marquiss, lest some report injurious to him should be spread, in either Country; – No Country need be ashamed of him, & I am sure he will one Day justify to The World, that my early prejudices in his favor were well founded. –

Our Intelligence by the last express, came down to the last of February, the Vessel sailed the 2d of March, & at that Time, nothing material had happened Lord Cornwallis was at Brunswic, & Amboy, and Genl Wash-

ington at Elisabeth Town, Morris Town, &c & was increasing his Army – daily encounters happened, & generally to the Advantage of The Americans – the Congress were well united and fully determined to support their independance, but were under many Difficulties, on Acct of Cannon & Warlike Stores, but particularly on Acct of a Number of Vessels of considerable Force to secure some of their harbors where Their Fleet might Assemble; meantime, Lord Howe has spread his Cruisers from one End to the other of the Continent, so that should only Two Shippes of the Line, strike on him, in any one part, he must be broken essentially, & the Operations of His succeeding Campaign frustrated. . . .

1. AMAE, Correspondance Politique, Etats Unis, vol. 2, 167, LC Photocopy.

JOHN BARTON & CO. TO LORD STORMONT ¹

Bordeaux 5 April 1777 –

As British Subjects We think it our Duty to Inform your Excellency of Matters which Regard the Welfare of Our King & Country, if such Informations as We May give can be Usefull to Either, We hope to procure thereby your Excellency Approbation of our Loyal & Dutiful Sentiments, if Otherways, we flatter Ourselves, that in favor of these Sentiments your Excellency will pardon the Liberty we take in Troubling You – the cause of doing so at present proceeds from the Arrival here of An American Ship of War Caled the *Lexington*, Commanded by a Captn [Henry] Johnson, mounting 16 four pounders with a Number of Swivels & 50 Men, she parted from Baltimore the 28 Feby & come to an Anchor in this port the 3rd Inst, on her Passage she took the following Prizes –

The Brigg *Northam* of Biddeford, Richard Westcott Mastr in Government Employ, bound from Rhode Island to England, & Set fire to her Immedeatly After –

the *Hanover*, of Glasgow, Robert Pollock Mastr, bound to Jamaica with a Cargo of Herrings & Coals – this Vessell Was Ordered to get into the first port of France or Spain, to be disposed of – the Crews of Both Prizes Were taken on Board the American. – Capt Westcott & his Came soon to a Good Understanding with the Rebels & have been Kindly Treated, but Capt Pollock with all his were loaded with Irons, & Confined in the Ships Hold – on their Arrival they were Set at Liberty, & we have procured means for them to Return Immediatly to England – Most of Captn Westcotts Crew we fear may Engage with the Rebels, the American Ship was Immediatly Admitted to an Entry in the Admiralty, & is to be Refitted & Süpplied with what She may Want, Captn Johnson her Commander, set off Yesterday for Paris, with Dispatches from the Congress for Doctor Franklin & Mr Dean which We hear are of Mighty Consequence, he is to Return with Answers & proceed Back to Baltimore, as Soon as his Vessell is Repaired, this is the Information of Consequence, if your Excellency finds it of Any Use for the Welfare of our Country, we shall Aplaud

Ourselves for giving it & it Now procures Us the Honor of Subscribing Ourselves – Your Excellencys [&c.]
 John Barton & Co.

[Endorsed] In Lord Stormont's No 61

1. PRO, State Papers, 78/302, 29.

6 Apr. (Sunday)

“EXTRACT OF A LETTER FROM DARTMOUTH, APRIL 6.”¹

Sailed from hence for Newfoundland, the *Sparks*, *Payne*, and *Royal Oak*, *Topley*. We are cramped much in our trade to Newfoundland this year, for want of sailors, the press-gangs having swept off great numbers, and many are fled into country villages, because they would not be dragged into the service.

1. *London Chronicle*, April 8 to April 10, 1777.

7 Apr.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JOHN JERVIS, R.N., AND
 CAPTAIN JOSHUA ROWLEY, R.N.¹

By &c.

Whereas we have received information that several Ships have lately sailed from Philadelphia which may probably make for some French Ports in the Bay, You are thereby required & directed to put to Sea in the Ship you command with the first opportunity of Wind & Weather & proceed & Cruize between Ushant and Cape Finisterre for the Protection of the Trade of His Majestys Subjects Diligently to look out for & use your best endeavours to take or destroy the above Ships or any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of North America which may be found in those Parts.

You are to continue upon the above Station for Three Weeks after passing the Latitude of Ushant & then return to Spithead and remain there until you receive further order.

Given &c 7th April 1777

Capt Jervis – *Foudroyant* – Spithead
 – Rowley – *Monarch* – Do
 By &c PS

Sandwich
 J Buller
 C Spencer

1. PRO, Admiralty 2/102, 400–01.

PHILLIP STEPHENS TO CAPTAIN JOHN JERVIS, R.N., AND
 CAPTAIN JOSHUA ROWLEY, R.N.¹

Sir

[Admiralty Office] 7th April 1777

My Lords Commrs of the Admty having received well grounded information that a Schooner of about 70 Tons,² arm'd against Boats & com-

manded by one Hammond, a little man who wears a green uniform with red Lappels & anchor Buttons lately arrived at Nantz from Baltimore in Maryland with Dispatches from the Congress, is to return with other dispatches when clean'd & new fitted, I am commanded by their Lordships to signify their direction to you (in addition to their Orders to you of this date) to look out for & to endeavour to intercept the said Vessel and upon your so doing to secure & send to me unopen'd by one of your Officers immediately after your return to Spithead, the Dispatches & Papers you may find on board her I am &c.

Ph^p Stephens

Captn Jervis – *Foudroyant* } Spithead
 “ Rowley – *Monarch* }

1. PRO, Admiralty 2/1333, LC Photocopy.
2. *Jenifer*, Captain Larkin Hammond.

PHILIP STEPHENS TO VICE ADMIRAL JOHN AMHERST, PLYMOUTH ¹

Sir

[Admiralty Office] 7th April 1777

Having communicated to my Lords Commissioners of the Admiralty your Letter of the 1st instant, transmitting a Petition which you received from Joseph Rowe, the Master of the American Vessel lately taken by the *Albion*,² praying for the dismissal of his Brother in Law Enoch Grinliffe one of the Crew of the said Vessel, who is at present detained on board the *Albion*, and informing their Lordships that Capt Allen hath reported to you he believes what is set forth in the said Petition to be true; I am commanded by their Lordships to signify their direction to you, to set the said Man ashore with the Master, for the reasons he has given, and in consideration of his being under Eighteen Years of age. I am &c

P: S:

1. PRO, Admiralty 2/554, 361.
2. The Massachusetts ship *Montgomery*. See Volume 7, 393.

Public Advertiser, MONDAY, APRIL 7, 1777

London.

The *Andrew Doria*, one of the American armed Vessels of 14 Guns, has taken a King's Sloop of War of 12 Guns, after a smart Engagement.¹ By the American Accounts, published by Authority, it appears, that the West Indiamen taken by the American Cruizers, to the 1st of February, 1777, amounted to 250 Sail, valued at least at two Million sterling, exclusive of Transports, European, and other Vessels.

1. H. M. Sloop *Racehorse*. See Volume 7.

SILAS DEANE TO VERGENNES ¹

Sir

The present Situation of England, and of her Fleet and Armies in America afford an Opportunity for making such a diversion, in favor, of the United States as cannot fail of weakening, & exhausting England, & will undoubtedly give the United States of America a superiority by Land, and effectually relieve their Commerce by Sea, which effected they would soon

be in a Condition to repay the Monies borrowed, or Sums for which they may become indebted in Europe, and establish effectually their Credit. – The Strength of England at This Time by Land, & Sea in Europe, is well known to your Excellency by Land they have no Forces, either in England or Ireland of any consequence; & the moment an invasion is really Apprehended in either Kingdom, the Militia must be called out; and whilst they make their principal, & first dependance on their Fleet, they know too well at the same time, that such a Security is not To be relied on without a Force by Land of some sort or other, & they must apply to their Militia, for they can have no other, – The moment they become so alarmed, as to call out the militia, all reinforcements to their Army in America must be stopp'd, an immense National expence, will be instantly occasioned, besides The Loss of the Time of their Labourers, & Manufactures This expence, with the alarm which occasioned it will sink the Stocks, & impede if not wholly prevent the Loan they are making, which will defeat at once their Operations for the coming Season –

by preventing their Reinforcements, the United States, will instantly obtain a Superiority by Land in America – Lord Howe would be instantly apprized of the Alarm given here, & must collect his Fleet, to one point, to secure not only themselves but the retreat of the Army, which is constantly obliged to the Fleet for its security & its Supplies; this would at once open the ports of the United States, & enable them to send their produce to Market of which they have large quantities in Store, sufficient if at Market, to supply their present demands – This may be effected with very little, or no additional expence, to France. – By embarking a few Thousand Men, on board the Fleet at Brest, & at other ports, & ordering them actually to sail, apparently, on an Expedition of importance, This would effect the Alarm wish'd for, with all its important Consequences, even if such Fleet, & Army, should after a few Days, return, to their former or a different position without actual hostilities – but if before intelligence, could be sent to Lord Howe, Four or Five sail only of the Line, could be sent directly to New York his Lordship would be found there with not more, than Two or three Vessels of any Force, and with near Three hundred Sail, of unarmed Transports which must fall into the hands of these Four, or Five Shippes of the Line, & with the Number of Sailors, give such a blow to the English Marine, as would disenable them to continue the War with the United States, or to wage a New one with any other Power – but as this last proposition involves in it a War between the Two Nations I defer urging any thing on that Subject Untill We are favored with an Answer to the Memoire, We had the honor of presenting – meantime the movement which I have now the honor of proposing, can give no just grounds for Complaint, on the part of England and I humbly conceive, cannot fail of producing the Above Effects –

I have the honor to remain with the most profound Respect Your excellency [&c.]
 Silas Deane Paris April 7th 1777

BEAUMARCHAIS TO VERGENNES¹

[Extract]

Monsieur le Comte

Paris, Monday 6 [7] April 1777

I have just left the Spanish Ambassador, whom I had not seen for a long time. I have drawn him a most faithful picture of the importance of effectual help for the Americans, of their present state, and of the still more critical danger of their becoming reconciled to England on the arrival of the courier who is shortly to be sent them from France, If they do not receive any Help or encouragement. I gave him my ideas On the necessity of a mysterious and combined maneuver of the French and Spanish fleets, which would have the good effect, without compromising those two Powers, of keeping the English forces in Europe, of Preventing the King of England from completing His loan, by the tightening of private money and the fall in public Securities, and of making the Americans hope that these movements are made in their favor, which would increase a hundred-fold the courage and strength of that nation. That If, during that time, actual Help reached them, I would answer for it that the English campaign Would again fail; and that, finally, my plan was, If he Approved of my step, to go and stir up the Spanish Ministry, and draw from them some help, which, Along with what I could steal from France, would give me the means of Maintaining the great edifice of the American successes Until next December, and Above all to prevent the reconciliation.

He replied – As a private person you know what I think and desire, but as Ambassador of Spain I can tell you neither one thing nor the other. And why so, Sir? Because the French Ministry has told me nothing of the matter – But, M. le Comte, it is with its consent that I speak to you – In such an affair and at a time of such importance, Sir, I must learn from the Minister that he approves your views before I can answer anything – M. le Comte, they will speak to you about it whenever you wish, for I am going to write to M. le Comte de Vergennes a summary of our conversation. – Sir, I will go tomorrow to Versailles, although it is not Ambassadors' day. Your Ministers Are all my friends, and should be at ease with me on all points. Arrange that they speak to me on the subject, otherwise, I shall not open my mouth. They well know that we ask nothing better than to act in concert.

1. AMAE, Correspondance Politique, Angleterre, vol. 522, 354-55, LC Photocopy.

BENJAMIN FRANKLIN TO CONDE D'ARANDA¹

Sir,

Passy, April 7. 1777 –

I left in your Excellency's Hands, to be communicated, if you please, to your Court, a Duplicate of the Commission from the Congress, appointing me to go to Spain as their Minister Plenipotentiary. But as I understand that the Receiving such a Minister is not at present thought con-

venient, I am sure the Congress would have nothing done that might incommode in the least a Court they so much respect. I shall therefore postpone that Journey, till Circumstances may make it more suitable. And in the mean time, I beg leave to lay before his Catholic Majesty, through the Hands of your Excellency, the Propositions contain'd in a Resolution of Congress, dated Dec. 30. 1776. viz –

That if his Catholic Majesty will join with the United States in a War against Great Britain, they will assist in reducing to the Possession of Spain the Town & Harbour of Pensacola, provided the Inhabitants of the United States shall have the free Navigation of the Mississippi, and the Use of the Harbour of Pensacola; and they will (provided it shall be true that the King of Portugal has insultingly expelled the Vessels of these States from his Ports or has confiscated any such Vessels) declare War against the said King, if that Measure shall be agreeable to and supported by the Courts of Spain and France.

It is understood that the strictest Union subsists between those two Courts; and in case they should think fit to attempt the Conquest of the English Sugar Islands, the Congress have farther propos'd to furnish Provisions to the amount of Two Millions of Dollars, and to join this Fleet with 6 Frigates of not less than 24 Guns each, manned and fitted for Service; and to render any other Assistance which may be in their Power, as becomes good Allies, without desiring for themselves the Possession of any of the said Islands.

These Propositions are subject to Discussion and to receive such Modifications as may be found proper.

With great Respect, I have the Honour to be [&c.]

B Franklin

1. AHN, Estado, Legajo 3884, Section 3, LC Photocopy.

8 Apr.

CAPTAIN JONATHAN HARADEN TO THE MASSACHUSETTS BOARD OF WAR ¹

Onboard Brig *Tyrannicide* April 8 1777

Latt . . 45½d N. Longtd 35 W

Gentlemen

This day we fell in with and took the Bark *Lonsdale* James Grayson Masr from White Haven to Quebeck – after three Hours Engagement, Capt. Fisk gave chase at the same time to a Vessell which was a Frenchman and endeavour'd to come to our Assistance, but she struck before he cou'd come up to us –

I hope she will prove to be of more Value than the first we sent. – ²

I have sent every Necessary Paper by Mr Sibley the prize Master – having nothing more at present, I remain [&c.]

Jon^a Haraden

1. Mass. Arch., vol. 152, 144, Board of War Letters, 1776–1777.

2. *Lonsdale* arrived safely at Portsmouth, N. H. on May 13, 1777. See Littlefield Silsby to Massachusetts Board of War, May 13, 1777.

JOURNAL OF THE MASSACHUSETTS NAVY BRIG *Massachusetts*,
CAPTAIN JOHN FISK ¹

H	Courses	Winds	Remks on Tuesday 8th of April 1777
3	ENE	SE	Moderate weather at 6 AM saw a sail to the
4	NEbE		NE. & one in the SE. we gave chaise to the sail
5	NE		in the NE. at 7 spake her a french snow from
6			the Isle of ray for St Peters at 8 Capt Haridon
7	ENE		came up with the sail in the SE. they fought 3
8			hours we being so far to Leward we could not
9			assist Capt Haridon at 11 she struck to the
10			American Arms with the loss of 3 men Killed &
11	WSW	South	one wounded. Capt Haridon lost none she was
12	EBN		the Bark <i>Lonsdale</i> from White haven for Que- beck James Grayson Master, 10 Days out, both the Vesels much damadge in there Riggins & sails the bark mounted 6 six pounders & 6 three pound- ers & 29 men – Latt By Obs 46D. .22m Longd in 33D. .52m
1	WNW	SE	Saw a sail in the NW gave Chaise at 5 found
2			her to be a french man stood to the Eastward at
5	ENE		7 spake Capt Haridon he had sent the bark for
7	NEBE		boston at 4. AClock
10	ENE		
12			Middle part freash gale and cloudey weather

1. John Fisk Journal, AAS.

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL JOHN MONTAGU ¹

By &c

Whereas you were directed by our Order of the 20th February last to take under your command the Kings Ships & Vessels intended to be employed this Year for the protection of the Fisheries at & about Newfoundland & of the Fishing Ships & Vessels belonging to His Majestys Subjects to & from that Island; You are hereby required & directed to put to Sea the very first opportunity of Wind & Weather & make the best of your way to the said Island; and use your best endeavours to protect the said Fisheries & Fishing Ships conformable to the Instructions you received from Us last Year. Given &c 8th April 1777

To John Montagu Esqr Vice Adml of the
White &c &c at & about Newfoundland &c
By &c PS

Sandwich
C Spencer
Lisburne

1. PRO, Admiralty 2/102, 401. Montagu sailed from St. Helens on April 10, in H.M.S. *Romney*, *London Chronicle*, April 15 to April 17, 1777.

LORDS COMMISSIONERS, ADMIRALTY, TO LORD GEORGE GERMAIN ¹

My Lord,

Admty Office, 8th April 1777.

His Majesty's Ship *Proteus* which, with the *Porpoise*, has been appointed to carry the Camp Equipage, Cloathing & Stores intended for the Use of the Army in Canada, continuing Wind bound in this River and the *Porpoise* being on her Passage from the Nore to Spithead where she may be very soon expected, and where a great Number of Merchant Ships with valuable Cargoes are waiting for Convoy impatient to proceed on their Voyage: Under these Circumstances, we submit to Your Lordship whether it will not be adviseable that we should order the Captain of His Majesty's Ship *Blond* now at Spithead & ready to sail, to take the *Porpoise* on her Arrival there under his Command, as also the Merchant Ships aforementioned under his Convoy, and proceed with them to Quebec without waiting for the *Proteus*, as in that case another Frigate may be in readiness to sail with the *Proteus* from Spithead by the time she arrives there. We are &c

Sandwich C. Spencer H Penton

1. PRO, Colonial Office, 5/259, 152-53.

Williamson's Liverpool Advertiser, FRIDAY, APRIL 11, 1777

London, April 7, 8.

A letter received from an Officer on board Lord Howe's ship at New York, says, "His Lordship has just been some time dangerously ill, but is now perfectly recovered. Our seamen in the fleet live extremely well, being put at three watches by order from the Admiral, and instead of bad provisions, which they were formerly supplied with, have now the best that can be got, their duty which used to be a toil, is since this new regulation become a pleasure; they are likewise allowed 20 or 30 men at a time from each ship (in proportion to their complement) to go on shore at a time, to regale themselves. These indulgences, added to the kind treatment from the Officers, has elevated the Sailors in general, so that they declare they give the preference to the Navy, which formerly they gave to the Merchants service, and dreaded serving on board of a man of war.['']"

JONATHAN WILLIAMS, JR. TO THE COMMITTEE OF SECRET CORRESPONDENCE ¹

Gentlemen

Nantes. April 8. 1777

The foregoing is copy of my last P Capt Young who sailed from hence the latter end of last month. I have now the pleasure to send you the Tin Case I mentioned which has but just come to hand, with a packet of Newspapers. ² I likewise send by Capt [Larkin] Hammond 13 Books which Doctr Franklin ordered to be transmitted one for each State -

P S April 14. 1777 The Ship I have mentioned in some of my Letters is now loaded & will sail in a few days. ³ Her Cargo being very valuable,

The Hon. Deputies have ordered her to be sent to St Domingo there to unlade her Cargo which will be shipped in different Bottoms I am &c
 The Honl R Morris Esq
 & Committee of Corr. Phila

1. Jonathan Williams Letter Book, YUL.
2. In a letter of this date to Benjamin Franklin, Williams made an interesting observation: "I have ordered the *public advertiser* & *London Evening [Post]* for ½ a year certain and shall convey them regularly to the Congress—the first paper you know is in favour of Govt the latter is strong on the other side I therefore chose them as the truth may lay between the two," Jonathan Williams Letter Book, YUL.
3. *Thérèse*.

9 Apr.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JOHN MILLIGAN
 H.M.S. *Blonde*, SPITHEAD ¹

By &c

Whereas we intend that the ship you command together with His Majestys Sloop *Porpoise* which may be hourly expected to join you shall proceed forthwith into the River St Lawrence with such Storeships Victuallers & Trade as are assembled at Spithead or shall arrive there before you Sail; You are hereby required and directed to take the said Sloop under your command (Lt [Thomas] Hayne who commands her being directed to obey your Orders) and then making enquiry for & taking under your Convoy all such Storeships Victuallers & Trade as may be ready & where Masters may be Desirous of accompanying You put to Sea with the very first opportunity of Wind & Weather & make the best of your way consistent with their security with them into the River St Lawrence & having seen them as far as the Isle of Bic you are to direct Lt Hayne to proceed on to Quebec with the Ships & Vessels going thither, and upon his arrival there to deliver the inclosed Pacquet to the Senior Officer for the time being of His Majs Ships & Vessels in the abovementioned River & follow his Orders for his further proceedings and you are to make the best of your way in the Ship you command to New York (calling however at some convenient Port in your way to recruit your Wood & Water if you find it necessary) where you are to deliver to Vice Adml Ld Visct Howe the Pacquet you will also receive herewith addressed to him, and putting yourself under his Lordships command follow his Orders for your further proceedings

In case the *Silver Eel* Transport laden with Cloathing & Stores for the Army in Canada arrives at Spithead (to which place she is ordered from the River Thames) before you sail, you are to take her under your Convoy and to be particularly attentive to her during the Voyage; but if she does not arrive at Spithead before you are in other respects ready to proceed you are not to delay your departure upon her account.

And Whereas we have ordered Vice Adml Sr Jas Douglas to cause Forty of the Supernumerary Seamen & Landmen who have been raised for His Majestys Fleet to be put on board the Ship you command in order to their being carried to Quebec to be disposed of as the abovementioned Senior

Officer shall direct, You are hereby further required and directed to receive the said Supernumeraries on board and to carry them into the River St Lawrence so soon as they shall have been paid two Months Wages advance & also the Bounties to which they may be respectively entitled, for which we have this Day sent orders to the Navy Board; And when you get to the Isle of Bic You are to put them on board the *Porpoise* or if she cannot conveniently carry the whole to put such as shall remain on board any of the Merchant Ships bound to Quebec to be disposed of on their arrival at that place as the Senior Officer abovementioned shall direct.

You are to bear the said Supernumeraries on a separate List for Wages from the time of their coming into the Service respectively until you shall dispose of them as abovementioned, and for Victuals during their continuance on board; taking care to deliver to them Pay Lists to enable them to receive their Wages accordingly.

You are to be very attentive to the Ships & Vessels which proceed under your Convoy: keeping them together by every means in your power; & on no account leaving them upon pretence of their not sailing fast enough to keep Company with you as we expect that in the course of your Voyage you accomodate your progress to that of the worst sailing Ships amongst them.

You are at the same time to take all possible care to prevent the said Ships & Vessels from seperating from you & to give their Masters respectively such Orders & directions as you judge most conducive to that purpose: And in case (notwithstanding these precautions) any of them shall part Company with you or disobey your Orders you are to transmit to our Secretary a List of their Names with the Circumstances attending such seperation or disobedience that such measures may be taken thereupon as shall be judged necessary. Given &c 9th April 1777.

Sandwich Lisburne H Palliser

By &c PS

1. PRO, Admiralty 2/102, 404-08.

London Chronicle, TUESDAY, APRIL 8 TO THURSDAY, APRIL 10, 1777

London [April 9].

Yesterday there was a full Board of Admiralty, when several officers attended and received their commissions, with orders to repair on board their respective ships.

The same day application was made for several letters of marque and reprisals against the Americans, pursuant to an act for that purpose, which were granted accordingly.

A Lieutenant of a man of war belonging to Admiral Young's squadron, stationed at Antigua, who commands a schooner of 10 guns, and 38 men, writes thus, "I am just returned from a cruize off Martinico; have met with no success, but had a very near chance of being sunk, for in chasing an American brig, which ran into the above place for protection, I stood too

far in after her, and was fired at from the battery, which killed three of my men, wounded several others, and greatly damaged the hull of my vessel."

AMERICAN COMMISSIONERS IN FRANCE TO THE COMMITTEE OF
SECRET CORRESPONDENCE

[Extract]

[Paris] April 9 [1777].

. . . these Courts [France and Spain] have particular strong Reasons for keeping out of the War as long as they can, besides this general One, that on both sides the Nation attacking loses the Claim which when attack'd it has for Aid from its Allies. And we have these Advantages in their keeping out of War that they are better able to afford us private Assistance, that by holding themselves in Readiness to invade Britain they keep more of her Force at home, and that they leave to our arm'd Vessels the whole Harvest of Prizes made upon her Commerce, and of Course the whole Encouragement, to encrease our Force in Privateers, which will breed Seamen for our Navy.

Capt. Wickes made a Cruise this Winter, and return'd with 5 Prizes, of the Produce of which we suppose Mr [Thomas] Morris will acquaint you; for they are sold, tho' the bringing them into France has given some Trouble and uneasyness to the Court; and must not be too frequently practised. We have order'd him to make another Cruise before he returns to America, and have given him for a Consort the arm'd Cutter [*Dolphin*] Capt. Nicholson; they will sail in a few Days.

Mr [William] Hodge writes us that he has provided another Cutter. We intended to have employ'd one of them as a Packet, but several of yours being now here, and having lately made a Contract for sending one every Month, a Copy of which we enclose,² we shall make use of this new Purchase as a Cruiser.

All Europe is for us. Our Articles of Confederation being by our Means translated & published here, have given an Appearance of Consistence & Firmness to the American States & Government, that begins to make them considerable.

The seperate Constitutions of the several States are also translating & publishing here, which afford abundance of Speculation to the Politicians of Europe. And it is a very general Opinion that if we succeed in establishing our Liberties, we shall as soon as Peace is restored receive an Immense Addition of Numbers and Wealth from Europe, by the Families who will come over to participate in our Privileges and bring their Estates with them. Tyranny is so generally established in the rest of the World, that the Prospect of an Asylum in America for those who love Liberty gives general Joy, and our Cause is Esteem'd the Cause of all Mankind. Slaves naturally become base as well as wretched. We are fighting for the Dignity & Happiness of Human Nature. Glorious it is for the Americans to be call'd by

Providence to this Post of Honour. Cursed and Detested will every one be that deserts or betrays it.

We are glad to learn the Intention of Congress to send Ministers to the Empire, Prussia and Tuscany: With Submission We think Holland, Denmark, Sweden & Russia, (if the Expence is no Objection) should not be neglected. It would be of great Service, if among them we could get a free Port or two, for the Sale of Prizes, as well as for Commerce: A Commencement of Intercourse has been made with Prussia, as you will see by the enclosed Copies of Letters between his Minister and us. We suppose as the Congress has appointed one of us to Spain, they will order another of us to some of the other Courts: as we see no utility equal to the charge, & yet some Inconveniency, in a joint Commission here, where One, when freed from Commercial Cares & Action is sufficient for the Business. As soon as the Court of Spain shall be willing to receive a Minister (which from Mr Lee's Information seems not to be at present the Case) Mr Franklin intends to go thither in Obedience to Orders he has received. Mr Lee had express'd his Readiness to go to Prussia or Tuscany before the Intention of Congress to send to those Courts was known. And he waits here awhile by the Advice of his Colleagues expecting that perhaps the next ship may bring his Future Destination.

For the procuring and sending more certain and Speedy Intelligence, We have as before mentioned entered into a Contract here, whereby we are to have a Packet boat dispatched every Month. The first will sail in about a fortnight. As we are yet without an explicit Answer from Court, on several important Points, and we shall have that speedy Opportunity, we do not now enlarge in Answer to the several Letters received by Hammond, Bell, Adams, and Johnson. We only now assure the Congress that we shall be attentive to execute all the Resolutions & Orders they have sent us for our Government, and we have good Hopes of Success, in most of them.

. . . The British Fleet is not yet half mann'd. The Difficulty in that Respect was never before found so great, and is ascribed to several Causes; viz. a Dislike of the War; the Subtraction of American Sailors; the Number our Privateers have taken out of British Ships; and the enormous transport Service. The French are free from this Difficulty, their Seamen being all Registred, and serving in their Turns. Their Fleet is nearly ready and will be much Superior to the English when join'd with that of Spain, which is preparing with all Diligence. The Tone of the Court accordingly rises; and it is said that a few Days since when the British Ambassador intimated to the Minister, that if the Americans were permitted to continue drawing Supplies of Arms &c from this Kingdom, the Peace could not last much Longer; he was firmly answer'd, *Nous ne desirons pas la Guerre et nous ne le craignons pas.* — We neither desire War nor fear it. When all are ready for it, a small Matter may suddenly bring it on; and it is the Universal Opinion that the Peace cannot continue another Year. Every Nation in Europe wishes to see Britain humbled, having all in their Turns

been offended by her Insolence, which in Prosperity she is apt to discover on all Occasions: A late Instance manifested it towards Holland; when being elate[d] with the News of some success in America, and fancying all that Business ended, Sir Joseph York[e] delivered a Memorial to the States, expressing his Masters Indignation against them, on Acct of the Commerce their Subjects carried on with the Rebels, and the Governor of Eustatia's returning the Salute of one of the American Ships: ³ remarking that, (if that Commerce was not Stopt, & the Governor punished) the King knew what appertain'd to the Dignity of his Crown, & should take proper Measures to vindicate it. The States were much offended, but answer'd coolly, that they should enquire into the Conduct of their Governour, and in the meantime would prepare to secure themselves against the Vengeance with which Britain seem'd to threaten them. Accordingly they immediately order'd 26 Men of War to be put on the Stocks.

1. Papers CC (Letters from the Joint Commissioners for Negotiating Treaties with France and Great Britain, 1777-84), 85, 33-44, NA. Continuation of March 12, 1777 letter.
2. The agreement for monthly packet boats was executed between Franklin, Deane and Le Ray de Chaumont, Papers CC (Letters from the Joint Commissioners for Negotiating Treaties with France and Great Britain, 1777-84), 85, 45-46, NA. There is no evidence that the packet boat plan ever became fully operative.
3. Salute from the fort at St. Eustatius to the Continental Navy brig *Andrew Doria*. See Volume 7.

10 Apr.

LORD SUFFOLK TO COUNT DE WELDEREN ¹

[Extract]

Copy

St. James's, April 10, 1777.

His Majesty has heard with pleasure, that their High Mightinesses have fulfilled his expectation; that they have recalled their Governor; that the insult is disavowed, ² and that orders are dispatched to the governors and commanders of the colonies of their High Mightinesses in the West-Indies, to observe strictly the placarts and orders against the exportation of military stores to his Majesty's colonies in America, actually in rebellion; and being persuaded that their High Mightinesses will watch over the punctual execution of their ordinances, with pleasure puts an end to all cause of vexation that the consequences of the offensive conduct of the Governor of St. Eustatia may have given them. I have the honour to be,
Suffolk.

1. Almon, ed., *Remembrancer*, V, 94, 95. De Welderen was Dutch Minister at London.

2. Salute to Continental Navy brig *Andrew Doria* at St. Eustatius.

LORD GEORGE GERMAIN TO LORDS COMMISSIONERS, ADMIRALTY ¹

My Lords,

Whitehall 10th April 1777

Orders having been given to provide the Cloathing for His Majesty's Troops serving under General Sir William Howe & to be in readiness for shipping by the 20th of July next, for the Freight of which 750 Tons will

be necessary, I am commanded by the King to signify to Your Lordships, His Majesty's Pleasure, that you do direct the Navy Board to engage Transports for its Conveyance, capable of being sufficiently armed to make a good Defence, against any Rebel Cruizers it may be expected they might meet with in case of Separation from the Convoy they shall be appointed to sail with, and also of accommodating at least Fifty of His Majesty's Troops on board of each for their greater Security.

I am also to signify to your Lordships His Majesty's further Pleasure, that you do direct the Navy Board to provide Transports for the Conveyance of about 350 Recruits to the said Army, which will be in readiness to embark at Chatham on the 25th of this Month. I am &ca

Geo: Germain

1. PRO, Colonial Office, 5/126, Part 2, 425-28.

London Chronicle, TUESDAY, APRIL 8 TO THURSDAY, APRIL 10, 1777

London [April 10].

Yesterday four ships, that have been fitted up as Letters of Marque against the Provincials, came out of dock, and began to take their guns on board, in order to sail.

"EXTRACT OF A LETTER FROM A MERCHANT IN DUNKIRK, TO HIS FRIEND IN LEITH, DATED DUNKIRK, 10TH APRIL, 1777"¹

I have been in company with Capt. Watson, of the ship *Congress*, who arrived here, a few days ago, from Charlestown, with a cargo of rice, indigo, tobacco, and skins; and is now loading with military stores, and sundry goods. He assures me, that there were no fewer than twenty privateers out from Charlestown, from 6 to 20 guns, and from 50 to 300 men aboard: That from the beginning of December last to 10th February, when he left that port, upwards of thirty-five vessels had been taken from the British, and carried in within these two months; some of the best and largest were fitting out as privateers when he came away, and would be ready to sail in a few weeks on their cruises. Many French and Dutch vessels had arrived with military stores and goods, and taken the produce of the country in return so that trade was pretty brisk; yet the majority of the people were sick of this war. No English ships of war had been on their coast cruising since Sir Peter Parker's fleet left them.

1. *The General Advertiser*. Liverpool, May 16, 1777.

GEORGE LUPTON (JAMES VAN ZANDT) TO WILLIAM EDEN¹

[Extract]

Paris 10th April 1777 -

Since writing my anixed of 8th Inst have discovered what was the intention of Mr [Arthur] Lee's Journey to Spain, in the first place he went to borrow money on account of the Congress, in which he has succeeded, but

to what amt I cannot say, in the next place to desire permission for the Continental Cruizers to carry their prizes into the Spanish Ports, in this also he has been successfull, hope to have some more concerning his Journey by the next Conveyance –

Nicholson plan is altered since my last, he is to have the Cutter which was purchased at Dover, in which he and Weakes [Wickes] with his own Ship are to Cruze together, on the Spanish Coast, I cannot say at present in what Latitude but Nicholson will inform me by letter from Nantes, when the same shall be mentioned to you, – The Capt [Thomas] Bell which arrived some time since, has purchased a twenty Gun Ship in which he means to proceed to America – his and Nicholsons Vessells will be manded by french Officers & Seamen, (I think this worthy your notice) – A Capt [John] Adams is also arrived in little Vessell, (unarmed) ² with dispatches from the Congress to Mr Deane, he left Boston the 2d March last, he will depart tomorrow with two other Gentlemen for Nantes, in order to return, Can't learn that he is to carry any dispatches –

Two Ships just arrived at Nantes loaded with Tobacco, the one from Philadelphia and the other from So Carolina. . .

Several French Merchants have offered Nicholson Vessells from 20 to 64 Guns to Cruze against his Majesties frigate[s] &c, all of which he has declined for the Present – Nicholson informed me before his departure that Carmicheel told him, that if Great Britain should offer any terms to the Americans, (save acknowledging their Independency) France and Spain would not allow the same, this too plainly proves how Closely linked they are already,

Their is at present 6 French men of War cruizing in the Bay of Biscay, these Vessells conduct the American Ships into Port – Carmicheel Corrisponds with a Mr [Joshua] Johnson of your City Merchant, he is from America, his business is chiefly in the Tobacco business, he Yesterday received a letter from him while we were at Dinner at Mr Deanes – did not hear the contents, he signs no name to his letters (this I saw by making a side squint) I believe they have a private Channell thro' which they receive their Accounts from England, – a Mr [Samuel] Petrie whent from here few days since and carried many letters, Immagine this man will return soon, and bring answers to the same, is their no possiability of coming at this man in England, I mean just before he intends to Cross the Water for France, by which means you would be made acquainted with the Contents of his letters and the different Corrispond[ent]s fictitious Names &c &c, (this by way of hint) – Alderman [William] Lee is expected over here in short time, perhaps 'twould be prudent to play the same t[r]ick on him at Dover or wherever he means to embark, – I hope you'll excuse the Liberty my Dr Sir which I take, but be assured 'tis from mere motives of your being better acquainted with your Enemis & their Secrets &c, – I dont mean to dictate but only give it as my humble Opinion, I think this might be done upon Sea, without any great bustle as he has made himself Notorious, but I am done on this Subject – If you recollect when I was in England you asked me if

I knew wether any Muskets, Locks or &c had been ship from the port of London for America, or on Account of any American, at that time my answer was, I did not know positively; since my arrivel here I have been informed it has been done from Birmingham, Diggs [Thomas Digges] is the man and I have some reason to think that Lee was concerned, 'twas only Locks for Guns or Musketts, they where cleared out at the Custom for Bilboa in Spain but went to America, – Lee I realy think was conc[e]rned in this adventure, as he very frequently [had said] to me that scheem was practicable, and might be done without the knowledge of any person, but wether he was actually concerned or not, I will not take upon me to say, – all I could wish is that no notice m[a]y be taken of this as its already past, and Diggs a particular friend –

And now for peice of news, the noted Yankey, Capt. [Henry] Johnson who was taken some time last summer and brought into London, but afterwards made his escape onboard the man of War in which he was confined is arrived here, he brought dispatches from the Congress and this day delivered them to Mr Deane in my Presence and while we where at Dinner. he left Baltimore 28th Feby last, the Congress was at that place at that time, – he arrivd at Bourdeaux where his Ship is at Present, She is called the *Lexington*, mounts 16 four pounders, is a remarkable fast sailing Ship; She has about 60 Men onboard, on his passage he took two prizes, the one an empty Transport, which he sat fire to at Sea, after taking everything that was valuable from onboard, the Scoundrel says She lighted him along very pretily for the best part of a Night, and at last went to the bottom, the other was a Scotch brig bound from Some port in London to Jamaica loaded with Herring & Coals this Vessell he brought into port with him 'tis thought she will sell for near one thousand pounds Sterling³

this Captain is the most conceited Chap I ever met with, and I am much mistaken if his own Imprudence don't bring him into your hands once more, from whom I am convinced he not make his escape to very easially, this fellow I immagine will not depart from here, this week or two, before he sets out you shall be properly informed . . .

1. Stevens, ed., *Facsimiles*, No. 681.

2. Massachusetts schooner *Lynch*, formerly one of the vessels commissioned by Washington.

3. *Hanover* was retaken, not brought into port by Johnson. See "News from Falmouth dated April 14." *Northam* was the ship burnt.

11 Apr.

LOG OF THE MASSACHUSETTS PRIVATEER BRIGANTINE *Rising States*¹

Remarks Friday April 11th 1777

Close thick foggy Weather

Close Reeft the T Sails Got the Main Top Gallant Yard Down

At 10. handed both T. Sails, Struck both T. Gallt Mast

Fresh Gails with Rain

Nothing More Remarkable this day

No Obsn this Day

First part of these 24 hours begins with fresh Gails & Rain
 At 5. P.M. Made a Sail. Loos'd our Close Reeft T. Sails & Stood
 for her. At 6. Came up with the Chace, she being a Sloop from
 Lisbon bound to Southhampton. Order'd her to keep under our Lee
 & make Sail, the Weather being so bad that we Could not board her. –

1. Log of the *Rising States*, PRO, HCA 30/716.

LORD SUFFOLK TO LORDS COMMISSIONERS, ADMIRALTY ¹

My Lords,

St James's 11th April 1777.

In addition to the Vessels engaged and prepared to sail for the last Division of Hessian Chasseurs as soon as We learn that they are in readiness to embark at Boemerleh, I am to instruct your Lordships to give Orders for the Conveyance of 200 Tons of Hessian Stores which are left in Depot at that Place. The Hatchway of the Vessel destined to this Service should be large, as the Casks, in which the Stores are packed up, are said to be particular so – and from the Nature and Importance of the Cargo it would be material that the Vessel should be capable of some defence against Pirates in Case she should be separated from Her Convoy. I am &ca

Suffolk.

1. PRO, Foreign Office, 95/355, 335.

MINUTES OF THE BRITISH NAVY BOARD ¹

[London] Friday 11th April 1777

The Board took into consideration the protest of X'pher Yeoman, Master, and Wm Stonehouse, Carpenter, of the *Favourite* Transport, inclosed in Mr [John]Wilkinsons Letter of the 1st instant, desiring a Bill to be made out for the said Ship according to the Deptford Officers Valuation, and it appearing by the said protest that their parting with the Convoy was by bad Weather, and that her being taken by the Privateer was unavoidable, having no Guns to defend the Ship All which Circumstances being confirmed by the Master of the said Transport, who attended the Board upon the subject, The Board think it therefore unnecessary to put the Owners to the trouble & expence of procuring any further proof by a Court Martial or otherwise, and do direct that Bills be made out for her Freight to the day she was taken, and for the Value of her according to what is stipulated in the Charter party, after a proper Abatement shall be made for her Wear & Tear during the time she was in the Service, and a Bill of Sale of her shall be made to his Majesty, to enable the Board to property in her in case she should be retaken.

Give a Copy to Mr Davies

Write to Deptford Officers for their Valuation of her. ²

1. PRO, Admiralty 106/2595.

2. *Favourite*, Christopher Yeoman, master, was condemned at Portsmouth, New Hampshire, valued "about £2300 lawful." See Volume 7, 1274.

MARQUIS DE NOAILLES TO VERGENNES ¹

[Extract]

at London the 11th April 1777.

. . . I am completely convinced of the importance at this time of keeping abreast of additional forces which England can procure through the issuance of Letters of marque. It is a subject to which I shall continue to give all the attention I can. . . .

I have always thought, M. le Comte, that with the coming of Spring, and the resumption of navigation, there could be only two ways by which we could relieve ourselves of all anxiety on the intentions of this Country: either protect our Commerce by Squadrons which we will send to our Islands; or keep our Fishermen from Going out. This last choice is doubtless the best, since it has been adopted by the King and his Council.

East Winds which have been blowing for a long time have prevented the arrival of Ships from America so that we have been without news from that coast for nearly two months

As for the [French] Sailors who sign on [English ships] voluntarily and who are content with their Lot, it is not possible to get them back. For those who are pressed and who let me know, I will appeal to the Admiralty at once, which up to now has not made any difficulty in giving back to me the men for whom I asked. . . .

1. AMAE, Correspondance Politique, Angleterre, vol. 522, 384-93, LC Photocopy.

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN JOHN ADAMS ¹

Sir

[Paris, April 11, 1777] ²

With this, you will receive Dispatches; with which you are to sail with all possible expedition. You will enclose the Dispatches in a Box with Lead, & have it always ready to sink, should you be in unavoidable danger of falling into the Enemies hands. To prevent this misfortune you will constantly keep a good look-out, & be very cautious how you approach any vessel to speak her; which should not be attempted, but in case of absolute necessity & want of information on the Coast. You will steer for the northern ports, & make the first harbour you possibly can, belonging to the United States. On your arrival, apply to the continental Agent or (if there should be none such) to the person in authority there, to have your Dispatches immediately forwarded to Congress, from whom you will wait for future orders.

Confiding much in your diligence & discretion We wish you a speedy & prosperous voyage.

1. Franklin Papers, Series 2, vol. 25, 2147, LC.

2. The date is based upon the statement of George Lupton written in Paris on April 10 to the effect that Adams "will depart tomorrow . . . for Nantes, in order to return."

SILAS DEANE TO ROBERT MORRIS ¹

[Extract]

My Dear Friend

Paris April 11th 1777

Your letter by Captn [Thomas] Bell I receivd & immediately took measures for procuring a vessel of Force for him - I had the good Fortune

to meet Mr Cunningham here, who agreed for his house. The Vessel is proposed to carry 20 nine pounders & 150 men & I hope will sail in 20 days from this time on a cruise – The difficulty is in procuring men, France arming calls for all her Seamen – As to Commerce Mr Delap fitted out a brig on our joint acct, viz $\frac{1}{3}$ to your house $\frac{1}{3}$ to me & $\frac{1}{3}$ to himself; She has sailed some time – Mr Bromfeild sailed with a cargo of goods addressed to your house to the amount of one hundred thousand Livres; These are all the joint concerns I have taken. Insurance is not yet obtained in Europe on acct of the extreme unsettled state of affairs here & the expectation of a war breaking out suddenly at Sea; which renders every thing uncertain . . .

1. Benjamin Franklin Collection, YUL.

12 Apr.

LOG OF THE MASSACHUSETTS PRIVATEER BRIGANTINE *Rising States*¹

Remarks Saturday April 12th 1777

At 6. A.M. Sent Mr. Bullfinch on board the prize & made a Sail & Gave Chace.

At 10. A.M. Came up with the Chace She being a Dutch Ship from the Straits bound to Rotterdam, hove our Mn T. Sail to the Mast, to wait for the prize to come up.

At Medr prize Came up Sent her men on board hoisted our boat in & made Sail²

Nothing More Remarkable this day

Latted by Obsn 46 . . 34 N

1. Log of the *Rising States*, PRO, HCA 30/716.

2. "Still continuing our cruise in the Channel of England till the 12th of April when we fell in with a sloop from Lisbon bound to South-Hampton having on board Wine and fruit. we took her and put Mr Bullfinch on board her as prize master (being our 1st Lieutt) and men sufficient to work her into France and we proceeded for France as fast as possible the wind being to the Southward," Connor's Journal, LC.

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE¹

[Extract]

[Admiralty Office] 12th April 1777

There being various reports of the number of Captures made by the several Ships under your Lordship's command, and my Lords not finding any account of that nature among the Papers which have accompanied your Lordships Dispatches, I am commanded by their Lordships to desire you will send them, with your next, a List of the several Captures which have been made by the Ships of your Squadron, and that your Lordship will continue to do so, from time to time as opportunity offer.

And it having been represented that many inconveniences have arisen from the want of a Court at New York duly authorized to take cognizance, and proceed to the adjudication, of Prizes carried into that Port, I have their Lordships permission to acquaint you, that a Bill is now preparing,

and will soon be presented to Parliament for authorising the Board of Admiralty to institute such a Court.

I have only to add that the *Somerset* sailed from Spithead the 7th Inst with her Convoy to join your Lordship, and that the *Apollo*, with General Burgoyne onboard sailed from Plymouth the 2nd inst for Quebec: I have the honor to be &ca

P S

By the *St Albans*

1. PRO, Admiralty 2/554, 391-93.

The General Advertiser. Liverpool, FRIDAY, APRIL 18, 1777.

London, April 12.

So far from the American Admiral Hopkins having sailed with his Fleet from Providence, some Letters received from Philadelphia, by the Way of Amsterdam, assert, that the Vessels which compose his Squadron were so effectually blocked up by some English Men of War, that it was impossible for them to put out to Sea, without being taken. It is likewise added, their Guns had been all taken out and carried on Shore, as were all their Provisions and Stores, and that Hopkins was so apprehensive of the above Vessels sooner or later being taken by the King's Ships, that preparations were made on board to burn them whenever an Attempt may be made to take them.

The Fees which belong to the Secretary of the Admiralty on granting Letters of Marque, together with those on Protections, make his Office more beneficial than that of the First Lord, viz. 300 l. per Annum.

JOURNAL OF CHARLES HERBERT ¹

[On board H.M.S. *Burford*, Plymouth Harbor]

[1777. April] 9. Two more of our company are quite unwell, and we expect it is small-pox. A lad who stole, and was obliged to run the gauntlet twice before, stole again, and to-day was punished in the same manner.

10. To-day three more were sent on shore with the small-pox, and three returned from the Hospital well, who were carried on shore the 15th of February. They tell us that they were used well. We hear that Captain Joseph Rowe has been taken in the ship "*Nancy*" from Newbury, and has been brought in here. He has now his liberty on shore, but his men are on board the *Ocean*, which is the Admiral's ship.

11. To-day the same lad who has stolen and run the gauntlet three times before, stole again; and we took another method with him. We tied him up, and our boatswain's mate gave him two dozen with the cat, on his bare back. At the least computation, in the three times which he run the gauntlet, exclusive of the punishment he received to-day, he must have had seven or eight hundred lashes, with hard nettles, on a bare back.

12. Pleasant weather. To-day *eight* more of our company were carried on shore to the Royal Hospital, with the *itch*, and myself amongst the number. Alas! little did I think, six months ago, that I should ever set my foot on this island. It is four months and seventeen days since I left Ports-

mouth, all of which time I have been on the water. There are now twenty-four of our company in these hospitals, some with the small-pox, and the rest with the *itch*.

1. Herbert, *A Relic of the Revolution*, 31–33.

SILAS DEANE TO VERGENNES¹

Memoire

[Paris] April 12th 1777 –

The request of the Congress for Eight Shippes of the Line not being granted it is proposed to supply this want of theirs as far, and as early as possible that Three stout Shippes of Fifty to Sixty Guns each be purchased, or hired in Sweden.

That they take on board, and under their convoy, in other Vessels, The brass Cannon, & other Stores, requested by Congress, also Anchors, Cordage, Sail Cloth, and materials, sufficient to equip, the Number of Capital Ships, wanted in America, where they may soon be built.

That to Effect This, one of the Commissioners, make a Journey to Sweden, and in this way, pass thro' Prussia and endeavor to obtain there the Liberty of their Ports, and of raising, & recruiting Seamen &c. &c.

By succeeding in this plan, just hinted at, The United States may be furnished with the Fleet they want, & though not so early in the Season, yet on some Accounts in a better manner, & productive of better Consequences, since could they obtain The Ships they want, of either France, or Spain it would, it is true weaken their Freinds just so much in Europe, whilst by the other method, the United States will be in a Situation to render their Freinds essential aid either in America, or Europe. –

The Commissioners may pass in a private Capacity, & may with proper Letters of introduction to principal persons in Sweden, undoubtedly succeed and the Advantages must be great every way, – These Ships may convoy back a Number of Tobacco Vessels to Europe, & open the Commerce of America to a considerable degree –

1. AMAE, Correspondance Politique, Etats Unis, vol. 2, 179, LC Photocopy. The Memoir was enclosed in Deane's letter of the same day to Gérard.

GABRIEL DE SARTINE TO CHARLES PIERRE GONET, LORIENT¹

Versailles 12th April 1777

I am informed, Sir, that the Privateer *Reprisal*, Capt Wickes, has not yet left l'Orient. The repairs which he has made to the Ship could not require such a considerable time as has been taken to repair her. Therefore, you will not postpone Notifying Capt Wickes that he must set sail, and you will declare to him His Majesty will not Permit him to station His Cruizer Upon the Coasts of france. You will advise me of His departure, which you will hasten as much as possible. I am, Sir [&c.]

de Sartine

1. APL, 1E478, 23. Gonet was a naval representative at the port.

JONATHAN WILLIAMS, JR. TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

[Extract]

Gentlemen

Nantes April 12. 1777

When I wrote last the Cutter was arrived tho' I did not know it.² As soon as I recvd your orders I lodged the necessary ones at painbeuf for the Capt when he should arrive, he had then come up to town to find out to whom he was addressed & returning without Success he found his orders on board this little accident has been attended with no other disadvantage than the loss of two or 3 Days time. – I have got her to an unfrequented part of the river where the necessary alterations to receive 8 3 Pounders 4, 2 pounders for Bow & Stern Chasers & 10 Swivels will be made as soon as possible in the mean time every necessary & cautious method is taking to secure the Crew –.

When this Vessell is ready for Sea she will still be french property & apparently bound to Goré, when american Colours are hoisted the real design can be no longer concealed, for fear of difficulty with the Commisaire when the property is altered it may be necessary to have a hint from authority that the officer may venture to shut his Eyes, of this you are the best Judges. Capt Nicholson desires me to ask for a Commn for a Lieut. . . .

1. Jonathan Williams Letter Book, YUL.

2. *Dolphin*.

13 Apr. (Sunday)

CAPTAIN SAMUEL NICHOLSON TO SILAS DEANE ¹

Dear Sir

Nants April 13th 1777 –

On my arrival here last Thursday I found the Cutter in the River, about 10 miles below this Place; we are much Plaged with the People that brought her round from Havre, the Men Say they wont go, that they were Shiped to go in her as A Packet to America, as Such they will go, & no other ways, the French Capt first told me he wou'd be very glad to go in her, if we wou'd make up his wages to him, that he Shiped at, wch is 100 livres pr Month, So we Proposed giving him the Masters birth, wch we thought woud Please him, & render him very useful to us, as he Speaks very good English, however Mr Clark who is first Lieut, is Just come up from the Vessel, Says he wont go out in her at any rate, for we Sent Some guns on board of her this Day, wch has frighted him So much, that he says he wont go in an Arm'd Vessell agst the English, I Shall go down in the Morning, & if that is the case, discharge him imediately, with his People; I have got a Second Mate (of Discharged American ship,) & Six hand, all Americans Signed Articles with me, have Promised the Second Mate the 2d Lieutts birth, So that You will be Pleased to furnish us with two Lieutts Commissions, wch Capt Wickes Says we are obliged to have, You have forgot to Send us the Register of the Vessel, Capt Clark & the Doctr Seem well satisfied with their Ship; She is a very fine, Stout, little Vessel, I shall make her look very Wicked; am afraid She will cost You A deal too much money; however Shall do nothing to her but what is

absolutely Necessary, that is all I can Say; & You may depend all I can do; shall be done; to make her Pay for herself the first Cruize, You have made A Mistake in dateing my Commission, it is dated 10th Decr 77, Suppose You Meant 76, with Your leave I will alter it, I should have wrote You Sooner but the day the Post left this was down the river, I shall be better able in 3 Days to give You Some Particular Acct of our being Maned; My Dear Sir You will Accept my hearty Acknowledgements for the Many Obligations I am under to You, & You may depend I shall never be Satisfyed till I have rendered myself deserveing of them. I am Dr Sir with my best respects to Doctr Franklin & Mr Lee [&c.]

Sam Nicholson

P.S. my Complts to Mr Carmichael & Doctr Bancroft

1. Silas Deane Papers, ConnHS.

14 Apr.

PHILIP STEPHENS TO WILLIAM EDEN ¹

Sr

Admty Office 14 Apl 1777

Vice Admiral Amherst Commander in Chief of His Majts Ships at Plymouth, having in his Letter of the 10th Instant, represented to my Lords Commissrs of the Admty that the Small Pox having broke out among the Rebel Prisoners on board the *Burford*, he has ordered such as are attacked with it to be immediately sent to the Hospital, but that he is nevertheless apprehensive of its spreading amongst the Ship's Company, I am commanded by their Lordships to send you the enclosed Extract of Admiral Amherst's said Letter ² for Lord Suffolk's information, as his Lordship will thereby see how necessary it is, that my Lords sh[ould] receive as soon as possible His Majesty's Pleasure for confin[ing] the Rebel Prisoners on Shore instead of continuing them any longer on board His Majesty's Ship I am Sr [&c.]

Ph^p Stephens

[Endorsed by Lord Suffolk] sent to the [Attorn]ey & Solr Genl

1. PRO, State Papers, 42/50, 94-95.

2. The extract of Vice Admiral Amherst's letter read: "Captn [George] Bowyer having informed me that the small Pox has broke out amongst the Rebel Prisoners; I have given directions that such as are attacked with it be immediately sent to the Hospital. But as very few of the Americans have ever had that disorder, I am apprehensive of it's continuing so long in the Ship as to Effect such of her Company as may not have had it, & the same inconvenience must attend their being removed into any other of the ships in Commission," PRO, State Papers, 42/50.

NEWS FROM FALMOUTH DATED APRIL 14 ¹

Arrived the *Hanover* Packet, from Glasgow for the West Indies, who was taken in her Passage by the *Lexington* Privateer, who put on board her a Lieutenant and seven Men, and left three of the Crew belonging to the *Hanover* on board. Some Time after a French Vessel appearing, the Lieutenant took with him in the Boat two of his Men to go on board to get Necessaries; after their being gone some Time, the three Men belonging to the

Hanover got Possession of the Arms, and declared to the Americans, if they made any Resistance they would put them to Death; they submitted. ²

1. *Public Advertiser*, London, April 19, 1777.

2. Lieutenant David Welch, prize master of *Hanover*, in a letter to Benjamin Franklin, July 6, 1778, wrote: "Sr I hope you doant reflect on me on the Acct of my Misfortune in regard of the Prias I lost coming to Bordix," Franklin Papers, vol. 2, 65, HSP. The captured Americans were committed in June 1777 to the recently opened Mill Prison, Plymouth. According to Herbert, *A Relic of the Revolution*, 249, they were "Nicholas Simpkin of Jersey; William Stearns, Maryland; Thomas Haley, England; Benjamin Locket, England; William Lane, Philadelphia, and John Gordon, Ireland."

15 Apr.

JOURNAL OF H.M.S. *Terrible*, CAPTAIN SIR RICHARD BICKERTON ¹

April 1777

Bellisle N56E Distance 20 Leagues

Tuesday 15

at 5 AM Saw a Sail on the Lee Quarter, Wore Ship and gave Chace, Set all Sails, the Chace bore away and Set all the Sails she Could, at 7 Set Studding Sails below & aLoft, got the Sprintsail Topsail out and Set it; Saw a French man of War to Windward; she hoisted her Colours, We hoisted ours, at 11 hoisted our Colours, and fired a Shot at the Chace, She hoisted American Colours, Fired Several Shot at her, at Noon She fired two Stern Chace at us.

P.M Still in Chace, firing Several Shot at her, at 1 She Struck her Colours and Shortened Sail; We began to take in our Sails, Secured our upper Deck Guns, brought too as did the Chace, hoisted out a Boat and Sent an Officer on board her, She proved an American Privateer Brig, Called the *Rising States*, James Thompson Commander, Carrying Sixteen Six Pounders, (eight of which they hove overboard while Chaced) and Sixty one men; she had taken three English Vessels, Vizt a snow bound to Jamaica, a brig to Dingle in Ireland, and a Sloop to Guernsey and Southhampton; The Privateer Sail'd from Boston the 29 of February 1777. at 3 took out the Prisoners and Sent Lieut Calder with Twenty Seamen and Seven Marines on board the Prize, at 4 Saw an English Man of War to the Eastward, she made a Private Signal, We answered it, at 1/2 past 7 hoisted in the Boat, Wore Ship and made Sail with the Prize in Company.

1. PRO, Admiralty 51/979.

JOURNAL OF TIMOTHY CONNOR, MASSACHUSETTS PRIVATEER BRIGANTINE
Rising States ¹

on the 15th April about Sun rise we spied a large ship to windd and another astearn this one astarn began to make Sail after us we called all hands on deck to do the same and making all the sail we could we found they gained on us then we began to lighten our Ship by throwing 8 of our carriage

guns overboard and every thing else we came a cross we [when] they came within gun Shot they began firing at us their Nine pounders from their fore castle when some came over us and some along side we knew that we was taken and that we would not be behind hand in returning the compliment we got out two of our stern chases and began firing them at the Ship the Capt of the Ship enraged at our small ship firing upon him (a 74 gun ship) ordered the Guner to get out three Eighteen pounders forehead and sink us when we came along side but our having English Prisoners on board prevented its being put into execution. We had 37 on board when we was taken and 19 Prisoners thus was our situation when we were taken it was by his Majesty's Ship *Terrible* of 74 Guns Sir Richard Bickerton Commander as soon as we had struck they sent their Cutter on board and ordered Capt Thompson into the boat and pushed him off of the Quarter Deck and used him very ill likewise carried all of our People, Prisoners and all, except Mr [Josiah] Martin and 3 boys, who was ordered to stay on board till they arrived at Spit-head. our Officers were ordered into the Gunroom of the Ship and the men under the half Deck on three Quarters of allowance with Marine Sentinels over us

1. Connor's Journal, LC.

BEAUMARCHAIS TO VERGENNES ¹

[Extract]

Paris 15th April 1777

The moment I finished this letter, I received one from Nantes, which informed me of the refusal to give sailors to the ship-owners. And so my richest vessel is stopped at the moment of sailing. I was asked to obtain from the Minister of Marine Secret and private permission to employ only ten sailors. They are making up the rest of the crew with novices &c. I beg you therefore, Monsieur le Comte, to arrange promptly with M. de Sartine what is necessary for the departure of this vessel. Have him Write to the Commissary of Marine at Nantes, to Secretly allow Mons. Pelletier dudoyer to take and embark On *le Comte de Vergennes*, now named *la Thérèse*, ten experienced seamen, which with 4 others who Are on that vessel, and a Sufficient number of novices, will enable her to set sail. For the last twelve Days she has been held up at Paimboeuf by this hindrance. On my part I shall write to Mons. Pelletier as soon as you are kind enough to let me know that I may do so, and this will be one more difficulty removed.

1. AMAE, Correspondance Politique, Angleterre, vol. 522, 405-07, LC Photocopy.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

Gentlemen

Nants April 15th, 1777

We Arrivd hear Late Last Wednesday Night, & the Cutter ² Got up to pileren [Le Pellerin] thursday & Afriday We Went on bord her in order to Giv the Nessesary orders for fiting her after Doing this We Went Down to Pain Beaf [Paimboeuf] in order to procure All the American Seamen in

our power We Was tolerable Suckcesfull We have Now Nine Americans Engaged Includeing Captn Clarke & the Docktor³ the Captn, and the Crue that Came from Haverdegrass in the Cutter is Inclined to Giv us Sum trouble but I am in hopes We Shall be Able to take Such Measures as Will prevent them from Doing any Dammage the Cutter is a fine Stout vessail And much Better than I Expected She Would be for the purposes intended We Shall mount her With 10 Carrage Guns And 12 Swivels & About 30 men She is Now in the Carpenters Hands & I am in hopes We Shall be Able to Get her fitt for Sea in 6 or 7 Days I Shall Remain hear with Captn Nicholson Until he Gets things in A fair Way & then Make the Best of my Way for L'Orient I think our Little Squadron Would Recv, a very Nessesary Addition of Streng[th] if joined By Captn Johnston of the *Lexington* if he is Not Distened for Any Particular Service or Cruize Would be Glad if he Would join me I think you Would Do very Well to procure the Kings Pass for All persons Who Comes from parris to this With your Dispatches or on Any Other Urgent Business Where Despach is Required I think this hint Nessesary on Account of A Number of Delays that We met With from the postmasters & post Boys Comeing Down & I Beleav We Should hardly Got here yet if We had not forced them to proceed by Beating & hard Threats from Gentlemen [&c.]

Lamb^t Wickes

1. Franklin Papers, vol. 5, pt. 2, 154, APS.

2. *Dolphin*.

3. Captain Seth Clark and Dr. Eliphalet Downer. See their affidavits of March 30, 1777.

JONATHAN WILLIAMS, JR. TO SILAS DEANE¹

Sir. —

Nantes April 15. 1777

I recvd your Favour by Mr Cunningham inclosing the Captains orders. — Mr Peltier & I are now agreed in every thing except one, which is relative to the disposal of the Ship after she arrives at St Domingo, you say that if the Capt can find Convoy he is to go directly thence to America Mr Montieu makes no such Condition on the Contrary gives absolute orders relative to loading the Ship back with Sugar &c; In translating your orders I must do it faithfully & the Capt (if he should find Convoy) cannot obey both. Will you give me liberty to erase that part of the orders, or must I insist on their being observed as they stand

All the Goods we can send are now on board they have only to take their provisions bend their Sails &c &c but I very much fear we shall want hands all the Sailors here being taken for the King

The Batteau² will wait for nothing but the necessary alterations in her waist & Men in every thing else I could fit her away in a Day. We have had a great deal of trouble with her Crew I have been trying to keep some but they all refuse say they have been deceived so I must turn them off they have recvd 2 months pay I understand As to them or the Captain I know not how to settle for I have not a single paper by which I can be directed I know not what is due to them nor what they have received neither have I

any Register or other paper to entitle me to the possession of the Vessell except a Copy of the Captains orders. Mr Cunningham tells me that there was a Register or (*l'amirauté*) to be sent to me but I have recvd no such paper. -

When I recvd your orders about the Vessell I went to Painbeuf to engage Sailors out of a Ship³ that came from Boston to be sold on accot of the Massachusetts States & after obtaining the necessary Information I returned Capt Nicholson & Capt Wicks arrived in the meantime and the next morning went down & engaged 7 men who signed a paper acknowledging themselves to be in the Service of the United States this was done after I had spoken to Capt [Joseph] Chapman the Commander who said he would not hinder the men from engaging but he says he will not pay them 2 months advance on their discharge as the Men think they have a right to demand being customary when discharged in a foreign port. Today he tells me that Mr Gruel Penet & Co is a going to send his men away in another Ship which they intend to fitt out for america, & that if they do not he shall carry some of his men back passengers with him Now I have reason to believe that all this is only a pretence to get the men for a private armament of which you without doubt are acquainted if so I shall think be very sorry to see the public Service give away to private Interest.

Without some English Sailors we can do nothing I therefore think that they should be had at any rate. As to Capt Chapman he is not desirous to prevent our having the men but he is very timid about disobeying orders & if we get his men he will want a certificate from You that it is for the public Cause they are wanted - Will you please grant this? If I should be obliged to make advances to these Sailors I hope you will suppose the necessity of the Case obliges me and I shall consult & act in concert with Capt Wickes & Capt Nicholson

I apprehend the Arms will turn out rather more than less than the list you bought them by. I am &c

1. Jonathan Williams Letter Book, YUL.

2. Cutter *Dolphin*.

3. *Versailles*.

16 Apr.

JOURNAL OF THE MASSACHUSETTS NAVY BRIG *Massachusetts*,
CAPTAIN JOHN FISK¹

H	Courses	Winds	Remks on Wednesday 16th of April [1777]
5	NNE	East	
6			<i>Tyrannicide</i> in company
11			Moderate & clear weather
			Latt By Obs 47D . 53m N Longd in 27D 56m
1	SSE	East	Fresh gale & Cloudey weather & learge sea from
2			the eastward at 4 saw a sail to the Southward
3	SBE		standing to the westward gave chaise at 8 came up

- 5 WSW with the chaise the Brig *Eagle* Capt Saml Holloway from Dartmouth for St Johns in Newfoundland – sent prize master on board

1. John Fisk Journal, AAS.

CAPTAIN JOHN CLOUSTON TO THE MASSACHUSETTS BOARD OF WAR ¹

On Board the Brigantin *Freedom*

In Latt: 48: Long: 8 00

Gentelmen

April the 16 1777

I wold Infor your Honnours that the Last night I fel in with a Large fleet under Convoi of a Man of War this Morning Took the Brigantine ² [blank] from Dartmouth Bound to Newfound Land hav Dispach'd hur have Dispach'd one Snow one Brig one Sloop and Burnt too Briggs sence I have bin Cruzg a nother Vessel in sight am In hast Remain with Due Respect [&c.]

John Clouston

P S Blows very hard Larg Sea

1. Mass. Arch., vol. 152, 160, Board of War Letters, 1776–1777.

2. *Britannia*, William Wicker, master. It was erroneously stated at her trial and condemnation that the brigantine had been taken May 10, 1777, Mass. Arch., vol. 159, 118.

LORD STORMONT TO LORD WEYMOUTH ¹

[Extract]

Separate

No 70/

Paris April 16th 1777

My Lord There was nothing very material, in my Yesterdays Conversation with M de Vergennes. . . . I then My Lord, went to a Subject of more importance, I mean the french Vessels, that are preparing for the use of the Rebels, that are to be Manned by french Sailors, and Comanded by American Captains. I told him, that it was the more Necessary for me to Repeat, what I had said, both to His Excellency, and M de Maurepas, upon this very unpleasant Subject, As I found, that the Number of those Vessels increased, and that Instead of four Ships, which my first Intelligence mentioned, there would be eight, or ten, I added My Lord, that I did not indeed know the Names of those Ships, nor the Ports of France, from which they were to Sail, but that I did know, there was such a design, and was certain, that there were several American Captains now at Paris, who expected the Command of those Ships, and were waiting here, till they could be got ready, I likewise Informed him My Lord, that according to my last Intelligence, those Ships are designed not only to cruize in our Seas, but to insult our Coast; (I have information which Says, one of the Projects is an Attack on Glasgow) I ended with Saying, that we had to be sure, little to apprehend from such Enterprizes, but I begged him to consider, what an Impression the mere Attempt must necessarily make, Ships built in France, for the use of the Rebels, manned with french Sailors, and commanded by American Captains,

who sail from the Ports of France, to insult, and attempt to ravage, the Coast of Great Britain! I spoke to Him My Lord very Strongly, but in the politest, and most friendly Manner, and went all along upon this supposition, that After the Mutual Assurances, that had passed, and the public Proofs we meant to give, of our Pacific Intentions, every thing that had a Contrary Tendency, must be as disagreeable to this Court, as it could be to mine. He readily Assented to this, Said, that if there was any such Thing in Agitation, it Should be prevented, qu'on y mettroit ordre, and that no such Attempt ever Should be made, from the Ports of France, and that they never would suffer their Sailors to be so employed. In a Word My Lord, his Promises were as fair as I could Wish, but I do not expect the performance to be Compleat. I see but too plainly, that my best Endeavours, will not prevent these Secret Succours, but Still my Lord, I shall continue them, as they Shew that we are upon the Watch, and tend to retard, and Lessen, the Evil they cannot remove. . . .

1. PRO, State Papers, 78/302, 85-87.

17 Apr.

JOURNAL OF THE MASSACHUSETTS NAVY BRIG *Massachusetts*,
CAPTAIN JOHN FISK ¹

H	Courses	Winds	Remks on Thursday 17th of April 1777
1	East		
4	Calm		<i>Tyrannicide</i> in company
7			went on board prize ² took out all the goods that
8			was Valuable gave her to the prizoners of both
9			veseles to proceed to the Island of Britain -
10			
11	NE	SE	
			Latt By Obs 47D 49m Longd in 27d-56m
1	NE	ESE	Small breaze & cloudey weather -
5	EBN	SSE	
9	ENE		
11	East		
12			Small Airs of wind & rain

1. John Fisk Journal, AAS.

2. *Eagle*.

"EXTRACT OF A LETTER FROM LISBON, DATED APRIL 17." ¹

The *Nostre Signora de Caravallos* arrived here, reports, that she was brought-to about 12 leagues off the rock of Lisbon, by an American privateer of 16 guns, who boarded her, rummaged her papers and cargo, and took out several chests, as also four hogshheads of wine, and then suffered her to depart using a number of scurrilous names towards them, on account of the orders of their Court concerning the American shipping which might arrive in the several ports of Portugal.

1. *London Chronicle*, May 17 to May 20, 1777.

18 Apr.

The General Advertiser. Liverpool, FRIDAY, APRIL 18, 1777.

For Sale by Auction, By Order of the Commissioners, At the Warehouse of Messrs. T. and J. Backhouse, in Church-street, Liverpool, On the 28th instant, The Cargo of the Ship *Aurora*, a Prize from York River, Virginia; Containing about 416 Hogsheads Tobacco, condemn'd as a Droit of Admiralty, to be sold duty free, and for inland Consumption only.¹

1. *The General Advertiser. Liverpool, May 2, 1777* noted: "On Monday last the *Aurora's* cargo of Tobacco (a prize brought into this port) divided into about 80 lots, was sold by auction, in one hour and a half, for upwards of 30,000 l."

PHILIP STEPHENS TO VICE ADMIRAL JOHN AMHERST¹

Sir

[Admiralty Office] 18th April 1777

My Lords Commrs of the Admty having received the inclosed Petition from Wm Wright and John Williamson Seamen representing that having thro' want, entered on board an American Brig at St Eustatia, they were taken in her, by His Majts Ship *Experiment* & carried to Plymouth and are now on board the *Queen*, and praying that they may have permission to enter on board that, or any other of His Majts Ships; I am commanded by their Lordships to signify their direction to you, to report to them a State of the Petitioners Case, and with your report you will please to return their Petition to
&ca P S

Vice Adml Amherst at Plymouth

1. PRO, Admiralty 2/554, 415-16.

MARQUIS DE NOAILLES TO VERGENNES¹

at London 18th April 1777.

I venture to assure you, Monsieur le Comte, that you will never grant me any mark of confidence, which I shall not seek to deserve, either by the well considered use which I shall endeavor to make of it, or the value which I shall never cease to attach to it. You were kind enough to inform me by the private letter with which you honored me on the 11th of this month, that the counter-armament, which we had proposed to oppose to the fresh armament of England, seemed to have produced a good effect, that Lord Stormont appeared to be very concerned about it, and was beginning to speak of compromises. You judge that they fear singularly the dispatch which we might make, of a squadron to Newfoundland, and they appear to you disposed to offer safety for our fishermen. You desire at the same time, Monsieur le Comte, that I should regard this communication as being exclusively for myself. You need not doubt my discretion any more than you doubt the interest which I cannot fail to feel in all the disclosures which you may be good enough to make to me. One favor which I have to ask you, Monsieur le Comte, is to allow me to explain myself to you once in all liberty on the present situation of affairs. It is a confession which I beg you to listen to, and not a dispatch which I propose addressing to you.

From the moment that the flame of war was kindled in North America, and had made sufficient progress to threaten England with the loss of her colonies, I said to myself, His Majesty's Council has adopted a policy, which must be either to maintain the independence of the Americans, or to feed the quarrel in such a manner that we may see England and America exhaust each other.

Without giving myself up to any sort of passion, desiring simply, since I have been here, to make myself well acquainted with the greatest political dispute which England has ever had to sustain, but being obliged to recognize that this dispute cannot be settled without France being concerned in it, I will expose in a few words, Monsieur le Comte, the ideas which I have been able to collect, in reflecting on the alternative whether to maintain the independence or to feed the quarrel.

Is it necessary to point out the advantages which might make us decide to maintain and protect the independence of the Americans, from the moment that their situation should become critical and unsteady, and when there would be a possibility of seeing them contract some alliance equivalent to their first union with England? We will remark that the separation taking place without any sort of modification for the latter country; her navy, which composes her entire strength, is crushed. The possessions which would be left for her with Jamaica and the Leeward Islands would hardly be worth as much as the colonies which we have in the Atlantic. Her maritime activity being thus contracted into a very narrow area, England, regardless of the riches which she would lose, would have to diminish the number of her squadrons, having fewer different stations to give them. Should her prosperity in the East Indies continue, it could not compare with what she would have lost, seeing that this kind of maritime commerce is too expensive and too far distant to employ a large number of powerful vessels.

But, of all considerations, the most overwhelming for the British Empire is that of thinking that three million inhabitants are today in arms, and will only lay them down when they have been assured of their liberty, and have been relieved from dependence on English industries and manufactures. I have neither the time nor the necessary knowledge to calculate how much these losses will affect that country and how much it will increase our own riches. I heard it said, some time ago, on the occasion when the Americans suffered from a scarcity of clothes and other necessaries, that if peace should be concluded, it was estimated that nine million sterling would be the value of the first orders coming to Europe to fill the needs of the Americans. Our situation is doubtless the most advantageous to induce the Americans to give us the preference over all other European nations.

There is another question which affects our personal safety. Ought we, it will be asked, to aid in the creation of this new power? Shall we have reason to be more easy as to the security of our colonies? But will our possessions run more risk with America independent than with America united to England? Do we fear that the thirteen confederated colonies may one day form a very powerful state? But they would in any case arrive at

that degree of power, as they are called to it by the form of their government, and the territorial resources which they possess. The view of America will be the same as it was, before the British Government conceived the scheme of taxes, which is the cause of the revolution. But if the moment has come, when the New World should profit by the mistakes of the Old, in order to obtain for itself an independent existence, it is important for us in every respect that this revolution should be carried out at the expense of our natural enemies, and as the serious quarrels from now for at least several centuries onwards, which we shall have in America, should have their origin in Europe, we have everything to gain now in the weakening and dismemberment of the British Empire.

It is only in order to open my heart to you entirely, Monsieur le Comte, that I have ventured some of the principal reflections I have made on the ending which the present American crisis might have. I have reason to believe at present that the course adopted by the King's Council is to look at it as only a civil war, from which we can at little cost draw great advantage, by the exhaustion of the two sides. This policy has been followed by the King's Ministers with a masterliness which is causing to-day all the embarrassment of the British Ministry. It had flattered itself to impress us by the extraordinary armaments on which it has worked all winter. But the illusion it has created for itself can last no longer. It feels that we are determined to have forces as large as those with which it seems desirous of opposing us; that we do not calculate exactly what it will cost us to put our navy in a respectable condition; that we use the financial condition of England to judge of our own; and that we consider our money invested with interest when we cause our rivals to incur heavy expenses.

For two days, since your letter reached me, Monsieur le Comte, I have searched my own mind, since you have forbidden me to consult anyone, as to what kind of security it would offer us for our fishermen.

The British Ministry, finding in us as much prudence as firmness, no longer being able to hope that we would put ourselves at its mercy as before the last war, recognizing perhaps its imprudence in having provoked measures contrary to the peace which it needs to preserve with us, imagines that it is making gestures leading to a mutual disarmament. France ought to feel her good fortune, Monsieur le Comte, in having so enlightened a Ministry as ours, to resist the fallacious propositions which are being offered to us at this moment by England. Our safety depends no longer on any one but ourselves, and on the state of strength in which we shall continue to show ourselves. What would England propose in the way of disarmament? The cessation of impressment? For several weeks this has resulted in the return of very few men. She would at the same time suspend some works in her ports and in her dockyards, but she would still have her guard ships; one squadron has gone to Newfoundland, another is cruising in the East Indies, and more than 80 Frigates are employed in her war in America: that is to say, that her disarmament would still leave her with forces infinitely superior to the condition in which we find ourselves while remaining armed.

As long as the war with America lasts, the proposals for disarmament amount to a trap laid for us. If we desire that this war should be prolonged, we must keep England continually in fear of us. In this way we shall oblige her to divide her forces, and we shall enable the Americans to preserve a hope of getting assistance from us, if they should find themselves reduced to the last extremity.

With regard to the special engagements of the Ministers, and even of the King of England, I want no more in order to judge of them, than an incident of Lord Sandwich, who was, some years ago, Secretary of state of the Southern department, and who is now first Lord of the Admiralty. Prince Masserano called attention, in support of a private matter, to the verbal promises which had been given here by the Government, and asked for a promise in writing. What! said Lord Sandwich to him, you have been some time in London, and you count on verbal promises made here? Did not George I engage in writing to surrender Gibraltar to King Philip V? Have we ever surrendered it?

I suspect, Monsieur le Comte, that the English Ministry is cajoling us at present, only in order to make their financial operations succeed, which would have been very much hampered at the least rumor of a squadron leaving our ports to go to our islands. For the rest, I can guarantee you that the security in which they are here in relation to us does not in any way correspond to the feigned concern of Lord Stormont, and that Lord Rochefort, who is still on very good terms with the King, and with several ministers, said, not four days ago, that there was nothing to fear for the moment from France.

My security is still greater than theirs, Monsieur le Comte. If they wish to deceive us, their falseness cannot fail to miscarry, and furnish a fresh triumph to the superiority of your intelligence and to your indefatigable zeal for the interests of the King and the nation.

I have the honor to be with the most sincere and most inviolable attachment [&c.]

Le Marquis de Noailles

1. AMAE, Correspondance Politique, Angleterre, vol. 522, 431-38, LC Photocopy.

London Chronicle, THURSDAY, APRIL 17 TO SATURDAY, APRIL 19, 1777

[London] Friday, April 18.

As the *Arethusa* man of war, with her convoy, from Lisbon, sailed through the Bay, they saw at some distance two American privateers, watching the motions of the fleet, to see if there were any stragglers; but as the merchantmen kept close to the man of war, the privateers did not attempt to come near them.

CAPTAIN HENRY BELLEW, R.N., TO PHILIP STEPHENS ¹

[H.M.S.] *Liverpool* in Hamoze 18th April 1777.

I have the Honor to acknowledge the receipt of your letter, with the inclosed from His Excellency the Prince de Masereno to My Lord Weymouth, which is here returned, and have agreeable to their Lordships Orders,

stated the case in the most particular manner of the Spanish Snow *St Barbe* [*Santa Barbara*].²

On the 24th of May 1776 I was laying at single Anchor with His Majesty's ship under my command under Cape Henlopen the southern boundary of the River Delaware, when a Snow under Spanish Colours appeared in sight standing for the channel of the river. I got under sail and brought her too, On board Her I found four chests of Silver, mark'd with the Firme of one of the greatest Rebel Houses upon the Continent; Willen [Willing] & Morris of Philadelphia, Men who had assumed the names of Treasurers to the Congress and a letter directed to them, but being wrote in the old Spanish characters I could not translate it. I thought it my duty and strictly consonant with the late Act of Parliament, to prevent such a Treasure getting into the hands of the Kings Rebellious subjects, therefore took it on board the *Liverpool*, and sent the said Snow to Virginia, with only one Man as Pilot belonging to me, the Spanish Supercargo, an Irishman, knowing me to have neither Pease, Oatmeal, Butter, or Cheese, on board, and at short allowance of Meat, He offered me some small quantity of Rice, and Melasses, and two or three Casks of Beef; I made him all the return the scarcity of my situation would admit of. It was my intention agreeable to Captain Hammonds Orders to return to Virginia when in want of provisions. It was likewise my intention as the Spanish Supercargo had represented to me the extreme scarcity of Flour at the Havannah, on My own risque to have taken his Bills for any quantity of that Article I could procure him at that place, giving me bond for the value of the ship. These intentions were superceded by my meeting with two large Store Ships who had been blown to the West Indies the preceeding winter, I convoy'd them to New-York. Captain Parker who commanded there, ordered me directly on a fourteen days cruize off Block Island, on my return from that Service, My Lord Howe ordered me instantly on the coast of New England, where by retaking several West India Ships I was constrain'd to see them to Halifax, at that place, I libell'd the Dollars, and delivered the papers and Letters to the Court of Admiralty, they were condemned agreeable to the Act of Parliament, and according to that Law, I divided the Neat proceeds in the proportions assigned by His Majesty's Proclamation. The Ship could not be libelled, as she was not on the spot.

The Supercargo had One thousands Dollars, half of which He took with him to Virginia, the other half he had my word of being return'd to him if on his declaration they were his own property.

The Vessel was in very good condition, wanted no repair as is pretended, and had a sufficient quantity of provisions on board for the Supercargo pressed me to take more.

It very evidently appear'd by her journals She had never attempted to make the Island of Dominica.

I wrote Captain Hammond and sent him a copy of the Decree of the Court of Admiralty to be shewn to the Spanish Supercargo, whether he ever received it, I am still ignorant of.

This being a true Narration of the Cases, I flatter myself shews clearly

that His Excellency the Prince de Massarino has been imposed on by their misrepresentation, and I trust will sufficiently exculpate me from the least censure, as well as convince their Lordships, My Conduct has been consistent with the Duty of that Commission I have the Honor to bear.

It may not be unnecessary to observe that the Supercargo took it for granted the Money would be condemned but exprest himself very easy concerning it as he said it was insured in England. I have the Honor to be Sir,

Henry Bellew

1. PRO, Admiralty 1/1497.

2. See Volume 5 for capture of the Spanish snow.

JONATHAN WILLIAMS, JR. TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

Gentn

Nantes April 12. 1777. –

Since writing by this days post I have recvd the inclosed plans & Memorandum from Messrs Jean henry Wilfelsheim & Compy who wish to be employed to build in some port in the Baltic Sea ships of war on accot of the Congress if they or you for them will give orders. They say that they can do this in a very advantageous manner that being the Country for Wood Iron Hemp & naval Stores. If you think such an undertaking worth prosecuting & will either keep the Plans for your own Government or will send them to the Congress they are at your Service (but if you at once decide not to have any thing to do in the Business it is desired that they may be returned)

If you desire particular proposals I will examine into the whole Intention but without your permission I did not think proper to make farther Enquiry as it may only give false expectations in the mean time I think it my duty to communicate thus far & have the honour to be – Gentn &

[P. S.] It is reported to day that a privateer called the *Dr Franklin* has carried 3 prizes into Bayonne

1. Jonathan Williams Letter Book, YUL.

19 Apr.

LORDS COMMISSIONERS, ADMIRALTY, TO COMMISSIONERS FOR SICK AND HURT SEAMEN ¹

By &c

Whereas an Act passed in the present Sessions of Parliament “To empower His Majesty to secure & detain Persons Charged with or suspected of the Crime of High Treason committed in any of His Majestys Colonies or Plantations in America or on the High Seas or the Crime of Piracy” in which there is a Clause that makes it lawful for His Majesty by his Warrant under his sign Manual to appoint one or more Place or Places of Confinement within the Realm for the Custody of such Prisoners; And Whereas His Majesty hath by his several Warrants under his Sign Manual, bearing date the 16th Inst ordered and appointed the following Places (which are

the Property of the Crown & were used for the Custody of Prisoners of War in the last War) vizt Forton Prison in the neighbourhood of Portsmouth and Old Mill Prison in the neighbourhood of Plymouth to be places of Confinement for such Prisoners & for all & every Person or Persons who have been, or who shall thereafter be seized or taken in the Act of High Treason committed in any of His Majestys Colonies or Plantations in America or on the high Seas or in the Act of Piracy, or who are or shall be charged with or suspected of the Crime of High Treason committed in any of His Majestys said Colonies or Plantations or on the High Seas or of Piracy and who have been or shall be committed for such Crimes or any of them or for suspicion of such Crimes or any of them by any Magistrate having competent Authority in that behalf; You are therefore hereby required & directed to cause such part of the said Places to be immediately fitted up & put into proper condition for the reception of Persons charged with or suspected of, the Crimes abovementioned or any of them, as may be sufficient for the reception of 200 Men in the former & of 400 Men in the latter causing seperate Provision of room to be made in each of the said Prisons for the reception of such of the abovementioned Persons as may happen to fall sick; And you are to consider & report to Us as soon as possible in what manner it may be most proper to victual the said Persons & what number of Centinels will be necessary for their security.

And Whereas we think fit that the said Two Prisons shall be put upon the following Establishment with respect to Officers & Servants to carry on the necessary Duties who are to have the Salaries & Allowances against such exprest, You are to cause each of those Prisons to be put on that Establishment of Officers & Servants accordingly, And to appoint such Persons to those Offices (except the Keepers & Agents concerning whom You will receive particular directions from Us) as you shall judge properly qualified to execute the same; And to pay them the Salaries & make them the Allowances against each respectively expresst in the said Establishment giving them, and also the Keepers & Agents whom we shall appoint, such particular Instructions for their conduct and guidance & establishing such general rules & regulations for the management & safe Custody of the abovementioned Prisoners as you shall judge necessary.

So soon as the abovementioned Prisons shall be in all respects ready for the reception of the Persons intended to be confined therein as aforesaid, You are hereby further required & directed to give Orders that all such as shall be from time to time committed to them by any Magistrate having competent Authority in that behalf to be forthwith received and safely kept therein until released by due Course of Law. Given &c 19h April 1777

Commissrs for Sick & Hurt
By &c PS

Sandwich
Palmerston
H. Palliser

Establishment of Officers & Servants for Forton
and Old Mill Prisons — —

A Keeper of the Prison and Agent for taking care of the Prisoners	} £	120	
A Clerk to — Do —		50	} P Annm
Three Turnkeys — each at —		40	
A Steward — — — — —		25	
A Cook — — — — —		20	
A Labourer — — — — —		5	p Week
NB. The three last to have also their Provisions			
A Surgeon — — — — —	at	5	p Diem

1. PRO, Admiralty 2/102, 441-44.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN HENRY BELLEW, R.N.¹

By &c

You are hereby required & directed after having received on board the Ship you command Major Genl Sr Henry Clinton with his Suite, Servants & Baggage to put to Sea with the first opportunity of Wind & Weather & make the best of your way with them to New York; victualing the said Persons during their continuance on board as the Ships Company

Upon your arrival at New York you are to deliver the inclosed Packet to Vice Adml Lord Visct Howe Commr in Chief of His Majestys Ships & Vessels in North America & putting yourself under his Lordships Command follow his Orders for your further proceedings. Given &c 19h April 1777

Sandwich Palmerston Lisburne

Capt Bellew — *Liverpool* — *Plymo*

1. PRO, Admiralty 2/102, 436.

London Chronicle, THURSDAY, APRIL 17 TO SATURDAY, APRIL 19, 1777

[London] Saturday, April 19.

The *Friends Adventure*, Cummings, from London to St. Kitts, is taken and carried into New England.

The *Maria*, Welch, from the Leeward Islands to St. Augustine, is taken and carried into South Carolina, condemned, and sold.

Postscript.

The *John*, Capt. Walker, for Antigua; the *Penelope*, Booth, for Africa, and the *Mary*, Mandell, for Cadiz, are all taken by the *Freedom*,¹ an American privateer.

1. Massachusetts Navy brigantine, Captain John Clouston.

JOURNAL OF CHARLES HERBERT¹

[Royal Hospital, Plymouth]

[1777. April] 13. Sunday. I have been taking sulphur, to prepare for anointing this evening.

14. The first day I came here I was put upon diet; I had only half a pound of bread and a quart of milk, but now I am put on full allowance, which is a pound of beef, a pound of potatoes, and three pints of beer, per day.

15. We take a large spoonful of sulphur mixed with honey and cream tartar, morning and evening, and in the evening also use the ointment.

16. Within these hospital wards there are *ten grand buildings*, three stories high. Each building contains six wards, each ward can accommodate twenty-five patients – so that there is room for fifteen hundred patients, besides attendants. To-day our food, with our names entered in a book, was sent, which was headed, “Upon such a day a ward was opened for the *rebel prisoners*;” I scratched out the word rebel and wrote American. When the book was returned, a messenger was sent with sixpence reward for any one who would tell who did it, but he returned no wiser than he came.

17. There are now fifteen of us in this ward, and seven are upon what they call half-diet, (on account of their drawing coals and candles;) so that every other day we draw a half a pound of mutton, a pound of bread, a pound of potatoes, and a pound of greens.

18. To-day there are two more of our company brought on shore with the itch.

19. I am very unwell; I have a bad pain in my head and back – the symptoms of small-pox – and the doctor ordered me something to take, immediately.

1. Herbert, *A Relic of the Revolution*, 33–35.

JONATHAN WILLIAMS, JR. TO SILAS DEANE ¹

[Extract].

Sir. –

Nantes April 19 [1777].

I have just recvd your favour of the 16 Inst. The Cutter will soon be in readiness Capt Nicholson keeps on board in order to hurry as much as possible, he desired me to present his Compts

I have got rid of all the French Crew with the loss of upwards of 50 Louis there was no avoiding this for the Admiralty would have compelled us. – I have been obliged to employ the workmen this week in getting the small arms ready for nicholson & some pistols for Capt Wickes which he desired to have immediately, but I will send as many P adams as the few workmen we have can get ready.

The *Therése* will be ready to sail on Tuesday, she is now cleared out & every thing on board. I hope I shall on Tuesday morn have some explanation of that part of your orders relative to convoy else I shall be much troubled I must beg leave observe that the custom of this Country is for the armateurs to give orders to the Captains who has nothing to do but to make the best of their way to their destined port that part of your orders therefore relative to the distribution of the Cargo had better have been address'd to the merchant of St Domingo. If you have not yet answered this

matter please to see Mr Montieu immediately & make both his & your orders agree for the Ship may perhaps be waiting with a fair Wind for this Eclaircessement

S Deane Esqr Paris

1. Jonathan Williams Letter Book, YUL.

JOHN BARTON & CO. TO LORD STORMONT ¹

[Extract]

Bordeaux 19 April 1777

We have now the Satisfaction of informing your Excellency that the Masters and Crews of the two Prizes, made by Johnson,² are all parted for England & Ireland, not One of the Men would Engage with the American's, Or people here who are fitting out Ships to go on an Illicit Trade to America, tho tempted by Extraordinary Offers – the American Cruiser is Refitted, & its said will part as Soon as her Commander Arrives from Paris, the Officers & Men belonging to her Are Mostly Irish, that appear to have Been transported from their Country, notwithstanding they have mett a very friendly Reception and are Supply'd abundantly with every thing their Agent Requir's. . .

The Prize Master put on board the *Hanover* of Glasgow,³ when taken, Arrived here yesterday with four Sailors, he gives Out, that he went with them on board a French Barke in the Baye in Order to buy provisions & Liquers, & that those he left on Board, Immediately after his Quitting the Prize crouded all the sails they could & stear'd directly for England, we doubt this, and Suspect the Prize & Cargo has been disposed of Either at Sea or in this River, we shall Enquire into the Matter, and if we find it is so Acquaint your Excellency thereof.

1. PRO, State Papers, 78/302, 125.

2. Captain Henry Johnson, Continental Navy brig *Lexington*.

3. Lieutenant David Welch.

21 Apr.

LORDS COMMISSIONERS, ADMIRALTY, TO THE COMMISSIONERS FOR SICK
AND HURT SEAMEN ¹

By the Commissioners for executing
the Office of Lord High Admiral
of Great Britain & Ireland &c.

Whereas we think fit that Mr William Cowdry shall be Keeper of the Old Mill Prison, and Agent for taking care of the Prisoners intended to be confined therein; You are hereby required and directed to appoint him Keeper of that Prison and Agent for taking care of those Prisoners, accordingly; with a Salary of one hundred and twenty Pounds p Annum, to commence this day and to continue til' further Order. For which this shall be your Warrant. Given under our hands the 21st of April 1777. –

Sandwich Lisburne H Palliser.

By command of their Lordships.

Ph^p Stephens

[Endorsed] Reced 23d by Mr Cowdry, Warrant Signed the 28th

1. In Letters to Commissioners for taking care of Sick & Hurt Seamen, NMM. In another letter on the same day John Newsham was appointed keeper and agent for Forton Prison. It was endorsed: "Mr Newsham delivered this at the Office the 26th April Warrant Signed the 28th."

London Chronicle, SATURDAY, APRIL 19 TO TUESDAY, APRIL 22, 1777

Admiralty-office, April 21, 1777.

Captain Balfour, of his Majesty's ship the *Culloden*, writes from Torbay, dated the 16th inst. that on the 29th of last month he fell in with and took a ship from South Carolina, called the *Liberty*, Thomas Sherman, master, of about 400 tons bound to Bourdeaux, loaded with rice, indigo, deer skins and tobacco.

London [April 21].

An American vessel is just brought into Clyde. Her name is the *George*, Capt. Cozens, Commander. She sailed from Charlestown, South Carolina, and was bound for Bourdeaux in France; the Mate (a British sailor, who was taken about six weeks before, and entered into the American service) rose up with the rest of the crew, confined the Captain, and brought the ship into Clyde.¹ She is loaded with rice and indigo, and said to be worth from 3000 l. to 4000 l. sterling. For this cargo she was to receive arms and ammunition at Bourdeaux in return. The mate was brought in here this day and examined before the Hon. Board of Customs. He brought in a large packet of letters directed to Dr. Franklin and other persons. They are supposed to contain material intelligence from the Congress, and were sent off by the Commissioners of the Customs by express to the Secretary of State in London. The Mate says, that another ship sailed along with him from Carolina for France, and several more were preparing to sail in a few days.

Another account says, the cargo consists of 350 barrels of rice, and a great quantity of indigo; one gentleman and two ladies were passengers, and letters were found on board for Dr. Franklin and Mr. [Thomas] Morris, which the Captain had been ordered to destroy, if attacked by any English ship.

1. Under date April 23, in the *London Chronicle*, April 22 to April 24, 1777, an item reads:

The name of the Mate who brought the *George* from America into Clyde (as mentioned lately) is Archibald M'Lean. He is a Highlander, and was formerly taken by the Provincials on board the *Caledonia*, belonging to Greenock. . . .

The two American ships brought into the Clyde and Torbay, are reckoned worth upwards of 12,000 l. the greatest loss the Americans have as yet sustained at sea.

In a letter from Edinburgh (in Postscript, same issue of newspaper) is noted:

When Mr. Maclean and the crew took possession of the vessel, they changed her name from the *George* to the *True Briton*. The ship was sent out by the Congress, though the cargo, which is said to be worth 5000 l. sterling, was private property.

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN HENRY JOHNSON¹

No. 2

Sir

Paris April 21st: 177

You are directed to call on Capt Wicks on Your return, & inform him, that We have pursuant to his proposal, ordered the *Lexington* under Your Command to proceed with him, on the Cruise on which he is bound; You will agree with Capt Wicks, on the place of Your Rendezvous, Your Signals &c which You are to take in writing, & carefully attend to – You will also follow Such directions, as he shall give You, in writing, and by no means suffer Yourself, to be separated from him, if you can avoid it; – should You miss seeing him on Your Return, the Letter delivered You for him must be given to Mr Williams, of Nantes, & if he is not Actually sailed, and there is a probability of Your joining him in Season, You are to write to him from Nantes, informing him in what time You may be able to join him, & asking his directions express, But should You neither meet with him, at Nantes, nor receive Letters from him You will get ready for Sea, as quick as is possible, and Sail from Bourdeaux, to the Entrance of the Channel, where You will cruise for a few Days, more or less as the Winds &c shall with the advice You may receive direct You; thence You will continue Your Course up the Irish Sea, keeping a good look out, lest You get deceived by a Vessel of Superior Force under the Mask of a Merchant man, You will Cruise here, in case You do not meet with Capt Wicks, for Three or four Weeks after which return to Nantes or Morlaix or Rochelle, & send Us an Account of Your proceedings –

should You meet with Capt Wicks You are to consult with him & attend carefully to the Instructions he shall give You, – in Case of making a Prize leave not more than Two or Three at the most, of the Prisoners on board her, & guard carefully the rest, – send her if taken at the Mouth of the Channel to Bayonne, or Bilboa, if the Winds are favorable, & You receive no News, particular, of danger, in crossing the Bay, otherways to L'Orient, or Morlaix – at Bilboa, address to Messrs Gadoroqui [Gardoqui] & Fils, – order Your prize Masters to keep what prisoners they may have committed them in the strictest manner consistent with humanity, & neither permit them to go on Shore on their Arrival untill afer the Sale of the Prize, or to hold conversation, with Your People on board, should You by any Accident, fail of meeting with Capt Wicks, at Nantez, or of receiving his Directions, or joining him You will calculate Your cruise at the furthest, not to extend beyond Four or Five Weeks – You will order Your Prize Masters instantly on their Arrival to inform Us of their Situation & Proceedings – At Nantz, they must address Themselves to Mr Williams, & at Bordeaux to Messrs Delaps it will not be prudent to send prizes far up the Channel On your return from the Cruise You will give Us direct & immediate intelligence of Your Situation & proceedings, as well as by every other Opportunity in Your Way – but as We have established an Express

between this & Nantes it will not be Necessary unless on some extraordinary emergency for You to leave Your Vessel to come up to Paris –

We have wrote Mr Delap to Furnish You with the Necessaries You may want at Bordeaux for Use of the Vessel and must Urge You to make all the dispatch in Your power, & the most Vigilant Attention to avoid future deceptions, & to obtain reparation for those You have already suffered – You are to converse with Messrs Delaps, & every other Person, at Bordeaux as if You were bound directly to America, & if Letters are offered You, take them, but excuse Yourself as to Freight – Your People, must not know, but that You are bound for America, but by no means admit passengers –

We are wishing You a successful Cruise Sir [&c.]

B Franklin Silas Deane Arthur Lee

1. PRO, Colonial Office, 5/7, 123-24. This is listed by the captors as No. 2 of twelve original letters found on board the Continental Navy brig *Lexington*, when taken on September 19, 1777 by H. M. Cutter *Alert*.

22 Apr.

JOURNAL OF THE MASSACHUSETTS NAVY BRIG *Massachusetts*,
CAPTAIN JOHN FISK ¹

H	Courses	Winds	Remks on Tuesday 22th of April 1777
4			Freash gales with squalls of wind and rain
5			at 5 AM came up with the chaise a dutch Ship
7	ENE		
8			<i>Tyrannicide</i> in company
9			at 9 saw nine sail of ships to the Eastward Stand-
10			ing to the westward sum of them Appeared to
11	South		be Large
			freash gale
			Latt By Obs 48D 55m Longd in 16D 8m
1	NEBN	SW	Bore away after the Stern most of the fl]jeet at
3	SE		1 spake her the Brig <i>Favorite</i> Jno Bell Master
			from Portsmouth for N. York, 6 Days out with 63
			Hessens Chausers on board & 7 women he told
			me the fleet was the <i>St Albins</i> of 64 guns & the
			<i>Dispatch</i> of 14 guns & 6 transports with Troops
9	ESE	lay by	for New York. sent the first Lieutenant on board

1. John Fisk Journal, AAS.

23 Apr.

CAPTAIN JOHN FISK to SAMUEL PHILLIPS SAVAGE ¹

Sir

on the 2d of April I took the Ship *Chaulkley* from Hondoras for Bristol & sent her for Boston. ² on the 8th of April Capt Haraden took the Bark *Lonsdale* after an engagement of three Hours from Whitehaven for Que-

bec. I was so far to Leeward that I could not assist him he dispatch'd her for Boston on April 17th we took the Brig *Eagle* from Dartmouth for Newfound Land we took out of her to the Amount of £600. Sterling gave the Brig to the Prisoners 40 in Number to proceed to Bristol on 22d April we fell in with a fleet of 9 Sail bound to the Westward, one of 60 & one of 14 Guns, British Ships of War with 7 Transports from Plymouth for New York being a Fresh gale we could not bare down on them however finding one Briga³ to lay a Stern we took the liberty to take her under Convoy she had on board 63 Troops, Hessens Chussers, with their accoutrements compleat, which I have taken on Board⁴ we have sent you the most part of the Goods taken from on board the *Eagle* in the *Favourite* with Invoice of the same.⁵ we have been in Company with Capt Haraden since we left Salem, both Ships Crews in good health – having not to add, Rest Sir Yours with Respect

Jn^o Fisk

At sea April 23rd 1777.

Lattd 48d. .30m N. Longt 16d. .00 West

1. Mass. Arch., vol. 152, 165, Board of War Letters, 1776–1777.
2. In sending in the *Chaulkley*, Fisk mentioned that the manifest was incomplete, and added the following note: “Acct of Sundries belonging to Capt James Furze, on bd the Ship *Chaulkley* 91 Logs of Mahogany 1 Bundle of Sarsaperilla 16 lb Wt 64 lb of Turtle Shell,” Mass. Arch., vol. 152, 166½, Board of War Letters, 1776–1777.
3. Brigantine *Favourite*.
4. *Independent Chronicle*, Boston, July 3, 1777:
Boston, July 3, 1777. Yesterday, the Cargo of Hessians, lately mentioned to have been taken by one of this States Vessels of War, and sent into Townsend, arrived safe in this Town, under a proper Guard, and were escorted to a Place of as great Safety as New-York, to which Place they at first set Sail for.
5. “Invoice of Goods put on board the Brig *Favourite* taken out of the Brig *Eagle*,” totaled £179.10.8 sterling cost,” Mass. Arch., vol. 152, 166, Board of War Letters, 1776–1777.

LORD SUFFOLK TO LORDS COMMISSIONERS, ADMIRALTY¹

My Lords

[St. James's] April 23d 1777.

His Majesty having been pleased by Warrant under His Sign Manual to appoint places of Confinement at Portsmouth & at Plymouth pursuant to the late Act of Parliament “to empower His Majesty to secure & detain Persons charged with or suspected of the Crime of High Treason committed in any of His Majesty's Colonies or Plantations in America, or on the High Seas, or the Crime of Piracy” I am now to signify to your Ldps His Majesty's Commands that All Persons subject to the Provisions of the said Act of Parliament, who have from time to time been brought into the different ports of Great Britain & have been directed to be detained in safe Custody till farther signification of His Majesty's Pleasure; also that all others subject to the said Provisions, who may hereafter be brought into any Port of Great Britain, [be] forthwith carried before a [person] having proper Authority in [this] behalf in order to their being committed to one of the Places of Confinement abovementioned. – I am &ca
Suffolk

1. PRO, State Papers, 42/50, 102.

PHILIP STEPHENS TO COMMISSIONERS OF THE LAND TAX ¹

Gentn [Admiralty Office] 23d April 1777.

Inclosed I send you a List of such Persons as have Salaries and other Allowances from the Admiralty, agreeable to your desire signified in your Letter of Yesterday's date. I am &c

P.S.

		£		
Lords Commissioners	{	The Earl of Sandwich	1,000	} Salary P Annum each, for which one Shilling in the Pound is deducted Quarterly by the Treasurer of the Navy
		John Buller Esqr	1,000	
		Lord Viscount Palmerston	1,000	
		Lord Charles Spencer	1,000	
		Lord Viscount Lisburne	1,000	
		Henry Penton Esqr	1,000	
		Sir Hugh Palliser Bart	1,000	
Secretary	Philip Stephens	800	} Ditto	
Deputy Secretary	£ s d			
	George Jackson	500 . . 0 . . 0		
	as Judge	682 . . 10		
	Advocate	182 . . 10 . . 0		
Clerks on the Establishment	{	Mr John Ibbetson	200	} Ditto
		Mr Henry Hastings	150	
		Mr Harry Parker	120	
		Mr Thomas Fearn	100	
		Mr Willm Bryer	80	
		Mr Chas Wright	70	
		Mr Joseph Belson	60	
French Translator	Mr John Brindley	100		
Extra Clerks	{	Mr Simon Devert Barkham	50	}
		Mr Robert Robinson	50	
		Mr William Gimber	50	
		Mr John Bindley	50	
		Mr Charles Spriggs	50	
		Mr Robert Dale	50	
		Mr George Kite	50	
Mr Willm Gascoigne	50			
Door Keeper	Mr Willm Cooke	50		
Messengers	{	Thomas Butler	40	}
		William Downing	30	
Porter	Richard Hutchinson	30		

House Keeper	Elizabeth Bell	40
Gardener	John Tucker	30
Watchman	{ John Maryan	20
	{ Robert Allpress	20
	{ John Man	20
Inspector of Repairs	Mr James Arrow	30

1. PRO, Admiralty 2/554, 445-46.

24 Apr.

CAPTAIN WILLIAM CORNWALLIS, R.N., TO CAPTAIN PATRICK FERGUSON¹

Sir

Isis at Sea 24th April 1777

I have been favoured with your letter of this days date relative to the Boats having been prevented from passing backward & forwards between the different transports, - In Answer to which I am to acquaint you, that observing the Transports frequently brought too & hoisted their boats out, by which the Convoy was detained, I directed the *Swift* (Sloop) to prevent their doing it, Imagine there must have been at least a Surgeons mate on board each Ship, as the Sick must be in a miserable way, if they can receive no Assistance but when a boat may be sent without retarding the Convoy -

My only motive was to forward the Service by conducting the Transports with the utmost dispatch to the Place of destination I am [&c.]

W Cornwallis

To Captn Ferguson 70 Regt
Commanding the Partys of Recruits
for Genl Howes Army -

1. Captain William Cornwallis' Letter Book, NYHS.

PHILIP STEPHENS TO THE BRITISH NAVY BOARD¹

Gentn

[Admiralty Office] 24 April 1777

Captn Bover Regulating Captain at Newcastle having represented to my Lords Commrs of the Admty, that John Lewis an Able Seaman who entered Voluntarily at Sunderland for His Majts Ship *Barfleur* about two Months ago, and who acted as Midshipman on board the *Speedwell* Tender in her way up, died lately of the hurts and bruises (most probably) which he received in the said Tender, at the time of the press'd Mens raising, in attempting to suppress the Insurrection; and Captn Bover having submitted to their Lordships that as the said Man has left a Wife and Child destitute of support, that directions shou'd be given to Lieut Campbell, by whom he was raised to pay his said Wife the Kings Bounty of £5, to which he himself had an undoubted right & charge it to his contingent Expences, together with the Mans Wages, and £2 . . 4 . . - which he (Mr Camp-

bell) has already distributed in having a Coroners Inquest over the Mans body, & having him buried afterwards And their Lordships having signified to Captn Bover their approval of Lieut Campbell's paying the whole of the sums beforementioned, & charging the same in his contingent Account; I am commanded by their Lordship to signify their direction to you to allow thereof, upon his said account; and am &c

P S

1. PRO, Admiralty 2/554, 449-50.

25 Apr.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

Gentlemen,

L: Orient 25th April 1777

I left Nantz a Wednesday Evning to Come here & by a letter from you and one from Capt Johnston [Henry Johnson] I find he Arrived at Nantz soon after my departure I Returned an Answer to Captain Johnston and desired him to Come imeadiately and Join me, but have Since received a possitive order from the Commissary of this port to depart the port in 24 hours, in Consequence of those orders Write by this Evenings post desiring Capt Johnston to Join me at St Auzear [St. Nazaire], as Soon as possible As Capt Nicholson is not yet ready I think it will be best place to Meet and depart from, you may depend on my Utmost attentions to your orders & Make no doubt We shall be able to give Satisfaction if we are not taken There is three British Ships War Cruizing in the Bay, which has been seen last Monday Evning A prize Sloop Arrived here yesterday, taken by Capt Thompson of the Brig *Rising States* from Boston, this was the third Prize taken by her, Since her departure from America, this Prize is from Lisbon bound to London, loaded with Fruit & Wine ² I shall leave this port to Morrow or Next day if the Wind & Weather permits and go imeadiately for St Auzear, where I will inform you of my further Proceedings, from Gentlemen [&c.]

Lamb^t Wickes

1. Franklin Papers, vol. 5, pt. 2, 165, APS.

2. Brigantine *Fleece* taken April 3.

CAPTAIN HENRY JOHNSON TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

Hon'ble Gentlemen

Nantes April 25th 1777

I arrd here Thursday Mornng 4 o'Clock where I found Capt Weeks [Wickes] was gone for L'Orient. Have sent Express as I was much fatigued, Shall wait here for Capt Weeks's orders which when I receive shall instantly set off for Bourdeaux and make every possible dispatch agreeable to your Instructions.

Capt [Larkin] Hammond has not as yet gone he now lays at the mouth of the Loire. You'll perhaps be surprized at that, he was time after time forewarn'd off the small draft water there was on the bar a little below this

Town, except Spring Tides, however being obstinate his Vessel² grounded on said bar, and he lost them fine Easterly winds.

Capt [John] Adams is below, has taken the precaution, has been ready some time to take in Goods and complained to me Yesterday of the backwardness of the Agents here, he is determined he says to follow his Instructions from Congress and when your dispatches arrive he'll take in Stone ballast & proceed imediately, as he is determin'd not to have any thing said after his departure, of his not having acted with that necessary precaution that is required in his Case. I from Capt Adams inform'd Mr [Thomas] Morris of this and that his Vessel was ready to take the Goods, and had actually been several times to let them know it, and they put him off, Mr Morris answer was he thought Capt Adams had no right to expect any Goods, as he bro't no Cargo, and if they put any Goods on board it would be on advance. However Since which Capt Adams has told me that they are to send the Goods to day. He Capt Adams complan much.

Now Gentlemen, If you think I am too busy, in speculating into any matters where you are not personally yourselves (as I shall as long as I have that pleasure of serving the Honbles the Congress I shall ever do) till I have your orders to the Contrary as I think it the duty of every officer in the Service, and knowing the imediate want of the many Articles (Capt Adams can take) on the Continent I thought it a great pity that Vessel should go without the Goods. and respecting the Conduct of the other Captain, You'll be pleased if you think I am too officious in these matters to acquaint me of it. Shall be every opportunity troubling you with my Scrawls, if any thing turns up. And with wishing you all Gentlemen, every possible blessing you can ask for. With due Respect [&c.]

Henry Johnson

1. Silas Deane Papers, ConnHS.

2. Maryland schooner *Jenifer*.

26 Apr.

JOURNAL OF THE MASSACHUSETTS NAVY BRIG *Massachusetts*,
CAPTAIN JOHN FISK¹

H	Courses	Winds	Remks on Satterday 26th of April 1777
3			<i>Tyrannicide</i> in company
6			Saw a sail to the NE gave chaise at 9 Spake her
7	NNW		the Snow <i>Salley</i> from London for Quebeck – Jones
10	North		master saild in Company with a fleet of 40 sail for Quebeck his Longd 15 Wst 2 days since he saw Cape Clear
			Latt By Obs 49D 22m Longd in 12D 25m
1	NW	SSE	Freash brease of wind hasey weather Capt Harridon dispatched the Snow for boston.
6	WBS		at 6 saw a sail barring SW gave chaise at 7 spake

7 NNW

her a dutch snow from St Eustatia for Amsterdam
 cloudey weather

1. John Fisk Journal, AAS.

CAPTAIN JOHN CLOUSTON, MASSACHUSETTS NAVY BRIGANTINE *Freedom*, TO
 THE MASSACHUSETTS BOARD OF WAR ¹

Lat 47° . 57' Long 7°
 April 26 – 1777

Gentlemen,

On the 22 inst I took and burned a Sloop in Ballast from Glasgow to Cadiz – While she was burning there came up another Brig bound from Lisbon to Corke – After taking out what was most valuable & putting on board another Prize I have this day discharged this Brig with a large number of Prisoners who I could not otherwise dispose of ² – The next day I took two Brigs – one from Antigua to London the other from the Bay of Vandoris to Amsterdam – by the last of which I send this Letter – It has been so windy & rough that I could not discharge any of the aforesaid Vessels till to day – This Brig called the *Phoebe*, is loaded with Logwood & Mehogany & is almost a new one built of red cedar & Wild Cherry-tree –

Since we left America I have taken eleven Prizes – seven of which I have sent to America – burned three and discharged one with Prisoners – Out of this last I have taken several casks of wine & Boxes of Lemmons – which with three Cables & the Sails belonging to other Vessels I have burned, I have put on board a Brig called the *Two Betseys*, this day discharged under the care of John Procter Master of the *Freedom* I remain [&c.]

John Clouston

P.S. It has been excessively windy & bad weather so that We have scarcely had three days moderate since we came from Port but thank God, have suffered no misfortune

1. Mass. Arch., vol. 152, 178–79, Board of War Letters, 1776–1777.

2. A letter from Cork, dated April 28:

Capt. Regan, of the Brig *Dispatch*, arrived here this Morning from Lisbon, was boarded by an American Privateer, Lat. 50 Deg. 50 Min. Lon. 10, off Cape Clear, who took from him eight Tons of Wine and Thirty Boxes of Fruit, and put on board him 19 Men belonging to several Ships the said Privateer had taken on this Coast, three of which had been taken whilst Capt. Regan was on board the Privateer; the *Betty* from Glasgow for Cadiz, in Ballast, burnt; the *Phoebe*, Capt. [Nicholas] Devereaux, from Honduras for London, sent to Boston; and the *Two Betseys*, Captain Matthew Boosen, bound for London: She had burnt five others, and sent three to America. The Privateer's Name is the *Freedom*, Capt. Clewston, carries 12 Guns, and had taken a New Vessel from Dublin, bound to Bourdeaux, and another from Waterford, with Herrings.

Public Advertiser, London, May 16, 1777.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JOHN BROOKS, R.N. ¹

By &c.

You are hereby required & directed to put to Sea with the first opportunity of Wind and Weather & proceed & cruize between Cape Clear & Ushant

for the Protection of the Trade of His Majesty's Subjects, & diligently to look out for, & 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 may be found in those parts.

You are to continue upon the said Station for three Weeks after passing Scilly, & then return to Plymouth sound and remain there until you receive further Order: Given &c. the 26th April 1777.

Sandwich Palmerston H Palliser

Captn Brooks – *Belle Isle* – Plymo

By &c. PS.

By Express at 6. P M

1. PRO, Admiralty 2/102, 454. Similar orders went this date to Captain Samuel Barrington, H.M.S. *Prince of Wales*.

PHILIP STEPHENS TO VICE ADMIRAL SIR JAMES DOUGLAS, PORTSMOUTH¹

Sir

[Admiralty Office] 26 April 1777

Capt Balfour of the *Culloden*, who was directed to enter as part of that Ships Complement the Crew of the *Liberty Prize*, except the Master & Super-cargo, having informed my Lords Commrs of the Admty that he had enter'd Five of them, but all the others being French, Italians and Boys, & having already a great many Foreigners on his Books, he wishes they may be ordered on board some other Ship; I am commanded by their Lordships to signify their direction to you to distribute the Men & Boys abovementioned on board the Ships under your Command accordingly. I am &c P S

1. PRO, Admiralty 2/554, 463.

Public Advertiser, WEDNESDAY, APRIL 28, 1777

Admiralty-Office, April 26, 1777

Sir Richard Bickerton, Captain of his Majesty's Ship *Terrible*, took on the 15th instant, in the Bay of Biscay, and has sent to Spithead a Rebel Privateer, called the *Rising States*, mounted with 16 six Pounder Guns, 10 Swivels, 4 Howitzers, and 61 Men. She left Boston about ten weeks since.

It also appears by Letters from Vice Admiral Young, dated Antigua, March 10, that since his last Account the Ships of his Squadron had taken 27 Rebel Vessels, and re-taken seven Ships that had fallen into their Hands.

London Chronicle, THURSDAY, APRIL 24 TO SATURDAY, APRIL 26, 1777

Saturday, April 26.

London.

The *Amelia*, M'Neal, from Africa to St. Kitts, is taken by the Rebels; the *Weatheral*, Cox, to the West Indies, is also supposed to be taken; and the *Mercury*, Seaton, from Bristol.

Orders were on Thursday sent to Portsmouth for three men of war to sail immediately, to cruize within a few leagues of Bourdeaux, though not

so near as to give offence to the French, but in the proper track to intercept the American ships which trade to that place.

The *Gurney*, Doyle, from Cork to Bourdeaux, and the *Britannia*, Wicker, from Topsham for Newfoundland, are both taken by the Rebels; the latter 30 hours after she sailed from Plymouth.

JOURNAL OF CHARLES HERBERT ¹

[Royal Hospital, Plymouth]

[1777. April] 20. I have had six applications for the itch, but am not half cured; and to-day when the doctor came in to see me, he told me I had the small-pox, and ordered the nurse to remove me immediately, into the small-pox ward, which she did. After I got there, I was ordered to strip off all the dirty clothes that I had upon me. I washed myself in warm water, and put on a clean linen shirt, a woollen gown, waistcoat and drawers, and turned into bed with clean sheets.

21. I feel something better, and my pock comes out very fast; but it is the small sort, which is the worst. Also, last evening three prisoners made their escape from the fifty-sixth ward, which is the same I left yesterday.

22. This morning got up, but my pock has come out exceedingly thick.

23. We are informed that the men who ran away are taken.

24. I am broken out so very thick, and the ointment for the itch inflamed my blood so much, that my flesh feels as if I was raked up in a bed of embers; and I am so sick at my stomach that I vomit up every thing I eat, and am unable to write.

25. Kept my bed, and was in great pain.

26. My head was swollen very much, and I was so blind that I could scarcely see daylight.

1. Herbert, *A Relic of the Revolution*, 35-36.

PICARDY CHAMBER OF COMMERCE TO GABRIEL DE SARTINE ¹

[Extract]

Amiens 26 April 1777

My Lord: We believe it our duty to inform your Excellency of an incident which seems to us to compromise the honor and safety of the French flag as well as the interest of national navigation. It is the seizure by an American privateer of the vessel *Le Dillon*, Capt'n Lefevre, from the port of St Valléry. This ship had loaded in London last month en route to Genoa and Leghorn. The privateer seized it and convoyed it to America on the allegation that its cargo belonged to the English.

Although it is not probable that the Americans will be able to confiscate this ship or be able to refuse to pay for it, it still seems to us of the greatest importance that our government should prevent the repeti-

tion of such an occurrence and that it should insure the complete freedom of our flag. So long as the English and Americans continue to disagree, it is of the greatest importance to French navigation that its flag be a refuge for the belligerent parties. It was because of such freedom that the Dutch became the universal navigators for Europe during the recent wars. There are at this time in the Thames a great number of French ships which hope to enjoy the same advantage, in spite of the incident of which we have just informed you. . . .

The intentions of His Excellency in this respect will no doubt be respected by the Americans, as soon as they will have been made aware of them. . . .

1. AN, Marine, B⁴, 130, 221-22, LC Photocopy.

27 Apr. (Sunday)

CAPTAIN JONATHAN HARADEN TO THE MASSACHUSETTS BOARD OF WAR¹

Onboard the Brig. *Tyrannicide*

Lattd. .49.27. Longd 15. .W

April 27 1777

Gentlemen

I with pleasure inform you, this Day we fell in with and took the Snow *Sally*, Stephen Jones Comr from London bound to Quebec, her Cargo Consisting of English goods, the Particulars of which you will Learn by the Invoices sent. You will observe in the General Invoices, that there is Considerable in them shipt onboard other Vessells, and I hope shall be able to give you a much better Account of them, than their Invoices alone, as the Captain says he so far outsail'd them that he Imagines they must be to the Eastward -²

I am much afraid we shall be oblig'd to go to Some Port to Water before the Expiration of One Month, tho' I am in hopes to finish our Cruize before that - I had almost forgot to mention that we took a Transport Brig with 63 Hessians onboard bound for New York & hope she will safe arrive to you. -³ Captain Jones informs me there is 8 or 10 Men of War off Cape Finister & in the Bay of Biscay, cruising for our Ships with Tobacco & armed Vessells, nothing more at this time worth Notice therefore subscribe myself Gentlemen [&c.]

Jon^a Haraden

1. Mass. Arch., vol. 152, 182, Board of War Letters, 1776-1777.

2. "Boston, June 12, 1777. Friday last arrived in a safe port the Snow *Sally*, a Prize taken by Capt. Harriden, in the Brig *Tyrannicide*, belonging to this State, having on board a Variety of European Goods, among which are 3 or 4000 Blankets. This Vessel, with the *Intrepid*, *Salisbury*, *Jane and Ann*, were loaded by a Merchant in London, and sailed in Company, their Cargoes amounting to £22,000, and consigned to a Gentleman in Quebec," *Independent Chronicle*, Boston, June 12, 1777.

3. Haraden's reference to the capture of the vessel with Hessians on board caused confusion in the Boston newspapers. *Independent Chronicle*, June 12, reported the capture of two transports, one by Haraden, in the *Tyrannicide* and the other by Captain John Fisk in the *Massachusetts*.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

[Extract]

L'Orient April 27th 1777 –

I wrote you last post acknowledging the receipt of your letters by Capt Johnston & informing you of my Intentions to proceed to Nantz and there wait the Arival of Capt Johnston – I am very Sorry to inform you of the Mutiny that has happend amongst my People since my Arrival, they have all refused to go to Sea untill they Received their prize Money; With much threats & a promise that the prize Money should be paid before they left Nantz, have prevailed on them to go to Nantz, but do not expect to get them from there till they are paid, As the time they ship'd for was One Year, which is now expired. I hope you'll be Punktual in giving orders to Mr [Thomas] Morris for paying them as soon as We Arrive in order prevent delays, I think this will be Necessary in order to prevent any dispute between Me and Mr Morris, the People has promised to Continue in the Ship & behave well provided they Receive thier Money & if not, I shall be under the disagreeable Nessesity of Proceeding directly for America with a few [of] the People I Can get to go with me, which will not exceed 30 or 40 Men. I have this day received my certain Orders from Mr Gonet, Commissary of this Port ordering me out this day and not to offer to Cruize or make any Prizes on the French Coast on any pretence whatever. these orders was handed to me to Sign which I refused to do and told the Commissary I would comply with those orders, as far as was Consistant with my orders from the Honble Continental Congress of the United States of America, I told him that I never had Cruized on the Coast of France or Made Prizes on Sd Coast, nor would I do it, I should be glad to Receive your Advice on those different Subjects as soon as possible

1. Franklin Papers, vol. 5, pt. 2, 170, APS.

JOSEPH GARDOQUI & SONS TO SAMUEL PHILLIPS SAVAGE ¹

[Extract]

Honoured Sir

Bilbao the 27th April 1777 –

Just as we are dispatching back for your port the Ship *Lydia* William Andrews Master Bearer hereof has made her safe appearance in our river in 27 days passage the Schooner *Marblehead* Capt Samuel Dugard – on which happy Event we most cordially congratulate your good self & as said Master has punctually placed in our hands your very Esteemed & agreeable favour of the 18th Ulto with Copy of what you was pleased to write us on the 10th Febry pr Capt Tucker of the Brig *Benjamin*; we Acknowledge ourselves greatly obliged to your kindness for honouring us with your commands, therefore be pleased Good Sir to assure the Board of Warr, that our most constant attention will be made use of to serve their Interest with the greatest reggard & attachment, accordingly shall Immediatly attend to discharge & land with all possible Expedition the 982. Quints of fish you have been pleased to consigne us pr Capt Dugard which shall Endeavour to

dispose off on the highest ratte that its quality will admitt, tho are not a little sorry to informe you that at present our Markett promisses but poor Encourndgmt for the Sale of old fish, on Account of the large Stock still remmaining on hand, as also the advanced Season we are in. . .

We take the livery to mention to your good self that the good browne Virginea Tobacco is selling at st Sebastians a port only 18 leagues East from ours & where this article has a free admition, from 38 to 40: Currnt dollars Pr hundred & as it is only a day & half's Journey from us, on the Master's advice one of us will atend there at the disposall thereof, good Carolina rice rutles here from 100 to 110 riales pr Quintale, Pittch, Tarr, Turpentine, Whale oyl, Whalebone, Masts yards & Sparrs, are mantained at adventageous prices. . .

[P.S.] a Cask of Pitch about 600 lb wt is worth 35 hard dollars . . .

[Duplicate – unsigned]

1. Mass. Arch., vol. 152, 180–81, Board of War Letters, 1776–1777.

28 Apr.

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE ¹

My Lord

Admty Office 28th Apl 1777

My Lords Commissioners of the Admty intending that when this summers Campaign in America is over, Rear Admiral Sr Peter Parker shall proceed to Jamaica, to relieve Vice Adml Gayton in the Command of His Majts Ships & Vessels on that Station; I am commanded by their Lordships to acquaint you therewith and that your Lordship will have orders in form by the next conveyance for sending him thither accordingly. I have the Honor to be &c.

P. S.

Rt Honble Vice Adml Lord Howe
at New York by the *Liverpool*

By Express at ½ past 5 PM

1. PRO, Admiralty 2/554, 469.

“EXTRACT OF A LETTER FROM PORTSMOUTH, APRIL 28.” ¹

I think there is the finest fleet of ships in this harbour that ever I saw; they consist of three 90 gun ships, ten 74 gun ships, four 64 gun ships and several frigates, all ready in two hours for sea. The *Culloden*, of 74 guns, is ordered to proceed to sea for the French coast, on account of one of our 64 gun ships being there a few days ago, when a French 74 gun ship came along-side of her, and demanded to know the reason for cruizing there; which was answered, to take all American privateers that he could come across. The Frenchman then told him, that while he could hinder him, he should take none. On which the Captain of the English man of war told him, that he would first take the American privateers, and him afterwards, if he should make any opposition; and that he only waited for him to fire one gun at him, and that he should receive three English cheers in return,

and as many guns as would sicken him; upon which the French man of war thought proper to sheer off.

1. *London Chronicle*, April 29 to May 1, 1777.

CAPTAIN KEREDERN DE TROBRIANT TO GABRIEL DE SARTINE ¹

[Extract]

on board the King's flute *L'Etoile* at Lorient 28th April 1777.

. . . The Privateer *Reprisal*² having Saluted our pennant with three cheers of Long Live the King, I had one salute returned as a matter of politeness. However, not knowing the King's intentions on the manner in which the Warships of the English American Colonies must be treated, I have the Honor of advising you of my Conduct, which I Know to be inconsequential, but it Would displease me to have you learn of it from anyone else. . . .

1. AN, Marine, B⁴, 130, 139, LC Photocopy.

2. Continental Navy brig *Reprisal*.

29 Apr.

CONVOY INSTRUCTIONS OF CAPTAIN WILLIAM CORNWALLIS, R.N. ¹

[*Isis*, at Sea]

When I make the Signal for to lead the Convoy she is Immedeately to make the Signal for the Convoy to come under her Stern, & to fire at any Ships that presume to go ahead of her; the Other Men of War are to assist in keeping the Convoy together & never to quit there Stations or Chaces unless I make the Signal for that Purpose

If I would have any Particular Ship keep between a Ship in chace of me, or between me & the Convoy if I am in Chace myself, to repeat Signals, I will make the Ships signal & hoist a Dutch Jack at the Mizon topmast head, which if at any distance the Ships signal will be made by hoisting it at the top Gallt mast head instead of letting it Fly from the topmast head

For the Masters of Merchantmen

If I make the Signal for any of the Men of War to lead & take care of the Convoy, whilst I make sail, which you will know by that Ships making the Signal for the Convoy to come under her Stern; you are immediately to follow her, & Obey her Signals & pay no further Attention to me, untill I rejoin the Convoy & take that Ships Place

Dated 29th April 1777

To The Captains of his Maj's Ships

Camel, *Bute*, & *Swift* (Sloop)

1. Captain William Cornwallis' Order Book, NYHS.

CAPTAIN JOHN JERVIS, R.N., TO PHILIP STEPHENS ¹

Sir

Foudroyant, at Sea, 29 April 1777.

I desire you will acquaint my Lords Commissioners of the Admiralty, that being six or eight Leagues to the Westward of Nantes in His Majesty's

Ship under my Command, at day break this morning, we saw two Brigs Steering for Nantes; upon discovering what we were, the headmost kept on her Course, and the other stood out to Sea, there being little wind, and our short run to the land giving Us small hopes of getting up with the former, before she reach'd it, we chac'd the latter, and came up with her at Noon, she proved to be the *Barbara* from Bourdeaux bound to Dublin, and was taken yesterday by the other Brig, the *Freedom* Privateer, John Cl[o]uston Master belonging to Boston. she had been out seven Weeks, and has taken, by Relation of the Prisoners, twelve Prizes, seven of which were sent to Boston (one of them an outward bound Guinea Man with a considerable Quantity of Gun Powder and Arms on board) three burnt, one given to the Prisoners, and one Retaken, as recited – I shall stand well in with Nantes this Evening, and am not without hopes of falling in with the Privateer.

The Want of proper Petty Officers obliges me to send a Lieutenant in with the prize, as her Cargo consisting of Wine and Brandy, is reported to be valuable. I am Sir [&c.]

J Jervis

1. PRO, Admiralty 1/1987.

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM, PLYMOUTH¹

My Ld

29th April 1777

I have communicated to my Lords Comms of the Admty your Lordships Letter of the 25th Inst inclosing the State & Condition of His Majts Ships & Vessels under your command & Copy of a Letter from Captain Robinson of the *Queen* Stating the Case of Wm Wright & John Williamson two Prisoners on board that Ship taken on board an American Brig by the *Experiment*; And I am commanded by their Lordships to signify their direction to you to order them to be enter'd as part of the *Queens* Complement (but not to be allowed the Bounty) if they were not taken in any Armed American Vessel but one solely employed in trade; With Respect to the Six Rebel Prisoners late belonging to the *Lexington* Privateer who have been brought from Falmouth in the *George & Molly* Tender; It is their Lordships direction that You order them to be confined on board one of His Majts Ships under your command until further Order. &c

P S

1. PRO, Admiralty 2/554, 474.

London Chronicle, SATURDAY, APRIL 26 TO TUESDAY, APRIL 29, 1777

[London] Tuesday, April 29.

The *Worcester*, Bentley, from Jamaica, is arrived at Liverpool, after having had an engagement with an American privateer of 14 guns, in lat. 37, a few days after she sailed from Jamaica, and obliged her to sheer off.

The *Newman*, Smith, from Newfoundland to the West Indies is taken by the Rebels, and carried into Guadaloupe.

The *William and Mary*, Howe, from Petersbourg, was taken the week before last by the Americans.

Postscript.

Narrative of Capt. Gregory Cozens, of the *George* Brigantine, a Rebel Vessel, brought into Clyde by the Ship's Crew, as taken from his own Mouth, by a Gentlemen who was on Board at the Ship's Arrival in Port Glasgow, April 21, 1777.

We sailed from Charlestown, in South Carolina, the 24th of February last, bound to Bourdeaux in France, having on board 319 whole and 85 half barrels of rice, and 19 teirces of indigo.

The day before we sailed, the *Comet*, Capt. Allan [Edward Allen], an American privateer, sent in under Fort Mutrie [Moultrie], in Sullivan's Island, a ship and a snow from the Bay of Honduras, the ship said to belong to Glasgow. Fort Mutrie is now strongly fortified, there having been 500 negroes constantly employed in working at it, from the time that Sir Peter Parker's fleet left Charlestown.

A brigantine from Nantz, in France, arrived three days before we sailed, with clothing and other dry goods, and brought in with her one of the transport ships from London, Combs, master.

French vessels are coming and going every day, in particular one arrived about a month before we sailed, having on board from Martinico, upwards of twenty tons gunpowder, the Dutch have a great trade from Curacoa and St. Eustatia to Charlestown. The Spaniards do not interfere.

A great deal of rice was upon hand when we sailed, last crop having been very good, but indigo was scarce, owing to the great export of that article for some months before.

All sorts of European articles were very dear in Charlestown, though not scarce: the people were all peaceable, and minding little else but trade and cultivating the ground, being resolved to act only upon the defensive.

Trade was never known to be brisker at Charlestown than when we sailed, and it was said the Congress had called in a number of their privateers, in order to man the merchant ships.

A Bermudian sloop was ready to sail for France, loaded with rice and indigo, and a brigantine was to sail about a fortnight after us, one Steel master, for Nantz, with a valuable cargo of rice and indigo, particularly the latter, said to be upwards of 2000 l. sterling.

On Sunday the 16th of March, being then in latitude 44. 10, and longitude 27. 20, the crew took possession of the vessel from me: she was formerly called the *May*, belonging to Liverpool, and was taken off St. Eustatia, bound for Jamaica, with provisions; 200 barrels beef, and 100 firkins butter: the rest of the cargo had been landed at Dominica.

A ship, formerly the *Savanna*, Fraser, from Piscataqua, is sent into Antigua by the *Portland* man of war; and the *Little John*,——, from Mississippi to the Leeward Islands, is retaken and sent into Antigua.

The *Percy*, Rogerson, from Cork for New York, and the *Renfrew*, Somerville, from London, are both taken by the Rebels.

On Sunday night the *Elizabeth*, Capt. Toone, arrived in the Downs; his dispatches were immediately sent to Lord George Germaine's Office, and we hear contain the following interesting particulars:

That the popular Mr. Dickenson, (who wrote the Farmers Letters in favour of the Americans) from the ill treatment he has received from the Congress, has declared for the King, and brought over 5000 of the inhabitants on the banks of the Delaware, and being joined by a corps of 600 marines, from the men of war in that river, had cut off a numerous body of the rebels, and had prevented a great quantity of provisions from being sent to General Washington.

Capt. Toone has also brought advice, that the *Phoenix* man of war has sunk and destroyed 24 sail of Provincial ships in the river Delaware, not having men on board sufficient to secure them as prizes.

GEORGE LUPTON (JAMES VAN ZANDT) TO WILLIAM EDEN ¹

[Extract]

Paris Tuesday Evening April [29] 1777 –

... Mr Deane is very anctious to bring about a plan or Scheem which he has in agitation & which I think is impracticable, his intention is to ship American property from hence in French Bottoms, by the way of New Orleans, from thence to proceed to Fort Pitt in Order to supply the back Inhabitants & Indians on the Continent, this plan I believe wont take owing to the great distance of Land Carriage – but at the same time its very political in the French to forward the Scheeme, as it will be the means of Inriching the French settlements on the Misisipi, at the expence of the poor deluded Americans, and throwing all the trade into that Channell – this as I hinted before is only in agitation & it appears to me so blind, that I immagine 'twill be drop'd therefore shall say no more on that head till hear further Conce[rnin]g same. I have great reason to believe something of Importance is going forward at Dunkirk, but what it is I have not been able to learn, & doubt if its possiable to discover the same, however if it can be done; I think I can do it as soon as any person, all I shall [say] on that head at present is, that behoves you to keep sharp look out at that place, as it lays very convenient to your Channel, and small Vessells may slip out and take what they please of your homeward bound Ships, as they immagine when they are off[f] Dover that they are perfectly safe, – I am apprehensive Mr Deane has some such plan, and am confident another Cutter or Vessel has been or is buying up, but wether there or at Dover I know not, however they mean to make Dunkirk a very usefull place for their purposes, therefore beg a Constant watch may be kept at that Hole of a place, –

1. Stevens, ed., *Facsimiles*, No. 147. Cutter purchased was named *Revenge*.

JONATHAN WILLIAMS, JR. TO JOHN BRADFORD¹

Sir

Nantes April 29. 1777.

Inclosed is Bill of Lading for thirty Cases of Arms as at foot shipped onboard the *Lynch* Capt [John] Adams. (No 1 a 21 contains five hundred & twenty five Fuzils & No 22 a 30 contains four hundred & fifty pair of pistols) on accot of the Hon. The Continental Congress who you will please to advise of their arrival

I would recommend them to be proved before put into the Hands of the Soldiery – I have the honor to be &c
The Agent for the Continental Congress
Boston.

1. Jonathan Williams Letter Book, YUL.

30 Apr.

JOURNAL OF THE MASSACHUSETTS NAVY BRIG *Massachusetts*,
CAPTAIN JOHN FISK¹

H.	Courses	Winds	Remks on Wednesday 30th of April 1777
1			Small winds & fair weather
6			<i>Tyrannicide</i> in company
7	SE		
9			Cloudy weather with small rain
10	ENE		
			Latt By Obs 49D29m Longd in 11D41m
1	NEBN	SSW	Saw a sail in the NE gave chase at 3 Came up
3	North		with her the Brig <i>Trapasey</i> [<i>Trepassy</i>] Elias
4	NNW		comes master from Topsham for Newfoundland
12			6 days out ² Moderate weather

1. John Fisk Journal, AAS.

2. Libel against *Trepassy*, published in the *Independent Chronicle*, Boston, July 10, 1777, gives master's name as Isaac Follet.

JOURNAL OF TIMOTHY CONNOR, MASSACHUSETTS PRIVATEER BRIGANTINE
*Rising States*¹

[April 15 to April 30, 1777]

the third day after we was taken which was the 18th of April the ship began to make the best of her way for Spite-head and standing into the Channel we had near Like'd to been lost of[f] the Rocks of Scilly, our Brigg being about one half a league a head made the first breech in the Night being close on board the rocks and fired several signal Guns which was answered by our Ship, and before we could put our Ship about the Brigg was afoul of our Quarter and carried away our Ship's Starboard Quarter Gallery our Ship struck twice but did no other damage when we had got clear of the rocks we stretch'd for the Westward in Bristol Channel and took us three

days to beat out again, when we met with a gale of wind and carried our Maintopmast by the board Sails all standing about 9 O'Clock at Night rain'd and blow'd very hard the next day employ'd about getting up a new top Mast and the riging over head and we almost starv'd not allow'd to go to any part of the Ship without a Sentinel sometimes we had nothing but burgue and Peas, without Salt, butter or Méat – only what we begged from some of the Sailors as it happen'd there was some of our own Countrymen on board. we arrived at Spitehead, the 30th of April and it is common when a ship comes in from sea for small boats to come of[f] and supply the Ships crew with such necessaries as they stand in need of where we sold what trifle of clothes we had to get supplied with provisions

1. Connor's Journal, LC. Connor was now a prisoner on board H.M.S. *Terrible* which captured Massachusetts privateer *Rising States* on April 15.

LORDS COMMISSIONERS, ADMIRALTY, TO THE COMMISSIONERS FOR SICK
AND HURT SEAMEN ¹

By the Commissioners for executing
the Office of Lord High Admiral
of Great Britain & Ireland &c.

Whereas you have represented to Us by your Letter of the 22d instant, that upon considering in what manner it may be most proper to victual the Prisoners to be committed to Forton & old Mill Prisons you are of opinion that the Allowance which was made for the subsistence of Rebel Prisoners under the care of your Board in the Year 1745, Vizt

Wheaten Bread	1 lb
Beef	$\frac{1}{2}$
Cheese	$\frac{1}{4}$.

appears to be too scanty, and have therefore proposed the Scheme of Diet that was settled last War for the Prisoners of War, (a Copy of which is hereunto annex'd) as the most proper method for Victualling the Prisoners to be confined in the above Prisons, with no other Alteration than putting the Bread at 1 lb a day instead of $1\frac{1}{2}$ lb a day, and establishing Water instead of Beer, We do hereby approve of the said proposition, except what relates to the substituting Water instead of Beer, and require and direct you to cause the Prisoners who may be committed to the said two Prisons to be Victualled in every respect agreeable to the said Scheme except in the article of Bread of which they are to have only one pound P day each instead of the quantity in the said Scheme mention'd as you have proposed.

Given under our hands, the 30th of April 1777.

Sandwich Palmerston Lisburne

By command of their Lordships
Ph^p Stephens

[Enclosure]
Table of Victualling Prisoners of War.

Days.	Beer	Bread	Beef	Butter	Cheese	Pease
	quarts	lb	lb.	Ounces	Ounces	Pints
Sunday	1	1½	¾	—	—	½
Monday	1.	1½	¾	—	—	—
Tuesday	1.	1½	¾	—	—	½
Wednesday	1.	1½	¾	—	—	—
Thursday	1.	1½	¾	—	—	½
Friday	1.	1½	¾	—	—	—
Saturday	1.	1½	—	4	or 6	½
Total	7.	10½	4½	4	6	2 or greens in lieu

1. In Letters to Commissioners for taking care of Sick & Hurt Seamen, NMM.

PHILIP STEPHENS TO THE BRITISH NAVY BOARD ¹

Gentn

Admty Office 30th April 1777

Vice Adml Sr Jas Douglas having inform'd my Lords Commissrs of the Admty that the *Rising States*, taken by His Majesty's Ship the *Terrible* and lately brought to Spithead, is pierc'd for 18 Guns, well furnish'd with Sails, Rigging &c. and is said to sail very well, and that should such a Vessel be wanted, she may answer exceedingly well; I am commanded by their Lordships to signify their direction to you, to cause the said Vessel to be survey'd and report whether she is fit to be purchas'd for His Majestys service. I am Gent. &c

P. S.

1. PRO, Admiralty 2/554, 482.

Public Advertiser, WEDNESDAY, APRIL 30, 1777

London [April 30].

Letters by the *Worcester*, Capt. Bentley, who is arrived at Liverpoole from Jamaica, bring Advice, that the *Duckingfield*, Captain Foster, a missing Ship from London and Madeira, was safe arrived at Jamaica; that two Days after she left the Madeiras, she was chaced by an Americn Privateer four Hours; but by some Accident the Privateer took fire, and Part of her blew up; and during the confusion the *Duckingfield* got clear of them. The same Letters say, that there are several American Privateers cruising around the Madeira Islands, which had taken some Prizes.

An American Privateer was some Time since taken by one of our Frigates. She carried the Continental Colours, which were thirteen red and white Stripes; but it was observed that this Privateer had but twelve Stripes in his Colours; on being asked the Reason, he answered, that since we had

taken the Province of New-York, the Congress had a Province less; and that whenever they lost any of the Provinces it was their Orders to cut away one of the Stripes from the Colours, so that there should be no more Stripes than Provinces.

LORD STORMONT TO WILLIAM EDEN ¹

Sir

Paris Thursday Morning April 30, 1777.

I return you many Thanks for the Honour of Your Letter. I have this Inst recd the inclosed with which I have taken the liberty You allow. The Vice admiral whose Name Your Correspt could not recollect must be Ct D'estaing. His activity and hostile Disposition towards us You well know. The Project of sending american Property in french Bottoms to New Orleans certainly exists, but I shd imagine that if we cannot stop it here a Frigate or two properly stationed in those Seas would render every Prospect of that kind abortive. I am [&c.]

Stormont

1. Stevens, ed., *Facsimiles*, No. 66.

1 May

CAPTAIN JONATHAN HARADEN TO THE MASSACHUSETTS BOARD OF WAR ¹On board the Brig *Tyrannicide*.

Latt 49.32 N. Longd 13. W.

May 1 1777

Gentlemen

This comes by the Brig. *Trepassey* which we took Yesterday, from Topsham bound to Newfoundland with Salt &c an Account of which you have by the Prize Master Mr Nathl Webb By him we have shipt the Remainder of the goods taken out of the Brig *Eagle* –

The Captain informs us there was a large Ship Loaded with Indigo & Rice taken in the Bay of Biscay bound for Nantz by a 64 Gun Ship and by her Convoyed in to Portsmouth the day before he sail'd – judged to be worth £30,000 Sterling – she had on board several Frenchmen ² – He also informs us that there is a great number of Cruizers in the Bay – Altho' this Vessell &c is of but small value, yet we thought it much better to send home, than to give the Prisoners, for fear of their information, as we were so near the Land. We are all in good health & high Spirits on board both Vessells ³ nothing more worth Notice at present, I remain Gentlemen [&c.]

Jon^a Haraden

1. Mass. Arch., vol. 152, 189, Board of War Letters, 1776–1777.

2. Ship *Liberty*, from South Carolina, taken March 29 by H.M.S. *Culloden*. See *London Chronicle*, April 19 to April 22, 1777.

3. Other vessel was Massachusetts Navy brig *Massachusetts*.

"EXTRACT OF A LETTER FROM DUBLIN, MAY 1." ¹

The *Freedom* privateer, of 12 guns, is now cruising from Scilly to Cape Clear: She lately took the *Dispatch*, Capt. Regan, from Lisbon to Corke, out of which she took about ten tons of wine, some fruit, &c. and put the prisoners on board her. She had then taken fifteen prizes on this station, amongst which is the *Phebe* from Honduras to London;² the *Betty*, from Glasgow to Cadiz; a ship from Dublin to Bourdeaux, supposed to be the *Lord's Gift*. Five of the prizes were burnt by the privateer.

1. *London Chronicle*, May 6 to May 8, 1777.

2. *Phoebe*, a 40 ton brigantine, was taken by the Massachusetts Navy brigantine *Freedom*, Captain John Clouston; libeled against July 10, 1777, and at the same time Clouston libeled against "sundry goods taken out of several British vessels on the high seas," *Independent Chronicle*, Boston, July 10, 1777.

CAPTAIN JOHN JERVIS, R.N., TO PHILIP STEPHENS ¹

Sir

Foudroyant, at Sea. 1st May 1777 -

I desire you will acquaint my Lords Commissioners of the Admty, that I pursued the design mention'd in my letter of the 29th past, but was not fortunate enough to fall in with the Rebel Privateer; this disappointment was in some measure compensated yesterday afternoon by our intercepting a Bermudian built Sloop, called the *Alice*, John Porter master, from Charles Town in South Carolina, bound to Nantes, Bourdeaux, or the first Port in France, she could reach, and there, after delivery of her Cargo, consisting of Rice and Indigo, to arm and load with Cloathing and Implements of Husbandry, and to return to Charles Town - The Prisoners relate, that on the 28th at Noon, they saw a Rebel Brig Privateer of Force, quite clean, Steering W b N with a Crowd of Sail - She shew'd her Colours but did not speak with them.

The Sloop, tho' remarkable for her fast sailing, has had a long Passage, owing to incessant Easterly winds, which the Master imagines have prevented the arrival of many other American Vessels in the French Ports, so that we are in hourly expectation of falling in with some of them. I am Sir [&c.]

J Jervis

1. PRO, Admiralty 1/1987, 1, 50.

London Packet, or *New Lloyd's Evening Post*, MONDAY, MAY 19 TO
WEDNESDAY, MAY 21, 1777

Corke, May 1

Yesterday arrived here the *Lord Lifford*, of this port, Capt. [John] Jones, from Boston, in 29 days. Several French vessels arrived at Boston and Piscataqua, with arms, ammunition and cloathing, a French General, and 50 officers. Two privateers of 36 and 26 guns, sailed from Boston, and many more of equal force were preparing. Capt. Jones brought home 12 Captains who had been taken. His vessel was also taken by the *Columbus* privateer, and carried into Boston, where he purchased her of the captors and obtained leave to depart.¹ When General [Charles] Lee was confined at New York,

Colonel [Archibald] Campbell was immediately deprived of his liberty, and confined in New England, it being resolved by the Congress to retaliate.

1. *Lord Lifford* had been taken by the Continental Navy ship *Columbus*, Captain Abraham Whipple. See Volumes 6 and 7.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN HUGH ROBINSON, R.N. ¹

By &c

Whereas we have ordered Vice Adml Sr Jas Douglas to cause Ninety One of the Supernumerary Seamen & Landmen who have been raised for His Majestys Fleet to be put on board the Ship you Command in order to their being carried in her to Quebec to be disposed of as the Senior Captain of His Majs Ships & Vessels in the River St Lawrence for the time being shall direct; You are hereby required & directed to receive the said Supernumeraries on board & to carry them to Quebec accordingly so soon as they shall have been paid Two Months advance, & also the Bounties to which they may be respectively entitled for the Payment of which with all possible dispatch the necessary Orders are given.

You are to bear the said Supernumeraries on a seperate List for Wages from the time of their coming into the Service respectively until you shall otherwise dispose of them as above directed; And for Victuals during their continuance on board

You are hereby further required & directed to receive on board the Ship you command Jean Derente Pilot for the River St Lawrence who will be sent to you by the said Vice Admiral, and give him a Passage to Quebec victualling him during his continuance on board as the Ships Company & bearing him for Wages as Pilot Extra

Upon your arrival at Quebec you are to dispose of him as the Senior Captain abovementioned shall direct. Given &c 1st May 1777

Capt Robinson – *Proteus* – Spithead

By &c PS

Sandwich

Lisburne

H Palliser

1. PRO, Admiralty 2/102, 466–67.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN THOMAS MACKENZIE, R.N. ¹

By &c

Whereas we intend that the Ship you command together with His Majts Ship *Proteus* which will be ordered to call off Plymouth to join you & whose Commr Capt Robinson will be directed to obey Your Orders, Shall proceed forthwith into the River St Lawrence with such Transports Storeships, Victuallers & Trade bound thither as he may bring with him from Spithead and with any other Ships or Vessels which may be ready & willing to accompany you So soon therefore as the *Proteus* arrives which you will know by her Commr hoisting a Jack at her Foretop Gallant Mast head; You are hereby required & directed to put to Sea & taking the said Ship under your command & such Transports Victuallers & Trade as are abovementioned under your Convoy make the best of your way consistent with their security with them

into the River St Lawrence and having seen them as far as the Isle of Bic, you are to direct Capt Robinson to proceed to Quebec with the Ships & Vessels going thither & upon his arrival there to Deliver the inclosed Pacquet to the Senior Captain for the time being of His Maj's Ships & Vessels in the abovementioned River & follow his orders for his further proceedings, And you are to make the best of your way in the Ship you command to New York (calling however at some convenient Place in your way to Wood & Water if you find it necessary) when you are to deliver to Vice Adml Ld Visct Howe the Pacquet you will also receive herewith addressed to him, And putting yourself under his Lordships Command follow his orders for your further proceedings.

You are to be very attentive to the Ships & Vessels which proceed under your Convoy; keeping them together by every means in your Power and upon no Account leaving them upon pretence of their not sailing fast enough to keep Company with You as we expect that in the course of your Voyage you accomodate Your progress to that of the worst sailing Sailing Ship amongst them

You are at the same time to take all possible care to prevent the said Ships & Vessels from separating from you, and to give their respective Masters such Orders & directions as you judge most conducive to that end, And in case (notwithstanding these precautions) any of them shall part Company with you or disobey your Orders You are to transmit to our Secretary a List of their Names with the circumstances attending such seperation, And disobedience that such measures may be taken thereupon as shall be judged necessary. Given &c 1st May 1777

Capt Mackenzie – *Lizard* – Plymo

By &c PS

Sandwich

Lisburne

H. Palliser

1. PRO, Admiralty 2/102, 468-70.

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM, PLYMOUTH¹

[Extract]

My Lord

Admiralty Office 1st May 1777

With respect to the application of the Persons who apprehended the three Rebel Prisoners who lately deserted from the Hospital, to be paid a Reward for their Trouble and the Expence they were at in bringing them to Plymouth, I am to acquaint your Lordship that the Navy Board are directed to pay a Reward of five pounds for Each with travelling Charges I am &c.

P. S.

1. PRO, Admiralty 2/554, 485-87.

PHILIP STEPHENS TO VICE ADMIRAL ROBERT MAN¹

Sir

Admiralty Office 1st May [1777]

I have communicated to my Lords Commissioners of the Admiralty your Letter of the 8th past acquainting them that you have received a Letter

from Captn [William] Hay, at Gibraltar informing you that Captain [George] Murray of the *Levant* had brought in there a Rebel Brigantine Privateer, called the *General Montgomery*, commanded by Benjamin Hill mounting 18 Guns, of 9 & 6 Pounders 4 Cohorns & 3 Swivels and Mann'd with 87 Men when taken; and the most material Intelligence is, that the Congress are issuing 400 Commissions to Cruizers which are intended mostly for the Banks of Newfoundland, and the Coasts of Guinea, Spain & Portugal, and in return, I am commanded by their Lordships to refer you to my Letter of Yesterday's date respecting the disposal of the Prisoners taken on board the Privateer before mentioned I am Sir:

P S.

Vice Adml Man, at Gibraltar, by the *Worcester*.

1. PRO, Admiralty 2/554, 496-97.

CAPTAIN JAMES WALLACE, R.N., TO PHILIP STEPHENS¹

Sir

[Spithead] May 1st 1777

Be pleased to acquaint their Lordships that at the Breaking out of the Rebellion in No America I had the Honor to command His Majesty's Ship *Rose* – with some other of His Vessels at Rhode Island.

At which Time the Rebels Stopt all communication and Supplies to His Majs Forces.

In this Situation Vice Adml Graves Commander in Cheif of [His] Majs Ships & Vessels in No America gave me Directions to Hire Vessels to send Intelligence & Keep up a Communication with the Different Stations & Supplies of cattle & provisions of all kinds that could be gott – Having seized Several of the Rebels Vessels, I armed, fitted, and employed them on that Service, In which I was very successful as repeatedly acknowledged by the Admirals & Generals.

The fitting the Vessels, and Keeping them in repair, the money I paid to gain Intelligence Have been an expence of about 500 pounds, which I beg their Lordships will take into their Consideration and order me to be reimbursed. I am Sir [&c.]

Ja^s Wallace

[On verso] 31 May The E. of Sandwich signified the K. pleasure that he be allowed £ 500 direction accordingly to N Bd

1. PRO, Admiralty 1/2672, 3, 6.

BENJAMIN FRANKLIN TO JOHN BRADFORD¹

[Extract]

Sir

(Duplicate)

Paris May 1, 1777.

I received your Favour of Feb. 25. by Capt. [John] Adams – I congratulate you on his safe Arrival with others of our American Ships, it being rather wonderful that so many get in through all the English Men of War actually cruising in the channel & Bay of Biscay to prevent them. I make

no doubt but Messrs Penet & Morris will take proper Care in disposing of the Cargo and Shipping the remittance: And We have given Orders to Mr Jonathan Williams (formerly of Boston) who resides at Nantes, to add as much to her Cargo, as she can carry consistently with her fast sailing, in Military Stores or Cloathing for Soldiers, of which a great Quantity is in his Hands, & shipping for America by him with all Expedition. – His Diligence, Fidelity & Correctness in Business, have given us great Satisfaction, & we recommend him therefore warmly to our Friends, who may occasionally want an able Factor at Nantes, where he is about to Settle. I have written to Mr [Thomas] Cushing some News of one of your Cruisers, which he will shew you if requested.² Captain Wickes of Philadelphia, having put his Ship in good Order at L'Orient is about to make another Cruise, with two stout Tenders, before he returns to America. They sail in a few Days. It is extremely mortifying to proud Britain that all her boasted Naval Power cannot prevent her being insulted on her own Coasts.

I am, Sir, very respectfully [&c.]

B Franklin

1. Benjamin Franklin Collection, YUL.

2. Franklin to Thomas Cushing, May 1, 1777, Franklin Papers, Series 2, vol. 18, No. 358, LC.

JONATHAN WILLIAMS, JR. TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

Gentlemen

Nantes May 1 1777.

Capt Nicholson is by this time a long side of Capt Wickes under his american Colours. – I have not yet collected all the Bills but I imagine this armament will cost you upwards of 300 Louis exclusive of what we advanced to French Sailors from Havre & the present Crews adva wages which may amount to 150 Livres more: I have shipped on board Capt [John] Adams 30 Cases qt 525 Fuzils & 450 pair of pistols I intend to send Leather enough for the Holsters if I can obtain it in Time. I find this will come to about 5 Livres P pair the money for this & for the Cutter I am obliged to M Peltier for I shall therefore be glad to have a sufficient Sum ordered to be paid me here to discharge it. – Capt Wickes had given orders to Capt Johnson to meet him at L'orient – we were obliged to dispatch a Courier to Bordeaux to change these orders as the post would not arrive so soon as Johnson would probably be sailed – All the Swivels the Cutter brot from Havre are good for nothing Capt Nicholson has condemned them

1. Jonathan Williams Letter Book, YUL.

2 May

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN SAMUEL MARSHALL, R.N. ¹

By &c.

So soon as the Ship you command shall have been fumigated & be in other respects in a proper condition for the Sea, You are hereby required & directed to proceed with the very first opportunity of Wind & Weather off the Island of Madeira, & diligently to cruize off that Island for the protec-

tion of the Trade of His Majesty's Subjects, & to look out for, & to use your utmost endeavours to take or destroy, any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of North America which may be found in those parts.

You are to continue upon this Service for the Space of three Weeks after your arrival off Madeira, at the expiration of which time you are to repair to that Island to recruit your Provisions & Water, and having so done (in which you are to use the utmost dispatch) make the best of your way back to Spithead, & remain there until you receive further Order, Given &c. the 2d of May 1777.

Captn Marshall, *Arethusa*, Spithead
By &c.

Sandwich
Palmerston
H. Palliser

PS

1. PRO, Admiralty 2/102, 481. Similar orders for anti-privateer patrol on various stations were issued this date to Captain Richard Hughes, H.M.S. *Centaur*, Captain Robert Sawyer, H.M.S. *Boyne*, and Captain John Carter Allen, H.M.S. *Albion*.

MARQUIS DE NOAILLES TO VERGENNES ¹

[Extract]

at London May 2nd 1777.

. . . The *Exeter* of 64 returned to Spithead with the *Culloden* and reported meeting off our coast with the King's ship *Robuste* of 74, Accompanying her for a few hours; that the Captain of the French Ship Told Captain Moor, commanding the *Exeter*, that he had orders to protect all American or other Vessels coming to Trade in our Ports; not that the Government intended to encourage the Americans, but only to protect the Coasts of France against all insults on the part of any Power. In any case, the Captain of the King's Ship treated the English Captain with great Courtesy and even sent him some Wine as a present. . . .

1. AMAE, Correspondance Politique, Angleterre, vol. 523, 10-19, LC Photocopy.

3 May

JOURNAL OF THE MASSACHUSETTS NAVY BRIG *Massachusetts*,
CAPTAIN JOHN FISK ¹

H	Courses	Winds	Remks on Satterday 3th of May 1777
2			<i>Tyrannicide</i> in company -
3	ENE	WSW	
5			at 5 Am saw two sail one barring SE. the other
6	SWBS		SSW at 8 Capt Harridon brought too one the Brigt <i>Venus</i> from Dartmouth for N foundland
10	SW		at 9 I Brought two the Brigt <i>Frindship</i> from Topsham for N foundland two sail in sight we in Chaise Capt Harridon spake a french snow we in Chaise of a Brigt

Latt By Obs 49D 44m – Longd in 12D
24m

11	WSW	NW	at 1 spake a Brigt from St malows for St
2	South		peters Saw a sail to the Southward at 2 spake
4	NNE		a duch snow from St Eustatia for Amsterdam –
			Spake Capt Haridon Saw two sail to the North-
7	SSW		ward I gave chaise to one Capt Haridon to the
8	SE	WSW	Other at 6 spake a french snow from St maloes
			for St Peters 8 days out the other proved to
			be a frenchman at 7 we came up with Capt
			Haridon & the two prizes lay by freash breaze –

1. John Fisk Journal, AAS.

LORDS COMMISSIONERS, ADMIRALTY, TO LORD GEORGE GERMAIN ¹

My Lord,

Admiralty Office 3d May 1777

Your Lordship having in your letter of the 30th ultimo acquainted us that it was hoped the orders which were issued in pursuance of His Majesty's pleasure for preparing a Vessel to be ready to Sail with the Cloathing &ca for the Army in Canada by the 10th of March last, would have been carried into Execution with all possible Dispatch, and that the Vessel (the *Proteus*) would at the expected time have proceeded to the place of her destination; that it was not however the Business of your letter to forward an Enquiry into the causes of the very extraordinary delays which so visibly attended the preparing her for the Voyage; but only to remark that the King was extremely chagrined to find that there was any delay whatsoever in a Business of such National Importance: We, nevertheless, think it necessary, as your Lordship has intimated that there were extraordinary delays in the equipment of the *Proteus*, to enter so far into this Business as to shew your Lordship that there were no delays but such as were unavoidable from accidents of Winds and Weather, the effects of which could not have been obviated but by an earlier signification of His Majesty's pleasure from your Lordship. And before we proceed any further into the discussion of this Matter, it may not be improper to recall to your Lordships remembrance that the orders we received in your Lordship's letter of the 1st February were only to have Transport Vessels in readiness to receive their Loading onboard by the 10th March instead of being ready to Sail on that day as stated in your letter of the 30th of last Month.

The Tonnage which was at first ordered to be provided was increased by your Lordship's subsequent Letters of the 4th & 13th of February from 240 to 470 Tons – These augmentations, under His Majesty's possitive injunctions that care should be taken effectually to protect the Vessels freighted with such very important Articles against every danger either from the Treachery of the Master or the Force of the Enemy, made it necessary for us to lay aside the thoughts of employing Transport Vessels, and to hire or purchase a Ship of large Stowage and capable of being sufficiently manned and armed to defend herself against an Enemy's Ship of Force. – With this

view the *Talbot* India man (now called the *Proteus*) was purchased so early as on the 14th February (the day after the date of your Lordship's last mentioned letter) and was so rapidly prepared for the Service for which she was intended, as to be carried from Blackwall to Woolwich on the 8th March, and to be in complete readiness to receive her Lading on the 13th, of which the Board of Ordnance had notice, and were desired to hasten their Stores onboard. – Part of the Goods were taken onboard the 17th and the remainder, of what her great draught of Water would admit of her receiving at Woolwich, on the 23d, when a Pilot was sent onboard of her from the Trinity House to conduct her to Longreach she being then ready to proceed; but from the contrary Winds and bad Weather, which lasted for a considerable time, he absolutely refused to carry her down. – From these untoward circumstances the Ship did not arrive in Longreach till the afternoon of the 23d of last Month; but such was the eagerness of the Captain and Officers to forward the important Service in which they were employed that she took in her Guns and ordnance Stores and the remainder of her lading so expeditiously as to Sail from thence on the 25th at Noon to the Nore; and having completed her Complement of Seamen and Marines proceeded on the 27th towards Spithead where she arrived Yesterday.

From this deduction of Facts, which we desire your Lordship will lay before the King, we are inclined to hope His Majesty will be graciously pleased to believe that there has not been any extraordinary delays in the Equipment of the *Proteus*, but, that, on the contrary every exertion has been used in this Department to forward a Business of such National Importance.

As to the Machine for carrying flat bottom'd Boats, which has been represented to your Lordship to have been received onboard the *Proteus* to the exclusion of about 20 Tons of Cloathing, Shoes, &ca, We can at present only express our great astonishment at it, not having given any order in that respect, or ever heard of such a Machine till the *Proteus* had sailed from the Nore; For, before we had received your Lordship's letter, we directed her Captain to let us know by whose direction, or upon whose application it was received onboard, and shall not fail of sending your Lordship, for His Majesty's Information, Copy of his Answer as soon as it comes to hand. – We have, in the mean time, ordered the Machine to be disembarked to make room for the Cloathing &ca if it arrives in time, as directed by Your Lordship's separate Letter of the 30th past. We are &c. –

Sandwich. H. Penton.
Palmerston. H. Palliser.
Lisburne.

1. PRO, Colonial Office, 5/259, 159–63.

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM ¹

My Lord

[Admiralty Office] 3rd May 1777.

Lieutenant Oakly Commander of the *Union* Tender, having represented to their Lordships that on the 24th past he discovered that the impressed

Men on board had formed and near executed a Plan for their Escape from the said Tender, and that John Goldsworthy one of her Company had assisted therein, and recommended that he shou'd be put on board one of His Majestys Ships, being a Troublesome, mutinous & seditious Fellow. I am commanded by their Lordships to recommend it to you to take the said Man out of the Tender and put him on board one of the Ships at Plymouth going abroad. I am &c.

P.S.

1. PRO, Admiralty 2/554, 506-07.

JONATHAN WILLIAMS, JR. TO SILAS DEANE ¹

[Extract]

Nantes May 3. 1777

The *Freedom* Brig in the Service of the Massachusetts State arrived here the day before yesterday she sailed Mar. 10 so brings nothing fresh she has made 12 prizes 7 she sent into America 1 she gave to prisoners 3 she burned & one is coming into this River, this latter is a Brig from Bordeaux with Wine &c bound to Dublin. . . .

1. Jonathan Williams Letter Book, YUL.

THOMAS MORRIS TO BENJAMIN FRANKLIN ¹

Sir

Nantes May 3d 1777

At the request of Captain John Robarts of the Schooner *Mary* lately arrived from Charles Town South Carolina I beg leave to acquaint you that William Machmaster one of his Sailors, is now detained a Prisoner in this City, charged with having drowned one John Hoggins belonging to the same Vessell – the real circumstances are as follows – The said Machmaster & Hoggins took the Ship's boat with an intention of going onshore together at Coueron – but being both much in Liquor they quarelled, and came to blows in the boat. Hoggins by accident fell out of the boat and was drowned – Machmaster not being able to afford him any assistance as he was quite drunk. It's by french Witnesses who were onshore and saw the accident happen that Machmaster is detained by the Judges of the Admiralty – who may decide his Fate unless some intercession is immediately made in his behalf with Monsr Le Duc de Penthièvre & Monsr Le Chancelier – these are the particulars of the matter as represented by Captain Robarts at whose desire I have taken the liberty of troubling you with this letter – in expectation of your answer I have the honour to be very respectfully Sir [&c.]

Tho^s Morris

1. Franklin Papers, vol. 6, 4, APS.

4 May (Sunday)

JOURNAL OF THE MASSACHUSETTS NAVY BRIG *Massachusetts*,
CAPTAIN JOHN FISK ¹

H	Courses	Winds	Remks on Sunday 4th of May 1777
3			<i>Tyrannicide</i> in Company
5			At 5 Am saw a sail to the SW spake her a Duch 50 Gun ship of war for Amsterdam Employd in getting goods out of the <i>Venus</i> on board the <i>Frindship</i> freash gale
			Latt By Obs 49D 17m Longd in 11D 57m
1	SE	West	Lay By freash gale & Cloudey weather at 4 Pm Dispatch the Brig <i>Frindship</i> for Boston at 8
9	SSW		got all out the Brig <i>Venus</i> put 55 prizoners on board & sent them to Britain
12			Moderate breaze of wind and fair weather

1. John Fisk Journal, AAS.

"EXTRACT OF A LETTER FROM PLYMOUTH, MAY 4." ¹

This day came in the *Barbara*, of and for Dublin, from Bourdeaux, Capt. Welch, with wine and brandy, retaken by his Majesty's ship *Foudroyant*; the *Florian*, of and from Charlestown, South Carolina, for Nantz, with rice, indigo, pimento and tobacco, taken by his Majesty's ship *Reasonable*, Capt. Dawel . . . *Ellis* [*Alice*] of and from Charlestown, Capt. Barter [John Porter], for Nantz, loaded with rice and indigo, a prize taken by his Majesty's ship *Foudroyant*.

1. *London Packet*, or *New Lloyd's Evening Post*, May 5 to May 7, 1777.

GABRIEL DE SARTINE TO ADMIRAL LOUIS CHARLES DU CHAFFAULT, BREST ¹

[Extract]

4 May 1777

[Versailles]

Approved by the
King's hand.

. . . Following the representations you made to me, Sir, I have received the King's orders On the Course of action to be taken by the Captains of His Ships on patrol in the event that an English Ship should Chase a Vessel within their sight. It is His Majesty's intention that, in this case, His Ships hoist their Flag, and engage him with a cannon shot. If the Vessel being Chased shows a French Flag, His Majesty's Ship will head for him and will take him under its protection; and the Captain will declare, as much as is needed, to the Captain of the English Ship, that, since His Majesty's Ship is on patrol in these waters in order to protect His Nation's Trade and to guarantee peace, he can not allow a french vessel to be searched in his sight, and would be opposed to the search.

But if the vessel being chased shows foreign colors, the Captains of

His Majesty's Ships will not alter course, regardless of what Nation the colors may be, and will not meddle in any manner in what might take place between the Ship Chasing and the Vessel being Chased, unless the latter places himself within range to seek the shelter and protection of the King's Flag, in which case the Captains will follow that which is prescribed for them in this respect in their instructions.

In the prohibition of becoming involved in matters which concern Foreign Vessels, one must however make an Exception in the case where the Vessels might be found at a distance of one or two Leagues off the coasts of France. Only in this case must the Captains of His Majesty's Ships steer towards the Vessel Chasing and declare that they can not Permit that there be any violence or insult committed on the Coasts of the Kingdom, and that the freedom of trade which His Majesty wishes to Maintain On His Coasts, for all Nations, requires that they accord protection to the weakest, no matter who it may be: And in case of obstinacy on the part of the English Ship, they will follow that which is set out in their instructions.

Moreover, you are aware, Sir, that in all cases the commanders of His Majesty's Ships ought not to resort to any measures until they are sure that their forces are Sufficient to impose them, and that under no Circumstances are they to compromise the honor of the Flag.

You will have the kindness, Sir, to communicate to the Captains of the Ships that you detach from the King's Fleet, that which His Majesty has ordered me to set forth to you on this topic, and you will continue to recommend to them, furthermore, not to deviate from the literal interpretation of their instructions.

I am having an Extract of this letter sent to Mons. de la Motte-Picquet by way of L'Orient. . . .

1. AN, Marine, B4, 129, 13-14, LC Photocopy.

BEAUMARCHAIS TO VERGENNES ¹

[Extract]

Paris, 4th May 1777

. . . A letter of the 6th March written to Havre from Cape Francois informs me that *l'Amphitrite* and *la Seine*, my two first vessels, have arrived without accident at Charlestown in South Carolina, ² I hasten to send you this news, begging you to rejoice at it for my sake, if the American cause has become so foreign to France that you will no longer rejoice for its sake. I am no longer anxious for my other vessels; these two alone carried extensive munitions.

La Therese, formerly called *le Comte de Vergennes* a richly laden vessel, at last set sail on the 26th April, with the best wind, from Mindin, a roadstead at the mouth of the Loire. But, through a succession of adverse circumstances which I incessantly experience, an enormous packet which that vessel was to carry has been delayed two posts at the Paris Post Office, in spite of my precautions and recommendations. I doubt not from this delay, that everything has been opened and copied. It would be no great evil, be-

cause I assure you that the Ministry is in no way compromised in them; but what is a great evil, is that such indiscretion exists in France, and that an important packet should be shamelessly delayed from Monday to Friday, and a vessel obliged to start without its letters, after having waited for them four days, and ten times very nearly seen the wind, which was to bear it away, change. See what this leads to. Those who will receive this vessel are ignorant of what is to be done with the cargo, and the vessel which bears the papers of this first one may be delayed three months, or perish; and the stupid curiosity of the Post Office gentlemen has put in danger valuable goods to the extent of more than a million. If to obviate this abuse whenever I have an important packet I shall dispatch a courier. . . .

1. AMAE, Correspondance Politique, Angleterre, vol. 523, 23-24, LC Photocopy.

2. Beaumarchais' reported information was in error. *L'Amphitrite* arrived at Portsmouth, New Hampshire, but *la Seine* was captured by H.M.S. *Seaford* on April 5. See Journal of H.M.S. *Seaford*, April 5.

5 May

"EXTRACT OF A LETTER FROM WHITEHAVEN, MAY 5"¹

The *Lonsdale*, Captain Grayson, who sailed from hence the 28th March, bound for Quebec, fell in with a privateer called the *Royal American*, of 16 guns and 125 men, upon the 1st of April in the evening, and beat her off in less than an hour, but had the misfortune to have Mr. Fagan the first mate killed, and Wm. Brown, a seaman wounded. – Cape Clear bore E.N.E. about seventy leagues distant.

Upon the 7th April in the evening, said ship fell in with a brigantine, which Captain Grayson took for another privateer, but by altering her course in the night, lost her. – The next morning at day light, in lat. 49. long. 32., three sail appeared in sight, one a Frenchman, and two privateers; – the *Tyrannicide*, Capt. Harridan, and the *Massachusetts*, Capt. Fisk; – the former got along side the *Lonsdale* at half past seven o'clock, and began to engage her: in two hours she set her top gallant sails and bore away towards her consort, on which, as was afterwards discovered, Richard Pearson, who is an apprentice of Mr. Martin's, and who was carried into Salem in his snow *John*, Capt. Barrass, having entered on board the *Tyrannicide*, called to the Captain, and informed him, "He knew the ship, that she belonged to his owner, and some of her guns were wood to complete the tiers," or words to that effect; upon which Capt. Harridan hauled his wind and run close alongside, and when he found the *Lonsdale* so disabled as that Captain Grayson could not command her, he run under her boltsprit, intending to board her, but durst not do it; during part of which time the *Lonsdale's* spritsail yard was entangled in the privateer's stern, and Capt. Grayson having had his boatswain and gunner killed, a seaman wounded, and everything cut to pieces, thought it in vain to sacrifice brave men's lives; and notwithstanding 24 people in the tops of the privateer kept an incessant fire, he discharged, with his own hand, every blunderbuss and musket, and then allowed his colours to be struck.

The privateers afterwards took a vessel called the *Eagle*, from Dart-

mouth to Newfoundland, on board which vessel Capt. Grayson and such of his people as were not sent in the *Lonsdale* for the Bay of Fundy, were sent home, and the Captain of the privateer gave them their cloaths: – they parted the privateers in long. 22. who were part of a fleet sent out from Massachusetts to intercept the Quebec and Newfoundland trade.

No words can describe the praises that are due to Captain Grayson and his crew, and altho' a great disappointment, yet underwriters, owners, and affreighters, must be satisfied every thing was done that could be expected at the hands of brave men.

Yesterday an account was received here of the *Prince George*, Captain Ponsonby, of this port, and bound for the West Indies, being taken by the *Rising States*, an American privateer of sixteen six pounders, 6 cohorns, and 12 swivels, commanded by one Thompson. Capt. Ponsonby writes, that on the 10th of March, about 70 leagues from Cape Clear, there came on a heavy gale of wind from the westward, which continued fourteen days, when on the 24th of March he fell in with the above vessel, and was obliged to strike to him. They were all taken on board the privateer, except the passengers and Thomas Hill, Henry Robinson, and William M'Cloud, three apprentices. The ships kept company a week between lat. 40, 47. long. 6, 10. in which time the privateer took two more prizes, one a brig from Lisbon to Ireland under convoy of the *Arethusa*, and the other a large sloop from Lisbon to Southampton. The prizes were sent into Port L'Orient, whither the privateer was bound after her cruize: but near Belleisle she fell in with the *Terrible* man of war, who soon took her, and carried her into Spithead. The Commander of the privateer mentioned several others being cruising in the bay, and many more expected in a short time.

Advice was received here on Saturday morning of the loss of the *Elizabeth*, Cap. Welsh, belonging to this port, which happened on the 28th of March in a violent gale of wind and thick snow-shower. He was bound for Drunton, in Norway, and took a pilot at Christian-Sound, who through mistake, occasioned by the haziness and violence of the weather, run him upon rock amongst the Narrows in the Leith. Before the ship went to pieces part of the cargo was taken out of her, some of the rigging and materials are also saved, as are all the people. A merchant in Drunton, who writes the account, speaks highly in favour of Capt. Welsh, and describes his activity and indefatigable pains in preserving the articles mentioned, after his misfortune, in a manner which must recommend him to those concerned with him in the Vessel.

1. *The General Advertiser. Liverpool, May 9, 1777.*

“EXTRACT OF A LETTER FROM BRISTOL, MAY 5.”¹

The *Chalkle*, Furse, from Honduras to Bristol, was taken the 2d ult. in lat. 42. long. 43. by the *Massachuset*, and *Tyrannicide* privateers, belonging to the Congress, and got to Kinsale in the brig *Eagle*, Capt. Holloway, of Dartmouth, who also was taken by the said privateers. Capt. Furse writes, that those privateers came out of Salem the 19th of March, in company with

the *Cabot* privateer,² and that night they were all chased by the *Milford* frigate; and the officers on board the *Massachuset* privateer told Capt. Furse, they believed she fell a sacrifice to the *Milford*. Those privateers are to go to France before they return; but Capt. Furse believes, they would put into some port of the west of Ireland to water as they had not water sufficient to last them more than 20 days, but provisions enough for six months. The musquets and cutlasses on board the *Massachuset* were all French.

1. *London Chronicle*, May 6 to May 8, 1777.

2. Continental Navy brig *Cabot*.

CAPTAIN FRANCIS RICHARDS, R.N., TO PHILIP STEPHENS¹

Sir

Yarmouth May 5th 1777

Inclosed send a Copy of a letter to Thos Pitt Esqr Mayor of Yarmouth with Account of the *Prince of Orange* Packet (from Harwich) Mr Phillip Dean Master being taken by an American Privateer last Fryday night about nine O'Clock, with the Mail On board, about three Leagues or thereabouts, of[f] Scowen [Schouwen], from what intelligence I can learn she is a Schooner about 150 Tonns, Mounts Ten Carriage Guns, sixteen Swivels, Fifty Men, and has on board Ammunition for an other Vessel that she may take fit for their purpose, Which please communicate to my Lords Commissioners of the Admiralty.

Likewise please acquaint their Lordships, that as soon as Capn Parry of His Majesty's Sloop *Alderney* had received the Above mentioned Account, & unmoored, and is gone in quest of her, he has put Ten Men on board the Custom House Cutter who Sails with him, the *Alderney* being short of Complement, has taken the Supernumeries that were to go on board the *Kitty* Tender.

I have wrote to Capn Napier at Leith, to acquaint the Capns of His Majesty's Ships stationed there or thereabouts as the Privateer may go North about for America, which hope their Lordships will approve of and Am Sir [&c.]

Fran^{cs} Richards

[On verso] 7 May Own rect & approve of what he has done & let him know their Lps are well satisfied with the alertness shown by Capt Parry in proceed so instantly to sea in quest of the Privateer

1. PRO, Admiralty 1/2390.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN MARK MILBANKE, R.N.¹

By &c

Whereas Vice Adml Sr James Douglas Commr in Chief of His Majts Ships & Vessels at Portsmouth hath transmitted to Us in his Letter of the 4th Inst One of the same date which he had received from Capt Robinson Commr of His Majts Ship *Worcester* requesting that a Court Martial may be assembled for the Trial of John Williams (3)² a Seaman belonging to the said Ship who deserted from her in October 1775 was lately taken in an

American Privatier by His Majestys Ship the *Terrible* & is now in confinement on board the *Worcester*; And We thinking fit to comply with his request do herewith send you Capt Robinson's Letter abovementioned and require & direct you forthwith to assemble a Court Martial & try the said John Williams (3) for such his desertion accordingly. Given &c 5th May 1777.

Sandwich Palmerston H Palliser

To Capt Mark Milbank Commr of His Maj's Ship

Prs Royal & Senior Captain &c Portsmouth

By &c PS

1. PRO, Admiralty 2/102, 485.

2. Williams was a seaman on board the Massachusetts privateer *Rising States*. The (3) indicates that he was the third John Williams in the crew of H.M.S. *Worcester*.

6 May

LORDS COMMISSIONERS, ADMIRALTY, TO LORD GEORGE GERMAIN¹

My Lord

Admiralty Office 6th May 1777

Having received a letter from Vice Admiral [James] Young, Commander in chief of His Majesty's Ships & Vessels at the leeward Islands, dated at Antigua the 8 March last,² giving an account of sundry armed Vessels, without any Commissions, having been fitted out from those Islands to Cruize and make Capture of American Vessels &ca on the High Seas, and of the Steps which he had taken to put a stop to such proceedings, and also of the Actions which had thereupon been brought against him; We send your Lordship herewith, for His Majesty's Information, Copies of the said Letter and it's Inclosures, together with a Copy of the Duplicate of the Vice Admiral's letter of the 12th February on the same Subject, therein referred to, the original of which is not yet come to hand.

We do not take upon us to form any judgement upon the legality of the proceedings abovementioned; But we cannot avoid reminding your Lordship that all private Ships of War, or Ships having Letters of Marque, besides the Commissions issuing from the Admiralty, have always delivered to them a body of Instructions under the Royal Signet and Sign Manual, which we presume are meant to restrain such Ships from committing any Enormities, and to avoid unnecessarily offending foreign States; Whereas, on the contrary, the Ships armed and fitted out in the manner beforementioned without Commissions have no other Instructions than what the Owners themselves think fit to give them; And if we may judge of such Instructions in general by those which have fallen into our hands, they do not only require them to seize American Vessels, but to visit all Ships whether British or belonging to foreign States. The Memorandum at the foot thereof declaring in express terms "the proper Vessels to take as Prises are

All belonging to American Subjects in Rebellion.

Any Vessel having onboard the Property of such Rebels.

Any Vessel having counterfeitt Papers and American Produce onboard.

Any Vessel without Papers, not Droughers, about an Island, with such Produce.

The consequences that may result from these Practices are so obvious, that it is unnecessary for us to enlarge upon them.

We are, therefore, upon the whole, to desire that your Lordship, when you have laid this Matter before the King will signify to Us His Majesty's pleasure what Answer we shall give to Vice Admiral Young, or what Instructions we shall send Him for his Guidance and future Conduct. We are &ca

Sandwich. H. Penton. H. Palliser.

1. PRO, Colonial Office, 5/259, 172-74.

2. See Vice Admiral Young to Philip Stephens, March 8.

DEPOSITION OF CAPTAIN JAMES THOMPSON, MASSACHUSETTS PRIVATEER
*Rising States*¹

[Extract]

Depositions of Witnesses had and taken at the House of William Harward bearing the Sign of the Three Tons at Portsmouth in the County of Southhampton the sixth Day of May in the Year of our Lord one Thousand seven Hundred and seventy seven and in the seventeenth 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 seventy six To the Mayor of Portsmouth for the Time being John Greenway Philip Varlo Samuel Ballard and William Deacon Esquires Before Me John Greenway one of the said Commissioners upon the Oaths of the Witnesses in the Presence of George Binsteed Notary Publick.

James Thompson of Boston in the Province of Massachusetts Bay in North America aged about Twenty seven Years being sworn and examined deposesh as followeth

1 To the first Interrogatory this Deponent saith That he was born at Springfield in the said Province of Massachusetts Bay – That he now lives and has for about fourteen Years past lived when at home at Boston aforesaid – That he always looked on himself as a Subject to the King of Great Britain till about a Year last past During which Time he has esteemed himself a Subject to the Persons stiling themselves the United States of America – 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 Brigantine called the *Rising States* concerning which he is now examined when she was taken and seized and that the said Brigantine had a Commission of War from the Persons stiling themselves the Delegates of the said United States of America in Congress

3 To the Third Interrogatory this Deponent saith That the said Brigantine *Rising States* was taken and seized in the Bay of Biscay on the fifteenth Day of April last past about two o'Clock in the Afternoon That she was so seized on Account of her being an American Private Ship of War – That the said Brigantine was brought into the Port of Portsmouth – That she sailed under American Continental Colours – That all the Resistance the said Brigantine made at the Time when she was taken was by endeavoring to escape and firing two Guns – and that she was taken by His Majesty's Ship the *Terrible* commanded by Sir Richard Bickerton who fired several Guns at her during the Chace.

4 To the fourth Interrogatory this Deponent saith That he this Deponent was Captain or Commander of the said Brigantine *Rising States* when she was taken – That he was appointed to the Command of the said Brigantine by Messrs William Davis Philip Moore Edward Carns and Mercer (who with this Deponent are joint Owners of her) who delivered the Possession of the said Brigantine to him this Deponent at Boston aforesaid – That the said Messrs Davis and Carns live at Boston the said Philip Moore lives at Philadelphia and the said Mercer at New York – That this Deponent's fixed Place of Abode is at Boston – That he is married and his Wife and Family reside with him there.

5 To the fifth Interrogatory this Deponent saith That the said Brigantine *Rising States* is of the Burthen of about two hundred and ten Tons – That the Number of the Mariners (Officers included) on board her when she set sail on her last cruise was sixty one and when she was taken was only thirty nine – That all on board her when she was taken were americans Except two, one of which was a Portuguese and the other this Deponents' Negro Slave – That they all came on board at Boston aforesaid and Cape Cod vizt Thirty at Boston and Thirty one at Cape Cod – And that they were all shipped and hired by this Deponent in the Month of February last.

6 To the sixth Interrogatory this Deponent saith That he was owner of a ninth Part or Share of the said Brigantine *Rising States* but that no other of the Officers or Mariners had any Part Share or Interest in her – That he this Deponent was as aforesaid Captain or Commander of the said Brigant-

tine at the Time she was seized and taken – That he has known her about eight Months At which Time he first saw her at Boston aforesaid and that he has heard she was built at South Carolina.

- 7 To the seventh Interrogatory this Deponent saith That the Name of the said Brigantine is the *Rising States* – That she hath been so called for about eight Months now last past before which she was called the *Annabella*² – That he doth not know of any other Name or Names by which she hath been called – That she had not any Passport or Sea Brief on board except her Commission – That the said Brigantine sailed from Cape Cod on a Cruise and had not stopped at any Port before she was taken – And that being a private Ship of War he this Deponent cannot further to this Interrogatory depose.
- 8 To the eighth Interrogatory this Deponent saith That the said Brigantine being a private Ship of War he this Deponent cannot to this Interrogatory depose.
- 9 To the ninth Interrogatory this Deponent saith That the aforesaid Messrs Davis Moore Carns and Mercer and this Deponent were the Owners of the said Brig *Rising States* at the Time when she was seized – That he knows they were Owners of the said Brigantine by their being concerned jointly with this Deponent in the Buying of her and fitting her out – That he believes the said Messrs Davis Moore Carns and Mercer are North Americans by Birth and that they esteem themselves Subjects to the said Persons stiling themselves the united States of America – That the said Messrs Davis and Carns reside at Boston aforesaid the said Mr Moore at Philadelphia aforesaid and the said Mr Mercer at New York aforesaid with their respective Wives and Families.
- 16 To the sixteenth Interrogatory this Deponent saith That none of the Papers or other Writings which were on board the said Brigantine at the Time she took her Departure from Cape Cod were burnt torn thrown overboard destroyed or cancelled concealed or attempted to be concealed.
- 17 To the seventeenth Interrogatory this Deponent saith That the said Brigantine was as he has heard taken as Prize about the Month of September last past by six American Privateers – That she was carried into the Port of Boston and in the Court of Vice Admiralty there condemned as Prize of War.
- 18 To the eighteenth Interrogatory this Deponent saith That he hath sustained a Loss by the Seizing and taking the said Brigantine *Rising States* of his Part or Share of her to the Amount or Value of nine hundred Pounds Sterling For

which Damage or any Part thereof he hath not received or been promised any Indemnity or Satisfaction whatsoever.

19 To the nineteenth Interrogatory this Deponent saith That the said Brigantine was not insured to his Knowledge.

1. PRO, HCA 32/442, 11. This source also contains depositions made by other officers on board *Rising States*, and the Crown's claim to the recapture.

2. See Volumes 5 and 6.

DEPOSITION OF CAPTAIN GUSTAVUS CONYNGHAM ¹

[Copy]

[Dunkerque]

In the year one thousand seven hundred and seventy seven and on Tuesday the sixth Day of the month of May, there personally appeared before us, officers of the Admiralty of France established for Flanders in Dunkerque, Gustavus Cunningham, a native of Philadelphia aged thirty three years, Captain or master of the vessel named the *Surprise*, assisted by Mr Francis Coffin, agent and interpreter of this Court; which declarant, after taking the oath to tell the truth, told us and declared through the said Interpreter, that having been furnished Commissions, orders, and instructions from the Congress of the thirteen Rebellious Provinces of North America to chase, stop, and take on the high Seas all Ships belonging to His Britannic Majesty or to his subjects flying English Colors; on the evening of the first of this month he went with twelve Seamen into these Roads on board the said Vessel which had papers to depart from this Port under the name of *Peacock*, commanded by John Beach of Dublin, and which he later named the *Surprise*; that conforming to his instructions he got underway from these Roads About nine in the evening to Set Up his Cruise between England and the Coast of Holland; that on the next day, the second of said month, about eight o'clock in the evening he met abreast of the Maas [River] an English Packet Sloop which had departed from Harwich bound for Hellevoetsluys, of which he can remember neither its name nor that of its Captain; that he went Alongside said Packet and Summoned the Captain to surrender to the Congress of America, and at the same time he sent over ten men from his Crew including the aforementioned John Beach, his First Lieutenant, to whom he assigned Command of the prize, who took possession of it; that on the following morning, having met a Dutch Fishing Vessel, he had the Crew and passengers of his prize put on board the said Fishing vessel, returning their clothing, money, Personal articles, and jewelry which they said belonged to them, and then he set sail with his prize for this port; that on the next day, the third, being 15 or 16 Leagues northward of Nieupoort he discovered a Brigantine flying English colors, hailed it and learned that it was the *Joseph*, Captain Robert Kelly, sailing from Poole and Messina loaded with fruit and wine bound for Hamburg; as soon as he summoned it to surrender to the Congress of America, which summons Captain Kelly obeyed, he manned it and put on board one Pitt, Master, whom he made Captain of the Prize with 8 men from his Crew and that having met a



Gustavus Conyngham

Fishing boat he put the said Captain Kelly and the members of his Crew on board said boat opposite Nieuport, and he proceeded on course for this Port, into which the Declarant and his two Prizes entered to resupply, on the tide of that Day about three in the afternoon with the help of two Coastal Pilots which these two prizes took on board in these Roads.

Said Declarant also stated that both his prizes as well as his Ship had received considerable losses and Damage upon entering this port from two English Ketches which were going out and collided with them Deliberately; as a result of the jolts they mutually experienced in the collisions, several Leaks appeared which will have to be stopped and will require considerable repairs; for all of which they protest both against the Masters of the English Ketches and against all others whom it may concern for all general losses and damage which His Ship and His two prizes may have Suffered or may Suffer hereafter; reserving all his rights, titles, reasons and actions to give them just weight at times and in places, also to make a broader statement if necessary; of which statements and declarations he requested a copy which we gave him, and that it be verified by the principal members of his Crew, and which document &ca he signed with us and with said Interpreter by whom he was helped. Signed: Gustavus Cunningham, Francis Coffin, Coppens d'Hersin, Coppens and Destouches.

On the same Day and year as above before the aforementioned Officers then appeared John Hall, Master, and Matthew La Cother, Third Lieutenant, on board the ship *Surprise*, who after Swearing to tell the Truth, and after the Reading and Interpretation were done from french to English of the declaration aforesaid of said Captain Cunningham by said Mr Francis Coffin, interpreter of this Court, said and stated through him that it is Honest and Truthful in all its Content, Circumstances, and appendages, and that they are neither related to or associated with said Capt'n Cunningham; of which statements and declarations they requested a copy which we gave them and they signed with us &ca

1. AMAE, Correspondance Politique, Angleterre, vol. 523, 33-34, LC Photocopy.

DEPOSITION OF JOHN BEACH, PRIZE MASTER OF *Prince of Orange* ¹

[Copy]

[Dunkerque]

In the year one thousand seven hundred and Seventy Seven and on Tuesday the sixth day of the month of May, there appeared personally before us, officers of the Admiralty of France established for Flanders in Dunkerque, a Royal bar of Justice, John Beach, a native of Bristol in America, usually residing in Philadelphia, aged Twenty eight years, formerly Master of the Luggie named the *Peacock*, under which name he took his shipping papers and a license from His Highness, My Lord Admiral, on the Twenty ninth of April last, destined for Nordfaro.

Who, having taken an oath to tell the Truth, said and stated through Mr Francis Coffin, an interpreter of this Court, that the said destination was only fictitious; that the Truth is Mr Gustavus Cunningham, furnished with

Commissions, orders and instructions from the Congress of the thirteen united Provinces of North America to chase, stop, and take on the high seas all vessels belonging to His Britannic Majesty or to His Subjects flying his colors, was the Captain of said Vessel named the *Surprise*; that he departed from this Port on the Tide of the first of this month; that he was moored in these roads Until dark, and that Captn Cunningham then came alongside in a Shallop with twelve Seamen making up a crew of twenty eight men; that about nine o'clock in the evening they got underway from the Roads to set up Their cruise between England and the Coast of Holland; that on the Next day About eight in the evening they met abreast of the Maas [River] an English Packet boat named the *Prince of Orange*, Captn Story, from Harwich bound for Hellevoetsluys, and as soon as they hailed him and summoned him to surrender to the American Congress, that upon the said Captn Story having obeyed the summons without firing a shot, the declarant with ten other members of the crew was sent on board the prize and manned It; that on the Following morning they met a Dutch fishing vessel, on board which they placed the crew and passengers of the Prize, returning to them their clothing, personal articles, money, and jewelry which they stated belonged to them; that he then set sail for this Port, entering it to resupply, on the tide of that day about four in the afternoon.

The said Declarant further stated that when His vessel collided at the entrance to this Port with an English Ketch departing from it, and as a result of Violent Jolting several seams Were sprung and his vessel Suffered other damage and losses so that it leaks heavily; such damage and losses will require repairs, for which reason he protests against the master of the said Ketch and all others whom it may concern for all damage and losses which his vessel may have Suffered or may Suffer hereafter, reserving his rights, titles, reasons, and actions to give them just weight at times and in Places; further that he does not know if any merchandize is to be found among the cargo of the said prize; of such statements, declarations, and protests &c the Declarant requested a copy which we gave Him, and that it be verified by two members of His crew, as named below,² and he did sign with us and the said Interpreter by whom he was helped.

Signed: John Beach, Francis Coffin, Coppens d'Hersin, Coppens and Destouches

1. AMAE, Correspondance Politique, Angleterre, vol. 523, 32, LC Photocopy.

2. John Campbell and Lucas Tisick.

7 May

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN SAMUEL WARREN, R.N.¹

By &c

Whereas we have received Information that an Irish built Wherry of about 100 Tons, fitted out as a Schooner with 8 Carriage Guns besides Swivels & commanded by one Gustavus Cunningham, late Master of an American Brigantine which has been detained at Newport some time

past, sailed from Dunkirk on the 1st Inst; that, on the next Day, she Piratically took the *Prince of Orange* Packet Boat William Story Master on her passage from Harwich to Helvoetsluys & set her Crew on Shore in Scheveling Bay, that on the 4th Inst in the Morning she also Piratically took the Brig *Joseph* Robert Kelly Master bound from Messina to Hamburgh about 14 Leagues North of Newport & that she was seen the same Afternoon in Company with the abovementioned Packet cruising off the Gutt of Goree with intention as supposed to intercept the *Dolphin* Packet Boat that Station being in fair way for all Vessels bound to Helvoetsluys; You are hereby required & directed to put to Sea in the Sloop you command & proceed in her without a moments loss of time off the Coast of Flanders where you are to Cruize very diligently between Goree & Dunkirk for the Protection of the Trade of His Majts Subjects & to use your best endeavours to take or destroy the said Pirate & to retake the Packet Boat & Brig abovementioned and any other Ships & Vessels belonging to His Majts Subjects which may have been taken by the said Cunningham or those Acting under his orders; governing yourself in the execution of this Service by the best intelligence you may procure & pursuing the said Pirate and his Associates without the abovementioned Limits if you shall find it likely to be attended with success; But if you do not fall in with, or obtain any good Intelligence of them, in the space of Ten Days after your arrival off the Coast of Flanders you are to repair to the Downes & remain there until you receive further Order; sending Us by Express an Account of your arrival & proceedings & holding yourself in constant readiness for sailing –

And Whereas we have received further information that an American Brig of about 140 Tons is at Newport laden with Powder & small Arms for North America; that she is painted black & yellow has about 12 Men two of whom are Negroes and is expected to sail upon her Voyage with the first opportunity of Wind under the Colours of the Queen of Hungary, You are hereby further required & directed to look out very diligently for the said Brig & upon falling in with her to seize her & bring her into Port. Given &c 7th May 1777

Capt Warren, *Ceres*, Nore

By &c PS

Sandwich

C Spencer

H Palliser

1. PRO, Admiralty 2/102, 488–90.

PHILIP STEPHENS TO VICE ADMIRAL CLARK GAYTON¹

Sir.

[Admiralty Office] 7th May 1777

My Lords Commissrs of the Admiralty having in obedience to his Majesty's Command promoted Sr Peter Parker, to the Rank of Rear Admiral of the Blue; and their Lordships intending that when this Years Campaign in North America is over, he shall proceed from thence to Jamaica to relieve you in the Command of His Majesty's Ships and Vessels on that Station; I

have it in command from their Lordships to acquaint you therewith And am &ca

P S

Vice Adml Gayton, at Jamaica }
 (By the Packet the same Day) }
 Duplicate sent the 10 May by the *Lowestoffe*

1. PRO, Admiralty 2/554, 520-21.

London Chronicle, TUESDAY, MAY 6 TO THURSDAY, MAY 8, 1777

[London] Wednesday, May 7.

It is confirmed that the *Prince of Orange* packet, Capt. Story, from Harwich to Helvoetsluys, was taken by the *Surprize* privateer, Capt. Cunningham, of four guns and ten swivels, within three leagues of the coast of Holland. It was at night; and the privateer coming close along-side the packet, thought she made bad steerage, and asked her if she was coming on board her, for that they should soon be foul of each other. The privateer immediately laid her along-side and took her. It is imagined she expected a large quantity of foreign coin on board, as the packet which sailed before the *Prince of Orange* had to the amount of 10,000 l. on board. The passengers and crew were civilly treated (among whom was a King's Messenger) their properties were returned them, and they were landed in Holland. The Mate arrived in town on Monday night, who says the packet was a fine new vessel, and that he heard she would be converted into a privateer, she being a remarkable swift sailer.

The *Surprize* had 21 hands on board, who, it is said, were mostly smugglers, and it is thought the vessel never was in America, but was fitted out in France for the above purpose, whither a commission from the Congress had been sent for her.

It is reported that some Merchants have received a considerable loss by the above packet-boat being taken.

In consequence of the above capture, insurance in Holland is risen to six per cent.

Capt. Storie, of the *Prince of Orange* packet, is arrived in town, and has undergone a long examination, not only before the Postmasters General, but also before the Secretary of State, concerning the capture of his vessel, as many people are of opinion that it was not an American privateer, but a pirate, and knowing that the packets generally carried cash, thought to have made a good booty, but luckily there was none on board the *Prince of Orange*.

"EXTRACT OF A LETTER FROM GOSPORT, May 7." ¹

By this day's post a gentleman of Gosport received a letter from Plymouth, advising him that four prizes were sent into that port by his Majesty's ships *Foudroyant* and *Nonsuch*; two of them retaken ships, and the other two American property, laden with rice and indigo.

The hospital at Forton is quite fitted up, and every necessary contracted

for. The prisoners are to be removed from his Majesty's ship *Terrible*, now at Spithead, to-morrow, to the prison. ²

1. *London Chronicle*, May 8 to May 10, 1777.

2. Prisoners were from privateer brigantine *Rising States*. They were the first American prisoners in Forton prison, but were not actually transferred until June 14, 1777, Connor's Journal, LC.

JOURNAL OF DR. JONATHAN HASKINS ¹

[H.M.S. *Blenheim*, Plymouth Harbor, 1777]

7th [May] removed from the *Queen* to the *Blenheim* of 90 Guns where all the American Prisoners were Collected as She had been repaired for a Guardship, there we met Our Captain & Doctr & Capt Eleazer Johnson Who was taken in the Privateer Brigg *Doltin* [*Dalton*] Mounting 18 Guns & Swivels Equivalent Who was Captivated on Christmas Eve'g By his Majesties Ship the *Raisorable* of 64 Guns Tho. Fitzpatrick Esqr Comdr ² His Crew Consisted of 120 M[en] ³

1. MeHS.

2. See Volume 7.

3. "May 7. Fourth remove, from the *Burford* to the *Blenheim* of 90 guns, Capt. [Broderick] Hartwell. All the time we have been on board the *Burford* (wh. is 82 days) we have been treated with great humanity by Capt. [George] Bowyer and all his officers, none excepted. We were indulged with hammocks to sleep in &c On board this ship we met with Capt. [Francis] Brown's officers and people, and other prisoners to the number of 180. Capt. Southward, of Salem, and two Mr. Chandlers, of Cape Ann, are among the number." "Cutler's Journal," *New-England Historical and Genealogical Register*, XXXII, 185.

BENJAMIN FRANKLIN AND SILAS DEANE TO VERGENNES ¹

The Commissioners from the United States of America desire to represent to his Excellency the Count de Vergennes, that they have received intelligence of a Vessel belonging to the States having been taken by the *Culloden*, an English Ship of War, close on the Coast of France; and that the same Ship of War chased another Vessel belonging to the States so near to the French Shore as to be herself in imminent Danger of running aground. —

They have been further informed, that in consequence of Intelligence given by the Mate who lately betray'd an American Ship into the Enemy's Hands, that twenty five Sail of Ships from Virginia laden with Tobacco, might soon be expected upon the French Coast, the Government of Great Britain have ordered an additional Number of Ships of War to cruise there, in order to intercept them; and have given Encouragement to Individuals to fit out small Privateers, which may run in nearer Shore than is safe for large Ships. —

The Capture of those Tobacco Ships will not only be a great Loss to the States, and Detriment to the Commerce of France, but will particularly disenable them to fulfil their Contract with the Farmers General so punctually as is necessary and as they desire. They are therefore the more earnest in wishing that his Majesty may immediately take such Measures as to his

Wisdom shall seem proper, for protecting the Commerce approaching his Coasts.

B. Franklin Silas Deane

Paris, May 7, 1777 –

1. AMAE, Correspondance Politique, Etats Unis, vol. 2, 193, LC Photocopy.

8 May

PHILIP STEPHENS TO THE COMMISSIONERS FOR SICK AND HURT SEAMEN¹

Gentn

Admty Office, 8th May, 1777.

My Lords Commissrs of the Admty having Ordered Mr Seddon their Solicitor to direct his Agents at Portsmouth and Plymouth, so soon as they shall be respectively informed that the Prisons which by their Lordships order of the 19th of last Month you were directed to prepare for the Reception of the persons therein mentioned shall be in all respects ready, to apply to the Commander in Chief of His Majesty's Ships and Vessels at those ports for such of the said Persons, As now are in confinement on board any of the said Ships or Vessels or as may hereafter be brought in there, and then to take them before the Principal Civil Majistrate on the Spot at such times, in such numbers at a time, and under such guard as upon consultation with such Commander in Chief to whom correspondent directions have been given, and Civil Majistrates shall be judged most proper, in order to their being examined by such Majistrates, and if they shall see cause, committed to the aforesaid prisons. I am commanded by their Lordships to signify their direction to you to give orders to the persons who are appointed Keepers & Agents to the said prisons, to let Mr Seddons said Agents respectively know when the Centinels are appointed, and the Prisons are in every other respect ready for the reception of the persons abovementioned, that application may be made to the Commanders in Chief accordingly, and that the Persons who may be committed by the Civil Magistrates may be received into the said prisons pursuant to the direction for that purpose contained in their Lordships Order abovementioned. I am Gentn [&c.]

Ph^p Stephens

Commissrs for taking care of }
Sick & Hurt Seamen }
[Endorsed] Recd 9 [May]

1. In Letters to Commissioners for taking care of Sick & Hurt Seamen, NMM.

Public Advertiser, THURSDAY, MAY 8, 1777

London.

Four Sloops of war are sent in Quest of the Privateer which took the Harwich Packet, and it is to be hoped will give a good Account of her: The above Packet was to have carried *Fifty Thousand Pounds* in Specie, besides a Quantity of *Diamonds*, over to Holland; but it luckily being a *Jew Holiday* when the Packet sailed, they were not shipped.

9 May

"EXTRACT OF A LETTER FROM HARWICH, May 9." ¹

Last Friday [May 2], toward the Evening, as the *Prince of Orange* was approaching the Coast of Holland, and being about two Leagues distant from the Land, she fell in with a large Lugsail Vessel, who came so near as to hail the Pacquet, and requested to know how the Land bore, and where she was bound to, with many other Questions of the like Nature, in a friendly Way, which were properly answered by the Commander. They for a considerable Time sailed together at a very small Distance, till at length the Master of the Pacquet perceiving the Lugger to draw too near, he desired them to sheer off, otherwise he would fall on board them; to which they answered, it was their Intention to board the Pacquet; and finding she was not in a State of Defence, they ran along-side of and immediately boarded her with 40 Men, who secured all the Hands, and took the Command to themselves. As soon as their Intention was discovered, an Attempt was made to sink the Mail, but without Effect. They took ten of the men belonging to the Pacquet, and put them on board the Lugger, where they were handcuffed during the Night, and left the Master and Steward, with the Passengers, on board the Pacquet, under a strong Guard.

Mr. Lawson, one of his Majesty's Messengers, being on board, and having Dispatches for his Excellency Sir Joseph Yorke, had, in this Confusion, the Presence of Mind to affect an Indisposition from the Fatigue of the Voyage, which drew some Pity from the Enemy, who being told by the Master that he would soon recover if left alone, on which they went upon Deck; in the Interval he destroyed all the Dispatches, and threw them out of the Cabin window quite unsuspected.

Next Morning all the People were set at Liberty, and a Dutch Schoet was hired to land all the Pacquet Men and Passengers, taking with them all their Baggage and Bedding, and at their Departure the Enemy saluted them with three Guns. They landed at Scheviling, and went immediately to the Hague, and acquainted Sir Joseph Yorke with the Circumstance, who dispatched the Master and Steward of the Pacquet to England in a Dutch Vessel; they landed at Southwold on Sunday Night, and arrived here next Morning. James Clements, Esq; Agent for the Pacquets, and the Master, sat out immediately for London; and on Tuesday Morning the rest of the People belonging to the Pacquet arrived here in a Dutch Schoet.

The Description they give of the Enemy is, that they declared themselves Americans; that they have a Commission from the Congress to take every English Vessel they possibly can; that their Vessel is fitted out as a Privateer for that Purpose only; that they have filled her with warlike Stores for extraordinary Uses; and as soon as they had taken the Pacquet; they equipped her with Cannon and every Implement of War, and converted her into a Privateer. They strongly invited the Pacquet-men to enter into their Service, on a Promise of great Encouragement and Preferment, but were resolutely answered in the Negative. The Lugger Privateer

mounted eight Six-pounders and 12 Swivels, and is commanded by a Captain, Lieutenant, Warrant Officers, and Privates, in the whole 55 Men. Her Ensign is 13 red and White Stripes, denoting the Thirteen United Provinces in America. They are stout resolute Men, and have pledged their Faith to each other by solemn Oath not to yield to an equal Force.

Monday a Dutch Schoet arrived Express from Helvoetsluys, by which we learn, that on Sunday last the late *Prince of Orange* Pacquet was lying off Goree Gut, in the Track of all Trade – bound, either to Helvoetsluys, or Rotterdam; she has six Four-pounders and ten Swivels mounted, and 30 men. It is hoped if she is speedily pursued, she will be re-taken.

1. *Public Advertiser*, London, May 13, 1777.

Pennsylvania Evening Post, TUESDAY, AUGUST 5, 1777

London, May 9.

The appearance of the American privateers in the channel has so affected insurance, that scarce any good names can be got to a policy almost at any price.

This morning 40 per cent. insurance was offered on the Dutch mail that sailed on Saturday last from Harwich to Helvoetsluys, no certain advice having yet been received of her arrival.

JOURNAL OF DR. JONATHAN HASKINS¹

[H.M.S. *Blenheim*, Plymouth Harbor, 1777]

9th [May] Josias Smith taken by the *Albion* in the *Franklin* [*sic Montgomery*] with Capt Rowe this Day Obtained Liberty to come on board to see His Brother Samll who was Chirurgeon to the *Da[lt]on*²

1. MeHS.

2. "May 9. Josiah Smith (Bro to our surgeon) came on board to see him. He was taken by the *Albion* in the ship *Franklin*, Jos. Row, commander, from Newburyport, bound to France, and sent to this port. This day Mr. Smith obtained his liberty from the board, as he was only a passenger with Capt. Row. Capt. Row obtained his own and brother's liberty after he was brought in here, which was on the 18th of March . . . We are not treated so well on board this ship as we were on board the *Burford*, or even any other ship we have been on board. Mr. [Paul] Brustis, the first lieutenant of the *Raisnable*, is second lieutenant here, by which means we are severly treated. He was accessory to our being robbed by the *Raisnable's* company. At sunset we are turned down to the lower gun deck, under a guard of six sentries, and locked down till 8 o'clock in the morning." "Cutler's Journal," *New-England Historical and Genealogical Register*, XXXII, 185.

MONTMORENCY, PRINCE DE ROBECQ, TO VERGENNES¹

Sir

Dunkerque 9th May 1777

I had the honor of reporting to you yesterday what happened in the port of this town relative to the prizes taken by Cunningham [Conyngham], an American privateer. I am sending you the copy of the judicial and Extra-judicial declarations which that man has made, to which I annex the resume of the Explanations which I have been able to procure relative to another small vessel which is being prepared in this port, and which the

English Commissary who is here, suspects of wishing to carry on Privateering against the Vessels of His Nation. The look-out, who is on the tower of this town, has this moment informed me that the two small vessels of the King of England which were anchored yesterday in sight of this port to examine what was going on, and which at the evening tide, cast anchor in the Fosse du Mardick, had just fired a gun to cause two small vessels which had just left here to lay to, that they launched a small Boat to go and Examine them, that they remained about a quarter of an hour on board, and that they afterwards allowed them to go on their way.

I was about to finish this Letter, Sir, when M. De Villers, Naval Commissary, communicated to me the orders which M. De Sartine has addressed to him, and brought me the courier who handed me the letter which the Minister wrote to M. De Chaulieu, the commandant of this Fortress, who is absent, and which I opened. In consequence of the orders it contained, I gave assistance to the Naval Commissary, who has just arrested the two officers and almost all the crew of the american Privateer, and has placed sentinels, with which I caused him to be furnished, to guard this Privateer and its two prizes which it is impossible to release at present, as they each have a leak, and all the people who Formed the crew have been sent to Sea in a dutch Vessel, which has landed them in holland. There consequently remains not a Single man to resume possession of them, which will oblige M. De Villers to have them guarded, until on the advice which the Court or Lord Stormont will give concerning them in England, someone is sent to whom they may be handed over.

I have the honour to be with sincere and inviolable attachment, Sr [&c.]
Montmorency P^{ce} De Robecq

P.S. I do not know in what form M. [Andrew] Frazer presented the complaint to Lord Stormont, but I have reason to believe that the account which he gave him by the courier whom he sent was a little exaggerated, and that, on this occasion, he overstepped the limits of the commission, the only object of which is the execution of the Treaty of Utrecht. ²

1. AMAE, Correspondance Politique, Angleterre, vol. 523, 30-31, LC Photocopy.

2. Frazer was the British commissioner appointed under the treaty of Utrecht to see that the French erected no fortresses facing the sea.

10 May

London Chronicle, THURSDAY, MAY 8 TO SATURDAY, MAY 10, 1777

[London] Saturday, May 10.

Yesterday government sent word to Lloyd's coffee-house, that they have received intelligence that our armed ships have taken from the rebels one hundred and forty vessels, and twenty-six recaptures since the last accounts; and that the names of the ships so taken, with other particulars, shall be sent to the coffee-house for the information of the merchants as soon as a proper list can be made out.

The General Advertiser, Liverpool, FRIDAY, MAY 16, 1777

London, May 10.

Letters arrived yesterday from Paris declare it was asserted in that metropolis, that Dr. Franklin had so far succeeded in his negociation, as to have obtained leave from Administration for several French privateers to act under the authority of the Congress, and make reprisals on the English, and that upwards of sixty vessels were actually fitting out at Brest, Rochelle, Nantz, and other ports for the above purpose. A circumstance, if true, which must inevitably produce an immediate war with France.

We are assured, whatever hostile intentions the French may adopt, they will never be able to carry them into execution by uniting in a marine war with the Americans; as the British navy, from the unremitting attention of the noble Lord at the head of the Admiralty, is in a more respectable state than it has been at any time since the late war.

JOURNAL OF CHARLES HERBERT ¹

[Royal Hospital, Plymouth]

[1777. May] 5. This morning Joseph Hatch, one of our company, died with small-pox. He is the second of our company that has died in these hospitals. ²

6. I begin to grow bravely, and have a very good appetite for my victuals. I remain very sore, yet not so sore as I was two or three days ago; as my pox ran all together then, when I used to rise up in bed to receive any thing, and stuck to my linen and the sheets, so that it would tear off the scab from the whole length of my back, when I arose.

7. I am very sore yet, but am doing finely, considering that it is with some difficulty that I can get to the table to write; and I have a good appetite to eat. I asked the doctor for mutton, which he granted, so that I now have a pound of bread, half a pound of mutton, and a quart of beer.

8. There are two of our company now in this ward, very sick with the small-pox; but they have faithful care taken of them by the nurses, and the doctor is very kind. He allows them near half a pint of wine, or a small bottle of cordial, almost every day. The nurses, also, have been, and still are, *very kind to me*. When I first came into this ward, I brought a little tea and sugar with me, which I obtained on board the ships, and after it was all expended, the nurses gave me out of their own stores, tea twice a day, or as often as they make it for themselves.

9. Near half the scab has come off my body, and every morning when I get up, there is near a handful of scab left in the sheet, which comes off in the night.

10. I have several biles upon my legs, which cause a great deal of pain.

1. Herbert, *A Relic of the Revolution*, 36-38.

2. From crew of privateer *Dalton*.

JOHN BARTON & CO. TO LORD STORMONT¹

[Extract]

Bordeaux 10 May 1777 –

finding the Prisoners brought in here by the *Lexington* privateer belonging to the American Congress all parted for Great Britain & Ireland, when your Excellency's Condescending Letter of 26th Ultimo came to hand, I would not presume to Acknowledge Receipt of it, or trouble you farther, till Other Matters Occured, that your Excellency should be Informed of. I have now to Acquaint your Excellency that the *Polly* of Philadelphia, Willm Parkinson Commander, Mounting 10 Guns, with a Number of Swivels, is just come to An Anchor in this Harbour. she left Philadelphia about the 20 March, & in Latitude 47 & Longitude 33 fell in with and took the Ship *Falmouth* of Glasgow, Archibd Bogg Masr, loaded with Bale Goods for Quebec. the Americans Value this prize above forty thousand pounds Sterling, and say She mounted More Guns and men than they did – they sent her of[f] Immediately to Boston. we Suppose the *Falmouths* Crew are Prisoners on Board the Privateer. if so, Shall if Necessary Apply for their Liberty, and have them sent to England, as Soon as Possible. this is a difficult matter at present for the Trade to England and Ireland is Entirely Stopped by fleets of American privateers, which Cruize in the Baye, without Interruption, and take or Burn Every Ship belonging to British Subjects – Capn Johnson in the *Lexington* parted yesterday, & is to Join Capn Weeks with a fleet of four privateers of[f] Nantes. his Vessel is Compleatly Refined. he has taken in about fifty Barrils of Gun Powder. the Privateer that Arrived this Morning has Tobacco, Rice & Indigo, to the Value of Sixty Thousand pounds. she declares to be a Merchant Vessel, & as such is Received without difficulty, tho' the Master in his declaration Acknowledges she belongs to Congress. . .

1. PRO, State Papers, 78/302, 213.

JOSEPH GARDOQUI TO ARTHUR LEE¹

Copy

Bilboa the 10th of May 1777

The Schooner *Marblehead* Capt Saml Dugard will be dispatched by the 14th instant In her we intend shipping some Salt Duck & tent cloth.

Memorandum of Articles shipped in the *Success* Capt Cabbott Gerrish dispatchd the 8th instant.

757 harricks of Salt
 16 Anchors weighing 238 hundd
 3 Cables from 18½ to 16 Inches
 3 Hawsers
 234 Coyles of Cordage all dimensions
 31 Cases containg
 2247 pair Strong Shoes

2532 ready made shirts
 243 $\frac{1}{4}$ doz: Stockings
 1500 Good Hatts
 18 large Kettles
 92 Bales containing
 2186 good large Blankets
 28 peices of Shirting
 2 Small Cases & a Barrel with Jesuits Bark, Rhubarb, Ipecacuan,
 Tart. Emetic, Mercury Sublimate, Purgers Salts, & Opium
 Signd Gardoqui

[Endorsed by William Eden] Paris Octr 6th 1777 Mr A. Lee. This was under a separate sealed Cover & directed To "The Honourable The Chairman of the Committee for foreign Correspondence, Philadelphia."

1. Stevens, ed., *Facsimiles*, No. 253. The copy is in the handwriting of Arthur Lee and was enclosed in his letter of October 6, 1777 to the Committee of Secret Correspondence. It was probably among the dispatches stolen by Joseph Hynson.

11 May (Sunday)

JOURNAL OF THE MASSACHUSETTS NAVY BRIG *Massachusetts*,
 CAPTAIN JOHN FISK ¹

H	Courses	Winds	Remks on Sunday 11th of May 1777
4			<i>Tyrannicide</i> in company at 4 AM. saw 13
5	NWBN		sail to the Eastward standing to the west ward
6	SEBE		at 5 we tack stood for the fleet & found them
7	NW		to be 11 learge Ships & 2 Brigts two ships we
			took to be Frigats gave us chaise we tack ship
9	ESE		at 8 they gave over chaise we tack & stood to
10	South		windward of the fleet & found we could do
			nothing with them.
			Latt By Obs 48D 39m N. Longd in 13D
			46m
1	East	NNW	Light winds & pleasant weather
12	Calm		

1. John Fisk Journal, AAS.

SILAS DEANE TO CONRAD ALEXANDRE GÉRARD ¹

Sir

Paris 11th May 1777

Agreeable to my proposal last Evening I now have the honor of sending You this by Mr [William] Carmichael, impatient to know what is the Fate of Capt Cunningham [Conyngham], I pray you to inform Me by Mr Carmichael if he is, or is not Arrested, and whither any other of the Officers or Crew are Arrested – Also whither the Prizes may be permitted to quit the Port. The Report of Capt Cunninghams not being an American Subject but of Ireland is groundless – he has lived many Years in America, is a Citizen of Philadelphia & has property there as well as a Wife & Children

there Born in America – it is True he was born in Ireland, which is the case of many of the most respectable Inhabitants of that City with whom Capt Cunningham has always been Concerned in Business. What may have occasioned this Report, was his passing for an Irishman sometime since in holland to extricate himself from some Difficulties to which Americans are more immediately liable at the present Time – The Facts then really are, That an American purchased a Vessel in England, took in Warlike Stores at Dunkirk Armed his Vessel at Sea, & having a Commission from the United States made Two prizes, with which he imprudently returned into Dunkirk – I acknowledge he was very much to blame for this last Act, but have no apprehensions that in Consequence he can be treated as a Pirate

I have the honor To be with the most profound respect [&c.]

S Deane

P.S. since writing the Above I recd a Lettr from Bayonne, which is dated May 5th & says A Vessel is Arrived at Bilboa in Twenty four Days from Boston which says that Genl Howe after joining Lord Cornwallis had been obliged to retreat to New York with great Loss, That *l'Amphitrite* was arrived in America, & the People of the United States, Unanimous & in high Spirits –

1. AMAE, Correspondance Politique, Etats Unis, vol. 2, LC Photocopy.

12 May

JOURNAL OF THE MASSACHUSETTS NAVY BRIG *Massachusetts*,
CAPTAIN JOHN FISK¹

H	Courses	Winds	Remks on Munday 12th of May 1777
2			Calm fair weather
5		ESE	saw a fleet of 8 sail of Vessels standing to the westward
7	Calm		<i>Tyrannicide</i> in company
9			at 9 small breaze gave chaise latter part freash breaze & Cloudey
10	NW	WSW	Latt By Obs 48D 24m Longd in 13D 31m
11			freash breaze cloudey weather at 6 bore down and spake a snow one mile a starn of the Comandor he told me they was from Plymouth for Quebec with troops he gave us one broad side of 8 cannon 2 Vollies of small arms – did no damage the Frigat gave us chaise we bore way at 8 he gave over chaise
1	WNW	SW	
5	NW		
7	ESE		
9	SBW	WBS	
11	SSW	West	

1. John Fisk Journal, AAS.

Public Advertiser, MONDAY, MAY 12, 1777

London.

A Letter from Liverpoole, dated May 7, says, “We have received certain Intelligence from Waterford, of five American Privateers being off Corke and Kinsale: They have taken two Vessels from Waterford, and

one from Dublin, bound to Lisbon, and were waiting for the Newfoundland and West India Convoys."

A Gentleman who is just come from Paris says, that Dr. Franklin is empowered by the Congress to deliver Letters of Marque to any Masters of Ships that apply for them; and that the French Ministry have declared, that all Prizes shall be safe that are carried into their Ports. It is certain, they will always find Purchasers for Ships and Cargoes. He also says, that our Ambassador there is treated with great Coolness, and the Memorials delivered respecting those Ships which have been carried into L'Orient, and other Ports, are paid no regard to.

MINUTES OF THE BRITISH NAVY BOARD¹

[London] Monday 12th May 1777.

Mr James Bachop who was put on board the *Molly* Transport taken by the *Alfred* Privateer on her passage from Louisbourg to New York with a Cargo of Coals under Convoy of the *Flora*, as prize Master, and who with the assistance of the Men put on board with him, and of the Master of the Transport, the only person of the Crew left on board her, brought her into Londonderry in Ireland, and from thence to Plymouth, having attended the Board on his application for a Reward for his behaviour herein, and related to them the particulars thereof, they took his application into consideration, together with the Account from the Master Mr Lusk transmitted by Commr Oury; whereby it appears that the prize Master & his Men had the principal Merit in the recovery of the Ship & her Cargo, and resolved to give him One hundred Guineas as a reward for his behavior. Ordered that a Bill be made out to him for that Sum, abating therefrom Twenty Pounds he received from the Clerk of the Checque at plymouth, to defray his expences to town to attend the Board.

Give a Copy to Mr Davies.

1. PRO, Admiralty 106/2595.

"EXTRACT OF A LETTER FROM PORTSMOUTH, MAY 12."¹

This morning the boatswain of the *Rising State*[s] American privateer was flogged from ship to ship for deserting from the *Worcester* man of war, and afterwards serving on board the said privateer.²

1. *London Chronicle*, May 13 to May 15, 1777.

2. The boatswain was Thomas Cummings, Connor's Journal, LC.

13 May

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL SIR JAMES DOUGLAS¹

By &c

Whereas we have ordered Sir Thomas Pye Admiral of the Blue to repair to Portsmouth to relieve you in the Command of His Majestys Ships & Vessels at that Port and Spithead: You are hereby required and directed

when he arrives to strike your Flag and come on Shore leaving with him Attested Copies of all standing and unexecuted Orders which may be in your hands relative to the said Command. Given &c 13th May 1777

To Sir James Douglas
Vice Adml of the Red &c
Portsmouth

J Buller
Lisburne
H Palliser

By &c P S

1. PRO, Admiralty 2/102, 511-12.

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM, PLYMOUTH ¹

My Lord

[Admiralty Office] 13th May 77

Vice Admiral [John] Amherst having in his Letter of the 6th Ultimo, informed my Lords Commissrs of the Admiralty that the Crew of the *Hannah*, an American Merchant Ship, taken by the *Experiment*, and brought to Plymouth, were in safe Custody as Prisoners; and as the Master of the American Merchant Vessel taken by the *Albion*, had been ordered to be set on Shore, and the rest of her Crew ordered on board such of His Majesty's Ship's as were short of Complement, desires to receive their Lordships direction respecting the disposal of the Crew of the *Hannah*, abovementioned; I am commanded by their Lordships to signify their direction to you, to order the Master to be set on shore, and the remainder of the Crew to be entered as part of the Complement of the *Experiment*, or any other Ship in want of them; And to do the like by the Crew of all other American Merchant Vessels that may be taken and brought into Plymouth, which are not fitted out as armed Vessels, but employed for the purpose of Trade only; But the Commanders and Crews of American Privateers, or armed Vessels, are to be sent to a Magistrate to be committed to the Prison appointed for their reception, agreeable to the order you have already received on that Head
I am &ca

P S.

1. PRO, Admiralty 2/554, 534-35.

Public Advertiser, TUESDAY, MAY 13, 1777

London.

The Cutters being certainly the most useful Vessels for Channel Service, the Lords of the Admiralty have ordered several of them to be immediately commissioned, to cruize for the little American Privateers that now infest our Coasts; and there is not the least Doubt but they will soon give a good Account of those Pirates, as they have every Advantage in light Winds, can row with Oars, keep the Sea, and carry Sail in bad Weather, are good Sailors, draw but little Water, and can pursue their Enemy in Shore in Shoal-water, &c.

"EXTRACT OF A LETTER FROM HARWICH, MAY 13." ¹

This morning arrived from Dunkirk, Cha. Sands, master of one of our fishing smacks, who acquaints me, that on Friday evening Cunningham

and the crew belonging to the privateer were taken up and put into Dunkirk prison.

I can assert this as a fact, as the master says he went past the prison on Saturday morning, and saw them at the prison gate; so I hope we shall soon have the news of the *Prince of Orange* packet-boat being restored.

1. *London Chronicle*, May 13 to May 15, 1777.

GEORGE LUPTON (JAMES VAN ZANDT) TO WILLIAM EDEN ¹

[Extract]

Dear Sir

Paris May 13th 1777 –

this night will doe me that honour I have at last with some certainty discovered the intended voyage of Nicholson, Weakes, & Johnson, they have all sail'd from Nantes, and mean if Possiable to intercept some of your transports with foreign troops, but in what Place or latitude cannot say, this plan has been laid long while, & the original one was, that Capt Conyng-ham who brought the Packet into Dunkirk some days since, should have interup'd the transports when they were crossing the channel for England as they had no Convoy for protection of same, but the plan was laid aside, as they could not purchase a Vessell of sufficient force, – a Mr [William] Hodge has been the acting Person on this occasion, he fitted out Capt Conyng-ham[s] Vessell, & he tells me he has got another of much larger force, therefore it behoves you to be very Carefull and keep a constant watch on him, I don't imagine she will sail from Dunkirk but 'twill be from some of the Neighbouring Ports – this Affair has made a great noise here, & I believe you may depend on haveing the same delivered up, – [William] Carmichael was with Murepas at Varseilles on Sunday last, but from what he tells me, they are much displeas'd at Capt Conyng-hams carrying the prizes into Dunkirk, they say if he had brought them into Havre or any other Port, it would not have been taken notice of here, however as matters stand, if Lord Stormont makes a formal demand the same will be return'd, unless they should be so wanton as to burn them which have heard hinted here, but cannot imagine 'twill be done –

For God sake be carefull of your Packets which pass from Dover to Calais, as their is a Plan laid of intercepting them – this I have heard hinted, and doubt not but the attempt will be made, therefore the Officers of Packets ought to have strict orders to sink the mail immediately on the approach of any vessell that carries the Appearance of a Rebel privateer. I only mean to give my advice, & with the greatest submission say, it ought to be adopted, but must submit it to your better Judgment . . . the Same Vessell brings an Account of the keel of 74 Gun ship being laid in New England and orders for several more, to be put on the Stocks immedately . . .

1. Stevens, ed., *Facsimiles*, No. 158.

14 May

JOURNAL OF H. M. SLOOP *Dispatch*, CAPTAIN CHRISTOPHER MASON ¹

May 1777

Start No 72°53' Distance 573 Leagues

[Wednesday] 14th at 4 Tack'd at 1/2 past Joind Company with the Commo-
dore made our Signal to Speak us spoke Him ² order'd
us to Chace 2 Sail in the NE made Sail out 1st Reef
Top Sails set Studding Sails at 10 Shortend Sail spoke
the *Nicholas* a Dutch Ship from Surinam made Sail after
the other it was a Brigg from Charles Town So Carolina
bound to Bourdeaux laden with Rice call'd the *Friend-
ship* Jno Ducey Master took out [illegible] Men & sent
a Midshipman & 5 Men in Lieu with six Swords six
Pistols & two Catouch Boxes.
Modte and Cloudy Wr
at 6 made Sail parted Company with the Prize ³

1. PRO, Admiralty 51/253.
2. Captain Richard Onslow, of H. M. S. *St. Albans*, who had sailed from England April 15 in charge of a convoy for New York.
3. *Friendship* was sent into Cork, arriving on June 4, 1777. A dispatch from there reported her "laden with Rice, Indigo, and Tobacco, and is valued at 10,000 l. Sterling," *Public Advertiser*, London, June 23, 1777.

"EXTRACT OF A LETTER FROM CAPT. MARTIN, OF THE SLOOP
William and Barbara, OF PERTH, DATED PERTH,
MAY 14, TO A FRIEND IN EDINBURGH." ¹

Upon my return from St. Lucar [Spain], with a cargo of wine and salt, bound for Perth, I fell in with an American privateer upon the 15th of April, called the *Freedom*, belonging to the Massachusetts Bay (the Captain's name was John Clowston, who told me he was born in the Orkneys), about 15 leagues off Chilly [Scilly], who soon robbed me of my ship and cargo, as also every thing else belonging to me and my ship's company, except what cloaths were upon our backs. The privateer that same day, took and burnt another ship, belonging to Cork, bound to Bourdeaux; as also another upon the 17th, loaded with salt and flour, bound to Newfoundland, which he sent to America after my ship; and that same day put the other two masters and me, and all our ships companies, on board a Dutch ship, which carried us to Amsterdam. The privateer mounted 12 carriage guns and 14 swivels, and had on board 115 men when she left America.

[Printer's postscript] What makes Capt. Martin's fate the more lamentable is the ship being almost his own property, and his first voyage.

1. *London Packet*, or *New Lloyd's Evening Post*, May 19 to May 21, 1777.

PHILIP STEPHENS TO MR. SIERRA, SECRETARY TO THE RUSSIA COMPANY ¹

Sir

[Admiralty Office] 14th May 1777

Having communicated to my Lords Commissrs of the Admiralty your Letter of this date, signifying the desire of the Russia Company, that their

Lordships will please to appoint four Sloops to cruize on the Stations therein mentioned, for their protection of their homeward bound Trade; I am commanded by their Lordships to acquaint you, that they have ordered his Majesty's Ships and Sloops named on the other side hereof, to proceed to Sea, and cruize upon Stations against their Names expressed, for the above purpose I am &c

P S

Guns

32	<i>Arethusa</i> , Captn Marshall	{ Between the West End of the Dogger Bank and Jutts reef for six weeks –
Sloop –	<i>Alderney</i> , Captn Parry	{ Between Yarmouth Sands & the Coast of Holland for one Month –
Sloop –	<i>Hazard</i> , Captn Orrok	{ Between the Naze of Norway & the Coast of Jutland stretching occasionally 20 Leagues to the Westward, for six Weeks –

1. PRO, Admiralty 2/554, 538–39.

PHILIP STEPHENS TO SIR STANIER PORTEN ¹

Sir

Admty Office 14 May 1777

Captain [John] Bray, Regulating Captain at Deal, having in his Letter of yesterday's date, acquainted my Lords Commissrs of the Admiralty that an account had been received from Dunkirk that the Master and Crew of the Rebel Privatier were put into Prison the 10th Instant, and that the Vessels taken by her were to be immediately given up; I am commanded by their Lordships to signify the same to you for Lord Weymouth's information. I am Sr

Ph^p Stephens

1. PRO, State Papers, 42/50. Sir Stanier Porten was an under Secretary of State for the Southern Department.

GEORGE III TO LORD NORTH ¹

Lord North –

The preparing for the business of the House of Commons this day will naturally prevent Your coming here; I therefore think it right to apprise You that the Post Office have received notice from the Agent at Dover, that news is come by a letter from Captain [Andrew] Frazer at Dunkirk that Cunningham the Commander of the Pyratival Vessel that seized the *Prince of Orange* Packet boat, is thrown into Prison and the said Pacquet boat and the other Prizes ordered by the Court of France to be restored; this is so strong a proof that the Court of Versailles mean to keep appearances, that I think the news deserves a place in the Speech You will make.

St James's May 14th 1777.

m
—⁵⁸ pt. m.

1. Fortescue, ed., *Correspondence of George III*, III, 446.



Lord North

Public Advertiser, WEDNESDAY, MAY 14, 1777

London.

A Letter from Dover, dated May 12, says, "This Morning Capt. Kelly sailed from hence for Calais, and from thence will proceed to Paris, in order, by Means of our Ambassador there, to procure the Release of his Ship, the *Joseph*, taken by Cunningham, and carried into Dunkirk. The Event of this will shew whether the French intend, or not, to give Encouragement to the Americans to carry in their Prizes into their Ports."

Many Letters received by Friday's Post from Dunkirk give authentic Advice, that more than one Privateer have sailed from that Port, and returned with some of our Ships which they had taken. If this Conduct is countenanced by the Court of Versailles, an immediate War between France and this Country will be the inevitable Consequence.

On Account of the Number of Captures of Vessels from Portugal, Insurance has risen greatly, consequently Wines will increase in Price, and what generally happens in the Country, treble the Advance will be laid on.

LORD STORMONT TO LORD WEYMOUTH¹

[Extract]

Most Secret No 88

My Lord

Paris May 14th 1777

Yesterday Morning I had the Honour of Your Lordships Letter No 34, with its several inclosures, relative to a Business, which is now upon the point of being terminated, and I hope to Your entire Satisfaction. Before I went to M de Vergennes (who received us Yesterday at his House in Town) I was informed that the Promise, He, and M de Maurepas made me, had been punctually fulfilled, The Moment I came into Him, he asked me with a Smile, if I had received Letters from Dunkirk, and without waiting for an Answer, said, that the Courier was returned, that part of the Orders he carried were executed already, as the Pirate Captain, and his Crew were in actual Custody, and that the Packet, and the Brig, should be immediately delivered, but that a proper Person must be appointed by us, to receive them. He proposed to me, that I should write to Mr Frazer, to desire Him, de s'entendre avec le Commandant de Dunkerque, with regard to the delivery of these Vessels. I readily agreed to this, and have accordingly written the inclosed Letter to Mr Frazer. M de Vergennes Said, that it was a satisfaction to them, to find, that there was not a single frenchman on board the Pirate . . .

1. PRO, State Papers, 78/302, 203-07.

LORD STORMONT TO LORD WEYMOUTH¹

[Extract]

Most Confidential

Paris May 14, 1777

The Success of My application with regard to the Dunkirk Pirate has been highly displeasing to Franklin and Deane. They made strong Remonstrances but were given to understand that there are some things too glaring

to be winked at, and that this was a Point in which they could not be supported

Franklin is certainly going to Spain by order of the Congress who have expressly allotted him that Department. . . .

1. PRO, State Papers, 78/302, 215-16.

15 May

Public Advertiser, THURSDAY, MAY 15, 1777

London.

The Capture of the *Orange Packet* is a complete Refutation of what we have been so often told concerning the reduced State of the Americans. They have hitherto kept us in sufficient Play on their *own* Coasts, and now, in their Turn, they even venture to assail *ours*. Old *Twitcher*¹ may blush for *once* at having suffered such an *Insult* so near our very Doors, after such *repeated* but *impudent* Boasts about the Number and Readiness of his Ships. But his Fleets seems to be literally *Fleets of Observation* only.

The Imprisonment and Detention of the Crew of the *Surprize* Privateer at Dunkirk, is so far from being true, that we are assured by Letters received from thence Yesterday, that the greatest Encouragement is given not only there, but all over France, to the fitting out Privateers against the English; that no less than Thirty are now equipping in different Ports of that Kingdom, and that they want only a sufficient Number of American Captains to send them all out. These Letters add, that Dr. Franklin is permitted to grant Letters of Marque to every Ship that is commanded by a Native of his own Continent. As to the Crews, they are suffered to be composed of French, Scotch, Irish, English, or any that will enter; but among them are said to be a Number of our best Seamen, who enter readily, allured by the Prospect of getting a great Deal of Prize Money.

1. Lord Sandwich.

CAPTAIN SAMUEL NICHOLSON TO SILAS DEANE¹

Dr Sir

St Auzieur May 15th 1777 -

Capt Wickes & my Self are Yet Waitg here with great impatience for the Arrival of the *Lexington*, Capt Johnson from Burdo [Bordeaux], we had determined on Wednesday last to go to Sea without him; for he informed us on his Arrival there from Nants, that he wou'd Sail from that Place last Sunday was a Week, & hearg nothing further from him Obliged us to beleave he was taken, or that some Accident had happened him, but on our going to Painbeaf on Thursday last, we were Informed by A Gentn there, who had Just recd a letter from his friend at Burdo, that Capt Johnson was Still there, but was to leave it on Saturday last, so that we are induced to wait a few Days longer, in wch time I hope he will make his appearance for I long to be doing - I am now all fitted & ready for Sea, only Wantg Some Officers, I want A Master & a Boatswain very Much, my Boatswain run away from me 4 Days agoe, I have had no Master for the Vessell Yet, but am in hopes of

gettg the Prize Master of one of the *Rising State's* Prizes; he gave me A Promise Provided he can get the Prize Sold in time for us,² Mr [Seth] Clark has been on Shore this Ten Days Past with A bad hand & arm, wch he by Some Means or other got Poisoned, Shall take him on board again in a Day or two, we have on board Twenty eight in Number, 14 of which are French Men, & the greatest Part of them of little Value. I am in hopes of Pickg up a few more Americans before I Sail, we have had four French Men run from us, with my Boatswain, makes five run away, I am afraid to make use of any Disipline here, for fear of the rest leaving me, therefore am Obliged to hold my hand as yet. I now Suffer no boat to come along Side, but Capt Wickes's, & keep my own Inn, all Weathers, I have only my Second Lieutt & one Mate I can trust too, & nither of them was ever in A Vessel of War before, Dr Sir Shou'd have Wrote You oftner but have had A deal to do, & much Confined, for this little Vessell has takg as much fittg, as any Ship that wou'd Carry no more Guns – Shall write You again on my leavg this; there Arrived here 4 Days agoe A Sloop from Virginia loaded with Tobacco, had about 26 Days Passage, have not Seen the Capt but hear nothing New Pray my Complts to Doctr Franklin and Billey; Doctr Bancroft &c and am Dr Sir [&c.]

Sam Nicholson

To the Honble Silas Deane Esqr A Paris.

1. Silas Deane Papers, ConnHS.
2. Arthur Dillaway prize master on board the brig *Fleece*. He did sign on as sailing master with Captain Nicholson, and entered the *Dolphin*, May 24, 1777, Papers of John Paul Jones, 6572, LC.

16 May

JOURNAL OF THE MASSACHUSETTS NAVY BRIG *Massachusetts*,
CAPTAIN JOHN FISK¹

H	Courses	Winds	Remks on Friday 16th of May 1777
3			freash gales
8			<i>Tyrannicide</i> in company
9	ENE	North	Saw a ship to the northward standing to the southward gave chaise at 11 saw a Learge dutch ship standing to the westward we come up with the chaise but little fresh gale
10	EBN		
11	E1½N		
12			Latt By Obs 46D 00m Long in 10D 22m
1	EBS	North	Freash gales & pleasant weather we come up with the chaise fast at 3 PM. saw 3. sail to the windward our chaise hoists french Colours one of the ships brought our chaise too & hoisted English Colours I took her to be a 74 gun English ship of war & bore away she gave us chaise we made all sail from her she made all sail after us & came up fast at 9 we hald our wind to the westward Capt Harridon Bore
5	WSW		
6	WSW		

10 WBN

away at 10 saw 3. flashes we supposed to be guns from the ship at Capt Harridon we lost sight of the ship & Capt Harridon

1. John Fisk Journal, AAS.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JOHN HARVEY, R.N.,
AND CAPTAIN E. V. YATES, R.N.¹

By &c.

Whereas Information has been received that there is reason to believe that an English Cutter of about 140. Tons which was fitting on the 13th inst at Dunkirk as an arm'd Vessel, is intended to be employed under a Commission from the Congress as a Privatier, being esteem'd one of the best sailing Vessels which has ever been constructed, You are hereby required & directed to proceed without a Moments loss of time in the Sloop you command & cruize off Dunkirk, where you are very diligently to look out for the said Cutter & in case she should put to Sea to use your best endeavours to take or destroy her, as well as any other Ships or Vessels belonging to the Rebellious Colonies of North America which may fall in your way.

You are to continue upon the above Station for the space of ten days after your arrival upon it, in case you do not fall in with the said Vessel sooner & then return to the Downes & remain there until you receive further Order; sending us an Account of your arrival & proceedings. Given &c. the 16th of May 1777.

Captn Harvey *Speedwell*

“ Yates, *Ranger*

By &c. P.S.

J Buller

Lisburne

H. Palliser

1. PRO, Admiralty 2/102, 516-17.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN RICHARD R. BLIGH, R.N.¹

By &c.

Whereas We have received Information from the Merchants, Importers of Linnen from Ireland & Owners of the Linnen Ships representing that several of their Ships are now ready to sail with very rich Cargoes on board, particularly from Newry but are stopt by their Orders on account of the danger they apprehend them to be in from the Rebel Cruizers which infest the Coast of Ireland, & therefore requesting that convoy may be appointed to see the said Linnen Ships in safety to England, And whereas we have ordered Lieut Major who commands his Majts Cutter the *Esther* to proceed immediately to Belfast & Newry, & having collected such of the said Linnen Ships & other Trade which may be at those Ports ready to sail and desirous of accompanying him to take them under his Convoy & proceed with them to Dublin, where he is to put himself under your command and follow your Orders for his further proceedings.

You are therefore hereby required & directed to proceed in the Sloop

you command without a Moments loss of time to Dublin, & so soon as the said Cutter arrives, to take her under your command, and the Linnen Ships & other Trade she shall have brought with her under your convoy, as also all other Linnen Ships & Trade bound to England ready to sail & whose Masters are desirous of accompanying you, & then putting to Sea with the first opportunity of Wind & Weather make the best of your way with them (consistent with their security) into the English Channel or as far as your way & theirs may lie together, & having seen them in safety to the Eastward of the Lizard leave them to prosecute the remainder of their Voyage and then return with the Sloop & Cutter to Dublin & continue to convoy the Linnen Ships and Trade from thence to England, in like manner from time to time as they shall be assembled for that purpose, until you receive further Order; sending Us by all convenient opportunities accounts of your proceedings.

You are, during your continuance upon the above Service, 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 may fall in your way, or which you may be able to come up with in your Passage, without exposing the Trade under your Convoy to danger, by leaving them to pursue such Privatiers or other Ships or Vessels. Given &c. the 16th May 1777.

Captn Bligh – *Wasp* – Waterford
 B &c.
 P.S.

J Buller
 Lisburne
 H Palliser

1. PRO, Admiralty 2/102, 518–20.

London Chronicle, THURSDAY, MAY 15 TO SATURDAY, MAY 17, 1777

[London] Friday, May 16.

The *Sally*, Jones, from London to Quebec; the *Fanny*, Bell, from Whitehaven to New York; the *Trial*, Brown; the *Teresa*, Rackwell, of Exon, from Newfoundland, with soldiers, for New York; the *Swift*, Clark, of Topsham; and the *Phoenix*, Davis, of Tinmouth, are all taken by the *Tyrannicide* and *Massachusetts* privateers, and sent to Salem, except the *Trial*, in which the prisoners are arrived at Dartmouth.

The *Trepessey*, Combes, the *Friendship*, Wellicott, and the *Venus*, Brown, all for Newfoundland, were taken the 22d of April in lat. 49. 6. long. 13. 30. by the *Tyrannicide* and the *Massachusetts* privateers.

The *Duke of Leinster*, North, from Dublin to Jamaica, is taken by the Rebels, and is carried into Salem.

Wednesday orders were given for all the packet-boats that carry over the Dutch mails to take on board guns and men, of the same force as they did the last war.

London Packet, or New Lloyd's Evening Post, WEDNESDAY, MAY 14 TO
FRIDAY, MAY 16, 1777

London, Friday, May 16, Postscript.

Orders have been sent from the Admiralty to Portsmouth, for two ships (a frigate and a sloop) to cruize between Cape Clear and the Old Head of Kinsale, in search of the American privateers which have infested that coast.

"EXTRACT OF A LETTER FROM PENZANCE, MAY 16." ¹

Two of our fishermen, who came on shore yesterday, say, that about seven leagues off, at sea, they were on board of an American privateer of fourteen carriage guns, and about eighty men. She was called the *Revenge*, and they said they had taken five prizes since they had been out from Salem, to which place they belonged: 'tis supposed they were waiting for the coaster's coming and going round the Land's End, some of which are worth a good deal of money.

1. *London Packet, or New Lloyd's Evening Post*, May 19 to May 21, 1777.

17 May

GABRIEL DE SARTINE TO CHARLES PIERRE GONET, LORIENT ¹

Versailles 17. May 1777.

The King has been informed, Sir, that, several Ships are fitting out in His Ports which are to be laden, half with Provisions, half with munitions of war; that these Ships are to have Americans on board as passengers, who will take Command at Sea, and are empowered, with american Commissions, to make prizes of the Subjects of the King of england when they are encountered. As the intention of His Majesty is not to authorize this sort of project, you will do well to make all necessary investigations, but with suitable caution, so as to be accurately informed of all operations of this type which could be planned in all the Ports which are under the jurisdiction of your Department. You will be careful to instruct me in the most minute detail in all which can have some bearing on the affairs of new England. I recommend to you the greatest vigilance and the greatest exactness In this matter.

You will be most mindful to give me notice of the arrival of any American Vessels, of news which they will have brought in, of the nature of their cargo, of the size of their crews, etc. In addition, I request that you acquaint me most precisely, and in advance, of all vessels fitting out intended, either directly or indirectly, for North America; and not to leave me unaware of anything which will come to your attention On these matters for which it is so important that I be acquainted.

I am, Sir, your very humble and very obedient Servant.

de Sartine

1. APL, 1E*78, 99.

18 May (Sunday)

GABRIEL DE SARTINE TO VERGENNES¹

at Versailles 18 May 1777.

Just, Sir, as you sent over to me the memorandum which had been delivered to you by My Lord Stormont, I happened to receive from the Governors of Martinique and Guadeloupe letters copies of which I forward to you herewith. You will find in the letter of Mons. D'Arbaud to the Governor of St. Christopher satisfactory explanations to the first accusation made by Mons. the Ambassador of England concerning the Snow the *Apollo* of which the memorandum declares that the sale had been made publicly at Fort Royal, as also that of her cargo of negroes; the second charge could not possibly be defended according to the letter of Mons. D'Argout of March 2nd last, and all of his previous correspondence. It is in consequence of these same letters, which you could show if you think it proper to Mons. the Ambassador of England, that the Governors of our Islands maintain a conduct conforming exactly with those principles of neutrality which have been prescribed for them. You know the orders which I transmitted to them regarding the approaching troubles between England and her Colonies, and although The King commanded me to reiterate them in the most precise and strict terms, the most energetic watchfulness can not moreover prevent during the night and in remote anchorages the unloading of prize cargoes taken by the Americans, as it was never possible to prevent the export of our sugar to Foreigners so burdensome to the national commerce. I have the honor to be &c

de Sartine

[Marginal note] Reply to the complaints of Mons. Stormont on the Subject of a capture made off Martinique by an American Privateer under Spanish colors of an English Snow with Her cargo of Slaves.

1. AMAE, Correspondance Politique, Angleterre, vol. 523, 110, LC Photocopy.

19 May

"EXTRACT OF A LETTER FROM DEAL, MAY 19."¹

This morning a Dane made a signal for a boat from hence, when two went to her, and brought on shore here twenty-five seamen who had been put on board the Dane by an American privateer in the Bay; they were the crew of two prizes, one of them a store ship, bound to Quebeck, and the other a vessel bound to the West Indies; they give an account of the privateer's having taken 11 prizes, and that the Captain said he would return to Boston as soon as he had made up his dozen. She is called the *Tyrannicide*.

1. *London Packet, or New Lloyd's Evening Post*, May 19 to May 21, 1777.

RAIMONDO NICCOLI TO HIS GOVERNMENT IN FLORENCE ¹

[Extract]

Paris, 19 May 1777

. . . I am assured that the Ministry has sent orders to the Prince de Robecq, Govnr of French Flanders, to force the restitution of the three captured ships and especially of the Packet boat to their English Owners on the basis of the complaint made that despite the privateer having a commission from Congress, he alone [Conyngham] was an American, and all the others Irish. It is added that since the complaint made by the British Ambassador proved false, and that two thirds were Americans, this Ministry reversed its original orders.

It is also said that abreast of Bordeaux an American privateer captured, without any combat, an English merchant ship which had 30 men aboard and a gun or two. That the privateer had only ten small guns, two of which were of wood for deception; that having returned to Bordeaux and found it difficult to sell their prize, they thereupon set sail to take it to America, after imprisoning in their own ship and in the other the captain, officers and a majority of the seamen. This information should be confirmed, in spite of its probability.

1. Secretary of Foreign Affairs Papers, ASF.

20 May

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN MATTHEW MOORE, R.N. ¹

By &c.

You are hereby required & directed to put to Sea in the Ship you command, with the first opportunity of Wind & Weather & proceed & cruize between Ushant & Cape Clear for the protection of the Trade &c. (same as the preceeding Order.)

Given &c. the 20. May 1777. –
 Captn Moore, *Exeter*, Spithead
 By &c.

J Buller
 Lisburne
 H. Palliser

1. PRO, Admiralty 2/102, 522-23.

PHILIP STEPHENS TO WILLIAM EDEN ¹

Sir/

Admty Office 20th May 1777

I am commanded by my Lords Commissrs of the Admty to send you the enclos'd Copy of a Letter from Mr Archd Stevenson of Amsterdam dated the 12th Inst containing Intelligence of a Vessel fitting out at that place for an American Privateer, and to desire you will lay the same before Lord Suffolk for his Lordships Information. I am &c

P. S.

1. PRO, Admiralty 2/554, 557.

GEORGE JACKSON TO WAKEFIELD, PRATT, & MYERS, LONDON ¹

Gentlemen,

Admiralty-Office, May 20 [1777].

Having laid before my Lords Commissioners of the Admiralty the Memorial of the Merchants Importers of Linen from Ireland, desiring that they will give protection to the linen ships bound from Newry to England, and that the convoy may likewise call at Dublin for such ships as may be there, I am commanded by their Lordships to acquaint you, that they have ordered his Majesty's cutter the *Esther* to proceed immediately to Belfast and Newry, to convoy the trade to England from those ports to Dublin, where the *Wasp* sloop is ordered to be in readiness to convoy, in conjunction with the said cutter, such trade, and any other, which may be there bound to England, and ready to sail, which they are to see safe into the English Channel, to the eastward of the Lizard, and then to return to Dublin, and to continue to convoy the linen ships in like manner, till further orders. I am also to inform you, that another sloop, and two more cutters, are appointed to cruize, till further orders, between the Land's-End and the coast of Ireland, in the track of the trade passing that way, for their greater security and protection. I am, Gentlemen [&c.]

George Jackson, D.S.

1. *Gazetteer and New Daily Advertiser*, May 23, 1777. In reprinting the above letter in the *Remembrancer* (V, 143-44), John Almon, the editor, added: "in no former war, not even in any of the wars with France and Spain, the linen vessels from Ireland were ever convoyed."

Public Advertiser, TUESDAY, MAY 20, 1777

London.

Much to the Disappointment of the Secretary and Clerks of the Admiralty, few Letters of Marque have been applied for, notwithstanding the Merchants were in such a Hurry to have the Bill passed.

London Chronicle, SATURDAY, MAY 17 TO TUESDAY, MAY 20, 1777

[London] Tuesday, May 20.

Last night arrived in the river, off Fresh Wharf, London Bridge, an American prize, taken by one of his Majesty's ships, laden with cotton and indigo, &c. being the richest capture taken from them.

SILAS DEANE TO JOHN HANCOCK ¹

Sir -

Paris 20th May 1777

The Bearer Capt Hynson has been some time in Paris, & now goes out with a Ship, under his Charge with Stores, for the United States, as he is a Subject of the United States I need not be so particular in recommending him to Your patronage; but must in duty to my Country say, I believe he will render them good Service in their Navy being a good Seaman, & of a cool, sedate, and Steady Temper of mind - I wish he may arrive safe, & in

Season, with the important Cargo committed to his Charge, & am with the most perfect respect for Your Excellency and the hone Congress Your Excellencys [&c.]

Silas Deane

1. Stevens, ed., *Facsimiles*, No. 472. This letter never reached Hancock. Hynson, who commanded *Pacifique*, carried it with him when he defected some months later.

21 May

DIARY OF JOHN BRAGG, WHITEHAVEN, ENGLAND ¹

5th Mo: 21st 1777 in the Evening, arrived at Whithaven a three Masted Ship with 500 odd Hogsheads of Tobacco from James River in Virginia intended for France, but being Navigated by Brittish & American Seamen, a plott was framed & the Vessel brought in here without bloodshed or any material opposition ² Tobacco has of late been sold at 22 or more a pound by the Hogshead together at this Town. ³

1. WPL.

2. *Mercer*, Captain William Dowse. The *Public Advertiser*, London, May 30, 1777, gives an account of the seizure:

She sailed from Hampton, in Virginia, April 15, with 18 People on board, 16 of whom were English, Scotch and Irish; but on the 4th instant, Jonathan Sharp having the Command of the Watch, thought it a favourable Opportunity to seize the Vessel, the Captain and Chief Mate being then in Bed; accordingly he went down into the Cabin and seized three Pistols, (the only Fire-Arms they had on board) also a Cutlass, an Iron Poker, Shovel, and all offensive Weapons in the Cabin, and armed himself and two others with the Pistols, having loaded them with four Balls each; after which they called up the Chief Mate, seized him, and acquainted him with their Intentions of carrying the Vessel to some English Port; to which he replied, 'By Heavens, this is what I expected,' and declared that he would assist them to the utmost of his Power. Next Morning they acquainted the Captain with their Resolution, and he finding the Vessel's Course altered, said, 'I hope you'll use me well, my Lads.' On the 9th instant, they made the Land off Tillin-Head, in Ireland, and on Wednesday [May 21] arrived safe at Whitehaven, where an Affidavit has been made of the above Transaction, and the Cargo secured, for his Majesty's Use, by the Collector of that Port. Most of the Sailors had been Prisoners with the Provincials, and previous to their being engaged entered into the above Combination.

3. Bragg later noted in his diary that this tobacco sold for more than £31,000.

Williamson's Liverpool Advertiser, FRIDAY, JANUARY 24, 1777

London, January 20, 21.

Advice has been received by the *Dartmouth*, Capt. Graves, who is arrived in the river from Seville, that several American privateers are cruising within a few leagues of Seville; and that it is very dangerous for any ships sailing to that port without a strong convoy, as some of the privateers mount from ten to 18 guns, besides swivels.

LORD STORMONT TO LORD WEYMOUTH ¹

No 92 Confidential

My Lord

Paris 21 May 1777.

I have got some secret Information, which, though it is not as particular and circumstantial as I could wish, may deserve some Attention.

There are two French Ships fitting out either at Marseilles or Toulon, I believe at Marseilles. They are to be purchased or at least freighted by Mr Deane – are to be laden with different Sorts of Goods for the Use of the Rebels, are to mount, one 18 Guns the other only 12 or 14, though she will be pierced for twenty. The largest of the two Vessels will be about 400 Tons, the other about 340. They will be manned with French Sailors, carry French Colours, and clear out for some of the West India Islands, but their real Destination, is New England, with a Liberty however to make any Safe Port in North America. They will carry double Commissions, an ostensible, and a secret one; that is, My Lord, there will be on board each Ship a French Captain, and one with a Commission from the Congress. [Joseph] Hynson is, I know, to be one of these Captains, and is to have the Direction of the Expedition, the other will, I believe, be a Frenchman by Birth, but in the Service of the Congress, and bearing their Commission.² There will be twelve Brass Mortars put on board Hynson's Vessel, which is the largest of the two. He is to receive his Instructions from Deane to morrow, and will set out immediately for Marseilles: but as the Ships have not yet begun to take in their Lading, it will be some Weeks before they can be ready to put to Sea, so that there will be Time enough to send Orders to the Commander of our Fleet in the Mediterranean to stop them as they pass the Streights, if that Measure should be thought adviseable. Hynson may perhaps endeavour to disguise himself, but he has such strong Marks of an English Tar, that he must easily be discovered. That Discovery once made, would lead to every other, and unravel the whole Iniquitous Project, as he, if once taken, may, I think, be easily induced or compelled to tell all he knows.

It is clearly my Duty to do every Thing I can, to discover these insidious Projects, and give Your Lordship the best Information in my Power with Regard to them – the Use to be made of these Discoveries, His Majesty's Wisdom will determine.

I am with the greatest Truth and Respect My Lord [&c.]

Stormont

The *Mercury* is certainly got safe to North America, but I know M. de Sartines has said within these few Days, that there is no certain Account of the arrival of the *Amphitrite*. S

[Endorsed] Copy sent to Lord Sandwich.

1. PRO, State Papers, 78/302, 261–62.

2. Pierre Landais to command the smaller ship *L'Heureux*, Hynson, *Pacifique*.

JOURNAL OF THE MASSACHUSETTS NAVY BRIG *Massachusetts*,
CAPTAIN JOHN FISK¹

H Courses Winds
3

Remks on Wednesday 21st of May 1777
fresh breeze at 3 Am saw the land Barring
NNE. 3 Leagues, spake with Severall french
Vesels at 6 took a Pilote on board of[f] Bell Isle
at 10 took a river Pilote on board fresh gales &
pleasant weather we are Entring the River Loir

found at Entry of the River the Ship *Reprisel*, Capt Weeks Brig *Lexinton* Capt Johnson Sloop [*Dolphin*] Capt Nickinson [Nicholson]

Long In 3D 2m -

At 3 PM came to Ankor in the River Loir at a town called Painbeuf in Six fathom water where we found the Brig *Freedom* Capt Jno Clouston, bound out to sea -

Lay at Painbeuf untill the 9 of June then we were Ready to proceed to sea

1. John Fisk Journal, AAS.

CAPTAIN JOHN FISK TO SAMUEL PHILLIPS SAVAGE ¹

Sir

This by Capt Clouston will inform you of my arrival here this day but I have not the pleasure to acquaint you that the *Tyrannicide* is here with me, but am sorry to acquaint you that on the seventeenth Instant at Nine in the Morning we gave chase to a Ship standing to the Eastward and came up fast at three got within two miles of the Ship, then saw three Sail in the N.E. bearing down to us one of said Sail brought our chase too & hoisted English Colours. I bore away and made Sail from them the Ship gave me chase Capt Haraden bore away also. the Ship came up with us fast at Nine at Night I hauld my Wind Capt Haraden bore away before the Wind at half after nine lost sight of Capt Haraden and soon after lost sight of the Ship at ten saw three flashes of Guns which I suppose the Ship fired at Capt Haraden and I am afraid the Ship took him as I have not heard nor seen any thing of him since, the reason of my coming in here so soon was want of Water & Wood I have Eighty nine hands in Number on board my Vessell we have taken eight prizes since we left Salem two of which we gave to the prisoners the other six we sent for Boston I shall comply with my Orders & Am Sir [&c.]

Nantz May 21st 1777

Jn^o Fisk

1. Mass. Arch., vol. 152, 216, Board of War Letters, 1776-1777.

22 May

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM, PLYMOUTH ¹

My Lord/

Admiralty Office 22d May 1777

My Lords Commissrs of the Admty having receiv'd a Petition signed by the Persons named in the Margin, ² representing that they were late Officers and part owners of Vessels belonging to America, taken by His Majestys Cruizers and are now Prisoners on board the *Queen*, that during their late Confinement on board the *Nonsuch* & *Torbay*, they were indulged with a separation aft by themselves from among the rest of their fellow Prisoners, But since their Confinement on board the *Queen*, they have been

confined indiscriminately altogether being 70 in number, within the small space therein mentioned, which from the closeness, smoke and heat of the place has caused the small Pox to break out among them and threatens a general Infection if they are continued in that situation, and therefore praying for Relief; I am commanded by their Lordships to send you the said Petition herewith and to signify their directions to you, to enquire into what is therein represented, and state the case of the Petitioners & report to their Lordships your opinion what may be proper to be done therein: And with your report you will please to return the said Petition to, &c.

P S

1. PRO, Admiralty 2/555, 1.

2. Anthony Shoemaker, Lathan Rankin, Phineas Smith and George Southward.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JOHN MACBRIDE, R.N.¹

By &c.

Whereas the Ships named on the other side hereof, bound to the West Indies, are now on their way from the River Thames to Plymouth, and are intended to proceed under convoy of the Ship you command to the Island of Madeira; You are hereby required and directed to take the said Ships under your convoy, and putting to Sea with the first opportunity of Wind and Weather, make the best of your way (consistent with their security), with them to the said Island; Where you are to leave them to prosecute their Voyage, and then return to Plymouth Sound for further Order; making Cape Finisterre in your way, and diligently looking out for, and endeavouring to take or destroy, any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of North America which may be found in those parts.

But, in case the *Laing* Captn Wilson, one of the said Ships, which is laden with Arms should arrive at Plymouth before the others, or any of them, you are to wait only 48 hours after her arrival, and then taking the said Ship, and such of the others as may have joined you under your convoy, proceed with them as above directed. Given &c the 22d of May 1777.

Captn Macbride – *Bienfaisant* – Plymouth

By &c.

P:S:

Sandwich

J. Buller

H. Palliser

Ships NamesMasters Names

<i>Laing</i>	Wilson	—	Jamaica
<i>St Mary Planter</i>	Gill	—	Do
<i>Elizabeth</i>	Hughes	—	Do
<i>Antigua Planter</i>	Johnson	—	Grenada
<i>Peggy</i>	Hardy	—	Antigua
<i>Resolution</i>	Welch,	—	Do

1. PRO, Admiralty 2/102, 528–29.

GABRIEL DE SARTINE TO VERGENNES¹

Versailles 22nd May 1777.

Explanation on the subject of the sale at L'Orient of 5 English prizes brought into that port by the American privateer *Reprisal*

I had written, Sir, to the officers of the Admiralty at Vannes, as you desired, in order that they might report to me what took place regarding the English vessels the *Polly & Nancy*, the *Betty*, the *Hibernian*, the *Generous Friends* and the *Swallow Packet*,

all captured by the American Privateer the *Reprisal*, which were taken to L'Orient in the month of February last, and which, it was stated, had been sold in the jurisdiction of the said Admiralty to several Merchants, it being added that the cargoes of these Vessels, transhipped immediately to French vessels, had been sent to different ports; While reproaching these officers for these sales, made notwithstanding the orders which had been given them, I commanded them to let me know the means which had been made use of to get the sales authorized. These officers reported to me the investigations which they had made, and the result was that, upon an examination of the Register of Declarations of ownership of Vessels made in their court, paying attention principally to those entries in which the seller or the buyer was a foreigner and to those where they observed that the tonnage of the captured Vessels agreed most with that of the Vessels declared, they found that on the 1st March last Pieter Van der Kaulen of Rotterdam declared having sold his Vessel *la Fortune* of about 180 tons burden then at L'Orient to M. Brusand there present, who declared he accepted the said sale and that the said Vessel was going to be named *la Diligente*; that on the 4th of the same month M. Jean Aimé Viaud, a Merchant of Noirmoutier, declared himself the sole owner of the Snow *la Charlotte* of about 90 tons and of the Brigantine *l'Harmonie* of about 150 then both at L'Orient, ready to set sail for the said Island of Noirmoutier; And finally that on the 5th Messrs Bérard Frères & Co., merchants at L'Orient, declared through an attorney, having bought from M. Vanlip of Flemish nationality the brigantine *le Victorieux* of about 110 tons burden and the Snow *la Margueritte* of about 120; These Admiralty officers added, that, when the declarations were made in their Court at the beginning of March, they had not the slightest suspicion of their unfaithfulness, and that neither could their Registrar at Port Louis suspect when he cleared some of them, that they were from among the captured vessels. I should like to be able to give you more ample explanation, but this is all I have been able to obtain, and, if there has been fraud in these sales, it appears very difficult to discover it, unless more precise information be given, upon which further investigations could be made.

I have the honor to be with very sincere and perfect attachment, Sir,
[&c.]

de Sartine

1. AMAE, Correspondance Politique, Angleterre, vol. 523, 120-21, LC Photocopy.

GEORGE LUPTON (JAMES VAN ZANDT) TO WILLIAM EDEN¹

[Extract]

Dear Sir

Paris 22d May 1777 –

I have before me your esteemed favours of 9th & 16th Current, the Contents of which have noted & shall endeavour to answer the same, In the first place you desire to know how I remain here without exciting suspicion; I have made use of this finesse, which I think it not a bad one, when they ask me why I do not go out to America or follow some kind of business I tell them I am waiting for letters from America, when I shall be the more able to determine what course to pursue; with this they are perfectly satisfy'd and you may rest assured I have a share of their Confidence, and not the least suspected by any Person on the American side whatever may be the Conjecture on the other; you also desire to know how the Dunkirk affair was received here I can assure you they were not prepared for the same, & they now say it was not the intended plan to have carried the Vessells into that Port, – you may also depend that the Vessells will be given up if a formal demand is made for the same, which I make no doubt will be done by your Court . . .

John Atkins affair has been talked over very often but do not perceive that Deane had any hand in that affair, 'tis true John Called on him, but from what Deane say's, he laugh'd at the impossibility of it, he Deane not thinking the Same could have been executed, tho' at same time have heard him & Carmichael say he was a fine fellow & wished it had been executed. –²

Two 74 Gun Ships are gone out to desire the English Ships that are Cruzeing on the French Coast to depart Immediately, but was this day informed that 4 more had been added to the Number, with possitive Orders to protect all the American Vessels on their Coast, and Conduct them into port, this I had from Mr [James] Moylan, who had it from a Monsieur Poulze, one of the Farmer Generals – this is the man that Moylan is settling the Tobacco affair with he tells me they are more determined than before, & have desired him to wait their pleasure; I imagine 'twill be some time in August next; – if the plan is adopted, they mean to send out goods to the Amount of Two & twenty Million of livers, for which they mean to take Tobacco in return – This Monsieur Poulze told Moylan that the putting the Crew of Conynghams Vessell into Prison was only a temporary affair, and no more than a Cloak for their other Actions & that they would be released in a very short time; but hope you'll put a stop to that; the French are very much against a War with England at present (indeed its their interest) and would Suffer almost anything sooner than break with you –

Capt Hynson & a Captn Lundy a frenchman, (who speaks English)³ sets off tomorrow for Marseillie, at which place two Vessells are preparing for them, the one Mounts 18–6 pounders & the other 16–6 pounders – Hynson will have the Ship of the greater force, – & I am told she will be the most Valuable Vessell that has gone from this Country since the Commencement of those disputes, he has 50 Men already engaged, but intends taking

more; the greatest part frenchmen, if not all – amongst the many Articles he will Carry out, is 12 brass Morters Compleat

[Letter incomplete]

1. Stevens, ed., *Facsimiles*, No. 696.
2. The incendiary, John the Painter.
3. Pierre Landais.

BENJAMIN FRANKLIN TO RICHARD BACHE ¹

[Extract]

Passy near Paris, May 22. 1777.

Our Privateers & Cruisers in the Channel have rais'd the Insurance in London. One of my Friends here lately paid 10 P Cent between Dover & Calais. Capt. Conyngham imprudently returning into Dunkirk with two Prizes, was apprehended with his People at the Request of the Court of England, and put into Prison, on pretence of Piracy, but having a Commission from Congress, they are discharged. The Prizes however being reclaimed, will be delivered up, the fitting out at Dunkirk being contrary to Treaties, which must be observed till War is declared. . . .

1. Benjamin Franklin Collection, YUL.

23 May

“EXTRACT OF A LETTER FROM WATERFORD, MAY 23.” ¹

We have advices here from Sligo, Bally-shannon, and Killybeggs, that three stout privateers were seen last week about eight leagues west and by north from the island called Rosses, off the coast of Donegal, to pick up the ships bound from Greenock or Glasgow, to America or the West Indies. A fisherman of Westport, in the county of Mayo, saw them on Wednesday last in the afternoon; they wanted to have spoke with him, but the poor fellow said he supposed they wanted his fish, and not thinking they would pay him for it, the wind being right on shore, he pushed for it, and left them. These pirates have so alarmed the weak and timorous, that in many places of the coast they are afraid they will land, and carry off their effects.

1. *London Chronicle*, June 3 to June 5, 1777.

SILAS DEANE TO GOVERNOR JONATHAN TRUMBULL ¹

[Extract]

. . . as one Campaign can never be sufficient to reduce the Continent, A Naval War, will be more than ever, push'd against Us. Heaven has succeeded Our Adventures, on that Element beyond my most sanguine Expectations, I was early & have ever been of the Opinion that under God Our Salvation must finally come from vigorous & bold operations at Sea, & by carrying the War to their Commerce, & Factories in distant Quarters of the Globe . . .

Paris Rue Royale place de Louis XV
May 23d 1777

1. Jonathan Trumbull Papers, vol. 6, 119a–119c, ConnSL.

CAPTAIN LAMBERT WICKES TO CAPTAIN SAMUEL NICHOLSON¹

Sir,

On board the *Reprisal* 23d May 1777

As you have now Joined me agreeable to the Request of the Honorable Commissioners at Paris, I Now desire you would not part or Separate on any consideration from the Squadron, if in your power to prevent it Unless we should be Chased by a Vessel of Superior Force & it should be Necessary so to do for our own preservation, in that case you must make use of your own direction & do every thing in your power to avoid being taken – If any Accident should happen that obliges us to part before the Expiration of this Cruize, you may continue your Cruize through the Irish Channel or to the North West of Ireland, as you may Judge Safest and best, untill you Arrive off the Isles Orkney, and there Cruize 5 or 6 Days for the Fleet to Come up & Join you. If they do not appear in that time, You may make the best of your Way back for Bilboa or St Sebastian & there Refit as fast as possible for Another Cruize, informing the Honourable Commissioners of your Safe Arrival and the Success of your Cruize, with all the Material information that you get on this Cruize, but if you should Part from the Squadron and take such a Number of Prizes, as may Render it Necessary to Return in to Port, in that Case, you may run directly into Bilboa or St Sebastians with your Prizes or into any other Spanish or French Port, that is most Convenient, informing the Honble Commissioners as Above Directed on your Arrival;

You must take all the Prisoners out of every Prize & Man her with your Own People, sending a Certificate with the Commanding Officer, on board the Prize, of the Lattitude & Longitude you took her in, which must not be Produced only in Case of Neccessity. The Prize Master must not Report or Enter her as Prize, but as An American Vessel from a port that will be most likely to gain Credit according to the Cargo, she may have on board, to the Address of one or either of Merchants whose Names are hereafter mentioned; be Very Attentive to your Signals, and if you should be taken, you must take Care to destroy them, and not let the Captures [captors] get possession of them, as it may be of great prejudice to the Rest of the Squadron. Take care to have all the Prisoners properly Secured to prevent their Riseing & taking your Vessel, & if you meet a Dutch, French, Dean, Sweed, or Spanish Vessel when you have a Number of Prisoners on board, I think it would do well to put them on board any of those Vessels, giving as much provision and Water as will serve them into Port. If any of your Prizes should be chased, or in danger, they may Run into the first or most Convenient Port they Can Reach in France or Spain, preferring Bilboa, St Sebastians L'Orient or Nantz. If they go to Spain, they must go to the Address of Messrs Gordique & Sons, At Bilboa or St Sebastians, At L'Orient to Mr Gourlade & they must hoist an English Jack at the Main top-Gallant Mast head & Run into Port Louis, and there wait the Orders of Mr Gourlade, whom they must apply to, & At Nantz, they must apply to Thomas Morris Esqr. At any other Port in France or Spain they must Write by Post, to the

Honble Commissioners at Parris, or to Thomas Morris Esqr at Nantz for
Advice, whom to Apply to, and Value on to Sell the Vessel & Cargo,

If you take a Prize that you think worth Sending to America, you may dispatch her for Some of the Northern Ports in the Massechusets States, address'd to the Continental Agent at Any Port she may Arrive at – when a Prize is Sold & the Prize Master and People is discharged, they must make the best of their Way for Nantz or Elsewhere, as they may be ordered to Join their respective Vessel, or in Case of their not Arriving they may Serve on board any other Continental Vessel they Can find, untill they Join their own Vessel or Arrive in America, on their Arrival in any Port in France or Spain, they must Apply to the Commanding Officer of Such Port for Protection of their Persons and Property as Subjects to the United States of America from [&c.]

Lamb^t Wickes

To Samuel Nicholson Esqr
Commander of the Sloop *Dolphin*

1. Papers CC (Memorials Addressed to Congress, 1775–88), 41, VII, 150–53, NA. Similar orders were given the same day to Captain Henry Johnson of the *Lexington*, PRO, Colonial Office, 5/7, 99.

CAPTAIN JOHN CLOUSTON TO THE MASSACHUSETTS BOARD OF WAR ¹

Painbouef May the 23d 1777

Gentlemen

I have the Pleasure of Informing yours Honours By Capt Fisk of the *Massachusetts*

That on the first Instant I Arived safe in this Port after Taking twelve Sail of Englis Vessels Seven of which I Dispatchd for Boston² Burnt three gave one smal Brigg to our Prisners³ and one Retaken by the *Futereonge* [*Foudroyant*] which Chast us fore Glasses and finding she Could not Cume up with us she gave Chase to our Prize and toock hur in our sight – I have Cleand & Refited my Vessel and Taken in forty Tons of War like Stores and have bin wating for a wind to go out this fore days – Capt Fisk being Short of Provisions I have Supplied him with foreteen Barels of Park and Eleven of Beef and have got a Suffisantse for my Vessel Left I Remain Gentlemen [&c.]

John Clouston

1. Mass. Arch., vol. 152, 220, Board of War Letters, 1776–1777.

2. Two of these, the sloop *William and Barbara* taken April 15 and brigantine *Two Betsys* taken April 23, were retaken; the sloop, on May 29, by H.M. Sloop *Albany*, and the brigantine, on June 5, by H.M.S. *Mermaid*, N. S. Arch., vol. 495, Vice Admiralty Register, vol. 5, 1769–1777. Three of the prizes – brigs *Penelope*, *Britannia* and *Phoebe*, arrived safely at Boston, *Independent Chronicle*, Boston, June 5 and July 10, 1777.

3. *Dispatch* arrived at Cork April 28 with nineteen of Clouston's prisoners.

24 May

London Chronicle, THURSDAY, MAY 22 TO SATURDAY, MAY 24, 1777

[London] Saturday, May 24.

The *Mary*, Capt. Harrison, from Africa to the West Indies, with a num-

ber of slaves on board, is taken by the Provincials, and sent to some port in America.

The *Ann*, Capt. Reed, from the *Clyde*, is safe arrived at New York, after having an engagement with an American privateer, in which the latter was very much damaged, and lost two men, and had three greatly wounded.

The *Baltimore* provincial privateer, of 16 guns, is put into Bourdeaux, in a very leaky condition, which it is imagined she has received in some engagement with one of his Majesty's cruising frigates.

By a letter received yesterday from Hamburgh, there is advice, that an American privateer was cruising at the mouth of the Elbe.

25 May (Sunday)

AMERICAN COMMISSIONERS IN FRANCE TO THE COMMITTEE OF SECRET
CORRESPONDENCE ¹

[Extract]

Honble Gentlemen

Paris May 25. 1777.

Agreeable to what we mentioned in ours of March 14 & April the 9th (a third Copy of which we send herewith) Mr Lee tarry'd here some weeks after his Return from Spain. No News arriving (tho' we received Letters from you) of any Commissioner being actually appointed for Prussia, and the Necessity of a good Understanding with that Court in order to obtain speedily a Port in the Northern Seas appearing more & more every Day on various Occasions, he concluded with our Approbation to set out for Berlin, which he did about a Week since, & we have Reason to hope good Effects from that Journey. The Points princpally in View are (besides the Acknowledgement of American Independency) an open Port for German Commerce, and the Permission of fitting out arm'd Vessels to annoy the Enemy's Northern Trade, and of bringing in & selling our Prizes. If these Points can be obtain'd we are assured we might soon have a formidable Squadron there, and accumulate Seamen to a great Amount.

The want of such a free Port appears in the late Instance of Capt Conynghams Arrest at Dunkirk with the Prizes he brought in. For tho' the Fitting out may be cover'd and conceal'd by various Pretences, so as at least to be wink'd at by Government here, because those Pretences afford a good Excuse for not preventing it, yet the bringing in of Prizes by a Vessell so fitted out, is so notorious an Act & so contrary to Treaties, that if suffered it must occasion an immediate War. Conyngham will however, thro' Favour, be discharged with his Vessell as we are given to understand, but we must put up with the Loss of the Prizes, which being reclaim'd will be restor'd. This is an occasion of Triumph to our Enemies, which we must suffer them to enjoy for the present, assured as we are by the most substantial Proofs of the Friendship of this Court & of Spain which we are persuaded will soon manifest itself to all the World. The latter has already remitted to us a large Sum of Money as you will see by Mr Lee's Letters; and continues to send Cargoes of Supplies of which you have herewith sundry Accounts. Many of these Transactions are by some Means or other known

in England, which does not resent them at present, but the Opinion of an approaching War gains ground every Day.

We are preparing the Accoutrements you ordered for the Horse. They will take Time. Had there been such in the Magazines here we might have possibly borrow'd on Condition of Replacing them. Pistols (450 pair) are already sent, the whole Number will be forwarded as fast as they can be got ready. Col Forrester an experienced Officer of Horse, has given us a Specimen of compleat Accoutrements which have been found best; the Saddle is of a singular Contrivance, very cheap and easily made or repair'd, and the Buff Belts are so broad, as that crossing on the Breast, they are good Armour against the Point of a Sword or a Pistol Bullet. We propose to have as many sets made with these Saddles as may serve to mount a Squadron; but shall omit Saddles for the Rest, as they will take up too much Room in the Vessells, and can soon be made with you. Coll Forester is highly recommended to us and we believe will go over.

Cloathing for 10,000 Men is now in Hand making for us by Contract, and other proposed Contracts are under Consideration for the Rest of the 80,000 Men ordered. We hope to have them with you before next Winter, or that if all cannot be got, the Cloth we have sent and are sending will make up the Deficiency.

The large Brass Cannon are not to be had here. We have been treating with a Swedish Merchant about them, but find too many Difficulties in getting them from that Country; so that finally understanding you have some Founders with you & that we can have others to go from hence, we conclude to send two artists in that way, with the Metal to cast the Number wanted, omitting only the Field Pieces, of which we suppose you have by this Time a Number sufficient. Some large Iron Cannon are offered us Cheap from Holland, of which we think to send a Quantity, for tho' too heavy for the Army they may be of Use for the Navy, Gallies, Gondola's &c . . .

Our Treaty of Commerce is not yet proceeded on, the Plan of this Court appearing to be not to have any Transaction with us that implies an acknowledgment of American Independancy, while their Peace continues with England. To make us more easy with this they tell us we enjoy all the Advantages already which we propose to obtain by such a Treaty, and that we may depend on continuing to receive every Indulgence in our Trade that is allow'd to the most favour'd Nation. Feeling ourselves assisted in other Respects cordially and essentially, we are the more readily induced to let them take their own Time & to avoid making ourselves troublesome by an unseasonable importunity. The Interest of France & Spain however in securing our Friendship and Commerce seems daily more and more generally understood here, & we have no doubt of finally obtaining the Establishment of that Commerce with all the Formalities necessary.

We submit it to your Consideration whether it might not be well to employ some of your Frigates in bringing your produce hither, ordering them, after refreshing and refitting, to make a Cruize in the Northern Seas upon

the Baltic & Hamborough Trade, send their prizes home North about, then return to France and take in a Loading of Stores for America.

The Marquis de Fayette, a young Nobleman of great Family Connections here, & great Wealth, is gone to America in a Ship of his own, accompanied by some Officers of Distinction, in order to serve in our Armies. He is exceedingly beloved, and every bodys good wishes attend him. We cannot but hope he may meet with such a Reception as will make the Country & his expedition agreeable to him. Those who censure it as imprudent in him do never the less applaud his Spirit; and we are satisfyd that the Civilities and respect that may be shown him will be serviceable to our Affairs here, as pleasing not only to his powerfull relations & to the Court, but to the whole French Nation. He has left a beautifull young Wife big with Child, and for her sake particularly we hope that his Bravery and ardent Desire to distinguish himself will be a little restrain'd by the General's prudence; so as not to permit his being hazarded much but on some important occasion.

We are, very respectfully Gentlemen [&c.]

B Franklin Silas Deane

1. Papers CC (Letters from the Joint Commissioners for Negotiating Treaties with France and Great Britain, 1777-84), 85, 51-56, NA.

26 May

London Chronicle, SATURDAY, MAY 24 TO TUESDAY, MAY 27, 1777

Admiralty Office, May 26.

Captain Jervis, of his Majesty's Ship the *Foudroyant*, in a letter received this day, gives an account of his having taken on the 19th inst. the schooner *Finch* [*sic Lynch*], John Adams, master, which had sailed that morning from Nantz, bound to Boston, with arms and cloathing for the use of the rebel army; and by a letter also received this day from the Hon. Capt. Leveson Gower of the *Valiant*, it appears that on the 14th instant he had taken a New England vessel, but last from Charlestown, laden with rice and indigo, bound to Nantz: The former is since arrived at Plymouth, the latter at Portsmouth.¹

1. In the *Public Advertiser*, London, May 27, 1777, a letter from Portsmouth dated May 25 reads:

Yesterday was brought in here by an Officer belonging to the *Valiant* Man of War, a Brig called the *Effingham*, Capt. Drew, from Charlestown for Nantz, with Rice, Tobacco, and Indigo: She was taken about eight Leagues S.W. of Scilly by the *Valiant*, who was in Chace of a Privateer when the *Effingham* left her.

London Packet, or New Lloyd's Evening Post, FRIDAY, MAY 23 TO MONDAY, MAY 26, 1777

London [May 26].

Extract of a letter from on board the *Clarendon* Letter of Marque, dated at sea.

Two days after we got clear of the channel, we saw a sail making

towards us, which we supposed to be an American privateer, and we were right, for when within gun-shot, she fired a gun and hoisted American colours; we hoisted ours, and returned her our broadside, when a general engagement began. As I was but a passenger, I was ordered to attend the surgeon, but there was little occasion for him, as we had but one man wounded, though our contest lasted upwards of three hours; but then it must be remembered that we hauled off twice to repair our rigging, which suffered very much. When night came on, the privateer left us, finding we were a full match for her, and indeed we were not sorry for it, as we had quite enough. The next day in the afternoon a small privateer of about ten guns bore down upon us, but on our paying her a compliment of our broadside, she turned tail and left us.

AMERICAN COMMISSIONERS IN FRANCE TO THE COMMITTEE OF SECRET
CORRESPONDENCE ¹

Gentlemen

Paris May 26th 1777 –

The Navy of the United States increasing in the Number of its ships, & Force, it is of the utmost importance to direct the Cruises of the Shippes of War which belong either to the States or individuals so, as to annoy, & alarm the Enemy the most effectually, and at the same time to encourage Our brave Officers, & Seamen by the Value of the prizes. The West India Trade was so much intercepted the last Season, That besides endangering the Credit, of every West India house in England and absolutely ruining many, it greatly helped towards sinking the revenues of Great Brittain, which it was confidently asserted the other Day, in the House of Commons, & was not contradicted by the Minister, had sunk the last year one Million below the usual incomes. This Trade, cannot be attacked the coming Season to equal advantage, as it will not be by any degree so large, & will be armed, & under Convoy, but as the Commerce, of Great Brittain, is very extensive, good Policy dictates that We attack it, in more than one Sea, & on different Coasts. The Navy of G Brittain is not sufficiently Numerous to infest the whole Coast of North America & at the Same Time Guard their Own, much less protect and convoy their trade in different Seas. We have not the least doubt but That Two or Three of the Continental Frigates sent into the German Ocean with some lesser swift Sailing Cruizers, might intercept and seize great part of the Baltic, & Northern Trade, could they be in those Seas sometime in August at farthest, and the Prizes will consist of Articles of the utmost Consequence to the States. One Frigate would be Sufficient to destroy the whole of the Greenland whale Fishery & take the Hudson's bay Ships returning. In a Word they are unsuspecting, & unguarded on that Quarter, and the alarm such an Expedition would give, must raise the insurance in England at least Twenty p Ct since Capt Cunningham's [Conyng- ham] adventure occasioned 10 p Ct to be given on the Passage Boats from Dover to Calais. Capt Cunningham having been put in Prison, & the prizes restored, they are again lull'd into security – The whole western Coast of

England, & Scotland, & indeed almost the whole of Ireland, is at this Moment, unguarded, either by Shippes of Warr or Troops, except a few Sloops or Cutters to watch Smugglers. We submit to the Congress, the following plan, to send three Frigates loaded with Tobacco, for Nantes, or Bordeaux and that they be manned & Commanded in the best possible manner – That on their arrival in either of the above Rivers, they make but little appearance of Strength, & endeavor to pass for Common Cruisers, while they were refitting, which should be in different Ports, near each other, intelligence might be had of the position of the British Fleet, & of the Circumstances of the different Towns on the Sea Coast, & of the Merchant Ships in them, in Consequence of which a blow might be struck, that would alarm, & shake Great Brittain, & its Credit to The Center – The Thought may appear bold, & extravagant, yet we have seen as extraordinary events within These Two years past, as that of Carrying the War, to our Enemies doors – As it appears extravagant, it will be, in consequence, unexpected by them, and the more easily executed – The Burning, or Plundering Liverpool, or Glasgow would do Us more essential Service than a Million of Treasure & much blood spent on the Continent. It would raise Our reputation to the highest pitch, & lessen in the same degree, that of Our Enemies – We are confident it is practicable & with very little danger, but Times may alter, by the Time of the Arrival of the Frigates, yet in that Case their Cruise on this Coast bids fairer to be more profitable than on any other and They may at least carry back in safety, many of the Stores wanted which is a most Capital Object should the other be laid aside. Every days experience confirms to Us, what is printed and indeed by Nature itself, the Necessity of rendering America independant, in every sense of the Word. The present glorious tho' trying contest will do more to render this independance fixed, & certain, if Circumstances are seasonally improved, than would otherways have been effected in an Age. The Manufacturing of any one Necessary Article among Ourselves is like breaking one link of the Chains which have heretofore bound two worlds together, & which Our Artfull Enemies had under the mask of Freindship been long winding round, & round Us, & binding fast. Thus as founderies for Cannon, Iron as well as Brass, are erecting; if they are at once erected large enough to cast of any Size, We may in future, be easy on that important Article, & independant on the Caprice, or interest of Our pretended Freinds for a Supply; and to forward This We shall take the Liberty, of sending over some of the most skilful Founders we can meet with. The Jealousy which reigns among the Maritime Powers in Europe with their Narrow, weak & contemptible System of Politics prevents our being able to procure Ships of War – To remedy which, you have with you Timber, Iron & Workmen, and We must send You over Sail Cloth & Cordage as fast as We can – The importance of having a Considerable Naval force is too obvious to need our saying more, Than, That we conceive no apparent difficulty, or obstruction ought to deter Us from pushing it forward, To the utmost of Our power.

We have sent You by a former Conveyance a plan of a Frigate on a New

Construction, & Now send You the Duplicate which we submit to the Judgment of Those better skill'd than we pretend to be in Naval Affairs; but imagine that on Our Coast, & perhaps anywhere, Ships constructed in some such manner may be as formidable, as those of 74 Guns, & it is certain they will cost Us less. The Vessel building in Amsterdam is on this plan, which we hope will be in Season for Service this Fall or Autumn.

We are with the utmost respect, Gentlemen [&c.]

B Franklin Silas Deane

1. Papers CC (Letters from the Joint Commissioners for Negotiating Treaties with France and Great Britain, 1777-84), 85, 57-64, NA.

RAIMONDO NICCOLI TO HIS GOVERNMENT IN FLORENCE ¹

[Extract]

Paris, 26 May 1777

. . . It is said that the American privateer, the *Surprize*, which by Government order was stopped in Dunkirk, was given its freedom to depart, but leaving behind its prizes, which were returned to their owners. It is alleged that at the request of the British Minister the vessel was detained there for a day or so, especially because this vessel had earlier departed from that port as a merchant vessel, and had at some distance armed as a raider, which is contrary to the laws of neutrality. In determining to arrest her it seems among other things that the Government wished to learn the facts rather than conduct a formal trial of the privateer . . .

1. Secretary of Foreign Affairs Papers, ASF.

27 May

CAPTAIN JAMES WORTH, R.N., TO PHILIP STEPHENS ¹

Sir

Liverpool. 27th May. 1777 –

Please to Acquaint their Lordships, this Morning was brought into this Port, a Bermudas Built Sloop, Named, the *Active*, John Osborne late Master belonging to Charles Town South Carolina, Mounted with Six Carriage Guns, Two of Six Pounders, Two of Four, Two of three, four Swivels, and Mann'd with Fifteen Men, whereof five are Spanish, and Two Dutch, she was bound to Nantes or any Port in France, her Cargo Consists of Two Hundred and Eight whole and fifty Two half Barrels of Rice, Ten Hogsheads of Tobacco, and Fifteen Casks of Indico, she sailed from Charles Town the 21st of April and on the 2d May Following in the Latitude of 36°: 32' No and Longitude 51°:41' W, Joseph Ring 2d Mate assisted with three other English Men, and the two Dutch Men, rose and took Possession of the Sloop, the late Master John Osborne and Joseph Price Chief Mate were Set on Shoar by a Pilot boat they met off Kingsale.²

Joseph Ring informs me three Briggs and a large ship Sailed on the same day they did, Bound for France, he also says they had a Commission on board from the Congress and Several Letters for Different People, which he gave

into the hands of Mr Benjamin Heywood a Merchant in this Town, who says he has sent them away but to whome I Know not.

I beg leave to add I shall Use my Endeavour to Prevent the Cargo from being Plunder'd – and am Sir [&c.]

Ja^s Worth

Philip Stephens Esqr On His Majesty's Service

[Endorsed] 31 May direct him to send the Crew of this Vessel except the 2d Mate & the 5 Seamen who assisted him in taking possession of her, by the first Tender to Plymo to be disposed of as Ld Shuldham shall direct

Acqt L Shuldham herewith & let him know they are to be sent to Mill prison having been taken in an Armed Vessel with a Comn from the Congress

1. PRO, Admiralty 1/2672. 5, 23.

2. Kinsale, Ireland.

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM ¹

My Lord

[Admiralty Office] 27th May 1777.

I am so commanded by my Lords Commissrs of the Admty to send inclosed a Copy of a Paper of Intelligence which they have received, shewing the State of American Privateers with their cruizing destinations; And to signify their Lordships direction that you cause Copies of the said Paper, to be delivered to the Captains of such of His Majesty's Ships as are now under orders, or may be soon ordered, to cruize on the Stations therein mentioned. I am &ca

P S:

P:S. You will direct the Captain abovementioned to communicate the above Intelligence to any of the cruizers they may meet with

Vice Adml Lord Shuldham }
Plymouth }

1. PRO, Admiralty 2/555, 18. An identical order went the same day to Admiral Sir Thomas Pye, commanding the ships at Portsmouth.

WILLIAM KNOX TO PHILIP STEPHENS ¹

Sir,

Whitehall 27th May 1777.

Lord George Germain having received Information that Pye, Rich & Wilkinson, Merchants at Amsterdam, are fitting out a Brigantine of about 200 Tons Burthen – Browne Master, to mount 10 Carriage Guns, and to be loaded with Arms & Ammunition for the Rebels in North America; His Lordship has directed me to acquaint you therewith for the Information of the Lords Commissioners of the Admiralty; and His Lordship has directed me to add, that the Person who gave this Information is ready to appear and give Evidence against the said Brigantine, in case she shall be made Prize of by any of the King's Ships. I am &ca

W^m Knox

1. PRO, Colonial Office, 5/126, Part 3, 815.

Public Advertiser, TUESDAY, MAY 27, 1777

London.

Mr. Stephens, Secretary of the Admiralty, has wrote a Letter, dated May 24, to Mr. Souisa, Secretary to the Russia Company, informing him, that a Privateer of 16 Guns and 150 Men, was cruising off the Mouth of the Elbe; but that some Cruisers were sent in Search of her.

They write from Madeira, that a Rebel Privateer, called the *Little John*, is taken after a severe Conflict by an English Sloop of War of inferior Force, and carried into that Port to repair her Damage before she can be sent to England. The Commander of the Privateer, who was formerly an Officer in the English Navy, ran five of his Men threw [through] during the Action, whom he could not keep to their Quarters.

The *John*, M'Cartin, from Liverpoole, who is arrived at St. Vincent's, had an Engagement with the *Rattle Snake* Privateer of sixteen Guns, which she beat off. The *Rattle Snake* received a dangerous Shot in her Bow.

JOURNAL OF DR. JONATHAN HASKINS ¹

[Mill Prison, Plymouth, 1777]

27th [May] Capt [Francis] Brown Our Lieuts Sailing Mastr My self Mr [Isaac] George & the Gunr & two of the People sent on Shore to Be Sent to Prison; we were Escorted to the Fountain Tavern there to be Examined before a Justice of the peace & Capt Brown After Passing the First Examination had the good fortune to make his Escape; the rest after Examination Were all (Except one who was a Dutchman whome they sent back to the [Blenheim] again, & Mr Smith who was very Sickly him they return'd [to our ship] in Order to go to the Hospital without Examination) the rest of us were Committed to Old Mill Prison upon Suspicion of High Treason, a Shocking place & I was the first who Entr'd the gates.

1. MeHS.

CAPTAIN FRANCIS PARRY, R.N., TO PHILIP STEPHENS ¹

Sir

Lynx. Nore. May 27th 1777.

I beg you will acquaint their Lordships, that on Saturday the 24th instant, I receiv'd a letter inclosing two subpeana's for me to appear at the Court of Common Pleas by Attorney on Monday the 26th inst to shew cause why I seized a ship in North Carolina, and for damages the Master sustain'd on account of said seizure;

The Circumstances were these; on the tenth of Feby 1776 the ship *America* came into the river of Cape Fear in North Carolina, where I lay with the *Cruizer*, I went on board to search her and found three puncheons of Rum (from the West Indies) without Certificate, upon which I detained her, taking the register, by which it appear'd Mr Gammel of Glasgow, and Mr Ritche of North Carolina where the owners, her Cargoe was 6000 bushells of salt, from the situation of affairs I could not try her, neither could I send her to any part not in Rebellion, having no men, or officers to spare;

In the May following, Governor Martin, of the said Province Appointed a Court of Admiralty by which Court the said ship *America* was condemn'd for a breach of an act of the sixteenth of George the third prohibiting any trade to the Colonies in Rebellion;² after which for want of men could not send the vessell away and she became leaky and when an order came to evacuate the port, I was under the necessity of burning her to prevent her falling into the hands of the Rebels;

it was so late on saturday when I reced the subpeana's that I could not apply to their Lordships, neither could I presume to detain the *Lynx* when ready, I therefore employ'd Mr Barclay Attorney, No 1 Garden Court, Temple to appear for me; I must therefore beg their Lordships will be pleas'd to order their Sollicitor to take up the matter, as ev'ry step I took was for his Majestys Service, and my being cast must be inevitable ruin to me in ev'ry line of life; I am Sir [&c.]

Fra^s Parry

1. PRO, Admiralty 1/3680.

2. See Volumes 4 and 5.

BENJAMIN MOREL, DUNKERQUE MERCHANT, TO SILAS DEANE ¹

Esteemed Sir

Dunkirk the 27 May 1777.

It is with great Concern we inform you that by an order from Court both the prizes have been delivered up yesterday; the Brigg to Mr Stival, & the packett boat to Mr Frazer. we formed an opposition but unsuccessfully. the Judge wu'd not but give them up. Cap Cunningham with his Crew is still in Goal, & lives in hopes that Soon his liberty shall be given. I went to See him last night & left him with Cap Beach pretty hearty but some of the Crew had lost their Spirits, which rather vexes the Capt. He hopes that the Congress shall give them some gratification for never, says he, shall he find such a determined Crew for the wellfare of their own Country. your Inclosed for Capt G. C. was remitted should he want any thing, we Shall provide him with it.

we have been told that there is particular orders given to mind what they are about with the Cutter.² we apprehend that they will not allow her to Sail from the Harbour unless they are Certain where she is bound for. G. C. was to be questionned to day in order to know who bought her, who was the owner, & who furnishes with Cash. we advised him to answer, that she had been bought for account of a Stranger, by whose order she was fitted out & that he had received 1500 l on account to pay all Expences. the name of the Stranger he did not Know. we think proper to give you this advise that you might take some precaution if you think it necessary. what will in future happen you Shall equally be informed of. depend for ever upon your faithfull friend

Benjⁿ Morela

please to burn the present after proper use is made of it –

1. Silas Deane Papers, ConnHS.

2. *Peacock*, renamed *Surprize*.

28 May

JOHN DOBSON TO HENRY GARNETT ¹

Sir, Chamber of Commerce, Liverpool, May 28.

By various Accounts from the different Persons and Places, undoubted Intelligence has been received here of some illegal and dangerous Practices carried on by the French in the West-Indies.

A Vessel belonging to this Place with Slaves, Canewood, and Ivory, has been carried into St. Lucia by a French Sloop of ten Guns and fifty Men, said to be owned by Mr. Bigers, a Merchant in Martinico. The Sloop had only one Englishman on board, who was honoured with the Stile of Captain, but the actual Commander and his Officers were French, and the Crew all French, or other Foreigners.

The *Venus*, Capt. Sharpe, of and from Whitehaven for Granada, was taken after a gallant Defence of three Hours, by a Privateer belonging to Martinico, manned with French, Portuguese, and Spaniards, having only an American for Master. Many others are fitting out on this Plan, both at Martinico and Guadaloupe. The Congress Agents have blank Commissions, which they fill up there, and are very liberal of them. These Proceedings appear to us so very ruinous to the Trade of Great Britain, that it has been determined to bring this Business before Parliament by Petition. We shall esteem ourselves happy if honoured with the Concurrence of the Merchants of Bristol in our intended Application. I have the Honour to be, &c. &c.

John Dobson, President.

To Henry Garnett, Esq; Master of the Merchants-Hall, Bristol.

1. *Public Advertiser*, London, June 10, 1777.

PHILIP STEPHENS TO THE COMMISSIONERS FOR SICK AND HURT SEAMEN ¹

Gentn [Admiralty Office] 28th May 1777

I am commanded by my Lords Commissrs of the Admty to signify their directions to you to let them know what number of Prisoners have been received into the Prison at Forton near Portsmouth and Mill Prison near Plymouth, in consequence of their Lordships order of the 19th of last month; And to report once a month for the future the numbers in each of those Prisons. I am &c.

P. S.

1. PRO, Admiralty 2/555, 25.

LORD STORMONT TO LORD WEYMOUTH ¹

Confidential

My Lord

Paris May 28th 1777

I have received the following secret Information, with regard to the two french Ships, now fitting out at Marseilles, which are to be laden with Stores, and various other Articles, for the use of the Rebels. In order to prevent these ships being Stopt, or visited, by us, before they come upon the

Coast of America, there are to be Naval officers on board, bearing the french Kings Commission, and in case they are hailed by us, they will Pass for french Ships of War. I cannot absolutely answer, for the truth of this Information, but am much inclined to give it Credit. How insidious this Project is, and how contrary to all Friendship, all Good Faith, It is needless to say. Whether we should wink at the Execution, and trust entirely to the Vigilance of our Cruizers, on the Coast of America, (which Vigilance, so many french Vessels have escaped,) or declare to the Court of france, in very polite, but very explicit Terms, that we have reason to suspect such a Project, and cannot permit the Execution of it, be the Consequences what they may, His Majesty's Wisdom must alone determine. Hynson is still here, He has not yet got his Instructions, but expects them every Day. He thinks there is some Rub, or difficulty, but either does not know, or will not tell, where it lies. Beaumarchais, who has as much of the Secret Confidence, of the french Minister, as ever He had, is intrusted with the Conduct of this Project, sees Deane almost every Day, and is very frequent in his Visits, to Versailles. So is Carmichael, He has had it intimated to Him, that it is wished He should remain here, and He has accordingly given up, or at least postponed, his Intended Journey, to Sweden. I am with the greatest, Truth, and Respect, My Lord [&c.]

Stormont.

[Endorsed] Paris 28 May 1777 Lord Stormont (Confidential) R 1st June by Express from Dover

1. PRO, State Papers, 78/302, 293-94.

MUSTER ROLL OF THE CONTINENTAL BRIG *Lexington*¹

Brig *Lexington*

May 1777

Number of	Time of Entry	Mens Names	Quality	Dead D Dischd Run	Where Born
1	77 Feby 5	Henry Johnson Esqr	Commdr		Boston
2		Elijah Bowen	1 Lieut		Middlen } N E }
3	77 Feby 10	David Welch	2 do		Ireland
4	" " 12	Jeremiah Holden	Master		Pennsya
5	" " 10	Nathan Dorsey	Surgeon		Maryld
6	" " 18	John Thompson	Gunner		Ireland
7		Thomas Lyne	BtSwain		England
8	77 Feby 12	John Chester	Carpr		do
9		James Connelly	Lieut Mars		Ireland
10	76 July 27	Richard Dale	1 Mate		Virginia
11	77 Feby 24	Henry Lawrence	2 Do		Denmark
12	76 Marh 17	Mathew Clear	Actg 3 Do		England
13	77 Feby 21	James Dick	M S Man		Ireland
14	77 May 10	Rapehes Geraue	do		France
15	" " 14	John Rousaux	do		do
16	76 Sept 2	John Hopes	Clerk		Ireland
17	77 Feby 10	Clement Smith	Surgn Mate		Maryland
18	" " "	James Jackson	Armr		Ireland
19	76 May 22	James Shields	Btswn Mate		Pennsya

Number of	Time of Entry	Mens Names	Quality	Dead D Dischd Run	Where Born
20	76 May	21 Mathew Brannon	do yeoman		Ireland
21	77 Feby	28 John Wiggins	Steward		England
22	" "	12 Mathw Lewis	Carpr Mate		do
23	76 Apl	3 Samuel Hubble	QrMaster		Egg Harbr
24	" July	29 Edward Hart	do		England
25	" Marh	18 George Greggs	do		Portugal
26	" May	13 John Barry	Serjant		Ireland
27	" "	15 Samuel Williams	Cook		England
28	" "	20 Aaron Quigley	Able		West Jersey
29	" "	20 John Davis	do		England
30	" "	22 John Stewart	do		Scotland
31	76 Octr	20 Thomas Coleston	Ordy		Ireland
32	77 Feby	26 Joseph Coleston	do		do
33		Ph McGlaughlan	do		do
34		Thomas Marlin	do		do
35	77 Feby	15 John Row	Landsmn		do
36	" "	15 Thomas Bradley	do		do
37	76 Octr	19 William Ryley	do		do
38	" May	16 Henry Beckly	Boy		Philada
39	" Sepr	16 William Keith	do		do
40	" Octr	12 Daniel Feagan	do		do
41	" "	16 George Morrison	do		Scotland
42	" "	12 Andrew Groce	do		Philada
43	" June	5 John Harvey	do		do
44	" Octr	10 David Clark	do		do
45	" "	16 Francis Coleburn	do		do
46	77 Feby	24 Jacob Crawford	do		do
47	" "	21 Nicholas Caldwell	Wardroom Std		Ireland
48	" Apl	15 Frederick Louis	Cabin do		Germany
49	" "	8 James Dane	Able		Dunkerque
50	" "	16 John Bart	Landsman		France
51	" "	28 Alexander Russell	Able		do
52	" "	5 Luke Madeler	Ordy		do
53	" May	11 John Rouso	do		do
54	" "	12 Augustin Guichard	QrMaster		do
55	" "	15 Mathew Raison	Able		do
56	" "	7 Peter Merle	Landsman		do
57	77 May	11 John Voisusan	Landsman		France
58	" "	6 Francis Bruneau	Able		do
59	" "	6 John Froy	do		do
60	" "	8 Peter Castel	do		do
61	" "	8 Peter Diome	do		do
62	" "	7 John Dusave	do		do
63	" "	3 Jacque Dime	do	DD 28 May	do
64	" "	6 John Paris	do		do
65	" "	6 Peter Pelleren	Landsman		do
66	" "	8 Guillaume Lagehrie	Able		do
67	" "	7 Charles Bovear	Boy		do
68	" "	12 John Sancier	Landsman		do
69	" "	6 Anthony Raye	do		do
70	" "	7 Elie La Grange	do		do
71	" "	5 Charles Legue	Ordy		do
72	" "	8 Bernard Fumade	Able		do
73	" "	15 John Roy	do		do
74	" "	3 Anthony Vassel	Landsmn		do
75	" "	8 Joseph Bona	do		do
76	" "	6 Visant Sabaden	do		do
77	" "	8 John Rostant	do		do
78	" "	12 John Porquier	do		do
79	" "	7 John Lareval	do	DD 28 May	do
80	" "	10 Anthony Ferrara	do		do
81	" "	2 John Bobbis	Landsmn		do

82	77	May	2	Jacque le Bayonne	do	R	7	May	do
83	"	Apl	27	Francis Daman	do	D	2	do	do
84	"	May	8	John Carr	Lieut Mars	DD	2	do	do
85	"	"	8	George Thayer	Mate				do of the <i>Cabot</i>

Actually on board the 28th of May 1777

1	Commander ¹
2	Lieutenants
1	Master
2	dittos Mates
1	Surgeon
1	do Mate
1	Gunner
1	Boatswain
1	Boatswains Mate
1	Boatswains Yeoman
1	Acting Masters Mate
1	Carpenter
1	Carpenters Mate
1	Lieutenant of Marines
3	Midshipmen
1	Captains Clark
1	Armourer
1	Steward
1	Master at Arms
4	Quarter Masters
1	Cook
1	Cabin Steward
1	Wardroom do
15	Able Sea Men
7	Ordinary do
17	Landsmen
1	Mate Belonging to the <i>Cabot</i>
10	Boys
80	Total on Board

1. Franklin Papers, vol. 2, 11, HSP.

29 May

CLARK & MILLIGAN TO WILLIAM KNOX ¹

Sir

Nicholas Lane [London] 29th May 1777

We are favoured with your Letter of the 27th Instant, and we have now to request that you will be pleased to communicate to The Right Honble Lord George Germain the sincere thanks of Ourselves & the Other Merchants concern'd in the West Florida Trade for the information which by His Lordships Order you have given us of Admiral Gayton having appointed a Convoy for Our homeward bound Ships from Pensacola, but as there was not any Man of War or Armed Vessell arrived at Pensacola for that purpose on the 10th March, and as Our two Ships, the *St Andrew & Marian*, were then nearly loaded with Cargoes of Deerskins chiefly, to the Amount of £20,000 Sterlg by each, Our Correspondents advise us that they shall be under the necessity of dispatching these two Ships by the 20th of March at

latest in order to avoid the fatal consequences of Worm damage in their Cargoes, so that we have the greatest reason to be apprehensive that the Convoy will not only be too late for Our Vessels, but likewise for all or most of the Vessells with Deerskins & Furr's from the Mississipi, for should the *Lord Amherst* Armed Ship be the Vessell appointed for that service as she was not arrived at Pensacola the 10th March, she cannot well be ready to sail for England before the 15th or 20th of April, which as we have already said will be much too near the Approach of Summer for the Deerskin Ships to waite at Pensacola, as they will hereby hazard a far greater value by damage in the Cargoes from Worms than can be saved in the premiums of Insurance from Convoy – We are [&c.]

Clark & Milligan

1. PRO, Colonial Office, 5/155, 63.

30 May

The General Advertiser. Liverpool. FRIDAY, MAY 30, 1777

Liverpool, May 30.

The following is a particular account of the capture of an American vessel, brought into Whitehaven on Wednesday the twenty-first instant.

The *Mercer*, at that time commanded by Nathaniel Dowse, left Cape Henry the 14th of April last, having on board 490 hogsheads of Tobacco, the property of the Continental Congress, 16 hogsheads belonging to the Owners, a quantity of fustick, flour, and some other articles, with which Capt. Dowse was ordered to proceed on his Voyage to Bourdeaux in France – They were in all eighteen persons on board, sixteen of which were English, Scotch or Irish (four of them belonged to Whitehaven, two to Workington, and one to Harrington) who had been prisoners in America.

Such a Superiority in Number soon suggested the Thought of taking the Charge of the Vessel from Capt. Dowse; the Scheme was readily concerted, and on the 5th of May, inst. at 10 P.M. being then in Lat. 46 10 Long. 15 53. while the Capt. was in Bed, they seized his Papers, altered their Course from E. by S. to NE by N and declared Whitehaven the Port of their Destination, where they arrived (as before mentioned) amidst the joyful Acclamations of numbers.

An Express was immediately sent off to London, the Officers of the Customs took the vessel into their possession, and next morning the English Flag was hoisted above the Thirteen Stripes of the Colonies.

Capt. Nicholas de Moulpied of the *Betty* of Guernsey is come passenger in the above Vessel; his ship was taken by the Americans the 12th of August, 1776 and carried into Dartmouth.

Capt. Dowse is 63 years of Age, had four fine Houses destroyed at Charlestown, near Boston, and the Remainder of his Property (except Bunker's Hill, which belonged to him) was in this Ship.

31 May

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM, PLYMOUTH ¹

[Extract]

My Lord./

[Admiralty Office] 31st May 1777.

I have communicated to my Lords Commissrs of the Admty your Letter of the 27th Instant . . . transmitting a List of seven Rebel Prisoners who are on board the *Blenheim*, and who desire to be permitted to enter to serve on board that Ship; And in return I am commanded to acquaint your Lordship that those who were taken in the *Charming Sally*, if she was only a trading Vessel, ² may be entered as part of the Complement of such of His Majesty's Ships as you shall appoint, but the others being taken in Privateers, or armed Vessels, must be sent to Mill Prison.

P.S:

1. PRO, Admiralty 2/555, 37-38.

2. *Charming Sally* was a privateer, not a "trading Vessel."PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM ¹

My Lord./

[Admiralty Office] 31st May 1777.

Having communicated to my Lords Commissrs of the Admty, your Letter of the 27th Instant, enclosing one which you received from Capt: Jervis of the *Foudroyant*, accompanied by a List of American Prisoners who are on board that Ship; I am commanded to acquaint your Lordship that the Prisoners who belonged to the Rebel Privateer *Freedom* are to be sent to Mill Prison, & that such of the others as are fit for the Kings Service, are to be entered on board such Ship as you shall judge proper, & the remainder to be set at Liberty, I am &ca

P.S:

1. PRO, Admiralty 2/555, 38-39.

Public Advertiser, SATURDAY, MAY 31, 1777

London.

A Letter from Milford, dated May 23, says, "This Evening a Snow Privateer of twelve Guns and full of Men, came in here, and let go her Annchor in Dale Road. The King's Boat, and several others went off to her, but they would not suffer them to come on board her, and next Morning she sailed again. She was quite clean, painted black, and white Bottom, and is supposed to be the same seen off Lundy last Week."

JOURNAL OF CHARLES HERBERT ¹

[Royal Hospital, Plymouth]

[1777. May] 25. To-day I was upon full allowance, and drew a pound of beef, a pound of bread, a pound of potatoes, and three pints of beer.

26. This morning about seven o'clock, died James Jutson, an old man, prisoner from the *Queen*,² taken with Captain [Francis] Brown in the privateer sloop *Charming Sally*.

27. To-day we were forebidden the liberty of going up stairs to speak to our sick shipmates.

28. Yesterday, seven of Captain Brown's crew were sent to prison, from the ship, and Captain Brown made his escape from the "Fountain Tavern," in Plymouth Dock, where they were sent to be tried. Also, to-day took my tenth portion of physic.

29. To-day twelve of us were discharged from the hospital, but the boat did not come for us. We hear that the *Bellisle* has arrived in the Sound, has the yellow fever on board, and has been laid under quarantine, in the Sound, some time.

30. As we were discharged yesterday, and the boat did not come for us, to-day we were put upon what they call cazzeltee, and only draw half a pound of bread and a quart of milk. A prisoner in the middle story, last night, being very sick with the small-pox, got out of his bed, threw up the window and jumped out. He fell head first, about twenty feet, upon the hard ground, bruising himself sadly.

31. It is now seven weeks since I came on shore, and six weeks to-day since I was brought here with small-pox.

1. Herbert, *A Relic of the Revolution*, 41-42.

2. H.M.S. *Queen*.

VERGENNES TO THE MARQUIS DE NOAILLES¹

[Extract]

No 31.

at Versailles 31st May 1777.

I have received, Sir, dispatch No 42, which you did me the honour of writing the 23rd of this month.

We are not astonished, Sir, at the diversity of opinions respecting our conduct with regard to Mr Cunningham; each one judges it according to his personal feelings, or according to how the facts are reported, and I see that they are reported very inexactly: I am going to transmit them to you as they are stated in the official reports on which His Majesty has given his decision.

An English cutter came into the port of Dunkirk; it cleared there with goods for Nord Faro. A man named Beach was its captain, and it was in his name that the Admiralty permit was granted. Having reached the roadstead, a man named Cunningham, who had secretly collected some sailors, and who it is said, was furnished with a Commission by Congress, got on board this vessel, must have taken Command of it, and, under cover of the American flag which he substituted for the English one, ventured to make the captures which he was stupid enough to bring into Dunkirk. Nothing, assuredly, Sir, is more contrary to the rules of the sea, and to the accepted usage amongst all Nations, and even if the case had not been provided for in the Treaty of Utrecht, the King's justice would nonetheless

have urged His Majesty to give entire Satisfaction in this matter to the Court of London: indeed, a neutral nation cannot and ought not to allow armaments in her country, much less those which have such a special Stamp of irregularity. There is a great distinction to be drawn between Simply admitting, in case of need and for the moment, a Privateer with her prize, and permitting that same Privateer to lie, so to speak, in ambush in a neutral port: The latter case is precisely that of Mr Cunningham; it is, therefore, manifest that he could not be regarded as a Mere Commander of the Privateer, that he has infringed the laws of the sea, and that he has consequently deserved the treatment which he has experienced, whatever may have been the commission with which he was furnished by Congress.

The King owed it to himself to act with severity on this occasion, and it matters little to His Majesty whether His determination has or has not excited the gratitude of the English. His Majesty, in acting as he has done, had no other aim than that of giving to the Court of London a public proof of His justice, of His fidelity in observing treaties, and a striking example of the consideration which nations mutually owe one another. This, Sir, is what we have to answer to the English observers who criticize our conduct.

I must observe, Sir, that although England did not adopt the Articles of the Treaty of Navigation and Commerce made at Utrecht, which were favorable to us, Louis XIV and the late King nonetheless recognized the Validity of the Treaty, which they themselves Undertook to Carry out in all other respects. I think you must make this remark to support you Against the false arguments which are used in England.

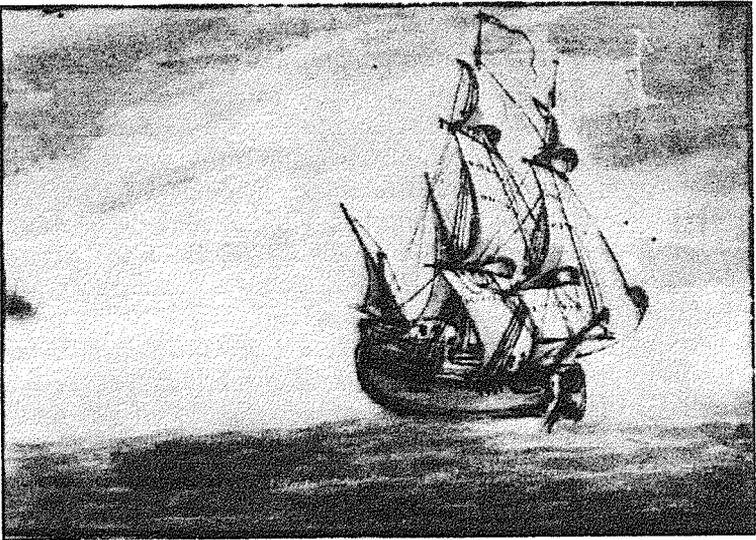
It is certain, Sir, that it is a novelty to see French vessels laden with English goods in the Thames; this sort of revolution proves as you say, on the one hand, the scarcity of sailors in England, and on the other, the apprehensions of English merchants: it is to be hoped that our sailors will have the good sense to profit by the circumstance.

I consider very exaggerated, Sir, the list of the English troops in America which has been communicated to you. According to all the news received, General Howe has experienced during last year and this winter, losses which the fresh drafts have not been able to replace. For the rest, Sir, whatever may be the strength of the English army, it appears that the Americans are in a position to face them, since they have not yet been able, in spite of their efforts, to spread out beyond New York. Moreover, Sir, I think it will not be long before we receive news of the opening of the campaign, and of the attempts of the royalists to re-enter the Jerseys.

The King has approved, Sir, the Note which you sent to Lord Weymouth on the subject of Captain Le Brun,² and His Majesty hopes that this step will produce the effect which he has the right to expect from it.

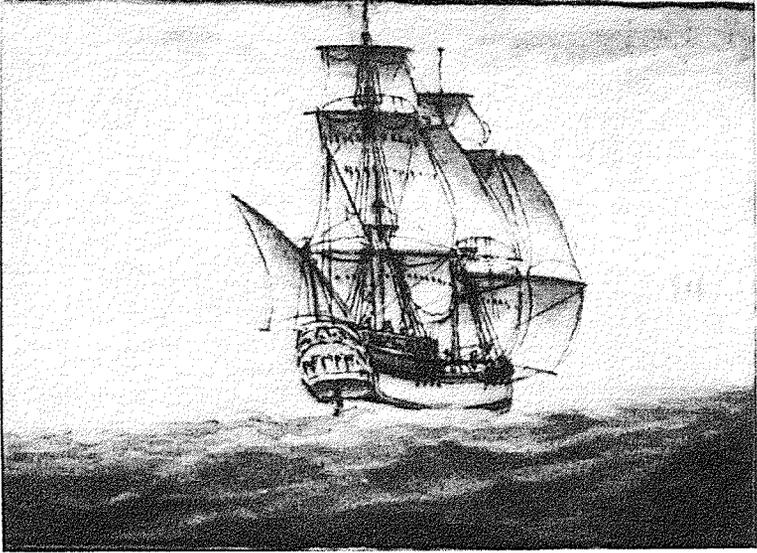
1. AMAE, Correspondance Politique, Angleterre, vol. 523, 185-86, LC Photocopy.

2. Protesting seizure and search of French brigantine *l'Aimable Dorothee*, Captain Jean Baptiste Le Brun, by H.M.S. *Monarch*.



AMERICAN THEATRE

From May 1, 1777 to May 31, 1777



AMERICAN THEATRE

From May 1, 1777, to May 31, 1777

SUMMARY

After many long frustrating delays, and even mutiny, the Continental Navy frigates *Hancock*, Captain John Manley, and *Boston*, Captain Hector McNeill, were ready to sail for the first time. Held in port an additional ten days by contrary winds, the frigates, accompanied by a number of privateers, finally took the sea on 21 May. "The long wish'd for hour is at last come," wrote McNeill, "in which I bid farewell, to the Sleepy Agents, disheartned Tradesmen and distress'd Seamen who frequent the Streets of Boston." Bad blood existing between Manley, the senior officer, and McNeill did not bode well for this joint venture.

The Secret Committee of Congress set plans in motion for sending John Paul Jones to Europe where he would command a warship to be procured by the American Commissioners in Paris. Jones would cross in the French ship *Amphitrite*, and the plan was for him to assume command of that ship as opportunities presented to take prizes during the passage. Since France and England were still at peace, this was a ruse by which captures could be made with the semblance of legality. However, the French captain objected so vehemently that the entire scheme came to naught.

Captain James Nicholson was still having trouble with the authorities over his use of the press gang to fill out the complement of Continental frigate *Virginia*. The matter was settled toward the end of the month when Nicholson agreed to release the imprisoned men, and a magistrate came on board *Virginia* to assure compliance.

On a motion put forth by John Adams, Congress provided for a Boston-based Navy Board of the Eastern Department to assist the Marine Committee with naval matters in New England. William Vernon, James Warren and John Deshon were named as the Board.

Continental Navy captains, in the midst of more urgent concerns, showed considerable human interest in the details of their uniforms. Captain Elisha Hinman advised Captain Dudley Saltonstall: "understand that our Lappels is to be Red instead of Buff for our Coats."

The Royal Navy continued hovering inside the Chesapeake and Delaware capes and patrolling on the coast. H.M.S. *Galatea*, arriving at New York early in May, was reported to have taken no less than forty-five prizes during her winter cruise in Bermuda waters.

General Burgoyne disembarked at Quebec from H.M.S. *Apollo*, and on 14 May left to "Joyn the Army, and put it in motion."

1 May

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Thursday, May 1, 1777

Resolved, That fifty blank commissions for private ships of war, with an equal number of instructions and resolutions of Congress for taking or destroying the vessels of the subjects of Great Britain, be delivered to the committee for foreign affairs, to be by them transmitted to the commissioners at the court of France.

Ordered, That the committee for foreign affairs revise the commissions for private ships of war, and the instructions, heretofore given to the commanders of the said ships, and report such alterations and amendments as they judge proper to be made therein.

Resolved, That a committee of three be appointed to inquire into the laws and customs of Nations respecting neutrality, and to report their opinion whether the conduct of the King of Portugal, in forbidding the vessels of the United States to enter his ports and ordering those already there to depart at a short day, is not a breach of the laws of neutrality, and will justify acts of hostility against the subjects of the said King.

Congress took into consideration the letter of the 26 of last month from Governor Johnson, the copy of the said governor's letter to Captain James Nicholson, and Captain Nicholson's answer; Whereupon,

Resolved, That this Congress will never countenance or support any continental officer in violating the laws of any State or treating its magistrates with contempt:

That Captain James Nicholson be suspended from all command, in the service of the United States, until he shall have made such satisfaction, as shall be accepted by the executive powers of the State of Maryland, for the disrespectful and contemptuous letter written by him to the governor of that State.

Resolved, That Captain James Nicholson be served with a copy of the said resolutions, and that, in case he shall not, within five days after he has been served with the said copy, make the satisfaction required, he be dismissed from his command and from the service of the United States.

Ordered, That the foregoing resolutions be immediately transmitted by the Marine Committee, and that they give the necessary orders for immediately dismissing the men impressed by Captain Nicholson.²

1. Ford, ed., *JCC*, VII, 317-19.

2. The Congressional resolve was sent to William Lux who endorsed a copy of it as follows: "State of Maryland Received the 4 May at Five OClock P M Served Capt James Nicholson with a Copy, which was Read to him and Compared with the Original in presence of Mr Danl Bowly at half past Six OClock the same Day. Test. Willm Lux Contl Agent for the State of Maryland." That same day, Lux enclosed a copy of the resolve to Governor Johnson, "with a Certificate of having Served the same on Capt Jas Nicholson," Executive Papers, Box 7, Md. Arch. Aquila Johns temporarily relieved Nicholson in command of the Continental Navy frigate *Virginia*.

MARYLAND DELEGATES IN CONGRESS TO GOVERNOR THOMAS JOHNSON ¹

[Extract]

Sir

Philadelphia May 1st 1777

We embrace this opportunity by Your returnd express, to acknowledge receipt of your favor of the 26th. Ult. the multiplicity of business before congress, made it impossible to dispatch the express sooner than has been done.

We have the honour to inclose your Excy copy of the Resolutions of Congress respecting Capt Nicholsons very indecent & Imprudent behavior, to your self & Council as well as his infrngmt on the liberties of the people. we have the pleasure to assure yr Excellency that Congress were Unanimous in expressing their warmest disapprobation of Capt Nicholsons Conduct, & that he had not the least incouragement to proceed in this business in the manner he has done. & we are of oppinion he would have been dissmisssd the service immediatly, but many Gentlemen thought him a good officer & were willing to believe your Excellcy & Council would Accept of Such Submissions & Acknowledgments as he ought immediately to make

. . . we have the Honour to be [&c.]

W: Smith B: Rumsey

P.S. . . . the Frigates at this place have Impressd some seamen, but we have not learnd that any complaints have been made, on that head, therefor this State have winkd at this measure & incouraged it from the pressing necessity – Congress, nor even the Marine Committee have ever given any encouragement to this practice, nor we hope will congress ever give any encouragement to their officers to Interfere with the Internal policy of any State

1. Red Book, IV, Md. Arch.

ROBERT MORRIS TO GOVERNOR THOMAS JOHNSON ¹

Dear Sir

Philada May 1st 1777

I have seen with a good deal of Concern, what appears to me an unfortunate dispute between Your Excellency and Capt Nicholson in Consequence of his having followed the example of his Brother officers who have for some time been Impressing Men into the Naval Service of the Continent in this Port –

The practice of Impressing Seamen cannot be supported on any other principle than Necessity and I am confident it is a practice as pernicious to the Commercial Interests of a Country as destructive of the Civil Liberty of those Individuals who become its Victims, under these opinions you will readily see I cannot advocate the measure, Nothing but the prospect of great Public advantages to result from a Well Manned Navy woud have induced me to be silent, whilst these things were doing here, but it was properly the business of the Executive power of the State to notice & stop the Practice, they have not interfered & that probably because they saw & Considered the force of Necessity; perhaps no great disadvantages might have resulted to the State of Maryld had you only checked this business so far as

it had come before you by Complaint from Individuals whose particular Situations or Circumstances might have called for exemption or protection, [illegible] I don't offer these as fixed Sentiments or as proper considerations in a settled Peaceable Invironment, because I know they are inconsistant with it but in times of Invasion & War especially such a War as ours, it seems to me that forcing out Militia against their will which I believe to have been much pra[c]tised is an equal infringement of Liberty with the Im-pressing of them for a limited time for the Naval service & it is to be observed that, it has hitherto been the practice at the end of every Cruize or Voyage made by our Continental Ships the Men have had their libery again; in the British Navy they are generally impressed for Life —

Thus much in paliation only With respect to Capt Nicholson he certainly deserves severe reprehension, the terms of his letter are quite unwarrantable & not a single Member of Congress offered to support him, You will see that the Resolves of Congress place him in your power so far as he values his Commission & at present he is at the head of the American Navy but I think the dispute unfortunate because I have been taught to believe him an excellent & Capable officer, the loss of such a one will be a real misfortune to the Continent & yet I think he ought to be dismissed unless by satisfactory submission he atones for the offensive stile of his letter which I suppose to have been written in warmth influenced by the [illegible] of that Species of Whiggism that savours more of passion than true Patriotism I am told he is of a high Spirit and that it is doubtfull if he will make the Conc[e]ssions he ought, I wish not to be guilty of an improper interference & shall only repeat that if he were dismissed the service it will be a heavy loss — especially as the next in Command (Capt Manly) is vastly his inferiour in abilities, & knowing as I do how much Your Excellency wishes to promote the service of America, I cou'd not refrain from mentioning my notions on this Subject

There is also another matter that gives me Concern & that is the detention of Continental Troops on the Eastern Shoar to keep Tories in order at a time when Genl Washington cou'd strike a Capital Stroke was he reinforced by those & others that ought to join him, I wish you wou'd think of this & order them to March on, other Means may be found to keep the Tories in order there, You will merit & acquire the thanks of the continent if You think proper to improve this hint, the resolve of Congress for detaining them was obtained in Consequence of your letter to me on that subject —

The Arms that came in the Ship² blown up at our Capes I am told [illegible] generally damaged in the explosion, the Continent had 2500, onboard & for your State 500, but the Packages are all blown to pieces and the Muskets mixed therefore of what is saved we must receive in proportion & I am now Sending for the whole to this City to have them put in order & divided, that done I will inform Your Excellency or the Council of Safety & deliver what I receive as my proportion to their order.

The Continent also recd when at Balto 52 bbls of the Powder I im-

ported for your State, supposing it theirs, I will get an order for it & send the same down, for I think that Powder is still at Baltimore. I am very respectfully [&c.]

Rob^t Morris

1. Red Book, III, Md. Arch.

2. *Morris*, Captain Anderson. See *Morris's* letter to Daniel of St. Thomas Jenifer, April 15, 1777.

ACCOUNT OF JEHU EYRE, BUILDER OF THE CONTINENTAL NAVY FRIGATE
*Washington*¹

1775		The Timber Commishonors to Jehu Eyre for the Frigit Numbr 4		
December		£	S	d
21	To Hoars hyer and Expences After the keals	3	3	6
	To Do 4 Days Geting them hoald	3	7	3
1776				
January	To 1 Days hoarse hyer & Expences after Starn post kne	0	15	0
22	To 1/2 Do	0	7	6
	To 2 Days after timber hors hyer	1	10	0
	To a Cross Cut Saw fils	0	5	0
	To a Large Pair of Hanskrus	4	0	0
	To 1 Cross Cut Saw	1	10	0
	To 1 Grin stone and tackling	2	0	0
	To 1 Pair of Carters Skrus	6	0	0
	To the ofis and Stoars	28	0	0
	The Woarf and Yard from December the 21 AD 1775 Untill May the first 1777 at one hundred and Seventy Pounds P Year	228	19	5
	To Bulding of a Worf to Lanch the frigate	20	0	0
	To the Yous of my Pots	5	10	0
	To Put my Ship in the Same order as She whas when whe be gun to buld the Frigit P agreement	40	0	0
	To 206 feet of board when Calking the Ship	2	1	4
	To 19 Days for float Stage at 3/ P day	2	17	0
		<u>£350</u>	<u>0</u>	<u>0</u>

[Endorsed] I firmly believe the above to be the hand Writing of the late Jehu Eyre, & know that he had the direction of building one of the Frigates & that he was several times in the Jerseys after Timber, but do not know who agreed for the Rent of the Yard

W^m Pollard

April 12th 1787 --

Sam^l Penrose

Francis Grice

1776 Dr The State of Maryland to John Gibbons

Novr the 12	To Cash paid as Pr Bill for Sundries	8...10
30	To Cash paid Thomas Creighton as one Months Advance on Board the Schooner <i>Friendship</i>	} 10....-
	To Cash paid Joseph Meekings for Do	
	To Cash paid John Creighton for Do	10....-
	To Cash paid Isaac Dawson for Do	10....-
	To Cash paid John Pantoflett Mate	13.10..-
	To Cash paid John Argent as part of A Months Advance	7.10..-
	To Cash paid William Sutton	6..4..7
	To Cash paid Labourer for 20 Days work on Board the Schooner <i>Friendship</i> @ 4/6 P Day	} 4.10..-
	To Cash paid for 3 Keggs Bisquett @ 5/	
	To Cash paid Jacob Dawson as Pr Rect	6..6
	To Cash paid for 4 Bushels Pease @ 6/3	1..5..-
	To Cash paid for 3 Galls Rum @ 10/	1.10..-
	To Cash paid for 4 Weeks Board @ 15/ p Week	3....-
	To Cash paid for 3 Galls Rum @ 12/6 P Galln	1.17..6
	To Do for 4 [lb.] Sugar @ 1/4 (5/4) 1 Pair of Grains 5/	10..4
1777		
Feby the 27	To Cash paid for Stores at Curacao Ps Equal in Maryland Money to (difference in favor Maryd Money 10 PCt	13..6..2 3.15..-
	To Cash paid for Turtle for Schooners use P. 5: 2: 0. Equal to	1..8..4

STATE OF MARYLAND FOR THE SCHOONER *Friendship*¹Commander of the Schooner *Friendship*

Cr

1776

Novr the	9	By Cash Recd of Jessee Hollingsworth	21. . . . -
	20	By Do from Do	10. . . . -
	29	By Do from Do	60. . . . -
[Decr]	6	By Do from the Treasury at Anapolis	50. . . . -

1777

[Feby] the	29	By Ditto Recd of Mr James Smith at Curacao Ps81. . . 4. . 3 Equal in Maryland Money to 59 Dollars & 4 Bitts the difference in Money being 10 PCt	} 22. . 5. . -
			<hr/>
			£163. . 5. . -
		balance	201. 11. . -
			<hr/>
			364. 16. . 0
		To the above balance	201. 11. . 0
		To 1 Ax for the use of the Vessell omitd 30 Nov.	10. . . -
		To Error in extending the Seamen's Wages	19. . 6
			<hr/>
			203. . 0. . 6
		Deduct for over Charge in Seamen's Wages, allowed to the 17th February the Time of delivery of Cargo at Curacao	} 102. 15. . 4
			<hr/>
		Balance due Capt Gibbons	£100. . 5. . 2

In Council: Apl 30th 1777

The Governor & Council are of opinion that Wages are due on the above Acct 'till the Time of the Delivery of the Cargo only.

R Ridgely Clk

AMERICAN THEATRE

CAPTAIN JOHN GIBBONS' ACCOUNT WITH THE

	To Cash paid Weigh Master Ps 2..6..0	Equal to	15..-
	To Cash paid Weighter Ps 2..0..3	Equal to	11..3
	To Cash paid for Rum Ps 2..2..0	Equal to	12..2
March 1st	To Cash Advancd to Sailor at Curacao to make the Voyage in Place of John Argent that left the Vesel Ps 16..4..0	Equal to	4.10..-
	To Wages on Board the Schooner <i>Friendship</i> from Novr the 6th 1776 To April the 4th 1777 Being 4 Months & 28 Days @ £20 P Month		98.13.10
	To Thomas Creighton for Wages from Decr the 8th 1776 To April the 4th 1777 Being 3 Months & 26 Days @ £10 P Month		38.13..4
	To Joseph Meekins for Do from Decr the 8th 1776 To April the 4th 1777 Being 3 Months & 26 Days @ £10 P M.		38.13..4
	To William Sutton for Do to Do @ £6 P Month		22..4..-
	To John Creighton for Wages from Decr 25th 1776 To April the 4th 1777 Being 3 Months & 11 Days @ £10 P Month		33.13..4
	To Isaac Dawson for Wages from Decr the 27th 1776 To April the 4th 1777 Being 3 Months & 7 Days @ £10 P Month		32..6..8
			<hr/> £364.16..0

STATE OF MARYLAND FOR THE SCHOONER *Friendship* [continued]

30th April 1777 The above Account proved according to Law before –

Allen Quynn

Board of Accounts 1st May 1777 The above Account examd corrected & passed by this Board

Tho^s B Hodgkin J Johnson

1. Executive Papers, Box 9, Folder 1777, Account of *Friendship*, Md. Arch. An uncorrected draft of the account is in Executive Papers, Box 6, *Friendship* Accounts, Md. Arch.

LUX & BOWLY TO GOVERNOR THOMAS JOHNSON¹

May it please Your Excellency

Some of the Gondola's are applying for Rigging, and we mean to give them all the assistance we possibly can, Last Fall when the Council of Safety applied to us the Price was £3.15. — it has now rose to £7.10, and is still advancing, as we wish to avoid any dispute we thought it necessary to give you this Information before we deliver the Cordage, and if you chuse to be furnisht at the same Price we Sell to others, we shall prefer the Publick Service. we have not Sold any above £7.10. and hope we shall not be obliged to do it, though it has fetcht £14.5. at Vendue, but as its quite uncertain what we are to Pay for Hemp, We will not engage at any certain Price. We request the favor of an Answer And are most respectfully
[&c.]

Lux & Bowly

Baltimore 1 May 1777

1. Red Book, XVI, 87, Md. Arch.

ADVERTISEMENT FOR DESERTERS FROM SOUTH CAROLINA NAVY¹

Deserted from the *Comet* Brigantine of War, the following Men, viz. James Stevens, a Scotchman, his hair of a sandy colour, and is much pitted with the small pox and freckled; James Mitchell, about 5½ feet high, of a brown complexion, pitted with the small pox, is a Scotchman, and about 24 years of age; James Housen, an Irishman, a taylor by trade, is very pale, and has a sickly appearance; John Williams an Irishman, about 5½ feet high, is sickly, has swelled legs and a freckled face; John Davies, a Northward bred Indian, speaks good English, and is about 5½ feet high; Zachariah Augustine, a Dutchman, of a brown complexion, speaks bad English, and is about 5½ feet high; George Rogers, a negro, passes for a free man, speaks good English, and is a short thick well made fellow; Black Sam belonging to Thomas Savage, Esq; and is a good drummer and fifer; also another negro man named Joe, the property of Mr. Savage, pretty old, and has sailed formerly in the brigantine *Defence*. A reward of Ten Pounds currency will be given on the delivery of each of the above mentioned men to me; and for information of their being harboured or enticed away by any person whatever, the same reward shall be paid the informer. I hereby publickly acquaint all persons who keep houses of entertainment for seamen, that I am fully determined to prosecute, with the utmost rigour of the law, all persons who shall be found harbouring or enticing away from the service (in which they have freely and voluntarily engaged) the above men.

[Charleston, May 1]

Edward Allen.

1. *South-Carolina and American General Gazette*, May 1, 1777.

BERNARDO DE GÁLVEZ TO CAPTAIN THOMAS LLOYD, R.N.¹

(Copy)

Sir

New Orleans 1st May 1777

I have received the letter you wrote me Seven Leagues from this City;² and supposing that you would arrived soon, I did not immediately attend to its Contents; which I have now done, perceiving that you are still detained by contrary Winds.

I have considered the reasons you give me for having detained the two Vessels, and find with great pleasure that no hostile intentions towards my Nation, induced you to stop them, and altho in this matter some difficulties yet remain to be cleared up; I hope when we meet, we shall settle every thing to our mutual satisfaction & agreeable to the intentions of both Our Sovereigns. In the mean time if you should still be detained by contrary Winds, I beg you would let me know whatever assistance or refreshments you or your people may want and shall be happy in affording every assistance in my Power. I am &c

Bern^{do} Galvez

Capt Lloyd.

1. PRO, State Papers, 42/51, 192-93.

2. See Captain Lloyd's letter of April 27, 1777.

2 May

CAPTAIN THOMAS THOMPSON, CONTINENTAL NAVY FRIGATE *Raleigh*,
IN ACCOUNT WITH BENJAMIN PARTRIDGE¹

Thomas Thompson Esq. to Benj Partridge
to Freight of Sundries from Boston
vizt

1 Case Check Shirts		6 --
6 Bales Cloth	a 2/	12 --
1 Do Oznabrigs		9 --
1 Hh'd Shoes		12 --
1 Bale Blankets		9 --
Truckge the above		11 --
	LMy	<hr/> £2.19 --

Contents Recd 2d May 1777. of John Langdon Esqr

Benj Partridge

1. John and Woodbury Langdon Papers, NHHS.

CAPTAIN ELIAS SMITH'S APPLICATION FOR A COMMISSION FOR THE
MASSACHUSETTS PRIVATEER BRIGANTINE *Washington*¹

The Brigantine *Washington*, Burthen about Ninety Tons is a privateer Mounted with Twelve Carriage Guns, Six Swivels, & Twenty Small Armes,

Powder & all other Warlike Stores Sufficient for a Cruize of five month, also fifty bbs Beef & pork Twelve Thousand wt Bread, and all other Small Stores in Proportion, Navigated with Eighty men. Now Bound on a Cruize under the Command of Capt Manly, Agreeable to a Resolve of the Great & General Courte of this State. –

Said Privateer is Commanded by Elias Smith, and is the Property of John Dyson, Thos Davis & Others Merchts in Beverly, &c –

The Petition of Elias Smith, in behalf of himself and others, Owners of the Brigantine Called the *Washington*, humbly Sheweth, that your Petitioner, was honored by your Honors, with a Commision, to Command the Said Briggt, Dated the 3d of october 1776. that in Extreimity of weather in his Late Cruize, his Sd Briggt Shipped a Sea by means of which much water was forced into his Cabin, And wet and wholly destroyed his Commision, as well as many other things. –

Therefore your Petitioner humbly prays your Honors, To Grant him a New Commision, that he may be enabled to proceede on his intended Cruize, against the Enemise of the United States, and your Petitioner as in Duty bound Shall Ever pray –

Boston May the 2d 1777.

Elias Smith

[Endorsed] In Council May 2d 1777

Read & Ordered that the Prayer of the Petition be granted & that a Commision be issued out to Elias Smith as Commander of the Brige *Washington* mentioned in the said Petition he complying with the Resolves of Congress –

Jn^o Avery Dpy Secy

1. Mass. Arch., vol. 166, 379. The bond subscribed to the same day by Elias Smith, as principal, and Samuel Thuring and Thomas Lamb, of Boston, as sureties, was for \$5,000. Thuring and Lamb, with others, were named as owners, Mass. Arch., vol. 7, 306.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Boston] Friday May 2d 1777

In the House of Representatives Whereas an Embargo was laid the 7th day of December last on all Vessels, excepting such as shou'd be fitted out by order of the United States or any of them, or by the Board of War in behalf of this State or such as may go Coastwise from one Harbour in this State to another,

And Whereas it is judged necessary that greater liberty shou'd now be granted than is set forth in sd Resolve. – Therefore Resolved that all Vessels from and after the twentieth day of May inst, said Resolve notwithstanding, be and hereby are permitted to depart from any Harbour Port or Place in this State to any Harbour Port or Place not under the Dominion of the Kings of Great Britain or Portugal or on a Cruise against the Enemy,

Provided the Master of such Vessell shall enter into Bonds with sufficient Sureties in the sum equal to the value of the Vessel and Cargo with the Naval Officer of the District or Port wherein such Vessel lies, payable to the

Treasurer of this State, conditioned that he will not take or suffer to be taken on board for the Purpose of Exportation any enumerated Article or Articles prohibited by Congress or any Resolve of this Court, pickled refuse & Jamaica Fish excepted, without special liberty obtained for the same from the Genl Assembly, or in the Recess thereof by the Council of this State. –

In Council Read and Concurred

1. Mass. Arch., vol. 37, 263, 265.

CAPTAIN ELISHA HINMAN TO CAPTAIN DUDLEY SALTONSTALL¹

Dr Sir,

Boston May 2nd 1777

Agreeable to your Request I made application for some Copper Nails which I have Engag'd and shall forw'd them p the first Opportunity – Also for some Cloath which is not to be had at present but expect as there is French Ship now Unlading with Good[s] shall be able to Procure what you are in want of untill then shall rest you[r] assured Friend and [&c.]

Elisha Hinman

P.S. By Capt [John Paul] Jones who is from Philadelphia understand that our Lappels is to be Red instead of Buff for our Coats –

1. Simon Grätz Autograph Collection, Case 5, Box 27, HSP.

Connecticut Gazette, Friday, May 2, 1777

New-London, May 2.

On the 19th of last Month the Brig *Grog*, Capt. [Samuel] Smedley's third Prize, arrived at Plimouth: She belonged to a Fleet of 32 Sail, that sailed from Corke, bound to the West-Indies. Her Cargo is as follows, viz. 309 Firkins of Butter, 400 Barrels Beef, 70 Tierces Ditto, 46 Barrels Pork, and 12 Half Barrels Ditto, 12 Half Barrels Tongues, 15 Kegs Tripe, 141 Barrels Herring, 45 Hampers Potatoes, 6 Barrels Hearts and Skirts, 4 Kegs Salmon, 6 Barrels Grots.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN ISAAH ROBINSON¹

[Philadelphia, May 2, 1777]

We are now at the second of May and as you have been detained so long for want of Men and may probably be some time longer before you get out to Sea we now direct that you embrace the first opportunity to push out and proceed for Cape François delivering the Letters given you herewith to Mr Ceronio also the Cargo, after which you must not take in any Stores nor attempt coming back to this Coast, but proceed from the Cape soon as possible on a Cruize which you may continue until the 10th day of July and then open the Sealed Instructions which are to govern you from that time Should you fall in with the *Randolph* Captain Biddle you must receive Orders from him and Cruize in Concert. We are sir [&c.]

P:S: we expect Captain Biddle to proceed to the Cape and he is directed to Convoy from thence the Brig *Anne* Capt: Garrigues, and the Sloop *Phoebe*

Captain Gilbert. Should the *Randolph* not arrive you must convoy those two Vessels off the Coast of Hispaniola as they will take in the Stores intended for you

1. Marine Committee Letter Book, 87-88, NA. Conclusion of letter begun April 19, 1777.

MARYLAND COUNCIL TO LUX & BOWLY¹

Gent. In Council Annapolis 2d May 1777. —

The fitting the Row Gallies is an Object we have much at Heart, as our and the Public Confidence is, in great Measure placed in them for the Defence of the Bay. We therefore wish you to forward their Rigging all you can. We are desirous the Public should be as cheap and well served as Individuals; we cannot expect it will be better; if you secure yourselves on a Rise, we expect to be benefitted by a Fall in the Price of Hemp, if it should happen. We are Gent &ca
Messrs Lux and Bowley
Baltimore

1. Council Letter Book (1777-1779), Md. Arch.

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY¹

May 1777 The Somost part of Porto Rico SBE. 5 Leagues.

Thursday 1 At 8 [A.M.] saw two sail in the NE. gave chase.

Fresh breezes and fair Weather.

[P.M.] still in chase. found ourselves among the sand Boars, bore up from them, Soundings from 3 to 13 fathoms, stood in for the chase, who finding it impossible to effect their escape, run her ashore, in the bay of Ance Jermain, under the direction of a Spanish Schooner, who piloted her to the very spot, the Privateer *Henry*, our Prize, performed the same business the 21st of last month [April 19]. The Spaniards numerous, and busy in plundering the Vessel, and conveying it aboard their Vessels, which were at Anchor in the Bay.

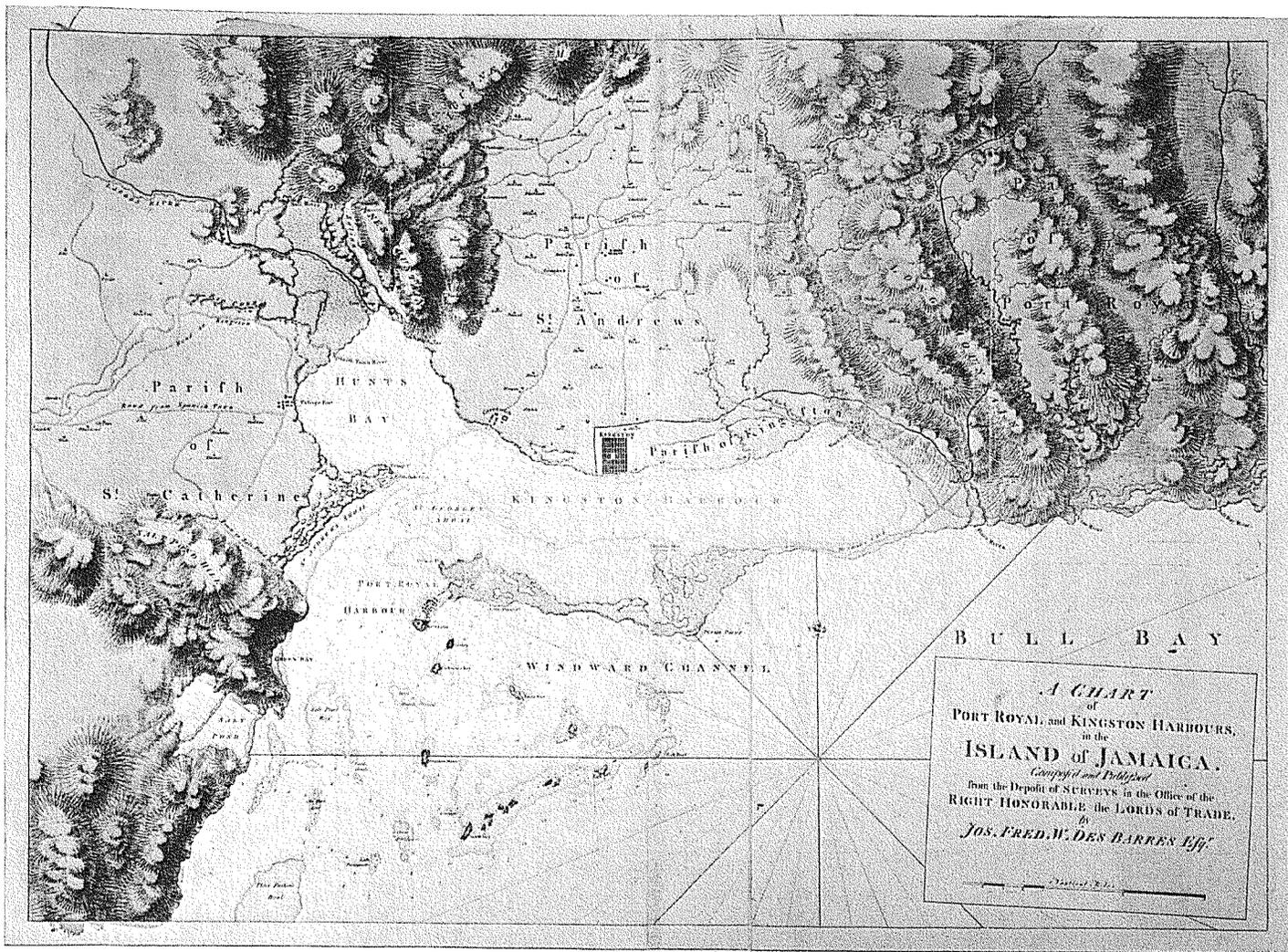
Friday 2 At one AM Anchored in the Bay in 6 fath. one Mile from the Shore. Sent the Pinnance with an Officer on board the chase. found her an American Schooner Loaden with Molasses, deserted by the People, plunderd of her sails, and stript of every thing it was possible to carry away. Took possession of her, and towed her from the Shore. Employed bending Jury sails for the Schooner.²

1. PRO, Admiralty 51/399.

2. Schooner *Providence*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

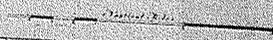
"EXTRACT OF A LETTER FROM JAMAICA . . . BY THE
GRENVILLE PACKET, MAY 2." ¹

I arrived here on Friday last, after a passage of eight weeks. This country has undergone a variety of changes since I left it, and is now in a bad state,



BULL BAY

A CHART
 of
 PORT ROYAL and KINGSTON HARBOURS,
 in the
ISLAND of JAMAICA.
Compiled and Corrected
 from the Deposits of SURVEYS in the Office of the
 RIGHT HONORABLE the LORDS of TRADE,
 by
Jos. FRED. W. DES BARRES Esq.



owing to a long spell of dry weather, and the want of an American trade, provisions of all sorts fetching an exorbitant price, to the hurt of many; and unless a speedy alteration, the consequences will be fatal to the planting business. We touched at Barbadoes, where they are in a starving condition, proceeding from the same causes. We had one of our fleet taken from us almost in sight of Barbadoes. They are now fitting out at Martinico a great number of privateers, and have carried into that port, within the space of one week, upwards of 14 sail of our ships. We have no privateers out of this place, and few prizes taken. This you may depend on as truth.

1. *London Chronicle*, July 3 to July 5, 1777.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS¹

(No. 1:)

Sir

Antigua 2nd May 1777.

Please to acquaint my Lords Commissioners of the Admiralty, that the Trade from England under the Protection of the *Eolus* [*Aeolus*] Frigate and *Sylph* Sloop arrived safe at Barbado's the 12th April; with only one Vessel Missing; Captain [Christopher] Atkins falling in with the *Seaford* Cruizing to Windward of Barbados, ordered Captain [John] Colpoys to conduct the Trade bound to the Southern Charribbe Islands, vizt Tobago, Grenada and St Vincents; the *Eolus* passed this Island in her way to Jamaica the 18th April, having in Company the *Sylph* Sloop, with the Trade for Antigua, Montserrat, St Kitts &ca

By Captain [James Richard] Dacres of the *Sylph* Sloop, I received their Lordships Orders to purchase two Vessels for his Majesty's Service, to be employed under my Command; capable of carrying at least 12 Guns and 90 Men each; and in all respects to be fitted and Officered as Sloops of War: please to acquaint their Lordships, I will use my utmost Endeavours to comply with their Directions, and am in hopes I shall soon be able to accomplish the same: A French Ship Loaded with all kinds of Military Stores for the use of the Rebels in North America, was taken the 5th April last by Captain Colpoys of the *Seaford*; and is represented to me very fitt for the Service; being almost New, a fast Sailor, and Capable to carry 16 Guns. She was carried into Dominica to be tried; but I have Directed her to be sent here the Moment she is Condemned: to be Surveyed and Valued: and I have no doubt I shall soon be able to procure another equally fit for the Service. I purpose giving the Command of them to Lieutenants [William] Young and [William] Swiney now first and second Lieutenants of the *Portland*, which I hope their Lordships will approve. In respect to the manning them I shall apply to the respective Governors for Assistance but am apprehensive I shall meet some Difficulties therein, the Licentious Mode of self appointed Privateers still continuing amongst the Islands, and I am sorry to add it is not in my power to put an intire Stop thereto, without the assistance of the Governors and Legislatures of the respective Islands; which I have not hitherto had; but entertain hopes Mr Burt the new Governor of

the Leeward Charribbe Islands who arrived here with the last Convoy; will Endeavour to do it within his Government; where the Evil first began; After which I do not think it will be very Difficult to Suppress them at the other Islands; I must again assure their Lordships the practice has proved highly prejudicial to His Majesty's Service, by encouraging the Seamen to Desert both from the King's Ships and the Transports; and they can in no shape be of the least advantage or Defence to any of the Islands; being a parcel of small Vessels and Pilot Boats, Armed for the most part only with Swivels and almost as defenceless as the Vessels they take, nor do they at all lessen the Number of the Rebels Privateers. I am Sir [&c.]

Jam^s Young.

P:S: The inclosed Memo is said to be the principal Particulars of the Loading on board the *Seaford's Prize La Seine*.²

1. PRO, Admiralty 1/310.

2. See William Bingham to American Commissioners in France, April 6, 1777, footnote 2.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS¹

(No 3:)

Sir

Antigua 2d May 1777.

I have received the Duplicate of Your Letter Dated the 5th February (Original not Yet received) acquainting me it is their Lordships Directions I should appoint Convoys to Sail with the Trade for England from St Christophers the 30th April; 15th June and the 1st August; and to accompany them to England: In Obedience to which I have appointed Captain [John] Chapman of His Majesty's Sloop *Shark* to proceed from St Christophers with the first Convoy the 8th May: their Lordships Directions coming so late, prevented my having time to give Notice thereof at all the Islands soon enough to get any Ships ready by the 30th April; I have also given Notice that the next Convoys will be ready to Sail from St Christophers the 15th June and 1st August and have sent Sloops to the different Islands to bring such Vessels as may now be ready, to the place of Rendezvous; and in Pursuance of their Lordships Directions of the 5th February last; I have likewise ordered a Sloop to proceed to the Island of Tòrtola and bring their Trade off Anguilla; there to join the General Convoy for England, and I beg You to acquaint their Lordships that I mean to act in the same manner with the other Convoys. I am Sir [&c.]

Jam^s Young.

[Endorsed] Rx 24 June Ansd 8 July

1. PRO, Admiralty 1/310.

DISPOSITION OF VICE ADMIRAL JAMES YOUNG'S LEEWARD ISLANDS SQUADRON ¹

Disposition of His Majesty's Ships and Vessels under the Command of Vice Admiral Young at Barbadoes and the Leeward Islands with Abstract of Orders they are at present under—the 2nd May 1777.

Ships	Commanders	Where Stationed &ca
<i>Portland</i>	V:A: Young Thos Dumaresq	Ordered the 31st March to proceed to Prince Ruperts Bay Dominica, to compleat her Wood and Water; and as soon as that Service is performed to repair to the Cruizing Station appointed her by my Order of the 1st February last and to act agreeable thereto; to remain on this Service 'till the 30th April, then call at Prince Ruperts Bay Dominica and compleat her Wood and Water and afterwards return to English Harbour Antigua.
<i>Seaford</i>	Jno Colpoys	Ordered the 31st March to proceed to Prince Ruperts Bay Dominica; to compleat her Wood and Water and then make the best of her way and Cruize between Latitudes of 13° to 15° North and Longitude 57° to 60° West (the Order Similar to that Dated 17th February) continue on this Service 'till the 15th April then call in at Carlisle Bay Barbado's and wait the arrival of the March Packet from England and receive from her what Letters she may bring for me and the Officers of the Squadron & then immediately return and join me in English Harbr the 12th April in Consequence of Captain Colpoys having acquainted me that he had taken a French Ship called the <i>La Seine</i> bound to America Loaded with all kind of Military Stores &ca and sent her in to Dominica to be Tried; ordered him to call in at Rosseau at the time of her Trial and proceed with her as soon as Condemned to English Harbour. the 21st April in addition thereto ordered him to enquire of Governor Shirley at Dominica if any Vessels belonging to that Island were Loaded and ready to proceed to Europe & desirous of taking the Benefit of a Convoy appointed to Sail from St Christophers the first Week in May, and should there be any such, to take them under his care and Protection; & Convoy them i[n] safety to Basseterre St Christophers, taking particular care to be at that Island on, or before the 4th May: but [in] his way to St Kitts to see the <i>La Seine</i> safe into English

		Harbour and when he has convoyed the Trade from Dominica to Basseterre, to leave them under the Protection of such of his Majesty's Ships as he may find there under Orders to Conduct the Trade to England, & then return to English Harbour.
<i>Hind</i>	Henry Bryne	{ Ordered the 5th April to proceed to St Johns Rd Antigua and take under his Convoy all such Vessels as may be bound to Dominica Tobago St Vincents Grenada, to see them safe there, and deliver the respective Governors the Letters addressed to them. On his ar[riv]al at Grenada to take under his care and Protection the <i>Nottingham</i> Ordnance Store Ship and proceed with her [to] English Harbour
		{ Ordered the 11th April to proceed and Cruize between the Latitudes of 13° to 15° North & Longitude 57° to 60° West to remain on that Service till the 15th May & then call in at Carlisle Bay Barbados and take under his care and Protection all such Ships and Vessels as may be bound to Europe and see them in safety to Basseterre St Christophers where he is to remain for their protection till farther Orders and to be careful to Sail from Barbados with the Trade in time to be at St Christophers by the 1st June, to call in at Rosseau Dominica on his Passage from Barbados and take under his Convoy the inward bound Trade from that Island and see them in Safety to St Christophers. 21st April In addition to [the] foregoing (in Consequence of the Convoy not Sailing 'till the 15th June) Ordered him to Cruize 'till the [illegible] May and then call in at Carlisle Bay Barbados, and comply with his Order of the 11th April, taking care to be [at] Basseterre St Christophers with the Trade by the 12th June
<i>Druid</i>	Peter Carteret	{ Ordered the 12th April to proceed to Sea, and range along the Islands St Vincents Grenadines and Grenada in search of Captn Willm Fooks of the <i>Fa[vori]te</i> to whom he is to deliver a Letter, and call at Kingston Bay St Vincents & St George's Grenada and acquaint Governor Morris and Lord Macartney He is ordered to relieve the <i>Favorite</i> & to cruize among the Islands of their respective Governments 'till the 15th May; then to collect the Homeward bound Trade beginning at Tobago & proceeding to Grenada and St Vincents and Convoy them to Basseterre St Christophers taking care [to] be there by the 1st June and to remain there for their protection till farther Orders. 20th April In addition to the foregoing (in con-
<i>Beaver</i>	Jas Jones	

DISPOSITION OF VICE ADMIRAL JAMES YOUNG'S LEEWARD ISLANDS SQUADRON [continued]

904

Ships	Commanders	Where Stationed &ca
<i>Beaver</i>		sequence of the Convoy not Sailing 'till the 15th June) directed him to Cruize 'till [the] 31st May and then collect the Homeward bound Trade and comply with his Orders of the 12th April taking c[are] to be at Basseterre St Christophers by the 12th June.
<i>Shark</i>	Jno Chapman	{ Ordered the 28th April to compleat her Victualling to 3 Months; and proceed to St Johns Road; & make known to Masters of Merchant Vessels bound to England & ready to Sail, that he is directed to convoy them, to Sail from St Johns to St Christophers the 2d May, and from St Christophers to England the 8th, &ca. &ca.
<i>Favorite</i>	Wm Fooks	{ Ordered 12th April to compleat his Wood and Water and proceed immediately to English Harbour.
<i>Fly</i>	Edwd Garner	{ Ordered the 21st April to proceed to Rossea Dominica and deliver the Letters addressed to Govr Shirley and Captain Colpoys, then make the best of [his] way to Carlisle Bay Barbado's and deliver the other Letter address'd to Governor Hay, and should Govr Hay acquaint him there are any Merchant Vessels belonging to that Island ready to proceed to Europe and Desirous of [hav]ing the Benefit of a Convoy to Sail from St Kitts the first Week in May, to take such Vessels under his care and Protection and proceed with them to Rosseau Dominica taking care to be there on or before the 30th April & put himself and Convoy under the Command of Captn Colpoys of His Majesty's Ship <i>Seaford</i> whom he will find lying there—should any Packet arrive during the time He may remain in Carlisle Bay Barbados to receive from her what Letters she may bring for me & the Officers of the Squadron and take the most Speedy Method of conveying them to English Harbour. In case Governor Hay should acquaint him there will not be any Merchant Vessels from Barbados ready to go home with the present Convoy and no Packet arrives from England by the 28th April He is then to Sail on a Cruize between the Latitude 13° to 15° North and Longitude 57° to 60° West, to remain Cruizing there till the 20th May next and then call in at Carlisle Bay Barbados and wait the

AMERICAN THEATRE

Fly arrival of the April Packet from England and receive from her what Letters she may bring for me and the Officers of the Squadron and make the best of his way to English Harbour.

Sylph Jas Richd Dacres { Ordered the 20th April to proceed to Kingston B[ay] St Vincents & deliver a Letter addressed to Governor Morris and then proceed to St George's Grenada and deliver another Letter to Lord Macartney, after which take under his care and protection such Merchant Vessels as are then ready to Sail for Europe from the Islands of Grenada and St Vincents and Convoy them in Safety to Basseterre Road St Christophers taking care to be there by the 4th May, as soon as that Service is performed to proceed immediately to Tortola and take under his care and Protection such Merchant Vessels as are ready to Sail from that Port for Europe and immediately Sail with them, making the best of his way off the Island of Anguilla & there Cruize with them 'till he is join'd by the Convoy from St Kitts which he is to accompany to the Northward 'till he can fetch the Island of Antigua & then to leave the Tortola Ships under the care of the Kings Ship having charge of the Trade to England and make the best of his way to English Harbour

Pelican Arm'd Brig J: Plumr Ardesoif { Ordered to Compleat his Wood and Water and proceed immediately to English Harbour.

Endeavour Fras Tinsley { Ordered the 18th April to Sail in Company & Cruize between the Latitudes of 18°
Antigua Billy Douglas { to 21° North and Longitude 59° to 61° West to continue on this Service 'till the 20th
{ May next, then return to English Harbour.

Flora Jno Brisbane In English Harbour, Refitting after be[ing] Careened.

Jam^s Young.

Philip Stephens Esqr

[Endorsed] (No 6:) Disposition of His Majesty's Ships and Vessels under the Comd of V. Adml Young at Barbados & the Leeward Islands &ca In Vice Adml Youngs Letter dated 2d May 1777

1. PRO, Admiralty 1/310.

3 May

SHIPPING ARTICLES FOR SCHOONER *Glover*¹

It is Agreed between the Master and Company of the Schooner *Glover* Whereof John Harris is at present Master in the Service of the United States of America to proceed one a Voyage in the aforesaid Schooner from Marblehead to Bilboa and from thence Right back Again to the port of Marblehead Witnesseth that Each of us the Subscribers here of do Hereby promise & punctually to fullfill all Lawfull Commands that may be issued forth from Either the Capt or aney of his Officers during the whole Voyage by Day or by night in the Schooner or Boate belonging to Saide Schooner as the Necessity of the Master Shall Requir and furthermore in Consideraton of there Service don on board Each Seamen to Receive Six pounds Lawfull Money pr Month from the time of their Shipping to there Actual Discharge in Witness Where of we hereunto Set our hands

Mens Names	Stations	Time Ship	at what pr Month	Advance Waggas	Privildg
John Harris	Marster	March	31 10..0..-	15..0 -	63 Quints
John Harris Jun	Mate	Dito	31 7.11	10.16 -	
Robart Laphry	Salor	April	1 6..0..-	9..0 -	
Banj Serfety	Salor	Dito	1 6..0..-	9..0 -	
Joseph Durling	Salor	Dito	1 6..0..-	9..0 -	
Thomas Davis	Salor	april	3 6..0..-	9..0 -	
				61.16 -	
To my horse & Expences to Boston				1..4 -	
				£63..0	

Marblehead April 25 1777

Reced of Jona Glover Sixty three pounds L Money for waggas due & advance waggas as P portlidge Bill for the Schr *Glover* My Self Master —

John Harris

Invoice of 1256 Quintals Fish Shipt by the Board of War of the State of Massachusetts Bay on board the Schooner *Glover* John Harris Master bound for Bilbao & goes Consigned to Messrs Joseph Gardoqui & Sons for Sales and Returns
May 3d 1777

1256 Quintals Fish @ 36/
for Shipping the Above &c @ 6/ D Wt

2260.16..-
31..8 -
2292..4..0

John Harris

1. Mass. Arch., vol. 292.

AGREEMENT WITH OWNERS OF MASSACHUSETTS PRIVATEER *Satisfaction* TO
CRUISE WITH CAPTAIN JOHN MANLEY ¹

Articles of Agreement made and Concluded this Third day of May in the Year of our Lord One Thousand Seven hundred and Seventy Seven Between Thomas Cushing, Moses Gill, Benjamin Austin, James Warren, Tristram Dalton, William Cooper and Caleb Davis Esqrs A Committee of the Great and General Court of the State of the Massachusetts Bay for and in behalf of said State on the one part, And Job Prince and Samuel White of Boston in said State Merchants for themselves and the rest of the Owners of the Sloop *Satisfaction* of Fourteen Carriage Guns, Manned with One hundred Men, and John Wheelwright Commander of the said Sloop a Private Vessel of War now bound on a Cruise of Twenty five days in Company with a Fleet of Continental Ships & other Vessels of War under the Command of Capt: John Manly.

Witnesseth That the said Committee for and in behalf of said State, Do hereby Covenant with the said Job Prince and Samuel White, and the said John Wheelwright Commander of the said Sloop in manner following vizt That they will Insure said Vessel at the full Amount of her Costs and Outsets from all Dangers of the Sea and the King of Englands Ships and Vessels of War while under the Command of the said Capt: John Manly, That in case of Accident during the said Cruise the Officers and Privates of said Sloop shall be upon the same footing exactly that the Captains Manly and McNeal and their Men are, as to pensions and one Months pay, That the Ammunition expended in time of Action on this Cruise shall be made good by said State, That the Months pay abovementioned shall be made to the Officers & Mariners of the said Sloop, upon their producing a Certificate from the Commanding Officer of said Fleet of their having performed their part of this Agreement. In Consideration whereof the said Job Prince & Saml White for themselves and the rest of the Owners of the said Sloop & John Wheelwright Do hereby Covenant with the said Committee, That the said Vessel shall Cruise under the Command of the said Capt. John Manly or the Commanding Officer of the Continental Ships for the Term of Twenty five Days from the day of Sailing unless the Commander shall discharge sooner, That in Case said Vessel should by Accident be parted from the Fleet, and should take a Prize or Prizes before the Expiration of the time aforesaid, the Prizes so taken shall be Equally divided among the whole Fleet as tho They had all been in Company. In Witness whereof the Parties aforesaid have hereunto Interchangably set their hands and Seals the day and Year first within written. —

Signed Sealed & Delivd
in the presence of

Job Prince
Sam White

John Dyar Henry Alline jun

John Wheelwright

And it is further Agreed, That if the said Vessel should be Obliged to come into Port thro' necessity to refit in Consequence of Damage she may receive within the Twenty five Days, the Comtee Agree that the Owners may fit her out again without any restrictions, And in Case she goes out Short handed

she shall have liberty to return to refit & compleat her Manning & then proceed on her Cruise at the expiration of said Twenty five days; Provided Nevertheless if the said Sloop is not ready to Sail by Thursday next or with the two Continental Ships this Agreement to be void.

1. Mass. Arch., vol. 139, 97-98. Source contains identical articles of agreement for the following privateers:
 - Brigantine *Washington*, Elias Smith, 14 guns, 75 men; the owners, Thomas Davis, John Dyson and others.
 - Ship *American Tartar*, John Grimes, 24 guns, 200 men; the owners, John Dean, Mungo Mackey and others.
 - Schooner *Speedwell*, Jonathan Greely, 8 guns, 60 men; the owners, Gustavus Fellows and others.
 - Schooner *Buckram*, William Morony, 6 guns, 45 men; the owners, Daniel Martin, Thomas Adams and others.
 - Schooner *Active*, Andrew Gardner, 10 guns, 65 men; the owners, Nehemiah Soames and others.

CAPTAIN JOHN MANLEY TO CAPTAIN JOHN PAUL JONES ¹

Sir -

Boston May 3, 1777

You are desired to attend a Court Martial on board Ship *Alfred* by desire of Captn Hinman Commander of sd Ship on George Torrey an acting Masters mate belonging thereto for striking the Master & making use of much abusive Language to the sd Hinman - The Court to be held monday morning 9 oClock P.[sic A.]M.

John Manley

1. Papers of John Paul Jones, 6571a, LC.

MEMORIAL OF JUSTIN JENNINGS TO THE CONNECTICUT GENERAL ASSEMBLY ¹

To the Honorable General Assembly of the State of Connecticut to be held in Hartford in the said State on the Second Thursday of May 1777 -

The Memorial of Justin Jennings of Fairfield in the County of Fairfield humbly sheweth

That on the 10th Day of March 1776 he Entered as Clerk on board the Brig *Defence* belonging to this State Commanded by Capt Seth Harding to serve on board said Brigg against the Enemies of the United States untill the first Day of March then next; that your Memorialist in the Engagement with the Brig & Ship taken by the *Defence* in Boston Bay had the Misfortune to receive a Wound in one of his Legs which occasioned the total loss of his Leg whereby your Memorialist is rendered unfit for the common & ordinary Services of Life. that he understood when he Entered into said Service that in Case he should loose a Limb in said Service he should be entitled to receive the same Sum by Way of Compensation as tho he had Entered into the Continental Navy which according to Resolve of Congress is [blank] Dollars which your Memorialist has never received. and your Memorialist begs leave further to inform your Honours that after a long Series of Pain Distress & Confinement in the Town of Boston he was by a kind Providence restored to such a Measure of Strength as to be able to return in a Carriage slowly to the Town of Sharon to his own Fathers House in prosecuting

which Journey he necessarily Expended the Sum of Five Pounds ten Shillings and during the whole Time since he left Boston which was on the 30th Day of November last he has been under the Care of a Surgeon and is still obliged to apply for advice and Medicine to heal his Wound which is yet open and has expended about the same the Sum of £14 12s which will fall very heavily on your Memorialist unless your honours are pleased to afford him some Relief wherefore he humbly prays your Honours to lend a favourable Attention to his Petition, and make him such grant by Way of Compensation and Relief as your Honours in your Wisdom & goodness shall think meet all which he humbly submits and as in Duty bound shall Ever pray &c

Justin Jennings

Fairfield 3d May A D 1777 —

1. Conn. Arch., 1st Series, VII, 184, ConnSL.

JOURNAL OF H. M. S. *Galatea*, CAPTAIN THOMAS JORDAN ¹

May 1777 High land of Neversunk N $\frac{1}{2}$ W 8 Leagues
 Friday 2d at 11 AM TKd to NoWd
 Do [Strong Gales & Squally]
 at 1 PM Came on bd a Pilot at 6 Sandy Hook Lighthse
 W $\frac{1}{2}$ N 2 Miles at 7 Came too wt the Bt Br in 5 fm Wr Sandy
 Hook bore WSW 3 Miles Saw All the Six Prizes Safe in
 Saturday 3rd at 6 AM weighed And Came to Sail Saw riding at Sandy
 Hook HMS *Syren*
 Light Winds & Calms at Times
 at $\frac{1}{2}$ pt 1 PM Came too wt the Bt Br in 7 fm Wr Do
 Moored Ship A Cable each way N. York East $\frac{1}{2}$ a Mile
 Governors Island SE $\frac{3}{4}$ Mile. Found riding here His M. S.
Eagle Vice Adml Lord Visct Howe with Several other of
 H M. Ships & A Great Number of Transports ²

1. PRO, Admiralty 51/4197.

2. "On Saturday the *Galatea* arrived from a Cruize with seven Prizes: She is said to have taken no fewer than forty five, during the Winter, off the Bermudas," *New-York Gazette*, May 5, 1777. *Galatea* had sailed from Bermuda April 10, 1777, PRO, Admiralty 51/4197.

JOHN ADAMS TO JAMES WARREN ¹

[Extract]

My Dear Sir, —

Philadelphia, April [May,] 3, 1777

Your of April 3d I recd. I must confess, that I am at a Loss to determine whether it is good Policy in Us to wish for a War between France and Britain, unless We could be sure that no other Powers would engage in it: But if France engages Spain will, and then all Europe will arrange themselves on one side and the other and what Consequences to Us might be involved in it I don't know. If We could have a free Trade with Europe I should rather run the Risque of fighting it out with George and his present Allies, provided he should get no other. I don't love to be intangled in the Quarrels of Europe. I don't wish to be under Obligations to any of them,

and I am very unwilling they should rob Us of the Glory of vindicating our own Liberties.

It is a Cowardly Spirit in our Countrymen, which makes them pant with so much longing Expectation, after a French War. I have very often been ashamed to hear so many Whiggs groaning and Sighing with Despondency and whining out their Fears that We must be subdued unless France should step in. Are We to be beholden to France for our Liberties? France has done so much already that the Honour and Dignity and Reputation of Great Britain is concerned to resent it, and if she does not, France will trifle with her forever hereafter. She has recd. our Ambassadors, protected our Merchant Men, Privateers, Men of War and Prizes, admitted Us freely to trade, lent Us Money, and supplied Us with Arms, Ammunition and Warlike Stores of every Kind. This is notorious all over Europe, and she will do more, presently, if our dastardly Despondency, in the midst of the finest Prospects imaginable, does not discourage her. The surest and the only Way to secure her Arms in this Cause is for Us to exert our own. For God's sake then don't fail of a single Man of your Quota. Get them at any Rate, and by any Means rather than not have them.

1. *Warren-Adams Letters*, I, 321-22.

MINUTES OF THE PENNSYLVANIA NAVY BOARD¹

State Navy Board

[Philadelphia] May 3d 1777

Captain Alexander Henderson of the *Dickinson Galley* Appear'd at the Board and said he wou'd not Obey the Orders that Came from Commodore [John] Hazelwood. He was told by the Chairman that he must Obey or Resign, on which he deliver'd up his Commission, which the Board Accepted.²

1. Navy Board Minute Book, vol. 1, Pa. Arch.

2. On May 5 the Board appointed Lauchlan McClean to succeed Henderson in command of the *Dickinson*, "Gave him his Commission & swore him Accordingly," Navy Board Minute Book, vol. 1, Pa. Arch.

4 May (Sunday)

CAPTAIN THOMAS LLOYD, R. N., TO BERNARDO DE GÁLVEZ¹

(Copy)

Sir/

4th May 1777

In my Letter to your Excellency of Date the 27th April last, I desir'd the favour that you would give me your reasons for seizing the Vessels, belonging to the British Subjects, and putting the Masters with their Crews in confinement, to which have not received an Answer. My Duty as Commander of one of His Britannick Majesty's Ships of War, obliging me to take cognizance of such public Matters as affect the Commerce of His Subjects, I must address your Excellency on the late occasion of the Seizures made by your Orders.

On my arrival, I found that the British Vessels, navigating that part of the River Mississippi between its mouth and the Ibbervil had been seized upon by His Catholic Majestys Troops & conducted to the City of Orleans, where their Cargoes have been unloaded, the Masters and Crews confin'd and imprisoned.

As by the Treaty of Peace of the 10th day of Febr'y 1763 the Navigation of the River Mississippi in all its parts but particularly in those where [the] Seizures have been made, was guaranted to His Brittanic Majestys Subjects, and that in Terms the most ample and precise, their Vessels being exempt from all Visitation on whatever pret[ense] as also from every impediment; it was with astonishment I receiv'd information of a Proceeding so Contradictory to the terms of that Treaty, and at a time when a profound peace subsisted between the two Crowns.

I am not unacquainted with the reason that has been assigned for so unexamplary a proceeding, Accusations have been presented of [a] Trade with His Catholic Majs Subjects & proofs have been extorted from the accused themselves. Whether such accusations are or are not well founded, I shall not pretend to say, but certain [it] is that others are not even in that Predicament. I[n] either case I humbly conceive that their Privilege[s] as British Subjects have been equally violated; for, if Subject to Visitation in any Instance whatsoever the Suspicion Nay even the Proof of Contraband i[s] not sufficient to authorize even the entering of British Vessels, much less the extremities which have been adopted.

I shall not detain your Execllency with further Arguments in this matter but must beg leave to convey my own Idea in a few words, It is founded on the Articles of the Treaty of Peace, and I hope is consonant with the Spirit of it: that British Vessels navigating this River or made fast to either of its banks are clearly within British Jurisdiction, consequently not liable to Visitation, seizure [or] confiscation by any Foreign Power whatever, Subject to the Commercial regulations of Great Britain only.

Your Excellency will no doubt maturely consider these matters before pronouncing a final Sentence. — It is my Duty to demand and I hereby in the Name of my Sovereign do demand the immediate release of His Subjects, now confin'd in Prison and denied the Priviledge of being visited by their Friends. I demand also the Restoration of those British Vessels with their Cargoes, which in violation of the Treaty of Peace now subsisting, have been seized upon in this River, and I beg to be informed of your determination as soon as possible. Your Execllency has been pleased to inform me that part of Vessels & Cargo seized are Americans the Prisoners from such Ships I do not demand.

I cannot conclude without Lamenting that this first difference which hath arisen between the Subjects of the Two Crowns, should have happen'd during your Excellency's Government, the period in which it was least expected; nor can I avoid hinting my doubt, that it has in a great measure originated from misrepresentation. At the same time I regret the unhappy Event, permit me to communicate in the Names and at the Request of the

British Merchants in this place, a due acknowledgement, of the many Instances of hospitality [&] politeness which your Excellency has at all times been pleas'd to show them. I am [&c.]

(Signed) T Lloyd

To His Excellency Don Bernard De Galvez
Colonel & Governor of New Orleans.

1. PRO, State Papers, 42/51, 194-96.

OLIVER POLLOCK TO ANDREW ALLEN AND ROBERT MORRIS¹

(Copy)

Sirs,

[New Orleans, May 4, 1777]²

I had the Honor of writing you some Time ago P Remmens to which I refer. I have now to acquaint you that two Friends here & myself have chartered this Vessel for the Sum of one Thousand Dollars, chiefly to carry this Letter and at same Time to tender any Services she can in Case of falling in with any of your Cruizers or Privateers, which I hope she will, and in that Case this Letter will not perhaps come to hand immediately, but as it's of the utmost Consequence I shall forward Copies by every Opportunity — The Purport is this that the Governor of this Place is ready to open Trade with you, and you may depend will receive and protect all your Vessels, so that they have your Papers, further I can assure you that your Cruizers and Privateers may bring in their Prizes here, and they will be condemned and Sold for the Good of our Cause as your Laws in those Cases may direct; which in my Opinion may turn out very advantageous at this Port. From the Circumstances mentioned the Gentlemen that have joined me in this Expedition and self beg you will give the Bearer Captain Lemore [James La Maire] a Commission, whom you may depend is worthy of such Trust, and very capable of putting it into Execution, and is well acquainted with this Coast. At same Time as there are Numbers of this Place Friends to the Cause and would go any Lengths to serve you, I beg you will send as many blank Commissions as you think necessary, with the proper Orders how they are to be put in Execution, which depend shall be done with the greatest Punctuality, and any other Commands you may honor me with. I have sent Copy of sundry Bills I have paid drawn by Lieutenant [Adam] Lynn belonging to the first Regiment in Virginia amounting in Dollars 2,340 V Cry. The Originals I keep as Vouchers. but when the Copies are paid they shall be void and of no Effect. The Governor wishes you Success, and hopes to hear from you soon, and would be glad to for a Correspondence so that he might be acquainted with the Affairs passing in your Parts, and at same Time acquaint you with the Circumstances here, for which he is ready to contribute towards the expence of fixing a constant Express or Post between this and your place, the most safest I believe is by Way of Fort Pitt down the Ohio. referring you to the Bearer I am &c —

This Letter was about twenty Leagues down the River, but being Stopped by a Sloop of War some Time he returned back here for fresh

Orders, and now he is to make the second Attempt to morrow Morning, which I hope will be more successful. There is hardly any Thing new expired since, only the Captain of the Sloop of War seems very much enraged against my Person and Property, by orders he says he has from Government at Pensacola, which has arose from some villainous Informations of the Tories here. And how far my Property stands safe only depends on your Success (which out of the Question I hope will be crowned with everlasting Glory) and as to my Person I look upon myself at present very safe, as the Governor of this Place has and does now protect me. But in Case of an Accident which may happen of being taken Prisoner, I would be happy to have Something to shew from you either in the Character of civil or military, as you may think proper, so that it would only entitle me to be treated as a Gentleman, for at present I am threatened with only Death, which in the Service once legally appointed I should not dread.

I have now to observe that the Governor of this place has seized several English Vessels here on Account of contraband Trade amongst which was a Sloop of mine, which upon claiming as an A[merica]n Property he immediately gave her up, and farther he is determined to suppress the Trade of Great Britain as much as lies in his Power, and support yours. I have this Day forwarded his Orders to the River's Mouth to remain there, which is to make spanish Property of any [of] your trading Vessels that may arrive there, to cover them from the Sloop of War while she remains here. The executing of this will make some Noise and no Doubt create a Jealousy between Great Britain and this Government, but, as the saying is, the more Mischief the better Sport on the present Occasion.

I come now to acquaint you that the two Friends mentioned in my last that joined me in this Expedition are unfortunately Sufferers in the Seizures made here by the Governor, being under English Colours he could not save them, or indeed any other Colours in a contraband Trade, notwithstanding he says if you apply to the Court of Spain, he makes no Doubt but what they will have the Amount of their Vessels &c rendered them back; one is Captain [William] Pickles in the brig *Norton* Vessel and Cargo, value about twenty six Thousand Dollars, and the other Capt [Joseph] Calvert in the Brigantine *steady Friends*, Value 3000 Dollars, in all about 29,000 Dollars which is the Sum they esteem them at now, but all they can expect to be allow'd them by the Court of Spain is the Nett proceeds of what their Vessels and Cargoes will bring at Vendue. What Steps you chuse to take in this Affair I shall be glad you would advise me of immediately, otherwise forward Copy of what you write to the Court of Spain to this Governor. There is also two Slaves belonging to Captain [Patrick] Barry and one to J:W:³ which is seized and will be sold with the rest; the Proceeds of them I hope you will also claim as your Property, this being the needful.

I have only to observe as I am upon the Spot here, and that the Governor of this Place is pleased to put the greatest Confidence in me with respect to the Correspondence betwixt you and this Governor, I should be happy in having the Honor of the same Confidence from you with the necessary

Utensils, say a Credit, first on the Court of Spain, or any other Part of Europe for certain Sum or Sums, which I might have Occasion for the Benefit of the Cause, that is in Case you have any Intentions of making an Expedition this Way, or if this mode is not so convenient Supplies of Flour and Slaves may answer the Purpose equally well, as the Port will be now free for your Prizes &c. I have often been obliged to advance Money for the Benefit of the Cause, which I have made no Account of now; but in future I shall furnish you with the Particulars. At present all the Reward I want is to be in the Service in the Rank or Station of Life you may think I merit, so that I may have Something to shew if called upon. Wishing you Success I have the Honor to be, Sirs. —

7th April [*sic* May] 1777.

Sirs,

Since I finished the above I have had the Honor of conversing with the Governor, and he desires me to assure you that if you make an Expedition against this River and Pensacola he will furnish your Troops with Cash or in short any Thing in his Power they may Stand in Want of. I have the Honor to be, Sirs &c —

1. Papers CC (Letters and Papers of Oliver Pollock), 50, 53–56, NA.
2. On May 5 Pollock again wrote to Allen and Morris noting: "I wrote you fully Yesterday," Papers CC (Letters and Papers of Oliver Pollock), 50, 57, NA. On June 12 the Secret Committee of the Continental Congress acknowledged receipt of the May 4 and 5 letters to Allen and Morris, Papers CC (Letters and Papers of Oliver Pollock), 50, 29–36, NA.
3. James Willing.

5 May

PETITION FOR COMMISSION FOR MASSACHUSETTS PRIVATEER SCHOONER
*Freedom*¹

To the Honble The Council of Massachusts Bay —

The Petition of Phillip Moore & Archibald Blair
Humbly Sheweth — That your Petitioners have at great Expençe fixed out & equiped the Schooner *Freedom*, Burthen Seventy Tons, Mounting, Ten Carriage Guns & fourteen Swivels, Navigated by Seventy Men Commanded by James Colven, the Officers On Board are Joseph Aikens 1st Lieutenant Thos Wood — 2d Lieutenant & Willm Welch Master, with Forty Bbbs Beef, Thirty Bbbs Pork & One Thousand wt Bread, as Provisions — Two Ton Powder & a Sufficient Quantity of Other Military Stores, Said Schooner is designed to Cruise Against the Enemies of the United States of America — Would therefore Pray your Honors to Commission Said Schooner & Officers, (they giving Bond) in Order that She may Join the Fleet under the Command of Commodore Manly, and as in duty bound Will ever pray —

Boston May 5th 1777 —

Ph: Moore Arch^d Blair

[Endorsed] In Council May 5th 1777 Read & Ordered that the Prayer thereof be granted and that a Commission be issued out to the Above men-

tioned James Colven as Commander of the Schooner *Freedom* – he complying with the Resolves of Congress –

Jn^o Avery Dpy Secy

1. Mass. Arch., vol. 166, 387.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Monday May 5th 1777

On Motion Ordered that the Board of War be and they hereby are directed to deliver Capt Hinman Seven hundred & twelve six Pound Shott, & Five hundred Sheets of Tin for the use of Ship *Alfred* to be charged to the Continental Account –

Whereas tis represented to this Board that there are on Board the Armed Vessels now in this Harbour several Persons who have enlisted into Colonel Cranes Regiment in Capt Winthrop Sargents Company who have received the Bounty granted by Congress & this State. – The Commanding Officer of all such Vessels are hereby ordered to permit Capt Winthrop Sargent to go on board their respective Vessels & to take from thence any men that shall evidently appear to have enlisted into his said Company –

1. Mass. Arch., vol. 20, 457, 458.

PENNSYLVANIA NAVY BOARD TO COMMODORE JOHN HAZELWOOD ¹

State Navy Board

Sir: –

[Philadelphia] May 5th 1777

The board this Day took into their consideration what they purpose to do with the Ship *Montgomery* Hugh [*sic* Henry] Dougherty Esqr Commander have come to the following determination.

That she shall be immediately fitted out as a Guard Ship, to Mount sixteen nine pounders which are already proved and lye in the State House Yard, the Carriages lay on Huddles wharfe which we desire you to inspect.

You will on receipt of this, issue your Orders to Cap. Dougherty to take in what Ballast will be necessary, and to equip the Ship with every necessary Article, as also to procure his hands with all possible Expedition.²

1. Navy Board Minute Book, vol. 1, Pa. Arch.

2. On May 6 Captain Dougherty resigned his commission, and on May 15 Captain William Allen, "being well known," was appointed to command the *Montgomery*, Navy Board Minute Book, Pa. Arch.

CAPTAIN JAMES NICHOLSON TO GOVERNOR THOMAS JOHNSON ¹

Sir,

Baltimore May 5th 1777 –

I was yesterday served with a resolve of Congress in consequence of a complaint by your Excellency with regard to my empressing men onboard the Frigate, and the Letter I wrote your Excellency on that occasion by which I find the Congress disapproved of my conduct, and order me to make such Satisfaction as shall be approved of by the Executive power of the State of Maryland It has never been my desire Sir, or Inclination to violate the Laws of my Country, or treat any of its Magistrates with Contempt, and am

sorry to find the Letter I wrote you is viewed by your Excellency, by Congress, and many of my friends, to carry much more contempt and disrespect than I ever intended, 'tho I willingly confess, that when I came [ear]ly to review the Copy of the Letter, I disapproved of it myself, and would willingly recalled several sentences of it, and was very sorry I sent it. When I received your Letter, I imediately apprehended that some persons who wish not my wellfare, had been endeavoring by misrepresentation to prejudice me in your oppinion, and it gave me sensible pain to find they had so far succeeded as to induce your Excellency to charge me with Crimes which my conscience told me, I was not Guilty. I have never viewed it derogatory to the character of any Gentleman to make concessions for any rudeness he may have been guilty of to any private Gentleman, much less to the Executive powers of a state. And will therefore make your Excellency such acknowledgements, for such expressions which my Letter may have contained, as is consistant with my honor as a Gentleman and an Officer, And would therefore beg to know what satisfaction will be demanded or esteemed sufficient. I freely own it is not my desire at this time to be dismissed the service, and I hope you will believe me when I add, that my private Interest has not the least Weight in producing that desire, and that amongst the other motives the chief is a desire to profit my Country by Service, which I fondly think will be more effectually done by my continuing in the Ship then the appointment of a Stranger, as I am afraid my being dismissed, at this time and manner would produce the resignation of most of the Officers, and consequently delay her Sailing a long time, I am Sir [&c.]

Ja^s Nicholson

1. Red Book, XIV, 48, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD¹

[Williamsburg] Monday, May 5th 1777.

William Saunders, is recommended to his Excellency the Governor, and the Honorable the Council as a proper person to be appointed Captain of the *Manley* Galley, in the room of Joel Sturdivant deces'd.

1. Navy Board Journal, 216, VSL.

GOVERNOR PATRICK TONYN TO LORD GEORGE GERMAIN¹

[Extract]

No 38. Duplicate

... I had the honour to mention my Lord, Captain Brown being sent to Georgia on a Flag of Truce, for exchange of Prisoners. I had in this my Lord another view. Frequent intelligence my Lord, had been brought me, that an invasion of this Province was intended by the Carolinas some Virginia Troops and Georgia, that preparations were making at Savannah and Sunbury, and the Philadelphia Congress had sent a fund to Georgia to defray the expenses of the Armament. I Judged it proper my Lord to send an experienced Officer to form a Judgement if possible of what was doing, and

procure intelligence on which I could certainly depend. Such friends of Government as Captain Brown had an opportunity to see, confirmed my Lord, the intelligence I had received, and their previous measures he observed, exceeded any notions he had before entertained of their Capacities. Sunbury was crowded with Rebel Soldiers. They had a considerable number of Cannon of large Caliber, sixteen Vessels were in the Harbour for Military Stores and Provisions. Three Row Gallies mounting from eight to ten Guns ready for Sea, and they expected My Lord shortly from Savannah two armed Sloops of fourteen Guns each, which the Georgians had purchased at Santa Cruz or Curasao. It is Captain Browns opinion, my Lord, the enterprise is seriously intended against this Province.

I had the honour to inform your Lordship, that the King's Ships were removed from the Province, that the *Rebecca* Captain Mowbray, who I had commissioned was the only Naval force, a few small Schooners armed for the Rivers excepted.

In this criterion my Lord, I determined to take into the Government Service the Ship *Meredith* of ten Guns lately arrived with Provisions from England, and have sent her into Saint John's River to act under Captain Mowbray in the *Rebecca*. A Provision ship of the same force from New York the *Triumvirate*, I have also ordered for the same service, she was sheathing, and then to return to England, she is now getting ready with all dispatch. A Transport carrying ten Guns just arrived my Lord, with Recruits for the 14th and 16th Regiments, I intend to detain for this service, until we are assisted by some of His Majesty's Ships of War. . . .

. . . I have my Lord, informed Lord Howe and the General of these circumstances, by an advice Boat, and wrote in general to the Commanders of any of His Majesty's Cruisers that the Boat may chance to fall in with in her passage to New York. I have put the Provincial Militia on the best footing according to our situation, and have ordered the Rangers with several bodies of Indians to the frontiers of this Province . . . We should be fortunate, if in the meantime, an Ordnance vessel appeared from England, with the Stores returned wanting last year, particularly the very long expected Gun Carriages. . . .

St Augustine 5th May 1777

1. PRO, Colonial Office, 5/557, 203-05.

"EXTRACT OF A LETTER FROM ST. VINCENT'S TO A MERCHANT IN LIVERPOOL,
DATED MAY 5." ¹

The American frigate *Oliver Cromwell* ² took three prizes last week, one a Guineaman with 300 slaves, one a ship from London. The ship *Champion*, belonging to Bristol, is taken at Tobago; she was going from one bay to another, and had 150 hogsheads of sugar and 22 bales of cotton on board. They are now discharging her at St. Lucia. We do not find that the Americans are so much protected any where as at Martinique and St. Lucia, which is under the same government. Were their trade and communication

cut off there, which two frigates would in a great measure do, no step the Ministry could take would distress them more; it is from thence they are supplied with every thing they stand in need of, not only arms and ammunition, but men. A great many experienced Officers are gone to the Continent; and we have numbers of privateers that are manned with French; some have only one American, and that perhaps a landsman, just to cloak their piratical proceedings. There are now about 20 sail of English ships in Martinique. Negroes are cheaper there than in Africa, and provisions than in Ireland.

1. *London Chronicle*, June 21 to June 24, 1777.
2. Pennsylvania privateer ship, Captain Harmon Courter.

RICHARD HARRISON TO CAPTAIN JOHN HARRIS ¹

[Extract]

Sir

St Pierre Mtque May 5. 1777

The Bearer Monsieur Lafine has been here to procure a Commission in behalf of my friends Messrs Angeron & Rolland of Basseterre. As there is no Continental or State Vessell at present in this port, I am not able to accomodate him, but have recommended him to you as a person that can. – If you can consistently with your Duty grant him a Copy of your Commission you will oblige me much by doing it, and at the same time serve the Cause, as you know such a measure will tend to foment the Quarrel which will probably take place between the Kingdom of France & England ere long. – If you give Mr Lafine a Commission it will be proper to certifie that it is a true Copy of your own, & that the Vessell is to serve as a tender to your Brige – her Name, that of the Capt, number of Guns &ca should also be inserted.²

[Endorsed] 5th May 1777. (No 3) In V. Ad: Youngs letter No 7. dated 12 June 1777.

1. PRO, Admiralty 1/310.
2. Harris commanded the Virginia Navy brig *Musquitto*. The object of this scheme was to have copies of his letter of marque commission made to be used by French owned and manned privateers operating under Continental colors.

6 May

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Tuesday May 6th 1777 –

On Motion Ordered that the Board of War be & they hereby are directed to deliver Thomas Harris Agent for the Schooner *America* Twelve Small Arms Twelve Pistols, One Bolt Duck & one bolt Ravens Duck for the use of the said Schooner agreeable to a late Resolve of the General Court relative to the Armed Vessels engaged to proceed on a Cruize with Commodore Manley –

On Motion Ordered that the Naval Officer be directed to grant a Permit to the Brig *Nancy & Hannah* belonging to Mr Joseph Barrel & others to proceed on her Voyage to Virginia in Ballast Nevertheless said Vessel not to

be permitted to Sail 'till Capt Manley & the Ships and Vessels under his Command have Sailed three days on a Cruize and said Naval Officer is not to clear said Vessel within that Time –

On Motion Ordered that the Board of War be and they hereby are directed to deliver Mr John Cushing for the use of the Sloop *Satisfaction* John Wheelwright Commander eighty four three & four pound Barr Shott agreeable to a late Resolve of the General Court relative to Armed Vessels engaged to proceed on a Cruize with Commodore Manley –

1. Mass. Arch., vol. 20, 459, 460–61, 462, 463.

HITCHINS BODEN TO NATHANIEL SHAW, JR.¹

Boston May 6th 1777

Sir please to pay my Master Alexr Hopkins my Shares of the prize Money that becomes due to me in the *American Revenue*² and his receipt will be your Discharge –

from Sr Yrs &c –
Hitchins Boden

1. Nathaniel and Thomas Shaw Letters and Papers, NLCHS.

2. Connecticut privateer sloop, owned by Shaw. See Volume 7. Four prizes were involved and net proceeds from vessels and cargoes totaled £4863.1.1, Nathaniel Shaw Collection, Book 37, YUL.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Tuesday, May 6, 1777

The Marine Committee brought in a report, which was taken into consideration; Whereupon,

Resolved, That an order for 30,000 dollars be drawn on Joseph Clarke, Esqr the commissioner of the loan office for the State of Rhode Island, in favour of Daniel Tillinghast, Esq. for the use of the ships of war in that State:

That an order for 20,000 dollars be drawn on John Lawrence, Esqr commissioner of the loan office of the State of Connecticut, in favour of Barnabas Deane, for the use of the ships of war in that State:

That an order for 60,000 dollars be drawn on Nathaniel Appleton, Esqr commissioner of the loan office for the State of Massachusetts bay, in favour of Thomas Cushing, Esqr for the use of the navy in that State:

That an order for 40,000 dollars be drawn on Nicholas Gilman, Esqr commissioner of the loan office for the state of New Hampshire, in favour of John Langdon, Esqr for the use of the ships of war in that State.

Congress proceeded to the election of the board of assistants to the Marine Committee agreeable to the resolution of the 19 of April, in the eastern department; and, the ballots being taken, the following persons were chosen:

William Vernon, James Warren, and John Deshon, Esqs.

Resolved, That the said board be empowered to employ a clerk, with a salary of five hundred dollars per annum.

1. Ford, ed., *JCC*, VII, 329, 330, 331.

JOHN ADAMS TO JAMES WARREN ¹

Dear Sir, —

Philadelphia, May 6, 1777

About Ten Days ago I had the Boldness to make a Motion that a Navy Board should be established at Boston. Certain Gentlemen looked struck and surprised; however, it passed. I have moved I believe fifteen Times, that a Nomination should take Place; certain Gentlemen looked cold.

Two or three Days ago, the Nomination came on. Langdon, Vernon, Deshon, Dalton, Orne, Henley, Smith, Cushing and Warren, were nominated.

This Day the Choice came on. At last Vernon, Warren, and Deshon were chosen. The Board are to appoint their own Clerk who is to have 500 Dollars a year. I hope you will engage in this Business and conduct it with Spirit. You cannot be Speaker and do this Duty too I believe.

I think the Town of Boston will be offended. But I could not help it. This you will not mention. The Salary for the Commissioners is 1500 Dollars a Year. You will have the Building and fitting of all Ships, the appointment of Officers, the Establishment of Arsenals and Magazines, etc., which will take up your whole Time. But it will be honourable to be so capitally concerned in laying a Foundation of a great Navy. The profit to you will be nothing, But the Honour and the Virtue the greater. I almost envy you this Employment. I am weary of my own and almost with my Life. But I ought not to be weary in endeavouring to do well.

1. Warren-Adams Letters, I, 324-25.

PENNSYLVANIA NAVY BOARD TO COMMODORE JOHN HAZELWOOD ¹

State Navy Board

Sir —

[Philadelphia] May 6th, 1777

Last evening we received A Letter by Express from Henry Fisher Esqr at Lewistown, Advising of the Ship *Roebuck* making her way up the Bay, as also two other Ships being up the Bay, and from this Manuvre of his Majesties Pirates, we are apprehensive that they intend up to procure water. As soon as you receive this, you will order all the Officers under your Command immediately to repair to their Stations to hold themselves in readiness in case of Emergency.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

PENNSYLVANIA NAVY BOARD TO CAPTAIN JOHN RICE ¹

State Navy Board

Captain Rice —

[Philadelphia] May 6th 1777

It is with great surprize the board rece'd your Letter this day dated

Yesterday, informing that your Shot would not fit Your Twelve pounders, and you were hurried away that you had not time to examine.

We think you have been two months fitting out, had repeated orders from the Commodore to be ready to sail at a Minutes warning. You had orders to sail afterwards on a Certain day, still your Vessel was detain'd, You had orders to have every thing compleat, and now after being down near A month, you say the shot will not fit.

Your Conduct is unpardonable, and if any misfortune happens for want of Stores, you shall Answer for it.

If you are not Compleatly fit for Action, you are immediately to return to Chester and wait on this Board.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

JOHN MCKINLEY TO CAESAR RODNEY ¹

[Extract]

Wilmington the 6th of May 1777

I have heard a report that some officers from the enemies' ships of War were lately seen on shore near Muspilion [Mispillion] Creek & seemingly made welcome by some persons there. This I hope you will make a proper enquiry concerning & if found true that you will have such enemies to their country properly dealt with, the safety & credit of the State requires it. A report likewise prevails, that some parties of men from the said ships have landed near Jones' Creek in your Co. & have Killed several cattle & done other damage to the inhabitants. If this likewise be true, I think you should order a sufficient number of the Militia under your command to keep guard where it may be probable that they will land again, to give them a proper reception as I am persuaded a few spirited & successful attacks made upon them would have a happy effect & secure the inhabitants from their future depredations. . . .

1. George Herbert Ryden, ed., *Letters to and from Caesar Rodney 1756-1784* (Philadelphia, 1933), 188-89. McKinley was president of the Delaware Assembly.

Maryland Journal, TUESDAY, MAY 6, 1777

Baltimore [May 6].

The Captures of so many Jamaica Ships by American armed Vessels, have caused the Stoppage of several capital Jamaica Houses in the City of London where it was expected, some Months since, that the Price of Sugar would rise to near Three Pounds Sterling per Hundred Weight. Many more Failures are also expected.

SOUTH CAROLINA NAVY BOARD TO LIEUTENANT WILLIAM HALL ¹

Navy Board [Charleston] 6th May 1777.

Lieut Hall Sir/

The Commissioners of the Navy direct that *you do as soon as possible* Hawl the Brigantine *Notre Dame* upon the Hard, and have her Bottom well

scrub'd and Clean'd and a Light coat of Tallow pay'd over the present Coat now on the Bottom, and that you do have the Vessell put in the best Order to proceed to sea as soon as possible after Capt Seymour ² arrives at Charles Town – and that you do Endeavour all in your power to Inlist Fifty men to serve on board the *Bright*.

By Order of the Board
Edward Blake, first Commissr –

1. Salley, ed., *South Carolina Navy Board*, 60–61.
2. Stephen Seymour commanding South Carolina Navy schooner *Rattle Snake*.

SOUTH CAROLINA NAVY BOARD TO JAMES DOHARTIE ¹

Navy Board, [Charleston] 6th May 1777 –

Capt James Dohartie Sir/

The Commissioners of the Navy Desire that you will forward the Completing the *Beaufort* Galley as soon as possible, so as to have her Compleatly finish'd before she is Launched, and that you do Inlist at Least Twenty men to serve on board said Galley as seamen, and that you provide said men with such provissions as is allowed on Board the Navy of this State, and that you send your Accounts properly Attested to this Board the Last day of Every Month, which Accounts after being Examined will be duly paid – the Cordage and Other Articles for fitting said Galley the Clerk of this Board will be directed to forward by the first Opertunity to Beaufort, after they are provided here, the Officers allowed on board will be first and Second Lieutenants purser Boatswain and Gunner whose pay will be Equal to Officers of same Rank on board the Other Vessells in the service of this State, the pay Bill to be made out, Attested and forwarded to this Board Every three Months for payment

By order of the Board
Edward Blake first Commissr

1. Salley, ed., *South Carolina Navy Board*, 61.

“EXTRACT OF A LETTER FROM ST. KITTS, MAY 6.” ¹

Yesterday was brought into this island a large American vessel, loaded with 500 barrels of rice and 70 barrels of indigo, from South Carolina to Martinico, which was brought in by ten of the crew: the vessel is sold, and the cargo for about 700 l. sterling.

1. *London Chronicle*, June 26 to June 28, 1777.

7 May

JOHN BRADFORD TO THE CONTINENTAL MARINE COMMITTEE ¹

[Extract]

Boston 7th May 1777

... the fair prospect I had of providing Cannon for the *Raleigh* is frustrated by reason of a disappointment in a quantity of Pigg Iron belonging to

this State, which I had Borrow'd to compleat the set of Guns, But they being alarm'd by advice receiv'd from France, via Bilboa that General Burgoine is coming out to make a desc[e]nt on this Town, they are converting the piggs into Twenty four pounds Cannon for its defence –

Our Two Frigates are Compleat & have been waiting several days for a number of Arm'd vessells which have engaged to Cruise with them and be under their directions twenty five days after Sailing this measure was adopted in Consequence of two Frigates being on our Coast, and constantly cruising together, the Orders I receiv'd some time back from the Honourable Board to send two vessells to Baltimore for Iron & flour, was executed, but neither of them reach'd their port, the Schooner I've never heard off, the Brig² was taken and afterwards Ran on shore at South Kingston near point Judith, and at present remains a matter of uncertainty w[he]ther she will be got off, so that we are without Iron to Carry on the Building the Ships, We have not yet been able to procure vessells for Capts Waters and Tucker the former is going a volantier with Capt Manly for this Cruise . . .

1. John Bradford Letter Book, vol. 1, LC.

2. *Betsy*.

JOHN BRADFORD TO ROBERT MORRIS¹

Dear Sir

Boston 7th May 1777

I am without any of your late favors and at present have nothing very material to Offer. As I have wrote the honble Marine Board Beg leave to refer you to that letter for perticulars, I inclose a letter this day receiv'd from Mr [Leonard] Jarvis as it highly gratifies me to have his opinion of the *Active* (now the *Delaware*) knowing him to be a good Judge I hope she will be a luckey vessell to you,² I shall write the honble Secret Committee by next post, by which time I hope the *Lively* (now the *Robert*) will be gone we've been waiting a whole week for hands, have got as many pr[i]soners as I dare send, No further newes of [Stephen] Cleaveland begin to fear he is pick'd up, the *Tryton* still lays for want of Cargo, No mention made by Congress what is to be done with the *Peggy* A fine ship goin to Ruin – I have not yet Recd any power to act for your friend M[essrs.] Hews & Smith, hope it will be here in time, its lucky the Court was put off to some time in this month.³ I am Dear Sir [&c.]

John Bradford

1. John Bradford Letter Book, vol. 1, LC.

2. *Active*, taken by John Paul Jones in the *Alfred*, had been purchased by Bradford for Morris.

3. Relating to the illegal capture of Hewes & Smith's brig *Joseph*, by an American privateer. See Volume 7.

JOURNAL OF THE MASSACHUSETTS COUNCIL¹

[Boston] Wednesday May 7th 1777 –

To the Sheriff of the County of Suffolk – You are hereby Ordered & directed to confine all Prisoners of every Rank in close Custody in the Goal in said County until the Guard Ships are ready for their reception whereof

fail not and this shall be your sufficient Warrant – Similar to the above was sent to the Sheriffs of the several Counties in this State –

Ordered that Capt [Ezra] Weston Commander of the Guard Vessel now in this Harbour for the reception of Prisoners be & he is hereby directed to procure Six Men to take care of the said Vessel & prisoners now on board & that may be sent on board upon the best Terms he can and that he keep a Constant Watch Night & day by one or more mens walking the quarter Deck with a Loaded Firelock to prevent all Persons coming on board said Vessel without a special order from the Commissary of Prisoners and that no prisoner be suffered to go on shore but by order of this Board – And it is further Ordered that Captain Weston remove the said Vessel from where she now lays to the Harbour at the West End of this Town & that he apply from time to time to the Commissary General of this State for such provisions as he may want for the prisoners on board and the Commissary General is hereby ordered and directed to furnish the said Captain Weston with such Provisions who is to be accountable for the distribution of the same –

1. Mass. Arch., vol. 20, 464–65.

JEREMIAH POWELL, PRESIDENT OF THE MASSACHUSETTS COUNCIL, TO
JOHN HANCOCK ¹

[Copy]

Sir.

Information having been received by this Court that two of the Enemy's Ships the *Diamond* of 32 Guns and the *Greyhound* of 28 Guns were cruising in this Bay where they have taken several Vessels bound into this State, some of them coming from France, from which place many Vessels loaded with necessary Articles of Supply which must be of great use not only to this & the neighbouring States but in it's Consequences to the whole of the united States. Two of the continental Ships the *Hancock* and the *Boston* and several large Privateers being in this Harbour and all nearly ready to put to Sea and a strong disposition generally prevailing that this Bay should be cleared of the Enemy's Cruisers, this Court have exerted themselves to have as large a naval Force as possible immediately at Sea, copies of the Contracts we have entered into with the Owners, Officers &c of the Privateers – to effect that purpose are inclosed herein ² The Terms on which these Vessels are engaged may appear expensive; but as the Men on board them were engaged for other services, cruising against Ships of War may be thought to deserve the encouragement offered. The Monies we have agreed to advance to the Commanders of the Continental Ships was a necessary Step as without it the intended expedition must have been laid aside & therefore we hope this And the whole Plan will be approved of by the Hon Congress.

In the house of Represents May 7. 1777

Read and accepted and ordered that the same be Signed by the President of the Council in the name of this Court and directed to the President of the Congress

Sent up for Concurrence

J Warren Spkr

In Council May 8 1777

Read & Concurred

Jn^o Avery Dpy Secy

[Endorsed] Letter to the Hon'ble Congress relative to sending out the Ships *Boston* and *Hancock* With other Armed Vessels to cruise against the Enemies of the united States — May 8. 1777

1. Mass. Arch., vol. 197, 23.

2. See "Agreement with Owners of Massachusetts Privateer *Satisfaction* to Cruise with Captain John Manley," May 3, 1777.

CAPTAIN HECTOR McNEILL TO CAPTAIN JOHN PAUL JONES ¹

Sir

You are hererby Order'd and directed to attend at a Court Martial to morrow Morning at Nine o'Clock on board the *Hancock* in Congress Road, There to try the following Persons, Vizt —

Leblun Baker Pilott

Robert Stoutly

Phillip Bass Junr

David Ensigne

Nathl Winchester

Joseph Petters &

Peter Jennis

Thomas Carren

all of whom Stand Charged by Captain John Manley Commander of the said Ship for Mutiny.

Fail not

Given on board the Ship *Boston* in
Nantasket Road this 7th day of May 1777.
Hector McNeill

1. Papers of John Paul Jones, 6571b, LC.

"EXTRACT OF A LETTER FROM CAPTAIN MAXIMILIAN JACOBS
TO THE VISCOUNT HOWE, DATED *Amazon* OFF PRUDENCE
ISLAND MAY 7TH 1777 — " ¹

With regard to the Complaint made against me by the Spanish Ambassador, for having caused certain Pacquets to be opened onboard (as it said) of a Spanish Ship named the *Virgin-Del-Carmen* in her Passage from the Havannah to Cadiz. I beg leave to state the identical Fact, as follows.

Being in Latitude 43 and Longitude 38 from the Lizard, I brought to a small Schooner of the above-name; On sending an Officer to examine her, the Master, Supercargo and six Hands were found to be Subjects of Great Britain, the Mate and Cook being the only Spaniards onboard. This, together with the appearance of her being Plantation Built, and confessed to be so, by the Irish Captain, at first created suspicions that she was American Property. And these were greatly confirmed on the Masters positively refusing to shew any of his Papers, alledging in excuse that he was under a Bond of Two thousand Dollars not to open the Seals until his arrival at Cadiz. In consequence of which very uncommon procedure, I

thought it my indispensable duty to give the Order which has produced the Complaint in question. But, as no one onboard His Majesty's Ship under my Command, understood the Language in which the Papers were wrote, The Master was at full Liberty to translate them as best suited the purpose of concealing the real fact; And in consequence the Vessel was permitted to proceed on her Voyage. As to any other Acts of improper behaviour, hinted at in Lord Weymouth's Letter, as they are not pointed I shall not trouble your Lordship with a further vindication. From what I have since learnt, the Circumstance of her diminutive size, the nature of her Cargo, and her having a quantity of Species onboard (so contrary to the well known regulation of the Spanish West-India Trade) there was no manner of doubt, but that b[oth] the Vessel and her Contents was the property of some American Rebel, employed to Smuggle from the Havannah, wherewith to Purchase at Cadiz Arms and Ammunition: Which makes me even at this hour sincerely regret, I did not carry her with me to Quebec, where the Matter could have been sifted to the Bottom.

A Copy

Howe

1. PRO, Admiralty 1/487.

COLONEL JOSEPH WARD TO WILLIAM WHIPPLE ¹

[Extract]

Morristown May 7th 1777

. . . You know, Sir, my inclination is to serve my Country in the Naval Department; from the experience I have had in that line and from many circumstances, I am perswaded I might be more useful in that than in any other Department of public business in the present times. But of this, my Superiors will judge. I might have brought testimonies of the services which I rendered to the Continental Vessels whilst General Ward had the care of them, by supplying them with warlike Stores, with men &c and expediting their going to Sea. Some mention of which Capt Bradford made to Mr Morris, member of the Marine Board, in his Letter to him by me; which you might see if you should think proper.

As the Naval Department is, of all others, the [illegible] the worst situation, and as it is of vast importance and affords a fine field for exertion in the service of the United States, I wish to be employed in it. I conceive there are many things which ought to be attended to and provided immediately for the Navy, or many of the Continental Ships will (as in time past) lose much time in the Harbours for want of ammunition, or other necessaries to go to sea: Unless large quantities of Shot of all sizes, from grape, to twelve pounders, are cast soon, the water at the several Works may fail, as it did the last Summer, and difficulties arise in obtaining a supply. It will take time to form a Laboratory, and prepare every thing requisite for furnishing Ships of War with fighting materials, and unless these matters are attended to very soon and pursued with spirit, many times ten thousands Sterling may slip through our slack fingers this Campaign. Many small Vessels are at sea,

and going, that will want frequent supplies of various kinds which the Agents cannot furnish, in the military way, and therefore will require large quantities, beside what the Frigates may want. You will excuse these observations, as you cannot be every where to see with your own eyes.

When I was at Philadelphia you mentioned some Gentlemen who might be thought of to be employed in the Naval Department, there is a Capt Augustus Fellows in Boston who has been employed in building Ships, and sailing in them, I take him to be [a] capable man in such business and a man of activity and spirit, and apprehend he would do great service in such a Department. . .

1. John Langdon Papers, Captain J. G. M. Stone Private Collection, Annapolis. Despite his desire, Joseph Ward never served in the "Naval Department."

JOHN ADAMS TO ABIGAIL ADAMS ¹

Philadelphia May 7, 1777

We have no News here except what We get from your Country. The Privateers act with great Spirit, and are blessed with remarkable Success. Some Merchant ships are arrived this Week from Maryland. They were first chased by Men of War, in attempting to get into Cheasapeak Bay — they run from them and attempted Delaware Bay — there they were chased again. Whereupon they again shifted their Course for Cheasapeak and got in safe in spite of all the Men of War could do.

Thus you see We can and will have Trade, in spite of them. . . . And this Trade will probably increase fast. It requires Time for The Stream of Commerce to alter its Channell. Time is necessary, for our Merchants and foreign Merchants to think, plan, and correspond with each other. Time is also necessary for our Masters of Vessells and Mariners to become familiar with the Coasts, Ports and Harbours of foreign Countries — and a longer Time still is needfull for French, Spanish, and Dutch Masters and Mariners to learn our Coasts, and Harbours.

Yours, ever, ever yours.

1. Butterfield, ed., *Adams Family Correspondence*, II, 234–35.

CAPTAIN THOMAS COURSEY TO GOVERNOR THOMAS JOHNSON ¹

Sir./

I send my Leiutennant to you to inform your Excellency of the state of the galley she is Launched & we are wating for riging I have sent twice to baltimore & Can geet none. Mr Thomas smith informs me that there is rigging to be had in Wilmington at six or eight pounds P ct, if you think proper to send him orders to geet it he will geet as much as will rigg the galley. I am tired Lying heare and most of my people is afraid to Come to the yard on acct of the small pox. being so near. if you Chuse that Mr smith should geet the rigging please to send him an order by the Leiutenant,

or if you Chuse that I should geet it my self please to send me the money & I will go up & by it my self. I am Sir [&c.]

Tho^s Coursey

Kent County 7th May 1777 —

NBy it will take 12 or 14 Thousand weight of Cordage with Cables included —

1. Executive Papers, Box 8, Md. Arch. Coursey commanded the Maryland Navy galley *Chester*.

SOUTH CAROLINA NAVY BOARD TO CAPTAIN EDWARD ALLEN ¹

Navy Board South Carolina May 7th 1777 —

Capt. Edward Allen — Sir/

The Brigantine of warr *Comet* of which you are Captain being now ready to proceed to sea on a Cruze having on board nearly a full Complement of Men and provissions and Stores for Three Months, we desire that you will Embrace the first faviourable Opertunity to proceed to Sea, and you have our Liberty to Cruze not Exceeding Three Months from the day you leave Charles Town Barr, in such station as shall appear to you most promising of Success During which time you are to Take, Sink, Burn, or Destroy, any Ships Vessels or goods belonging to the King of Great Britain or to any of his Subjects Excepting the Vessels or goods belonging to the Islands of Bermuda, or New Providence, and should you be so fortunate as to take any Prize, be Carefull to put on board a proper Officer as prize Master, and a Sufficient Number of men to Navigate her, with Orders to proceed to Charles Town, or som Convenient Inlett in the State of South Carolina, and we particularly Recomend that you take the Capt and two Thirds of the Crew belonging to any Prize (you may take) on board the *Comet* and that you give Directions for treating your prisoners with the greatest Humanity and Tenderness, and that you do use your best Endeavours to Inlist as many Seamen for the *Comet* As will keep the Complement to Eighty, you *are to advise* the Commissioners by Letter Directed to the first *Commissioner* of every Transaction worth Communicating during *your Cruize*. And that you do frequently cause to be read to the *Vessels Company*, the Rules of the Navy of this State, and the third Article of the Rules of Decepline and good Government, and *that you* Endeavour all in your power, to Cultivate Harmony *and* good Order among the Officers and Seamen, and that you do every Month Examine the Accounts of the Different Warrant Officers, and when found right, that you do sign their Accounts agreable to the General Instructions given you by the Board — And to prevent any Inconveniencies that may arrise for want of Credit Should you be Obliged to put into any French, Dutch or Other port, there is put on board the *Comet* Two Casks of Indico Containing Seven Hundred & forty one pounds neat, which you are to dispose of or Lodge in such hands as shall appear most Capable of Rendering you the services that may be Required, the neat proceeds Invest in such Articles as Your Vessel may stand most in need off or may be

most usefull for the Navy of this state, Otherwise it is to be redelivered on your return to Charles Town — By Order of the Board

Edward Blake first Commissr

P.S. Should you be Obliged to put into Cape Francois and not have accasion to make use of the Indico, You'l please deliver it to Mr. D'Oraisore Merchant there on part of what he is in advance for the *Defence*,² And should you put into Cape Nichola Mole, then Deliver the Indico to Mr. John Dupuy Merchant there, on the same Account and take two Receipts for the same One of which you are to forward by the first Opertunity to the Commissioners, and the Other to bring with you

E Blake —

1. Salley, ed., *South Carolina Navy Board*, 62-63.

2. *South Carolina Navy brig Defence*.

8 May

TRIAL AND CONDEMNATION IN NOVA SCOTIA VICE ADMIRALTY COURT
OF THE CONTINENTAL NAVY BRIG *Cabot*¹

Cause.

Andrew Barkley Esqr Commander of his Majesty's Ship of War the *Milford*, vs. the Brigantine *Cabot* a Privateer. —
Libel filed & Entered, Order made thereon as on file. —

18 April }
1777. }

Registers Office 21st April 1777.

Thomas Stone Master of his Majesty's Ship of War the *Milford* Comanded by Andrew Barkley Esqr being duly Sworne — Deposeth, that on Sunday the 23 March about 5 oClock in the Evening, Cape Anne then bearing West about 5 Leagues distant they fell in with a Privateer Brigantine called the *Cabot* who was in Company with two others which they took to be Privateers also. that they gave Chace to all three till Monday afternoon, the *Cabot* being nearest & the others far to Windward the[y] gave Chace to the *Cabot* only till Tuesday Evening when the said Brig *Cabot* run ashore near Jabogue, & there the Crew of the Brig Quitted her immediately & took all the Small Arms with them, that the *Milford* took Possession of her, & that by Papers found on Board they understood the Brig belonged to the Continental Congress.

Thos Stone.

Sworne before me the Day }
& Year first above written. } Charles Morris Junr Regr

8th May 1777. Court opened by making Proclamation as usual.

Proclamation made for all Claimers to appear & Assert their Claims, none Appeared.

The Advocate General then moved for a decree in this Cause, which the Judge Ordered to be Pronounced as on file, where-

by the Brigantine *Cabot* & her Appurtenances were Condemned as lawful Prize to the Captors.

Court Adjourned without Day.

1. N. S. Arch., vol. 495, Vice Admiralty Register, vol. 5, 1769-1777.

JACOB TREADWELL TO MAJOR GEORGE GAINS ¹

Dear Sir —

Portsmo, May 8, 1777.

The Proprietors of the Schooner *McClary* ² some time since agreed to present his Excellency Genl Washington with a Hogshead of Cane Spirit that was Shipt at Jamaica and directed to Genl Charlton [Guy Carleton]; for want of proper conveyance it remains here; as have advice from Messrs Samuel Barret & Co of Boston, that Colo Trumbull, Commissary Genl had desired them to receive the same, and engaged to transport it to General Washington, I am to request the favour of your obtaining a permit of the Honbl Committee of this State for its being shipt in some vessel for Boston; as it is probable one will go next Monday, should esteem it a favour if leave might be obtained for its going by that time. I am Sir [&c.]

Jacob Treadwell

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 559-60.

2. *New Hampshire privateer, Captain Robert Parker, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal)*, 196, IX, NA.

————— TO ROBERT TREAT PAINE ¹

Sr

We have just recd yr kind Letter & take the earliest Oppo to express our Gratitude for your generous & disinterested Conduct in our Affair, a regard to the inclinations of the Negroes as well as our own Interest induces us to request yr farther assistance in this matter they ship'd on board the Armed Brigantine *Freedom* ² to fight agt the Enemies of America & in that respect have rendered themselves worthy the Notice of America they were volentiers in the business & ought to be considered in the same light as any other Sailors, & by no means liable to be sold meerly because they are black & their masters have a property in their Service An indented Apprentice is a Servant during the term of appre[nticeship] but no one would think of selling such men if they were taken because of that, however we rest it with you to use such Arguments as will be most likely to prevail for their liberation, we each of us send a Power, fully Authenticated & hope it will arrive in Season & prove successful, we are at a Loss to know [how] to Conduct the matter of Expence, we know not wt it will be neither can we make remittances suddenly by any means we at present know of, we must therefore beg the favr of you to Conduct this Matter with yr discretion & at as little Expence as may be — inform us of the Expence which we will pay either by answering yr Draught or making you remittance if practicable, if in the Course of the Affair their should be any difference of expence in the two Negroes you'l please state it, & to make yr draught of each of us Separately as our Indent is seperate — if you Obtain Possession of them you will please to direct their

Course home in the way you think will be safest, furnishing them with such passports as may be necessary we rest [&c.]

May 8 1777

[Endorsed] May 8. 1777. To Negroes shipped on board Armed briga *Freedom*.

1. Robert Treat Paine Papers, MassHS.
2. Massachusetts Navy brigantine, Captain John Clouston.

JAMES WARREN TO JOHN ADAMS¹

[Extract]

Boston, May 8th, 1777

... Our Fleet is still in the harbour. We have had easterly winds and thick weather almost constantly for a fortnight past. They were to sail this day, if possible, but there is no alteration in the weather. Three Cruisers chased a Vessel between the Capes yesterday. The intelligence from Halifax is that eight sail of their Ships and some small Vessels are between that place and this, that the topic of conversation among the officers is the attack on Boston, and the manner how . . .

1. *Warren-Adams Letters*, I, 325.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT¹

[Boston] Thursday May 8th 1777 —

In the House of Representatives Whereas by various accounts received from abroad there is reason to fear that a strong Fleet & Armament of the Enemy will shortly be sent against this State & it being necessary we should have the earliest Notice of their approach, therefore,

Resolved that the Board of War be & they hereby are impowered & directed forthwith to equip & send out one or two small swift sailing Vessels as spy Boats to cruise as they shall direct for observing the motions of the Enemy and upon the Appearance of a Fleet to give them the said Board of War intelligence thereof as soon as possible said Vessels to cruise as long as the said Board of War shall think proper, or until the further Order of the General Court.

In Council read & Concurred

1. *Mass. Arch.*, vol. 37, 286.

MASSACHUSETTS BOARD OF WAR TO JONATHAN GLOVER¹

Colo Jona Glover
Sir,

War-Office,
Boston May 8th 1777

Agreeable to the order of Court have fix'd out a swift sailing Vessel to reconoitre down upon the Eastern Shore & desire you would immediately procure one your way. — We think ten Days at a time will be long enough and any important Intelligence let be sent the Board of War from the

nearest port by Land express if that will expedite the Intelligence.

We are, Sir [&c.] By order of the Board

Sam¹ Pbps Savage, Prest

P.S. There is a Boat at Salem recommended for the purpose if you incline to take her or otherwise as you incline, be sure of a quick Sailor & good Men.

1. Mass. Arch., vol. 151, 71, Letters from the Board of War, 1776–1780.

Independent Chronicle, THURSDAY, MAY 8, 1777

Boston, May 2 [8], 1777.

By J. Grafton, Jun. On Thursday, Fifteenth Instant, At Ten o'Clock A.M. Will be sold by Public Auction, On the Long-Wharf, Salem, The good Ship *Royal Charlotte*, 300 Tons burthen, sails uncommonly Fast, exceedingly well found, and will be sold with her Tackle, Apparel and Furniture, as she now lays.

Also, on the same Day, at Eleven o'Clock, A. M. Will be sold, at the Wharf of Richard Derby, Esq; The *Revenge*, a Prime Sloop of War, about 100 Tons burthen, been two Cruizes privateering, sails excessively fast, compleatly found, and will be sold (as she now lays) with her Cannon, Swivels, Muskets, Shot, Ammunition, Provisions, Water Casks, and all her other Stores, just as she came from Sea. Inventory to be seen, and the Vessels viewed at any Time before Sale.

Salem, May 7, 1777.¹

To be sold at Public Auction, Thursday, the 15th of May, on the Long-Wharf, – The Ship *Boston* with her Appurtenances, as she now lays.

The Prize Ship *Percey*, with all her Tackling – A Quantity of Sea Coal – a Quantity of Dutch and English Goods – A Quantity of Copper, Brass and old Iron – Some Elephant's Teeth – A Number of Nines, Sixes, Fours and Three Pound Cannon, with a Quantity of Powder and Shot, suitable for the same – Also three Negro Boys. The Sale will begin at 11 o'Clock.

1. The May 2 issue of the newspaper advertised the *Revenge* and her prize *Royal Charlotte* for sale on May 6 at the "Sign of the Commodore Manley," Salem. It is unknown why the earlier sale date was set aside.

LIBELS FILED AGAINST THREE PRIZES IN THE MASSACHUSETTS
ADMIRALTY COURT FOR THE MIDDLE DISTRICT¹

State of Massachusetts-Bay }
Middle-District. } To all whom it may concern.

Notice is hereby given, That Libels are filed before me, in behalf of Samuel Smedley, commander of the armed brigantine *Defence*, owned by the State of Connecticut, and of his company on board her, against the schooner *Anna*, of about 70 tons burthen, John Shillstone late master; and against the snow or brigantine called the *Swift*, of about 70 tons burthen, James Edwards late master – and in behalf of John Skimmer and his company, in the Continental armed schooner *Lee*, against the schooner *Hawk*, of about 70

tons burthen, Daniel Collins, late master – Which vessels 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, in the County of Suffolk, on Thursday the 29th day of May, 1777, at the hour of ten in the forenoon; when and where the owners of said captures, and any persons concerned, may appear and shew cause, if any they have, why the same, or either of them, should not be condemned.

T. Pickering, Judge of said Court.²

1. *Independent Chronicle*, Boston, May 8, 1777.

2. This is apparently a printer's error. Nathan Cushing had replaced Timothy Pickering on January 1, 1777. See Volume 7, 845.

JOURNAL OF THE NEW YORK CONVENTION ¹

[Fishkill] Die Jovis, P.M. May 8, 1777.

A letter from Colonel John Broome, dated the 5th instant, relative to the vessel of war, the *Montgomery*, was received and read, as follows, to wit:

Hartford, May 5, 1777.

Sir – Capt. William Rogers, in the privateer sloop *Montgomery*, belonging to our State, arrived at New-Haven last week, and as I esteem that harbour at present a very unsafe one, I have ordered her round into Connecticut river, as high as Middletown.

Capt. Rogers, on his passage from Baltimore, took a prize schooner laden with tobacco, bound to New-York, but was unluckily retaken by a man of war near Fisher's Island.

The officer and four men of wars men which navigated the schooner, are brought in prisoners. I think it will be best to fit out the *Montgomery* immediately, if provisions and other necessaries can be obtained; but the captain and men decline going until the former cruizes are settled. Capt. Rogers tells me he engaged in our service on the terms allowed by Congress, which at present I think is half the prizes, besides wages. Should be glad to know if the Convention understand the agreement in that light. I have not as yet had an opportunity of procuring Capt. Rogers' accounts, therefore don't know how much is due to him and the men. The privateer, I am informed, is considerably in debt for moneys advanced by order of her former agent, Mr. Hallet, towards fitting her out the last cruise at New-Haven. If Mr. Francis Lewis is returned to Convention, it will be necessary to send me a sufficiency of her prize money to settle the accounts and refit her; but in case he is not with you, I desire Convention will, without loss of time, order him to remit me a sufficiency for that purpose. I am the more urgent because there will be no chance of getting her out before the accounts are closed. Capt. Rogers tells me his prize sold at Baltimore rising £11,000 that currency, which is at the rate of 7s. 6d. per dollar. I imagine £7,000 is not more than will be necessary

for the purposes above mentioned, should you direct me to allow half the prize money exclusive of wages. . .

1. *New York Provincial Congress*, I, 915.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Thursday, May 8, 1777

The Committee for Foreign Affairs reported the draught of a new commission for commanders of private ships of war, and a bond to be given by them, which were read and agreed to.

The form of the commission is as follows:

In Congress

The delegates of 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, to all unto whom these presents shall come, send greeting. Know Ye, That we have granted, and, by these presents, do grant, licence and authority to _____, mariner, commander of the _____, called the _____, of the burthen of _____ tons or thereabouts, belonging to _____, mounting _____ carriage guns, and navigated by _____ men, to fit out and set forth the said _____, in a warlike manner, and by and with the said _____, and the crew thereof, by force of arms, to attack, subdue, and take all ships and other vessels whatsoever, carrying soldiers, arms, gun-powder, ammunition, provisions of any other contraband goods to any of the British armies or ships of war employed against these United States: And also to attack, seize, and take all ships or other vessels belonging to the inhabitants of Great Britain, or to any subject or subjects thereof, with their tackle, apparel, furniture and ladings, on the high seas, or between high and low water marks, (the ships or vessels, together with their cargoes, belonging to any inhabitant or inhabitants of Bermuda, Providence, and the Bahama Islands, and such other ships and vessels bringing persons with intent to settle and reside within any of the United States, or bringing arms, ammunition, or warlike stores to the said states, for the use thereof; which said ships or vessels you shall suffer to pass unmolested, the commanders thereof permitting a peaceable search, and giving satisfactory information of the contents of the ladings, and destination of the voyages, only excepted,) and the said ships or vessels so apprehended as aforesaid, and as prize taken, to carry into any port or harbour within the dominions of any neutral state willing to admit the same, or into any port within the said United States, in order that the courts there instituted to hear and determine causes civil and maritime, may proceed in due form to condemn the said captures, if they be adjudged lawful prize; or otherwise according to the usage in such cases at the port or in the state where the same shall be carried. The said _____ having given bond with sufficient sureties, that nothing be done by the said _____ or any of his officers, marines, or company thereof, contrary to, or inconsistent with the usage and customs of nations; and that he shall not

exceed or transgress the powers and authorities contained in this commission. And we will and require all our officers whatsoever in the service of the United States, to give succour and assistance to the said in the premises. This commission shall continue in force until the Congress shall issue orders to the contrary. Dated at

Attest,

By order of the Congress,
President.

1. Ford, ed., *JCC*, VII, 335, 339-40.

Pennsylvania Evening Post, THURSDAY, MAY 8, 1777

The subscriber, belonging to the *Washington* frigate, was last Thursday, between four and five o'clock, A. M. insulted and abused, about half way between the Rainbow and the barracks, by Regulars dressed in blue, who knocked him down and took his firelock and black leather pocket book from him; in the latter there was some money, and a bond for one hundred and one pounds from John Williams, payable upon demand. Whoever informs him where he may see the men that insulted him, shall have Ten Dollars reward, or Five for the gun, and Forty Shillings for the bond.

John Faries.

Deserted between the 13th and 20th of April last, from the *Delaware* armed schooner belonging to this state, the two following men, both born in England, and followed the sea, viz.

William Carter, about thirty-six years of age, five feet six or seven inches high, sandy complexion, commonly wore an old blue great coat, red waistcoat, dirty coarse trousers, his hair generally loose, an old flapped hat, and walks very slovenly, but he may change his clothes.

Edward Carter, about thirty years of age, pock marked, red face, about five feet six inches high, pretty well set, dark complexion, his hair sometimes tied, clothes uncertain, as he wears sometimes long and at other times short, but often a brown great coat pretty long. Whoever secures said deserters, so that they may be returned on board the schooner, shall have Thirty Dollars, or Sixteen for each, and reasonable charges.

Richard Eyres.

MARYLAND COUNCIL TO CAPTAIN JAMES NICHOLSON ¹

Sir

In Council Annapolis 8th May 1777. —

We received your Letter of the fifth Instant by the Post, directed to the Governor. We feel no Inclination to impose Terms of Concession inconsistent with the Honor of a Gentleman or Officer. Your Letter of the 25th of April conveyed an Affront to the Governor and Council; Your explicit Disapprobation of your Conduct in Writing that Letter, is but a necessary Attonement and will, as to us, be satisfactory, the Terms are left to yourself. The more Attention the Affair of impressing Men without the previous Allowance of the Legislature of this State, is viewed with, the stronger will it be seen to be our Duty to prevent it, and if any on Board the Frigate

have, through Force or Fear, been induced to sign the Articles or receive the Bounty, we insist such be discharged, for Freedom of Will is essential to the Validity of every Inlistment. The Apprehension that the other Officers would decline the Service, if you should not go in the Ship, has no Influence on us. We should be sorry to see such a Spirit take Place in any Body of Officers, and should assuredly rather meet than give Way to such a Humour.

We are Sir &ca

1. Council Letter Book (1777-1779), Md. Arch.

“EXTRACT OF A LETTER FROM ST. EUSTATIA, MAY 8.”¹

The *Rattle Snake* and *Oliver Cromwell* have been very successful of late in taking prizes; think the *Oliver Cromwell* had taken seven or eight in all, the last was a brig with a cargo of dry goods, valued about 6000 l. sterling. – The *Rattle Snake* on her last cruize took a vessel with lumber from Florida, a ship with sugars, &c, from Grenada, and a ship with slaves from the coast of Guinea, all valuable prizes; the vessel from Guinea had 511 slaves.

1. *Pennsylvania Journal*, June 18, 1777.

9 May

JOURNAL OF THE MASSACHUSETTS COUNCIL¹

[Boston] Friday May 9 1777

On Motion Ordered that the Board of War be & they hereby are directed to deliver Capt Job Prince One hundred double headed Shott, One hundred Star Shott for Six pound Cannon Six hundred Weight Grape Shott, Three hundred Weight Sheet Lead Six Sheep Skins, Six Dozen hand Grenado Shells, for the use of the Ship *General Mifflin* John Day Commanders who is engaged to proceed on a Cruize with Commodore Manley agreeable to a late Resolution of the General Court –

1. Mass. Arch., vol. 20, 468, 469.

Connecticut Gazette, FRIDAY, MAY 9, 1777

New-London, May 9.

We learn from the West-Indies, that great Numbers of Salt Vessels fall into the Enemy's Hands: No less than 45 Sail were taken by one armed Vessel at Turk's-Island in the Space of two or three Weeks.

The Ship *Oliver Cromwell*, Seth Harding, Esq; Commander,

Lying in the Harbour of New-London, Is nearly ready to sail on a Six Months Cruize, having great Part of her Men engaged. – Able Seamen or Marines will meet with great Encouragement, and receive Pay equal to those in the Continental Service.

Apply to the Sign of the Golden Ball in New-London, or on board the said Ship.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO CAPTAIN
JOHN PAUL JONES¹

Sir

Philadelphia May. 9. 1777

On receipt of this letter you are to proceed to Portsmouth in New Hampshire where you will find the *Amphitrite* a French Ship of 20 Guns commanded by Monsr N: Fautrel a Gentleman that has acquitted himself honorably of the charge he undertook, and we doubt not he will continue the Same good conduct for the remainder of the Voyage.

This Ship is to proceed from Portsmouth to Charles Town, South Carolina, to load with Rice &c from thence She goes to France, and we have proposed that you Should go in her this Voyage taking your Commission and Appearing or Acting on Suitable Occasions as the Commander. We know not the number of men on board this Ship, but if Captain Fautrel Accepts our propositions, you will examine the Ships force, both as to Guns and men and if the latter are insufficient you may recruit as many more to go with you as Shall be deemed Sufficient to enable you to take and man Such Prizes as may come in your way. In this respect you will consult Mr Langdon to whom we Send Some Warrants to be filled up if you want Petty Officers. We think the Number of men Should be Sufficient to defend the Ship Against any Armed Merchantmen, at the Same time it must be remembered that she is to carry A Cargo from Carolina; therefore too much room must not be taken up with Water Provisions &c. Mr Langdon is directed to put on board sufficient for you and your people, Capt Fautrel will do the same for his – this to prevent hesitation on that subject and we desire you will give all the aid & Assistance in your power to get this Ship away as expeditiously as possible. We have told Monsr Fautrel that one Third of all Prizes taken by his Ship under Authority of your Commission Shall be appropriated to the use of his Owners, himself, Officers and men, the other two Thirds to be divided between the United States you and your Men agreeable to the Resolves of Congress, and this engagement must be strictly complied with, therefore if you Send any Prizes into any Ports of this Continent, Monsr Fautrel and you must write the Agent to reserve One third for his use and to follow his Orders respecting it. If you carry or Send Prizes into France he will receive A Third, you and your people a third, and the other third you must Order to be remitted to the Honorable Benjamin Franklin & others American Commissioners at the Court of Versailles, Paris, for the use of the United States. You will readily see the propriety and Necessity of preserving A Strict harmony and friendship with Monsr Fautrel, this we recommend you to do at All events, give him every advice and Assistance in your power, and particularly endeavour to procure him good dispatch from Portsmouth & Charles Town. The Continental Agents Livinus Clarkson & John Dorsius will load the Ship at the latter place, they will also render you any Service you may Stand in need of.

You will naturally suppose we do not remove you from the Ship you were so lately appointed to for the Sole purpose of Making this voyage in

the *Amphitrite*, we have other views and this only adopted as part of our plan which we expect will afford you an Opportunity of doing some Mischief to our Enemies and some good for yourself and the Country you have engaged to Serve, We hope you may make Many Prizes and thereby lodge Funds in Europe that will assist in executing the other part of our views. We are advised by our Commissioners at the Court of France that they can procure us some fine Frigates and as we have a desire to gratify you with the command of a fine Ship in firm dependence that you will make good use of her to serve and promote the Interest of America, we send you to France in the *Amphitrite* for these two purposes first, to avail of her Guns & men to make a Cruizing Voyage to France; and then to Obtain One of the Frigates mentioned. When *Amphitrite* arrives in France you will dispose of your Officers & Men so that they may remain in Safety at the Port whilst you proceed for Paris with the inclosed letter which you must deliver yourself. The Commissioners will procure you A fine Ship and the Officers and Men you take with you will Assist towards Manning her. The Commissioners will inform you what Port to repair to for this Ship, and whom you are to apply to for Supplies of every kind. We expect you will exert yourself to the Utmost to get the Ship they may Appoint for you equipped manned and fit for Service with the utmost expedition. We desire the Commissioners if they have any particular service for you to perform in Europe to give you the needfull instructions, and if any Such you receive it is your business to execute their orders to the best of your power. Such Services as they may point out being performed, or if they order None – you will then enquire of them and of our Comercial Agents Wm Lee & Thomas Morris Esqrs at Nantes or Bourdeaux if it be Necessary for you to receive on board any Stores or supplies for this Continent, and take in Such as may be ready. We hope you may obtain a fine Ship well equipped in every particular and that you'll be able to get her Officered & Manned. These things done you will steer for America making it your constant Study to take or destroy as many of the enemies Ships as possible during the Voyage. If you receive any dispatches from the Commissioners at Paris or the Commercial Agents for this or any Committee of Congress you must be very carefull of them and always have them ready to be Sunk if too heavy a Ship Should attack you. –

You will get into the first Safe Port in these States that you can, and give us Notice immediately of your Arrival and Send an Officer with the dispatches if any you have. All Prizes are to be addressed to the Continental Agents here, and to such persons in Europe as the Commissioners or Commercial Agents may recommend for that purpose.

You remember that we ardently wish to have Strict discipline with good usage Maintained in our Navy, that Prisoners are to be treated with humanity, that dilligence in making dispatch both in Port and at Sea, frugality in Expences and care of the Ship, her Stores & materials are absolutely neces-

sary and if duely practised cannot fail to recommend you to our Friendship and favour.

Rob^t Morris

W^m Whipple

Richard Henry Lee

Phil. Livingston

To Captain John Paul Jones – Boston

[Endorsed] Orders from the Secret Committee
dated Philadelphia May 9th 1777.
recd 22d at Boston. No 3

1. Papers CC (Letters and Papers of John Paul Jones, 1771–91), 168, I, 53–59, NA.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO JOHN LANGDON ¹

Sir

Philadelphia May 9, 1777

We had the pleasure to receive your favour of the 22d April some days Since but could not reply sooner as it took some time to have the several french letters and papers rendered into English that they might be laid before Congress to obtain their orders for the disposition of the several Articles that compose the *Amphitrites* Cargo, and We are now authorized to direct that you comply with such Orders as the Board of War may think proper to give respecting the Military Stores intrinching Tools &c, and with the Orders of the Cloathier General respecting the Article of Cloathing &c appertaining to that department. Thus the entire Cargo will be disposed off between those two Branches It only remains that we direct what is to be done with the Ship. We observe by your letter of the 21 Ultimo that you had determined to load the Ship *Mercury* with Masts, Spars &c which is well, as we had not at that time Sufficient documents to know what was best to be done with her. Whatever Cargo you Send by that Ship Address the Same to Messrs Roderique Hortalez & Co by Bill of loading and Invoice, freight as Per Contract inclose the Invoice and bill of Loading in A letter directed to that House, and Send duplicates thereof inclosed to the Honorable Commissioners at the Court of France. Other Copies you will Send to us. The letter for Monsr Hortalez & Co must be indorsed to be delivered to the following houses at which ever of the Ports the Ship happens first to Arrive

Messrs Eyries & Le Coureur Merchts at Havre de Grace

Le Pellettier & Du Doyer

Nantes

David Gradis & Son

Bourdeaux

Heber de St Clement

Rochford

Le Conte Ancient Counsellor to the

Sovereign Council of Lisle de

France

Rochelle

Le Baron

Brest

Dujat Ancient Secy of the Marine

L'Orient

Cassnove

Bayonne

The more valuable you make the Cargo with Suitable Articles the more Agreeable to us and the more Acceptable will it be on the other Side.

With respect to the *Amphitrite* we want A More valuable remittance to be made by her, and therefore have wrote Captain Fautrell, that he must

proceed from Portsmouth to Charles Town in South Carolina to load with Rice and Indico and we request your Assistance to procure him dispatch from Portsmouth, for this purpose you please to advance him such money and procure him such Stores, provisions and necessaries, as he may need to get the Ship away, you will take his receipts for the amount of all you Supply him with expressing it to be for the Ships use. let him Sign Several Copies and it may not be amiss to mention therein the Sterling amount at the Current Rate of Exchange to prevent disputes hereafter One of the Receipts you will transmit to Messrs Hortalez & Co by the Ship, and another by the *Mercury* if she remains after the *Amphitrite*, and the rest to us.

We have formed A plan for making this Ships guns of Some Service to us by opposing them to our enemies for this purpose John Paul Jones Esqr a Captain in our Navy is directed to proceed to Portsmouth where he will call on you. We have proposed to Monsr Fautrel that Captain Jones shall embark with him on board the *Amphitrite* taking his Commission in order that the Ship [may thereby] be Authorized to make prizes of British Ships during the remainder of her Voyage. We have proposed this to Mr Fautrel and expect he will gladly embrace the offer. His number of men we do not know, but suppose they will not be sufficient therefore we have wrote Captain Jones to examine the ship, her Guns &c and enlist or Ship as many Petty Officers & Men as he May think necessary to compleat this Ship for defence or to enable her to take any British Armed Trader. –

In this bussiness we beg you will Assist All in your power – herein you have twelve Blank Warrants for Petty Officers and you May fill them up with the names of Such Suitable persons as agree to go with Jones in the Several Stations wanted taking care that none but Suitable Men are engaged Any Blanks that remain transmit them to the Honorable Benjamin Franklin, Silas Deane & Arthur Lee Esqrs American Commissioners at the Court of Versailles, committing the packet to Captain Jones Care, with A Charge to Sink it if accident renders that precaution necessary.

It is possible Mr Fautrel may object to this Plan,² for we dont see by the Agreement that he is bound to comply with it, and in that case you'l send us back the Warrants and tell Captain Jones he must return to the command of the Ship he left, but this we don't expect will happen, On the Contrary we think Monsr Fautrel will gladly fall in with our view & that Jones will go the Voyage, in this case You will supply him with Provisions for himself and Officers and Men during the Voyage, advance what money may be needfull Agreeable to resolve of Congress and transmit Account thereof to the Marine Committee with Captain Jones Receipts You must charge that Committee with the Advances made Captain Jones and his men on this Occasion. The advances made Monsr Fautrel and the Captain of the *Mercury* must be charged to the Secret Committee. –

We doubt not your exertions to concur with our views and if any difficulties arise to remove them, and remain Sir [&c.]

Rob^t Morris

Richard Henry Lee

W^m Whipple

Phil Livingston

PS Shou'd Capt Fautrell think the third of Prizes which we have offered him too small a share for the use of his Ship, You may agree to allow him half & let him & Capt Jones Sign in Writing to fix the bargain, but if he will accept a third, You'l say nothing of the half.

1. Captain J. G. M. Stone Private Collection, Annapolis.
2. Captain Fautrel did object, and the plan for Jones to go on board was not carried out.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO THE AMERICAN
COMMISSIONERS IN FRANCE ¹

Honorable Gentlemen

Philadelphia 9th May 1777.

This letter is intended to be delivered you by John Paul Jones Esquire, an Active and brave Commander in our Navy, who has already performed Signal Services in Vessels of little force, and, in reward for his Zeal, we have directed him to go on board the *Amphitrite*, a French Ship of Twenty Guns, that brought in a Valuable Cargo of Stores from Monsr Hortalez & Co, and with her repair to France. He takes with him his Commision, some Officers and Men, so that we hope he will under that Sanction make some good prizes with the *Amphitrite*; – but our design of sending him is (with the Approbation of Congress) that you may purchase one of those Fine Frigates that Mr Deane writes us you can get, and invest him with the Command thereof as soon as possible.

We hope you may not delay this business one Moment, but purchase in such port or place in Europe as it can be done with most convenience and despatch a fine fast Sailing Frigate or larger Ship – direct Captain Jones where he must repair to, and he will take with him his Officers and Men towards Manning her. – You will Assign him Some good House or Agent to supply him with every thing necessary to get the Ship Speedily and well Equipped and Manned – Somebody that will bestir themselves Vigorously in the business and never quit until it is Accomplished.

If you have any plan or service to be performed in Europe by such a Ship that you think will be more for the intrest and Honor of these States than sending her out directly, Captain Jones is instructed to Obey Your Orders – and to save repetition let him lay before you the Instructions we have given him and furnish you with a Copy thereof: You can then judge what will be necessary for you to direct him in; and Whatever you do will be Approved as it will Undoubtedly tend to promote the publick service of this Country.

You see by this step how much dependence Congress places in Your Advices, And you must make it a point not to disappoint Captn. Jones's wishes and our expectations on this Occasion. We are Honorable Gentlemen

Rob^t Morris
Richard Henry Lee

W^m Whipple
Phil. Livingston

(Copy)

1. Papers CC (Letters and Papers of John Paul Jones, 1771–91), 168, NA.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JOHN PAUL JONES¹

Sir

[Philadelphia] May 9th 1777

The Congress have thought proper to authorize the Secret Committee to employ you a voyage in the *Amphitrite* from Portsmouth to Carolina and France where it is expected you will be provided with a fine frigate and as your present Commission is for the Command of a particular Ship we now Send you a new one whereby you are appointed a Captain in our Navy and of course may command any Ship in the service. You are to obey the orders of the Secret Committee. We are Sir Your hble servants

1. Marine Committee Letter Book, 90, NA.

WILLIAM ELLERY TO WILLIAM VERNON¹

[Extract]

Dear Sir,

Phila May 9th 1777

Inclosed are Two Resolves of Congress by which you will see that a Navy-Board is established in Massachusetts Bay, and that you are appointed One of the Commissioners. You will please to let me know as soon as possible whether you accept the Appointment or not. If you should decline the Office you will write to the President & inform him of it. It is expected that you do no other Business while you are a Commissioner. I suppose you are in no great if any Business at present, and I presume the Duties of your Office will take up your whole Attention.

1. William Vernon Papers, Box 62, Folder 3, NHS.

PURDIE'S *Virginia Gazette*, FRIDAY, MAY 9, 1777

Williamsburg, May 9.

The *Raleigh* armed brig, Edward Travis, esq; commander, had the misfortune last Saturday night, it being exceedingly dark, to run foul of the *Thames* frigate, mounting 32 guns, outside of the capes, when she was taken. Capt. Travis had that day convoyed out a number of merchantmen, who all got safely to sea.

Pennsylvania Journal, WEDNESDAY, JUNE 4, 1777

New Bern, (North-Carolina,) May 9.

The *Brune*, a frigate of 36 guns, and the *Merlin*, of 20 guns, two of his tyrannic Majesty's ships of war, are now cruising on this coast, having lately taken nine vessels between Ocracock and Cape-Fear, which they immediately burnt. They landed some of their prisoners at Cape Fear, where they put in to water, having on board a renegado American pilot, who served his time in Cape Fear river. The prisoners say the ships are not half manned, and that they met with great insults and savage usage from the *humane* and *polite* English officers and seamen, and were stripped of their money and cloaths.

"EXTRACT OF A LETTER FROM ST. KITT'S, MAY 9." ¹

Never were such infamous proceedings as we every day hear and see in the Dutch and French governors. Dargent, Governor of Martinique, is a professed open pirate: He is in partnership with one Bingham, who stiles himself Agent for the American Congress, and with a Mons. Pregent, in no less than eight piratical vessels; three of which are now fitting out in the King's yard at Port Royal.

The seas among these islands swarm with those vermin of American and French privateers, who, to the mortification of every true Englishman, are daily carrying into Martinique, Guadaloupe, and St. Lucie, some of your most valuable ships and cargoes, which are sold in these friendly islands without any ceremony or process.

1. *London Chronicle*, July 8 to July 10, 1777.

10 May

DECLARATION OF WILLIAM GELLY ¹

The Declaration of William Gelly of Crambery Island in the Massachusetts State Fisherman, That sometime in the Month of April past, The ship of War Called the *Scarborough* Belonging to the British King Command By Captain Mouat Came into the Harbour of said Island and Anchored there, That the said William was on board the said ship and had Considerable Conversation with said Mouat, some particulars He Remembers as follows – The said Mouat Asked if the Inhabitants on said Island had taken up Arms, It was answered No – The said Mouat then said that he was not Come to Molest; but to Protect them, and if they woud not disturb His Boats in Procuring Wood & Water that he woud not hurt them, but if otherwise That He was determined to Level Every House on the Island – Mouat then Asked if the Inhabitants up Frenchmans Bay had not Chiefly taken up Arms, said William Answered that he know'd nothing Certain about it – Mouat then said that he know'd several that had, and Asked said William if he was not a Pilot up Frenchmans Bay, & wether he woud Not undertake to Carry up the ship, said William Answered that He was not a Pilot, nor Coud he undertake it – said Mouat then Asked if said William was acquainted with Colonel Jones who Lived up there, It was Answerd in the Affirmitive Mouat said that he wanted to see him very much, as he had Recd an Invitation from Colo Jones when at Halifax to pay a Visit, and that the said Colonel Jones had promised to Procure for him seventy Head of Cattle, which were to be drove down to some Certain point, (which the Declarant forgets the Name of) where Boats were to be sent By the man of War to receive them –

That the said Mouat through out many Threats against many of the settlements perticularly Mechias, Asking if those Rebels, did not think hanging was to good for them, that if he went there he woud utterly destroy them – said Mouat appeared to be very well Acquainted with the situation & Circumstances of the diff settlements, mentiong the Diff Quantys of

Lumber which was in several Harbours & told of many matters which happened in diff parts – He further said that Certain Accos Came of Philidelphia Being in Possession of the Britains, that the Inhabitants to the southward were Laying down their Arms – That Boston woud soon be in Possession of the Kings Troops – And that the Frigates which were there he wanted to see, woud rejoice of having an Oppo of ataking them both together – He further said that the *Greyhound* & *Diamond* which were seen sometime ago before Newbury were Cruizing for Captains Manley & McNiel – several other matters were spoke of which the subscriber Does not Remember –

Crambery Island – May 10th 1777

Witnesses –

Jn^o Long –

William Maxwell

J Allan

his

W^m X Gelly

Mark

1. Mass. Arch., vol. 182, 391. Enclosed in Machias Committee of Safety to the Massachusetts General Court, May 18, 1777.

CAPTAIN JOHN PAUL JONES TO LEONARD JARVIS¹

Sir

Boston 10th May 1777 –

It having been insinuated to the Honble the Marine Board of Congress by the late Commodore [Esek] Hopkins and his Adherents that there was a Capital Sum of Money on board the *Melish* Transport at the time When she was taken by the Ship *Alfred* and Sloop *Providence* under my Command – And that I was privy thereto Altho' the Money did not Appear at the time of her discharge nor hath since been Accounted for With other Aspersion equally false and narrow Minded now Sir As you know that any circumstance to my disadvantage would soon have been Made known to you as Continental Agent – I must call upon you to Answer whether you have found cause for any illiberal reflections on my character as a Man of honor and honesty in the direct line of my duty and if You have found cause for such reflections be pleased to communicate the circumstances with the names of your informants. I am with due respect Sir [&c.]

Leonard Jarvis Esqr

J.P.J.

Agent at Bedford.

1. Papers of John Paul Jones, 6574, LC. See Jarvis's reply, May 21, 1777.

JOSEPH GREENLEAF TO ROBERT TREAT PAINE¹

Dear Sr

Boston May 10th 1777

You will excuse me if I trouble you with a matter that don't immediately concern you.

It is more than a year since a number of honest tars entered in to the service of the American States on board the ships of War (many of them Foreigners) In full confidence that the continent wd deal honourably by them. – Many prizes have been taken & they are greatly disappointed that there has been no division of the prize money & are now grumbling that the

Continent have broke their engagements with them. – If some method cannot be taken to compell the Commanders of the ships of War to make up their pay rolls, we shall Lose the service of many Valueable foreign seamen.

I am Agent for about sixty seamen & have the money ready to pay their several shares when it shall be known how much they are intitled to – If you, as a member of the Congress, will advise Capt John Paul Jones Commander of the *Alfred* to make up the pay roll for the Ship *Alfred* immediately, You will prevent a number of brave foreigners from deserting The American cause.

I am Sr [&c.]
Jo^s Greenleaf –

1. Robert Treat Paine Papers, MassHS.

Providence Gazette, SATURDAY, MAY 10, 1777

Providence, May 10.

On Monday last General [Hugh] Percy, the Hero of Lexington (weary of the American War, *though covered with laurels*) sailed from Newport for England, in a ship mounting *fourteen Guns only*. The command has devolved on General Prescott.

We learn that two Sloops were taken a few Days since in the Eastern Sound, and carried into a safe Harbour in Connecticut; they were bound from New-York to Newport, laden with Flour, dry Goods, &c. A certain John Freebody, of the respectable Order of Newport Tories, was taken in one of the above Sloops; also (which will be judged rather more valuable) a large Sum of Money, said to be about 20,000 Dollars.

Last Week arrived at an eastern Port, from a successful Cruize, the Privateer Brig *Fanny*, of Connecticut. She has taken six valuable Prizes, one of them a Ship from England, bound to Jamaica, with a large Quantity of dry Goods. The Prizes have all arrived in safe Ports; four of them, beside many more taken by other American Cruizers, were carried into Martinico, and there publicly exposed to Sale. – *Does the boasted British Lion slumber? Or, rather, are not his Teeth decayed and broken, when he thus tamely submits to the Insults and Injuries of a natural Enemy?*

A Card To Sir Peter Parker.

A Person, belonging to the “*Nest of Pirates at Providence*,” presents his Compliments to Sir Peter Parker. Should Sir Peter attempt an Expedition up the Bay, he might possibly find, that a “*Nest of Pirates*” would prove as fatal to his *Breeches*, as the “*Nest of Hornets*” on Sullivan’s Island, which Sir Peter so very imprudently disturbed.

WILLIAM WHIPPLE TO JOHN LANGDON ¹

[Extract]

My Dear Sir,

Philadelphia 10th May 1777.

Your two favors, of 21st and 22d were handed me the 3d inst by Mr Champney. The arrival of the *Amphitrite* gives me double pleasure as

she has been long expected and I had in my own mind given her over for lost – This ship has been so long from France that no intelligence can be expected from her – a packet is daily expected with dispatches from that country – a ship with a Similar cargo to the *Amphitrite* is arrived at Martinico after unsuccessfully attempting to get into Some of our ports – however we are now well furnished with materials to carry on the war, men only are wanting to use those materials . . .

I have urged the appointment of the officers for [John] Roche's ship² and was in hopes of having it done so as to send the Commissions by this conveyance, but now despair of getting it done so soon; Roche's character is to be inquired into. I was not here when the orders were given for building that Vessel but am told the orders were to rig her a brig and that she was to mount no more than 18 guns, but have lately been informed she is built for a ship and pierced for 20 guns. I do not imagine that rigging her a ship will be very exceptionable but mounting 20 guns on her certainly will – as that alters her rate.

A Navy Board is to be established at Boston – the gentlemen who compose it are elected. You were in nomination, but as I thought you had rather continue in the business you are then to remove to Boston for a salary of 1500 dollars I did not urge your appointment – the gentlemen are Mr Warren of Massachusetts, Mr Varnum [*sic* Vernon] of Rhode Island and Mr Deshon of Connecticut – to them I expect the case of Capt Roche will be referred.

You will receive directions from the Committee respecting the *Amphitrite* – she is to go to South Carolina. Inter nos I have not a very high opinion of the plan of sending Capt Jones in her, however if it succeeds I shall be very agreeably disappointed. You no doubt will do your endeavor to assist in procuring men &c.

Our army is daily increasing and I hope will soon be in a condition to attack the enemy and either destroy or drive them from their ports. Their Ships are Still very troublesome on this coast, though some vessels do escape them . . .

1. William Whipple Papers (1774–1789), Force Transcripts, LC.

2. Continental Navy sloop-of-war *Ranger*.

CHARLES CARROLL OF CARROLLTON TO CHARLES CARROLL, SR.¹

[Extract]

[Philadelphia] Saturday 10th May 1777.

A resolve has passed giving the enemy's vessels & cargoes to the crews who shall bring them into our ports – we perceive the enemy by a similar practice encourage our Sailors to be guilty of highest perfidy & breach of trust, we must counter act them with their own arts. – Several of our vessels from the perfidiousness of the crews, consisting chiefly of English sailors, have been carried into the enemys ports the *Aurora* a valuable Tobo ship, was by this means carried into Liverpool.

1. Carroll Papers, vol. 5, MdHS.

NEWS FROM ST. KITTS, MAY 10, 1777¹

The pink *Tamer*, of fourteen guns, commanded by Lieutenant Cuthry, of the navy, has brought into this place a small American schooner privateer, of four guns, and nine swivels, called the *Goodwill*, and a snow, laden with powder, a large quantity of shells, and other warlike articles, which they took on board at Monti-Christi. There was a sloop in company with them which was chased on shore about fourteen leagues to the leeward of the harbour, which the crew set on fire, soon after which the flames reaching the combustibles the vessel was principally laden with, she blew in pieces.

1. *London Chronicle*, June 19 to June 21, 1777.

11 May (Sunday)

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON¹

May 1777 Do [Cape Ann] N 81° Wt 23 Leags
 Sundy 11th at 5 AM Saw a Sail to the NE wore, made Sail & gave
 Chace at ½ past 8 AM fir'd 3 Nine Pounders & brought
 too the Chace, a Sloop from Guadalup for Salem sent
 a Mid: and 2 Men on board her, the *Diamond* in Com-
 pany –
 at 4 PM the Prize parted Compy²

1. PRO, Admiralty 51/420.

2. *Hannah*, with molasses, salt, linen and cordage, taken May 11 by *Diamond* and *Greyhound*, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

CAPTAIN JARED TRACY TO WILLIAM AYLETT¹

[Extract]

Sir,

Boston May 11th 1777.

Captn Taylor being wind bound gives me opportunity to acquaint you of the arrival of three more of the flour Vessles on the Continental Acct. from Virginia Viz. Schooner *Leopard*, Capt Gross, Sloop *Britannia* Capt John Perkins & Schooner *Unity* Capt Bennet, which makes up five in the whole that have arrived. . . . The Vessles that are Sent on the business are all except one Chartered at 8/ – Pr Ton Pr Month & Victualled & Manned at the expense of the Continent. The Master & Crew are Generally allow'd priviledge as follows Viz. Master 10 Barls, Mate 6 Barrls, & Men 5 Barrls Each. the remainder of the Vessls to be fully Loaded on acct. of the Continent, the Vessles to be Kept in repair at the expense of the Owners, whatever necessary Stores they are in Want of Should be Glad they may be furnish'd within the Cheapest & best Manner taking their Recpts, & Charging them to the American States & forwarding an acct. of what they have had to me. I find some of them are rather extravagant in taking up Stores. Some Care must be had to that. They are also to be furnish'd with Pilots at the expense of the American States & Insured by the States. . . . Find the Casks to come in very bad order, the heads not lin'd, many of them the Hoops not nailed, which not only makes it very Troublesom to handle, but occasions a

considerable loss. It is very necessary to have the Cask in good order as they are Carried from place to place Some more convenient as they pass through many hands, if the weight is mark'd on each cask . . .

1. Miscellaneous Letters, Force Transcripts, LC. Aylett was Deputy Commissary General for Virginia.

CAPTAIN GEORGE COOK TO GOVERNOR THOMAS JOHNSON ¹

Sir

Ship *Defence* Patuxent River May 11th 1777

Wee got to Anchor in the Mouth of this River the third Instant, since which we have got four recruits, and Sundry Others have promis'd, which I expect will enter, – I purpose Sailing from here tomorrow Morning, and intend to St Mary's River, where I think to stay two or three days, and then proceed to Yeocomoco, in these places have expectation's of Men to enter.

Since I left Annapolis we have had Thirteen taken sick and all have recov'd except Seven, who are not able for duty but recover fast.

Inclos'd you have a List of those on board, and those at Sick Quarters and amongst them Wee have not above Three or four Seamen on board except the Officers, – I make not the least doubt of having my Compliment in Number soon, but am doubtfull their will be very few Seamen Among them, – I have understood there are more Seamen then is Absolutely Needfull in the Galley, Capn [John] David, and that Capn Walker has some at Baltimore, at Lodgings those cannot be employ'd, till Cordage can be gott. – Sir I hope you'l be pleas'd to allow me exchange Some of my Landsmen for some of those Seamen in the Galley, Or if those of Capn Walker should not immediately be wanted to spare them who are willing to come to me for some of my Landsmen, who would be willing to go to the Galley.

I have sent the *Dolphin*, Captn Coward over to Wycomoco to receive what recruits Capns Brumfield & Handy may have got for the Ship, and expects her Over in Six or Eight days; – Its uncertain for me to inform you what time the Ship will return to Annapolis, but as soon as in my power, – when my Compliment of Men are Completed which I hope will be Soon. – I shall do myself the Honour of writing you by every opportunity, and give you a Full state of the Affairs relative to the Ship. – I have the Honor to be Sir [&c.]

George Cook

1. Red Book, XIV, 101, Md. Arch.

GOVERNOR BERNARDO DE GÁLVEZ TO CAPTAIN THOMAS LLOYD, R.N. ¹

(Copy)

Sir

New Orleans. 11th May 1777 –

I received your Letter of date the 27 April under date of the 1st May, and without entering particularly into all the several Articles, I was willing to wait your arrival to talk upon the Subject agreeable to your wishes as mentioned in Your Letters.

I agree with you that as Commanding one of His Britannic Majesty's

Ships, it behooves you to make yourself acquainted with every occurrence which concerns the Subjects of your Sovereign, and altho I do not consider myself obliged to answer you, yet out of respect to you, and as a proof of the perfect harmony which the Subjects of His Catholic Majesty now observe towards those of [His] Britannic Majesty, I shall an[swer] you Article by Article.

It is certain I have ordered sev[eral] Vessels to be confiscated and h[ave] entered a prosecution against [their] Captains &c. for having carried on a Contraband Trade and converted their Vessels into Warehouses on the banks of t[he] River, some having a Stage a[nd] others whole Cargoes on Shore, without infringing by this S[illegible] any Article of the Treaty of Peace you mention.

The Literal meaning as well as the Spirit of the said Treaty is that the Navigation is free, agreeable to which neither my[self] or any of my Predecessors have [on] any occasion whatever molested the English Vessels either going or coming from their Settlements on the contrary we have rendered them all the Service we could consistantly with the Rights of our King, even much beyond the hospitality observed by other Nations – But in this said Treaty there is not a word of permitting a Commerce – prejudicial to Ours – There can be no doubt that the prohibition was taken for granted when, by former resolutions and Laws of our Kings, every Power knows that we did not admit Strangers into our America, and that all such as were found carrying on a Contraband Trade were liable to confiscation.

You are of opinion that the British Vessels ought to be exempt from Seizure and confiscation, not only on Suspicion but even on the most Evident Proofs; I think differently, and my Opinion appears to me agreeable to the Law, as it is certain that the Vessels of either Prince, which comply's with the Laws ought not to be molested or Stopped in the free Navigation of the River Mississippi, it is likewise just that such as deviate from the Treaty and abuse the priviliges granted in it, to the prejudice of either of the Sovereigns or their Subjects are liable to confiscation or the Laws they break, nor can I conceive how one who has violated the Rights of others, can in justice demand the conservation of his own. From what I have now said you will easily conceive that I ought not to give up the Vessels which you have requested nor their Crews; as the former are justly confiscated, and the Latter seized as Criminals under the jurisdiction of Spain.

If amongst the said Vessels, any one shall be cleared of the charges brought against them, or if any of the Masters can plead their Innocence, you may depend of their being immediately discharged, but such as be found guilty and convicted shall be condemned agreeable to our Laws, after which it will remain in the Breast of the King only to Pardon them from the Punishment incurred.

I have given Orders that the Captains and Officers of the Vessels seized shall be kept in the Guard House, in the same Room with the Officer of the Guard (notwithstanding there is a publick Prison) and they are treated with the same respect as our own Gentlemen. And if during the time, that

their examinations are taking, they are deprived of any intercourse with their Friends, it is a particular circumstance in our Laws, which extends to every person accused. – I cannot tell you what number of the Vessels confiscated belong to the Americans since the Colours and passports of the whole are English; Besides I have paid no other attention to them than as Violators of our Laws.

It is certain I have received every British Subject in this City with good treatment, and they have always met with the greatest hospitality and assistance in every thing they stood in need of, and you may [be] assured Sir, that I shall contin[u]e as I have hitherto done, in favouring and assisting them in whatever they require, I am Sir [&c.]

Bern^{do} De Galvez

1. PRO, State Papers, 42/51, 197–200.

JOURNAL OF H.M.S. *Portland*, CAPTAIN THOMAS DUMARESQ¹

May 1777 Friday 9th	Englh Harbr Bore NBN[E] 6 or 7 Miles AMd under Guardalupe Variable Winds inclinable to Calms Opened 3 Barrells of Pork short 52 pieces, fir'd a Gun & made Signal for a Pilot. – Do [Fresh breezes and clear] Weather at 1 PMd got a Pilot on Board & sailed into English Harbour got aground on the North & afterwards on the South Side, but hove off & warp'd up and took in the Pitch Kettle Moorings, hoisted the Flag, found in the Harbour the <i>Seaford</i> , <i>Otter</i> Sloop, <i>Pelican</i> brig 2 Store Ships, our two Tenders a Ship prize to the <i>Seaford</i> going to be purchas'd for a Sloop of War to be called the <i>Snake</i> , ² & the <i>Sandwich</i> Brig. –
Saturday 10th	Do [Fresh breezes and clear] Wr at 1 PMd His Excellency Mathew Burt Esqre Governor of this Island &ca, Came to visit the Forts at this Harbour Saluted him with 17 Guns.
Sunday 11th	AM came in His Majestys Sloop <i>favourite</i> from a Cruize, Sail'd the <i>Sandwich</i> the Ship <i>Snake</i> above mention'd was Commission'd & the Command given to Mr William Young Our 1st Lieut & Mr Hardy of our Ship was appointed Lieut of her.

1. PRO, Admiralty 51/711.

2. French ship *la Seine*.

12 May

CAPTAIN SKEFFINGTON LUTWIDGE, R.N., TO
CAPTAIN PHILEMON POWNOLL, R.N.¹

My dear friend

Inflexible at St John's 12th May 1777

I wrote to you Yesterday from Montreal but our communication with

that Place from bad roads is so difficult, I shall omit no opportunity to send you a Line – I mean to move up in the *Inflexible* to Point au fer the first wind, & to be there or at St John's, as the service may require, till the Army is ready to move – when that will be I am at a loss to guess, and there is no probability of the Fleet being employed in the way one wou'd wish – Ticonderago from its situation is too high to be attack'd by Water, and it is their own fault if they don't prevent any Vessel getting up above them before that place is taken – I begin to fear this mighty Lake preparation looks like a defensive war, and that our Operations by Land will not be very rapid – we hear of no Troops coming out, and unless their Motions are expeditious, Provisions also will be wanted – God knows how this business will end – a French & Spanish war is the only way to conclude it happily – a frenchman came down the Lake in a Canoe yesterday as a friend – he tells a very lame Story, and having much the appearance of a Spy, is detain'd on float – he talks of 900 Batteaux at Ti, and that the Rebels say they are to bring over as many thousands of French into Canada – The State of the Naval Armament you will know from Capt [Richard] Pearson with whom I left an exact account of their Dimensions &c

The New Ship is really a fine Vessel, & will be ready to launch in a day or two – she might be rig'd & ready in a very few days if there was any kind of Service for her – in addition to the Arm'd Vessels, there are 6 large Long boats or Tenders, 28 Gun Boats & Guns Batteaux (two more to be built) two Victuallers of 30 & 50 Tons launched & ready, with another on the Stocks, more intended to be built, 10 Flat bottom'd Boats, Batteaux in all parts of the River above Quebec, Boats for Genl Officers &c – you will be amazed at the work going on at St John's which really almost equals the Dock Yards at home – I shall give you a very accurate List when the whole is compleated – you will have no difficulty in getting down the Transpts from Sorel, as the Water is remarkably high at this place –

I forgot to mention to you that the *Triton* has no Order to bear Supernumeraries, which I thought rather hard, as she is I imagine the only Ship on the American station without it, except the *Garland* – it is of little consequence, provided my Men return to the *Triton* with me, & I hope she will not be long unemployed – I am attack'd by every body for News, and am able to give them little satisfaction – my trust is in you, depending upon the hopes of seeing you soon – with Compts to all friends I am ever my dear friend [&c.]

S L –

Capt Pownoll

1. Sir Henry Clinton Papers, CL. Lutwidge commanded the vessels on Lake Champlain; Pownoll was senior officer in the St. Lawrence.

JOHN BRADFORD TO THE MASSACHUSETTS COUNCIL¹

Boston 12th May 1777 –

Captain Hinman of the *Alfred* having Occasion for a parcell of Cannister

Grape Shot, some false fires some match Stuff, & a few hand Granades, has Applied to me to be furnished therewith, which cant be done, but from the Labratory. I beg the honble Board wou'd favour me with an Order for the Above Articles I am Respectfully [&c.]

J. Bradford Agent

350 of 9 lb Cannister Shot

50 4 lb

50 6 lb

49 False fires

30 lb Match Stuff, to be had at Continental Store

50 hand Granades –

To the Honble Board

[Endorsed] In Council May 13. 1777 Read & Ordered that the Board of War be and they hereby are directed to deliver Capt Hinman the Articles mentioned Above for the Use of Ship *Alfred* said Articles to be charged to the Continental Accot –

Jn° Avery Secy

1. Mass. Arch., vol. 173, 189.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Monday May 12d 1777

Petition of John Flag Mariner in behalf of himself Thomas Simpson Richard Salter & Thomas Lewis all of Portsmouth in State of New Hampshire Mariners setting forth That they are Masters of Merchant Vessels sailed from said Portsmouth before the tenth day of September AD 1775 for the West Indies & London & finished their Voyages at London in August 1776 When they though very Solicitous to return to their families in said Portsmouth found it impracticable in any other way than by going first to the British West Indies – That therefore imbraced the very first Opportunity to proceed there, where they arrived sometime in the month of February last At Antigua they with Mr John Marsh late of said Portsmouth Merchant deceased purchased a Sloop called the *Friends Adventure*, burthen about Seventy Tons & there procured a Load of fifteen hundred & fifty bushels of Salt & one hogshead of Rum with a design to return to Portsmouth to accomplish which the Owners of said Sloop were obliged to be called both in the Bill of Sale & Register of said Sloop Inhabitants of Great Britain & to have the Sloop & Cargo denominated British Property & to clear out to proceed to Nevis to take in their Baggage & from thence for Nova Scotia – That about the 27th day of March last they Sailed from Nevis & arrived at Mount Desert 21st of April last & proceeded from thence for Portsmouth but a sudden Storm arising obliged them to put into Booth bay in the County of Lincoln for a Harbour. Where William M'Cobb, Andrew McFarland & Andrew Reed of said Booth Bay came onboard, took possession of the said Sloop, Cargo & all the papers thereto belonging & the next day turned the

Owners on Shore & tho' the said Owners informed the pretended Captors of the peculiar circumstances of the Owners & of their honest Design (notwithstanding the Appearance of the papers) yet the said McCobb McFarland & Reed refused to restore the said Sloop & Cargo & still detain them & as your Petitioner is informed have caused said Sloop & Cargo to be libelled as belonging to some Inhabitants of Great Britain tho' both by the said Bill of Sale & Register the same clearly appear to belong to Your Petitioner said Simpson, Salter, Lewis & the Heirs of said Marsh The truth of which Libel your Petitioner understands is to be tried in the County of Lincoln the tenth day of June next – As the said Sloop & Cargo from their exposed situation must necessarily receive much Damage before then as the detention thereof will be very injurious to the Owners Your Petitioner in their behalf humbly pray the Speedy interposition of your Honors & that you would order the same Sloop & Cargo to be restored to them absolutely or under such Restrictions as in your great Wisdom you may think fit to enjoin, & your Petitioner as in duty bound will ever pray &c

John Flagg

It is hereby recommended to the Persons at Boothbay who lately made a seizure of a Sloop called the *Friends Adventure*, with her Cargo, & tis said have libelled the same in the Maritime Court for the Eastern District of this State Claimed by John Flagg of Portsmouth in the County of Rockingham Mariner in behalf of himself Thomas Simpson Richard Salter & Thomas Lewis all of Portsmouth in the State aforesaid to surrender up the Vessel & Cargo to the owners aforesaid without Waste or Embezzlement that she may proceed to Portsmouth provided they give Bond to the Judge of the Maritime Court in the Sum of Two Thousand Pounds that they will answer to the Captors or libellants to the Value of the Vessel & Cargo in Case the same shall be Condemned as lawful Prize by the Laws of this State –

1. Mass. Arch., vol. 20, 473, 475–76.

Boston Gazette, MONDAY, MAY 12, 1777

Boston, May 12.

We have advice from Dartmouth, That a privateer belonging to one of the United States, has lately captured six prizes bound from Europe for the rebel army under Howe, or the Howes at New York, laden with provisions and dry goods; three of which are safe arrived in port, and the others hourly looked for – We hear they were part of a provision fleet consisting of about 40 sail, without convoy; and we doubt not of giving a farther account of some of the remainder. ¹

1. These captures were made by Captain Azariah Whittlesey in the Connecticut privateer brig *Fanny*. Five of the six prizes arrived in Dartmouth and were libeled against in the Massachusetts Admiralty Court for the Southern District, *Independent Chronicle*, Boston, June 26, 1777.

"LIEUT NATHAN COOPER OF THE *NYork* GUNDALO, NOW OF THE GALLY *Gates*
TO THE PUBLIC STORE AT TICONDAROGA"¹

1777		To whom delivered as P order & Rect						
Febry	15th	To himself	1 Pr Breeches 48/:	1 pr Shoes	10/	2	18	—
March	4th	Ditto do now of the Gally <i>Gates</i>	2 Shirts		24/	2	8	—
	17th	Ditto do	1 Coat 63/:	1 Waistcoat	18/	4	1	—
May	12	Ditto do	1 pr Shoes 17/	1 pr Hose	8/6	1	5	6
					N. York Currency			
					£ 10 12 6			

Carried to the acct of the Vessel *Gally Gates*

Errors Excepted
Geo. Measam
Com. Genl Clog N.A.

1. Ford Collection, NYPL.

New-York Gazette, MAY 12, 1777

New-York, May 12.

We hear, that the *Emerald* Frigate, in her last Cruize took and destroyed 19 Ships and Vessels belonging to the Rebels.¹

The *Albany* Sloop of War and the *Elephant* Store Ship, from England, but last from Halifax, arrived here Yesterday Morning.

Nineteen Rebel Vessels have been lately taken and carried into Tortola, and several into St. Kitts and Antigua, by his Majesty's Ships, and some small Vessels fitted out in the Islands.

1. The figure is accurate according to Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

ACQUITTAL OF CAPTAIN JOHN BALDWIN IN THE LOSS OF THE CONTINENTAL
NAVY SCHOONER *Wasp*¹

Philadelphia, May 12, 1777

At a Court Martial, held on board the *Andrew Doria*, in the port of Philadelphia, on the 20th of April, 1777, for the trial of John Baldwin, Esq; commander of the Continental schooner *Wasp*, for the loss of said schooner: The Court, after hearing the evidence respecting the matter under consideration, were *unanimously* of opinion, That the loss of the said schooner was not owing to any neglect or mismanagement of Captain Baldwin, but was altogether occasioned by stress of weather and unavoidable necessity; and Captain Baldwin was accordingly honorably acquitted.

John Barry, President of the Court-Martial.²

1. *Pennsylvania Gazette*, May 14, 1777.

2. When and where the *Wasp* was lost is unknown. The brief statement in the court-martial proceedings indicates that she may have been driven ashore in a storm. She had been patrolling outside the Delaware capes warning incoming merchantmen of the British blockade.

CHARLES CARROLL OF CARROLLTON TO CHARLES CARROLL, SR.¹

[Extract]

Dr Papa/

[Philadelphia] P.M. 12th May 1777.

The ship *Seine* wh arrived at Martinico with military stores for the united States, in sailing from Martinico for Boston was taken by a english frigate the morning after she left Martinico: a considerable part of her cargo was landed at Martinico, part of wh is just arrived in a sloop² wh has got in to Sinapuxent inlet consists principally of muskets. –

The Govr of Martinico Count D'Argou in concert with the continental agent at that place had concerted a wise scheme to prevent the *Seine's* falling into the enemy's hands – he wrote a letter to the Govr of Miquelon artfully calculated to conceal the real destination of the vessel pretending she was destined to the Isle of Miquelon with military stores – the Capt thro' his letters overboard, but the Pilot kept some papers wh discovered the real voyage vizt to Boston – However Count de Argou has sent a spirited memorial to the Governor of Dominica demanding the restitution of the vessel as the french King's property – this matter may possibly afford a pretence to the French of declaring war agt England, if they should be thus inclined, tho' I think it there Interest and ours too to remain quiet some time longer: they can, & have afforded us material assistance, and I have no doubt of the intention of that court to give us still further assistance. . . .

1. Carroll Papers, vol. 5, MdHS.

2. Continental Navy sloop *Independence*, Captain John Young.MINUTES OF THE PENNSYLVANIA NAVY BOARD¹

State Navy Board

[Philadelphia] May 12th, 1777

Captain John Rice of the Schooner *Delaware* [*sic* Brigantine *Convention*], having requested of the Honorable the President of the Supreme Executive Council to resign his Commission, The Board Coincided and granted it accordingly.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

MARYLAND COUNCIL TO COLONEL JOHN STULL, JOSEPH SPRIGG
AND DR. HENRY SCHENEBELEY¹

Sir

In Council Annapolis 12th May 1777. –

We received a Letter Yesterday from Mr [Francis] Lewis a Member of the Congress and of the Navy Board, advising us that the Frigate built in Baltimore, is now waiting for some of her Guns that lie at Hughes's Works, and inclosing us a Letter from Lieut [Aquila] Johns now at the Works, to Capt Nicholson, informing him that his utmost Industry cannot procure waggons without impressing, which Colo Stull is disinclined to do though he intended to ride with Johns to see if he could not procure Waggons by exerting his personal Influence in a private Way. We are very sorry that

any Intimation of Compulsion should be necessary in a Business so easy and so essential to be performed, and would by all Means have it avoided, if possible. If Colo Stull's Exertions, for which we thank him, have not proved effectual, we request you will use your Endeavours severally to procure Waggons for the few Guns only immediately wanted by the Frigate, offering a full Value for the Carriage and giving a Certificate of the sum to Mr Samuel Purviance of Baltimore, who will pay, on the Service being done, on Sight; if you find Waggons cannot be got on these Terms, we request you'll press Waggons sufficient for the Purpose, giving them Certificates on Mr Purviance for the Money, but we repeat that we wish Compulsion to be avoided if it can, and used only to prevent the Frigate's lying to the Injury of the Cause and Reproach of our State We are &c

John Stull, Josh Sprigg &
Doctr Schenebeley

1. Council Letter Book (1777-1779), Md. Arch. Continental frigate *Virginia*.

Gazette of the State of South-Carolina, MONDAY, MAY 12, 1777

Charles-Town, May 12.

The brig *Polly* of this State, Paul Preston, Master, writes, that he was taken on the 9th of March last, at Turk's Island, by a Tender to the King's armed Brigantine *Badger*, of 6 Four-Pounders, 3 Swivels and 25 Men, commanded by Lieut. Philip Trott, and carried into Port-Royal, Jamaica; - While Capt. Preston lay at Turks-Island, the *Badger*, or Tenders, of which one or other is always lying there, took two Sloops and an armed Scooner belonging to St. Croix, a Scooner from Boston, a Scooner from Jamaica, and a Sloop from St. Eustatius, belonging to Bermuda: In short, they paid no Regard to Colours, but indiscriminately took Danes, Dutch, French, Americans, and even West Indians, all that came for Salt, and sent them to Jamaica as Prizes.

Three Foreign armed Ships, and a Snow are arrived in this State, with military Stores and valuable Cargoes of European Goods.

The *Richmond* British Frigate has retaken, and on the 22d of March carried into Antigua, the Ship *Mercury*, William Seaton, Master, of and from Bristol for that Port, which had been taken on the 27th of December by the Privateer Sloop *Rover*, of Salem, Abijah Boden Commander.

The *Brune* Frigate of 32 Guns, and the *Merlin* Sloop of 14 (both British Men of War,) about ten Days ago, put 42 American Prisoners ashore at Cape Fear, staid two Days there to take in Water, and then put to Sea again.

The Sloop *Delight*, Jasper Griffin, Master, from this Port, bound for St. Croix, is taken and carried into Tortola.

A Scooner from New-England belonging to this State, arrived about ten Days ago, we hear, had been taken on her Passage by a Tender to the *Lively* Man of War, and restored as not worth keeping.

On Monday last put into this Port to refit, having sprung a Leak, hurt her Rudder, and received some other Damage, in a Storm she met with after coming out from Hispaniola, the Frigate *Le Marquis de la Chalotais*, of

Nantes, commanded by Mons. de Foligné Deschalonge. – This Frigate, on her Passage from France to Hispaniola, on the 11th of April last, meeting with the *Sturdy Begger* Privateer, Capt. Mc'Keel, of Baltimore, in Maryland, with a Prize Ship, called the *St. George*, late of London, Moore late Master, having 400 Slaves on board, Mons. de Foligné took the Prize under his Convoy, and conducted her to a safe Port in the Quarter of Fort Dauphin, where-by she was prevented from being retaken by three Jamaica Cruizers, which they fell in with off Cape Isabella.

GOVERNOR BERNARDO DE GÁLVEZ TO CAPTAIN THOMAS LLOYD, R.N. ¹

(Copy)

Sir

New Orleans 12th May 1777

I have just received your letter of this days date, in which you inform me, that you are under the necessity of weighing Anchor to go in pursuit of a Frigate mounting 36 guns belonging to the Americans, called the *Columbus* commanded by Mr [Patrick] Barry now in the Mississippi; I take this opportunity to remind you of the rights of my Sovereign, and beg you will recollect the Priviledge which the whole River enjoys with regard to every Vessel being under Our Guns in its utmost extent & consequently prohibited by the Treaties of Peace & Law of Nations to commit any Act of hostilities at so short a distance.

I shall give the same precaution to Capt Barry that he may know as well as yourself that whatever engagement shall happen within this River, will be highly displeasing to my Sovereign and I think it my duty to oppose it as much as possible. I am &c

Bern^{do} D Galvez

1. PRO, State Papers, 42/51, 201-02.

VAN BIBBER & HARRISON'S ACCOUNT AGAINST THE MARYLAND
NAVY SLOOP *Molly* ¹

Disbursments of the Sloop *Molly* Capt Robert Conway to Vanbibber &
Harrison Dr

1777		Mtque	Cry
March 18	To Cash pd for a Drum om[itt]ed	2	8.0
April 4	“ Cash paid for		
	6 Coffe Cups	0.4	.6
	3 Bowles 3/1 Do 3/4½	0.6	.4½
	6 Glasses 4/6 Water Pot		
	1/6	0.6	.0
	2 Cannisters of Tea	0.12	.0
	1 Barrel Beef	3.15	.0
	1 Botle Vinager	0.3	.0
	1 Dame Jeane Wine	1.4	.0

		1 Botle Mustard	0..2..0 $\frac{3}{4}$	
		1 Loaf Sugar	1..3..3	
		2 Candle sticks	0..3..0	
		1 Frying Pan	0..7..0	
		Chalk	0..1..6	
		1 sett Knives & Forks	3.13..6	
		1 Firkin Butter	3.13..3	12.14..5 $\frac{1}{4}$
	25	To Cash Damage done a Cable		23..2..0
May	6	To 110 $\frac{1}{2}$ Galls Rum a 3/ Cask for it	16.11..6 2.15..0	19..6..6
	9	To 4 Swivels a 100/ 1 Barrel flower	20..0..0 2.10..0	22.10..0
		Carried over		<u>£80..-.11$\frac{1}{4}$</u>
1977			Brought over	80..0.11 $\frac{1}{4}$
May	9	To Sundries Vzt		
		2 Compasses a 14/ 2 pcs B: Sheeting for Light Sails	1..8..0 14..0..0	
		1 fine large spy Glass	9.18..0	
		5 Blls Beef a 115/ 193 lb Powder 1/9s	28.15..0 16.17..9	70.18..9
		To Cash paid for		
		1 Loaf Sugar	1..6..0	
		1 Kegg Brandy	1.13..0	
		2 Galls Vinagar	0.10..9	
		4 Botles Mustard	0..8..3	
		1 lb Brimstone	0..1..6	
		4 Cannisters of Tea	0.19..0	
		1 Bowl 3/ 6 Cups & Sausers 4/6	0..7..6	
		6 Tumblers 3/ 2 Table Cloths 12	0.15..0	
		1 Case Claret 36/ 1 Case Sirup 20/	3.16..0	
		1 Terene	0..5..3	10..2..3
		To Cash paid the Admiralty		2..-..3
		To Do paid the Linguister		3..6..-
		To Do pd the Smiths Bill	22.11..3	
		To Do pd for 4 Carreages for Water Casks	26..8..- 12..2..6	
		for fresh Provisions	6..2..8 $\frac{1}{2}$	67..4..5 $\frac{1}{2}$
		Carrd forwd		<u>233.12..7$\frac{3}{4}$</u>
		Amot brot up		233.12..7 $\frac{3}{4}$
May	9	To Cash advd Capt Conway for his People		92.10..1

To Do paid for a Case of Instruments	9.18..-
To Monsr Laroque for sundry Medicines	10..6..3
To Tiffen, Sail Maker P Bill	12.16..6
To Boutin Son & Co Ship Chandelery P Do	33.15..3
To 1 Months Wages of a Negro Comd last Voyage	4.13..9
To James Daltons Bill for Rum, Sugar & Plank	7..2..7½
To Coopers Acct for Trimming Casks &c	1.11..6
To S Parsons for a Cask of rice	3..6..-
	<hr/>
	409.12..7¼
Commission 5 P Ct	20..9..7½
	<hr/>
	£430..2..3

St Pierre Mtque May 12. 1777.

E E Van bebber & Harrison

(Copy)

1. Executive Papers, Box 6, Md. Arch.

13 May

LITTLEFIELD SILSBY TO THE MASSACHUSETTS BOARD OF WAR¹

Gantalmen of the Board

Piscataway May the 13 1777

It Is With Plasher I Now Inform your Honars of My aryval In this Port after a Long & Blustron Pashage of 31 Days In a Prise Bark from White Haven of 12 Carage guns & 8. Swivels Takeing By Capt Jonathan Haredun In the good Brig *Tyrannicide* Bound to Quebak²

Gantal'm I Came to An ankar In this Port Last Night at 10 a Clok In Wach I Have Sent My Mate this Morning. -

Gantalmen Pleast to Sand Ordurs By the Mate & youl a Blige yours to Sarvue. Littlefield Silsby Prisemaster this Prise Being taking In the Latt of 45:44. North & In Longt of 33:16 W

1. Mass. Arch., vol. 152, Board of War Letters, 1776-1777.

2. *Lonsdale*. See Jonathan Haraden to Massachusetts Board of War, April 8, 1777 and journal of Massachusetts Navy brig *Massachusetts* for same date.

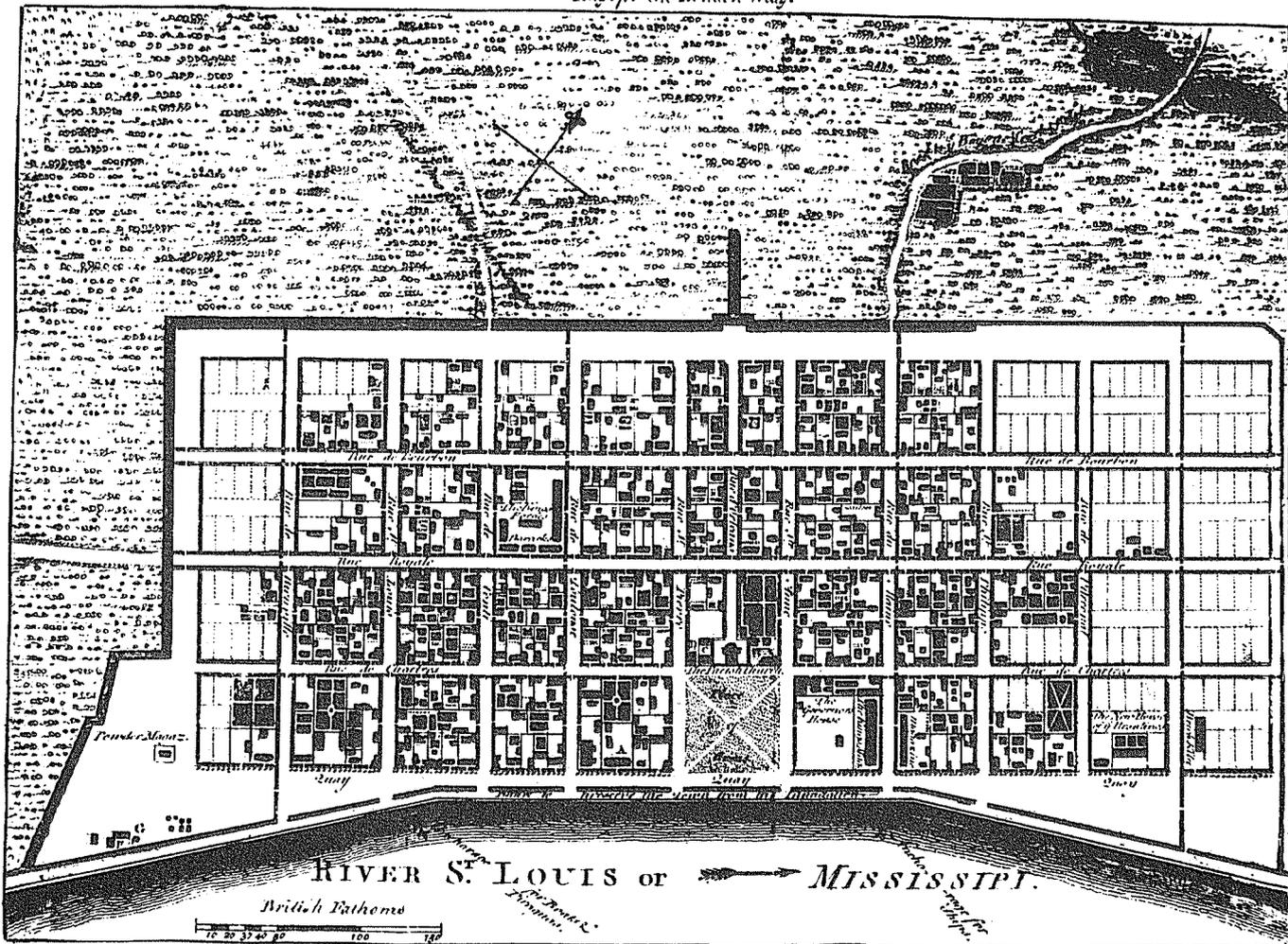
JOURNAL OF THE MASSACHUSETTS COUNCIL¹

[Boston] Tuesday May 13th, 1777

Application from John Bradford Esqr Continental Agent for Three hundred & fifty nine pound Cannister Shott, Fifty four pound Cannister Shott, Fifty Six pound Cannister Shott, Forty nine false Fires, Thirty pound Match Stuff to be had at Continental Store Fifty Hand Granados for the use of Ship *Alfred* - Ordered that the Board of War be & they hereby are directed to deliver Capt Hinman the Articles mentioned above for the use of Ship *Alfred* said Articles to be charged to the Continental Account. -

1. Mass. Arch., vol. 20, 480.

Eng. for the London Mag.



PLAN OF NEW ORLEANS THE CAPITAL OF LOUISIANA.

B. Penning Sculp.

"REPORT OF MARINES ON BD THE [CONTINENTAL FRIGATE] *Boston*, MAY 13TH 1777." ¹

Starboard Watch
 William Jennison Serjt
 Richard Nowlan Corpl

Larboard Watch
 Barthow Moulton Serjt
 Jacob Perry Corpl

Middle Watch
 James Sims Serjt
 Thomas Lovering Serjt

No 3 Williams Waters
 9 John Hall
 10 John Boldarey
 13 Thomas Parker
 16 Joseph Smith
 17 Zachariah Dodge
 22 Northg Bradstreet
 23 Benjamin Crane
 30 John Wood
 32 Thomas Sherburne
 33 James Gouge

No 5 James Thornton
 &
 25 Israel Balch at Long Island
 29 Anthony Poole Absent
 James Dodge Do
 Saunders Witham Run

No 1 John Potter
 2 Cornelius Woodbury
 4 John Chaddock
 6 Laban Sprague
 14 William Newman
 18 James Knock
 20 Benjamin Johnson
 21 Increase Leadbetter
 27 Benjamin Williams
 31 Abraham Plumkit
 36 Joseph Downs
 37 Nathaniel Sampson
 No 28 Thomas Balch Asst Stewd.
 John Fullerton Drumr prest.
 Cato Wood Fifer

No 7 Elkanah Elmes
 8 Cuff Freeman
 11 Joel Philbrook
 12 Lewis Leblanch
 15 John Silliwey
 19 John Colderwood
 24 Thomas Perkins
 26 Abraham Buzzell
 34 Gideon Washburn
 35 Abijah Phelps
 38 Daniel Horn
 39 Abel Bartrick

William Jennison Sejt

1. BPL.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JOHN YOUNG ¹

Sir

[Philadelphia] May 13th 1777 –

You are to return to Senepuxent ² and after sending up the Stores you brought thither in the *Independence*, you are immediately to proceed out to Sea on a Cruize off the Capes of Delaware, keeping out side of the British men of war and so distant from them as may be necessary for your own security. You are to Cruize in such places as may be most likely for you to meet or fall in with American Ships or Vessels bound into this Port, taking care when you chase any such as you take for Americans to shew them Continental Colours, & when you speak them inform them of the British Cruizers in the Mouth of Delaware and Chesapeake Bay, advising them to get into the Inlets or if large ships to seek safety either in the Eastern or Southern States, you are to continue this Cruize for about three weeks some times to the Northward and some times to the Southward of Cape Henlopen and render every assistance and service in your power to such American Vessels as you fall in with during that time. We hope also that you may shew some good Prizes the way into some of the Inlets along the Coast, when this Cruize is finished you may put into any one of the said Inlets where you can with most convenience heave down the Sloop and send an Officer or an Express to inform us where you are, when you can be ready to Sail again, and what Stores and Provisions you will want for A three months Cruize when we shall send fresh orders and take measures for your being supplied. We are sir

Your hble servants

1. Marine Committee Letter Book, 90, NA.

2. Sinepuxent Bay, Maryland.

RICHARD HENRY LEE TO PATRICK HENRY ¹

[Extract]

Philadelphia 13th May 1777

. . . the provisions we have taken at Sea more than compensates for the Danbury loss, since the latter was only 1700 barrels of Meat with some flour & grain, and we have brought in 5000 barrels of Meat bound to N. York . . .

1. Richard Henry Lee Papers, VHS.

JENIFER & HOOE TO GOVERNOR THOMAS JOHNSON ¹

[Extract]

Sir

Alexandria May 13th 1777 –

A Vessell of ours from Martinico arrived here this day, and brought the Letters that we now do ourselves the Honor to enclose and forward to your Excellency P express.

The Master of this Vessall informs us he was chased off our Capes on Wednesday last by 3 large Ships an Armed Brig & 5 Sloops and Schooners, that the Weather thickening, he alter'd his Course & escaped by coming thro' the North Channell, or he must have fallen into their hands. He further gives

it as his opinion that no Vessel can possibly pass them either inward or outward bound, unless they draw little enough Water for Cape Charles, and get thro' it in the Night. This intelligence we use the freedom to Communicate, hoping it may be of Service in case any Vessells belonging to the state of Maryland are under Sailing orders.

1. Red Book, XIV, 66, Md. Arch.

14 May

MAJOR GENERAL WILLIAM HEATH TO CAPTAIN JOHN MANLEY ¹

Dear Sir

Head Quarters Boston May 14 1777

Several officers belonging to different marching Regiments in the Service of the United States of America have represented to me that numbers of soldiers, Inlisted into their respective Regiments, have deserted & from Intelligence, received some of them have enterd on Board the Continental Ships, and have changed their names to avoid being detected, by which the service is not only injured, but the public defrauded. I therefore request that you would make enquiry into this matter, and am confident that if any such are found on Board your own ship, or any of the others under your Command, that you will immediately send them up under guard, or give notice of them, that they may be sent for. I am dear Sir [&c.]

W. Heath.

Commodore Manley

1. Heath Papers, Force Transcripts, LC.

GOVERNOR JONATHAN TRUMBULL TO CAPTAIN SETH HARDING ¹

Sr

Hartford May 14th 1777

Yours of the 13th Came to hand as to the Reggin you are in want of Nathl Shaw Jnr Esqr has agreed to Supply you, and given orders to Mr Tilly at N London accordingly I have Sent you the Coms that were wanted for the Officers on Bord the Ship *O Cromwell* and your Sailing Orders hope Soon to have the pleasure to hear you are Sailed on a Cruize wishing you Success and prosperity remain your [&c.]

Jonth Trumbull

1. Seth Harding Papers, 1776-1785, MHA.

PAY ROLL OF CONNECTICUT NAVY SCHOONER *Spy* ¹

[Extract]

Schooner <i>Spy</i>	to Robert Niles. -	Dr
1777	For Sundy persons wages by him paid Viz	
Robert Niles Capt	fm Jany 8th to May 8. 1777	£57.12..-
Nathll Barns Mate	March 25 to ditto 14	9.12..-
Thos Rice 2d Mate	do 12 to Apl 12	5..-.-
Willm Higgins	Feby 28 to do 28	9..-.-

Ezekial Sayers	March	5	to do	21	6..2..8
Stephen Squire	do	5	to do	18	5.14..8
John Tucker	Jany	8	to Feby	22	3.10..5
John Tucker	Feby	22	to May	14	10.18..8
David Bowers	March	5	to do	14	9..4..0
John Anthony	do	5	to do	14	9..4..0
Richard Stewart	do	12	to do	14	8..5..4
William Swan	Jany	8	to Feby	21	2.17..4
William Swan	Feby	21	to May	14	8..5..-
James Ford	do	1	to do	14	10..6..-
Josiah Cary					3..3..-
Jaquin Fernandes	Jany	8	to Feby	8	2..8
Jaquin Fernandes	Feby	8	to May	14	12.16..-
William Skinner	March	15	to April	20	10.10..-
					<hr/>
					184.09..1
Commissions at 1½ Pr Cent					2.15..41½
					<hr/>
					£187..8..51½

1. Conn. Arch., 1st Series, IX, 40c, ConnSL.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Wednesday, May 14, 1777

Resolved, That a copy of the complaint lodged with the Marine Committee, against Commodore Hopkins, be delivered to Mr. [William] Ellery, for the said Commodore Hopkins.

1. Ford, ed., *JCC*, VII, 352.

MINUTES OF THE PENNSYLVANIA NAVY BOARD¹

State Navy Board

[Philadelphia] May 14th, 1777

An Order on Captain McLain to deliver Captain John Rice of the Brigantine *Convention* four swivel Guns.

Captain John Rice having solicited to be reinstated to the Command of the Brigantine *Convention* and upon promising for the future, to be Assiduous and well behaved, the Board returned him his Commission.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

Pennsylvania Journal, WEDNESDAY, MAY 14, 1777

Philadelphia [May 14].

Sunday last arrived here, Capt. Young, of the Continental sloop *Independence*, who is arrived at a safe port, with 500 tents, 2000 stand of arms, medicines, &c. by him we learn, that the Continental ship *Reprisal* has taken, after an engagement of two hours, an English Packet of 16 guns, from Falmouth for Lisbon, with three vessels under her convoy, and carried them

to France: that the *Sturdy Beggar*, of Baltimore, has sent into Martinico, two valuable prizes, one of them, besides Negroes, and the Governor of Senegal, has 27 tons of ivory and gold dust to the amount of 7000 l. sterling: That the *Rattle-Snake* has taken, since she left this port, eight prizes, five of which are arrived in safe ports: and that the *Oliver Cromwell*, of this port, has taken several prizes; four of which, viz. the brig *Lark*, from Cork, with beef, herrings and potatoes; the brig *St. George*, from Africa, with 190 slaves; the ship *Mercury*, from Glasgow and Cork, with beef, butter, dry goods, nails, copper and tin ware; and the schooner *Apollo*, from White-Haven, with cordage, &c. to the amount of 800 l. sterling, have got safe into Martinico

By Capt. Young we further learn, that an English frigate has taken a French 20 gun ship called *Le Sane* [*la Seine*,] from France and Martinico for St. Peters in Newfoundland, with military stores, and carried her into Dominica: That the Governor of Martinico has sent a frigate and a Guarda Coasta to demand her, and has declared that if she is not delivered up, he will immediately make reprisals; and, we are told the French have a formidable fleet in France ready to support their just claims, to cross the Atlantic unmolested by those British pirates who call themselves lords of the seas. We are farther told, that Lord Stormont, in his master's name, has demanded to know what the above fleet were fitting out for, when he received for answer, that Lewis XVIth was King of France, and had a right to fit out his fleet when he pleased, without being accountable to any one.

GOVERNOR THOMAS JOHNSON TO ROBERT MORRIS ¹

[Extract]

Annapolis 14 May 1777.

... I should have been glad too to have told you that Capt Nicholson had acted the part of an open generous spirited Man who was ready to make Amends frankly for a Rudeness he had unadvisedly committed he has avoided saying one Word about discharging the Men nor has he as I have heard, though I have inquired, discharged them agreeable to the Order sent to him – two Men indeed who had been taken in one of our trading Vessels and had just got away from a Man of War after a pretty long and severe Confinemt and who were impressed by the Capt after working their passages in to their Friends came here and told me on the Importunity of their Friends they were on the Tuesday Wednesday or Thursday, I forget which, after the Capts. being served with the Order discharged, on the Terms of giving Security each in 40 Dollars for their returning again or finding such a Man within ten days the Suretys confirmed the Story hence I suspect the Capt has no real Design to comply with the Order even in the very cautious Terms it is drawn – I am sorry the Congress did not at once say what Capt Nicholson should do by way of Concession and appoint some Body to discharge the Men there's an indelicacy in saying what any shall do by a Man to himself but you may be assured, with myself and the Council, discharging the Men and unequivocal Signs of a real Concern for what had passed

would have been the most satisfactory Concession. It is an unlucky Business Capt Nicholson might have applied to the Legislature they were sitting and could best judge how far Necessity was a proper Ground but I dare say they would not have taken the Execution of the Measures they might have thought proper to adopt out of the Hands of the civil Magist[rat]e

I judge myself a good many Men might have been got in Virginia I have been well informed Seamans Wages there are abt 20 Dollars in Balt from 15 to 18 £ a month. I think Industry might have therefore procured some Men from Virginia – I have been so prolix that I am afraid I tire you yet I cannot omit maintaining that I am under the strongest Impression, that I ought not to have waited for a formal or regular Complaint who were to make it? the Men who were injured were kept on board some of them as I have heard in Irons, almost every Body I saw told me there was a press in Balt. Some of the people in our own Service had been carried by violence and detained on board the Frigate and one of them had actually been before the Council I could not but believe the Report to be true it was not sufficient I agree to pass any Judgment on Capt Nicholson but it surely justified the Council & my conditional Requisition that if he had impressed Men he should discharge them, it was easy thing to say he had not pressed any Body if he really had not or if he had & discharged them to say so. . . .

1. FDRL.

STEPHEN STEWARD TO GOVERNOR THOMAS JOHNSON
AND THE MARYLAND COUNCIL¹

Gentel Men

May the 14 1777

As the Carpenters Work is now Near Dun of two vessells I have on the Stocks a Schoner of ten guns a zeback of 20 Guns I Shuld be glad to no In What Maner you Intend to have the zeback Rigid that I may Provoid Mastes for hir I Was tou'ld you Intended hir for a Ship. I shuld think She would answer best a brigg how Ever I will Rigg hir any way you Desier I Can venter to let you [know] there is no Such vesell In this State of hir Size I now shall be Sun Dun all that I had orders to Do for the State I shuld be Glad to no If you will have any ferther Business for me I am Gentel Men [&c.]

Stephen Steward

Plesto Let Me hear from you as sun as itis Convenent

1. Executive Papers, Box 7, Folder 110, Md. Arch Xebec *Johnson* and schooner *Annapolis*.

SOUTH CAROLINA NAVY BOARD TO JOHN RUTLEDGE¹

Sir/

Navy Board 14th May 1777 –

The Commissioners of the Navy having received Certain Information of the Capture of the Brigg *Defence* and Judging it Necessary, as soon as possible, to purchase or build; One or more fit Vessels to Cruize for the protection of the Trade of this State; beg leave to recommend to your

Excellency that as George Abbot Hall Esqr. on[e] of the Commissioners of this Board is now going to the Northward for the Benefit of his Health, he may be Directed to purchase a ————— will mount not *less than Eighteen* six pounders ————— sailing, and in Every respect fit for the service intended, and have her Compleatly fitted, Armed, and maned, and that he may be furnished, with a Sufficient Credit on the *Continental* Treasury, to Enable him to make such purchase, *and* that your Excellency will furnish him with Blank Commissions for a Captain, and Two Lieutenants.

By Order of the Board

Edward Blake first Commissr

1. Salley, ed., *South Carolina Navy Board*, 65.

LIEUTENANT GEORGE BURDON, R.N., TO VICE ADMIRAL CLARK GAYTON ¹

West Florida Pensacola Harbor

May the 14th 1777.

Sir,

I arrived from the Lakes the 3d Instant after taking three Prizes, two laden with Tobacco Wine &ca the other with 87 Cask of Tarr, two arrived here safe, & one was lost on Rose Island, but no lives lost; Found lying here the *Florida* Surveying Sloop who had met with a heavy gale of Wind, in which she lost the Schooner Boat, and stove the other Boat, which they have repaired, & sailed from hence the 13th Instant.

Captain Lloyd in His Majestys Sloop *Atalanta* is up the River Mississippi, off the Town of New Orleans; the Governor of which place, has made Seizure of every English Vessel, that had a Brow made [out] from the Vessel to the shore, the number amounts to about fourteen. I am Sir [&c.]

George Burdon

A Copy Clark Gayton

1. PRO, Admiralty 1/240.

JOURNAL OF H.M.S. *Winchelsea*, CAPTAIN NATHANIEL BATEMAN ¹ ✓

May 1777

The West Caicos NE 4 or 5 Miles

Tuesday 13th

at 6 [P. M.] made Sail, 4 Sail in sight to the Eastward, at ½ past eight saw a Sloop, board two Brigs, and a Schooner Mode & clear several Sail in sight, gave chace to the Southward

Wednesday 14th

at 4 AM came up with the Chace, found her to be a French Brig taken by our Boats, hoisted out the Yawl and brought the Master on board, at 7 came up with an American Brig² taken by our Boats, loaded with Powder and Arms, Tkd: & Shortened sail at 2 PM Tkd, at six the west Caicos SWBS, stood on to meet the Boats, ½ past 6 the Boats came onboard with a French Schooner taken on Suspicion, Lay too and examined the Captain, at 10 hoisted in the Longboat,

& discharged the two French Vessels; sent an Officer and six men onboard the American Brig, and sent her down to Jamaica, brought the Master; & people, on-board.

1. PRO, Admiralty 51/1067.

2. *Ann*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

15 May

SALE OF THE PRIZE SHIP *Royal Charlotte*¹

Sales by Auction of the Ship *Royal Charlotte* Salem 15th May 1777
Sold by Order of Captn Jo Lambert Agent for the Privateer Sloop *Revenge*
Commanded by Benjn Dean.

The Ship <i>Royal Charlotte</i> with her Appurtinances & agreeably to Inventory.	}	Henry Mitchel	£1300..0..0
1 Bundle Iron Hoops		Ezra Jones	1.16..0
2 large Blocks		Henry White	9
			<hr/>
			1302..5..-
1 Course sail		George Dodge	15..0..0
1 Mizen Sail		George Dodge	16.10..-
1 Coarse Sail		George Dodge	13.10..-
1 Studensail		Josh Lambard [Lambert]	18..0..-
1 Studensail		Josh White	21..0..0
1 forestaysail		Henry Mitchel	12..0..0
1 Brass Compass		Henry White	2..2..0
1 Royalsail		Robt Leech	5..0..0
1 Old sail		Josh White	1..0..0
4 Water Casks		Josh White	1..4..0
			<hr/>
			1407.11..-
1 Ps Junk		Peter Lander	10..-..-
			<hr/>
			1417.11..-

Settled the above with Captn Lambert

1. Revolutionary War Auctioneers' Sales Book, Oct. 1776 to June 1778, EI.

SALE OF THE MASSACHUSETTS PRIVATEER SLOOP *Revenge*¹

Sale by Auction of the Privateer Sloop *Revenge* Sold by Order of Captn
Jo White agent for the owners of sd Sloop – Salem 15th May 1777 –

The Privateer Sloop <i>Revenge</i> with her Appurtinances & Agreeably to Inventory	}	Andrew Cabot 1510£	£1510..0..0
1 Hogd Pork		Jo Lambert	13..-..-
1 BBl do		Peter Lander	7.10..-

1	BBl	do	Peter Lander	8. . . . -
				<hr/>
				1530. . 10. . -
1/2	do	do	Jona Ingelsol	4. . . . -
1	do	Beef	Peter Lander	6. . . . -
1	do	do	Peter Lander	6. . . . -
pt	do	do	Hy White	6/ 6. . . -
pt	Hogd	Bread	Jo White	1. . . . -
1	Sail		Jo White	3. 15. . -
				<hr/>
				1559. 11. . -

Settled The above with the Owners of the Privateer *Revenge*

1. Revolutionary War Auctioneers' Sales Book, Oct. 1776 to June 1778, EI.

JOHN BRADFORD TO THE CONTINENTAL MARINE COMMITTEE ¹

[Extract]

Boston 15th May 1777

... Capt [Thomas] Thompson got to town from Phila the evening before last and this morning goes to Bridgwater to se his Cannon prov'd a second time,² we have cast Nineteen twelve pounders, and scarce as pigg Iron is we shall get enough to cast another and he proposes to purchase Six nine pound Cannon which are to be sold this day at Vendue, to make the number —

Capt [John Paul] Jones & the Shipwright who went with him to Bedford to look at the *Mellish* Return'd last evening, they together with Capt Thompson and Mr Jarvis, are of opinion that it wont answer to make a war like ship of her, tho' Capt Jones was sanguine in his Opinion before she would not, she is a fine Merchant ship & sold extreemly low, she will wait for Orders how to dispose of her, Capt Jones is going to York to look at a Ship Building their, the one I formerly mention'd she will make a fine ship for the purpose but how to come at Cordage I know not, we have not a ton of hemp in the State, I flatter'd myself before this that we shou'd have had a supply from france . . . Our frigates are still in port but they have been retarded by a long series of Wet Weather, & constantly Eastern Winds, I hope they will get away to day or to morrow the *Alfred* has haul'd off, her guns are on board, she is wooded & Water'd and to day takes her provisions in, hope she will be ready Soon . . .

I am sorry to say weve not been Yet able to purchase Vessells for Cruisers ³

1. John Bradford Letter Book, vol. 1, LC.

2. For the Continental Navy frigate *Raleigh* at Portsmouth.

3. See Journal of the Continental Congress, March 15, 1777.

Independent Chronicle, THURSDAY, MAY 15, 1777

Boston, May 15.

We learn from New-York, that all American prisoners, taken on the

high seas, are confined on board a separate guard-ship in that harbour, in order to be sent to England, to be tried as pirates, agreeable to an act of parliament for that purpose, which passed the royal tyrant of Britain and his bloody ministry, the 17th of February last.

Deserted from the *Alfred* Ship of War, now in this Harbour, a French Negro, named Francois, by Trade a Barber, and plays well on the Violin: – had on when he went away, a blue French Great Coat, brown Waistcoat and Breeches, and his Hair queued. – Whoever takes up said Negro and returns him on board the above Ship shall receive Four Dollars Reward, and all necessary Charges, by
Elisha Hinman.
Boston, May 15, 1777.

Wanted, a Good Coasting Pilot, for the Ship *Alfred* – Such a one may hear of Encouragement, by applying to

Elisha Hinman.

CAPTAIN CORNELIUS WHITE TO T. J. & W. COCHRAN, HALIFAX¹

[Extract]

Copy

Gentlemen

New York 15th May 1777.

I now set down to inform You of the whole of my proceedings Since I left Halifax – I have wrote you Several Times but presume you have not recd any of my Letters by your not mentioning of it in your Letter to Capt Beamish, Nothing material happened on my outward bound Passage, but a long time after I went out I had nothing but Southwardly Winds which made my Passage very long, I arrived at Barbadoes in 46 days went on Shore in a Passage Boat, I had not been on Shore more than One hour before it began to blow extremely hard in Such a Manner that frightened the People on Shore, however we recd no other damage but tareing our Sails very badly, I tried the Markets there found I could not do anything that would answer . . . I then saild for the Island of Dominica & arrived Safe, I found the Markets better there, but not quick Sales . . . after a long Time I got clear of the Cargo as you will See by the Accots of Sales sent you, After Some time I got 90 Casks of Rum & 12 of Sugar, Waited for Some time for a Ship which mounted 14 Guns which was bound to New York as it was almost impossible for me to have been out 24 hours alone without being taken, for them Seas are almost alive with privateers, taking every Vessell that passes without Convoy, they have even taken a number of the Passage Boats & Droggers, Capt Beamish & myself & two Liverpool Ships Saild the 27th of December under Convoy of that 14 Gun Ship arrived Safe at St Christophers, on the passage I found the head of my foremast to be very Rotten & weak So that it twisted one Side & the other as I shifted Tacks in a common breeze, I knew it was Weak on the passage out, took all the pains to Secure it at Dominica that could be contrived by Iron Withs & holdings & thought I had made it Secure, on the Passage to St Christophers I found it was not & that it was not possible to make it So, the main mast was rotten before I came into

her but not so bad but I believe it would have Stood the Winter Coast by nursing it, In this Condition I was at St Christophers with the 14 Gun Ship condemn'd to be unloaded & new Sheathed, I did not know how to proceed, Capt Beamish & I concluded to go down to St Eustatia [for] certain Intelligence about the privateers. when we got there we found that the whole sea was almost full to the number of 150 Sail cruizing about those Islands & in our Way as far as Bermudas, we need not to have gone there to have known that they were very plenty for they came in Sight of Basseterre every day almost, one came within $2\frac{1}{2}$ Leagues & took a Guineaman all in sight of the Town & one Night on coming down from Dominica one Son of a bitch run amongst us, but was too Small to attack our Convoy So Sheared off, Beamish & I consulted together & got Some of the first peoples Opinion wether we had better proceed or not, their Opinions were that we had better Stay for a Convoy for it was impossible to get clear without, then we enquired when there would be a Convoy appointed for York we made it pretty certain there would no Convoy go till the middle of April, we were certain that it would never do to Wait So Long as that, We now had no other Alternative left but to Sell both Vessells & Cargos or to go to Sea where we were certain to be taken in a few Hours after Sailing, we not knowing whether the Vessells & Cargoes were insured or not, we put all those Circumstances together & consulted whether it was best to go out & be taken which Should have been the Case most certainly (for one of the Liverpool Ships was taken we have heard) & run the Risque of the Vessells not being insured, Or to Sell them, we concluded it would be most prudent to Sell both Vessells & Cargoes which I hope you Gentlemen will think we have done what you would have thought most prudent had you been in our Circumstances, the Rum Gentlemen I Sold for what it cost exactly, the Sugar I Sold something under the first Cost. The Brig I agreed to have 300 Johannes for but was Obliged to make 20 Johannes abatement on her on Accot being So very Worm eaten & the Masts bad, finely I was afraid of her being turned on my hands . . .

1. White Collection, N.S. Arch.

NAVAL LIEUTENANTS' PETITION TO THE CONTINENTAL MARINE COMMITTEE ¹

[Philadelphia, May 15, 1777] ²

The Petition of the Lieutenants of the Navy Humbly Sheweth

That they have for a Considerable time Labour'd under the Small Allowance of twenty Shillings p Week, That When Your honorable Board made that Resolve, Provisions of Every kind was nearly One half Cheaper than they now are & have Been for a Considerable time Past —

That a particular Resolve of Congress Ranks us with Captains in the Land Service, that their Pay is Superior, & their Rations (as the Markets are Now) are Preferable to Our Pay & Subsistance allowed us,

That the Congress have heretofore Laid in Such Stores as Were thought Necessary for Lieutenants, & as we Are Informed there is now Only Ships

Common Provision allowed, We would humbly Request Your Honorable Board would take the Premises into Consideration, it Being Impossible for us to Support Ourselves & Families much More to Lay in the Smallest Stores for Sea —

That Several of us are Under Sailing Orders & Others will no Doubt Shortly follow. We Should Esteem it as a Particular favor in Your Answering This Our Petition as Soon as may Be Convenient to your Honorable Board —
Lieutenants in the Navy

Luke Matthewman	Joseph Greenway
Rob ^t French	George Batson
William Gamble	Robert Hume
R ^t Pomeroy	Robert Martin
John Angus	Joshua Barney

1. Papers CC (Petitions Addressed to Congress, 1775–89), 42, IV, 114–15, NA.

2. The petition is undated, but was read in Congress on May 15, Ford, ed., *JCC*, VII, 361.

GOVERNOR THOMAS JOHNSON TO THE CONTINENTAL MARINE COMMITTEE ¹

Gentn

In Council Annapolis 15 May 1777.

We inclose you Copies of two Letters from Capt Nicholson and of one from us to him — It would have given us pleasure, more on the Capts Account than our own, if we could have wrote you long ago, that he had frankly made us the Satisfaction we had a Right to expect: but we cannot but see, from his Letters, that he has no very good Will to make Concessions; and that though his Friends as well as the Congress, think his first Letter justly reprehensible, he shows little Sign of a real Concern, for having written it. — Whether Capt Nicholson apologizes for the Affront given or not, is of but little Consequence to us; and as some, and as we believe the Congress, have Expectations from him as an Officer, we waive the point of Satisfaction to us: But as to the Discharge of the people, on which he has avoided to give us the least Satisfaction, not having said one Word on it in his Letters, we hope and expect a peeremptory Order for the Discharge of such as have been impressed, and that it may be done in such Manner, as will give full Assurance to us that the Thing is done We are Gent with very great Respect [&c.]

Th Johnson

1. Papers CC (Maryland and Delaware State Papers, 1775–89), 70, 191, NA. While the letter names no addressee, a copy in the Council Letter Book (1777–1779), Md. Arch., notes “Honble Marine Committee Philada.”

MARYLAND COUNCIL TO STEPHEN STEWARD ¹

Sir,

In Council Annapolis 15th May 1777.

The Governor received your Letter of Yesterday last Night and we that of to Day this Moment. Capt [James] Belt has been consulted and he thinks the Xebec had best be rigged in the Manner of a Ship, that too is Lieut Gordon's Opinion, and we are desirous of gratifying them, as they will risk their own Persons in her. Belt says he thinks the Boom and Sail in

the Brig Fashion will be too heavy. We do not know how we shall get Men for the State Vessels already built; they are all now useless for the Want of Men, therefore we cannot think of making a new Call for them, before the old is gratified.

We are every now and then called on for old Sails, for Uses we know very little of, and therefore are unwilling to part from the *Dolphin's*.

We are &ca

1. Council Letter Book (1777-1779), Md. Arch. Belt had xebec *Johnson*.

Gazette of the State of South-Carolina, THURSDAY, MAY 25 [15], 1777

Charles-Town, May 15. Supplement.

The *Defence* Brigantine of War, belonging to this State, of 4 Six Pounders, and 10 Fours, commanded by Thomas Pickerin, Esq; which sailed on a Cruize from hence the 31st of March last, soon after fell in with and was taken by the Enemy's Frigates, *Roebuck* of 44 Guns, and *Perseus* of 20. The Intelligence comes in a Letter to Congress, from Capt. Pickerin himself, dated on board the *Perseus*, off Cape Henlopen, the 9th of April. – To prevent any of our Vessels being decoyed by the said Brig, should she be employed to cruize this Way, the following Description of her is given, viz. *The Length of her Keel is about 60 Feet; she has a Quarter Deck, no Head; her Sides were painted black, her bottom white; her Stern is remarkably narrow, Sheer very good, and Bow very round; She was full rigged and well fitted, with Crosstie Fittings and Waste-Cloths; she had 16 Ports, which lift up, and were painted a bright red; her Masts were very taunt, especially the Top-gallant Masts, and her Top-gallant Sails and Royals very square; the Tauntness of her Masts, and the Main-mast being stept far aft, makes her appear rather short; and the best of her Sailing is large – she sails but indifferently upon a Wind, and worst close-hawl.*

MARQUIS DE BOUILLÉ, GOVERNOR OF MARTINIQUE, TO
VICE ADMIRAL JAMES YOUNG ¹

Sir, at St Pierre Martinique 15 May 1777.

I have the honor to inform Your Excellency of my arrival at Martinique to assume command and to present Mons. de Kersaint, commanding one of the King's Corvettes, who will deliver my letter to you. I also present Mons. de Collimes, captain in the corps of engineers and my aide-de-camp, who will present my compliments to you and bear witness of my desire to maintain my confidence and good will with you personally and also between the French nation and the English nation which have been disturbed by minor unfriendly acts on the part of your warships and privateers which take our ships daily under the pretext that they are loaded with American goods; this is contrary to the law of nations and in violation of treaties existing between our two courts, & must necessarily lead to a break in relations, if you do not give the necessary orders, and restrain the greed of your privateer owners.

I am aware that the English nation has lodged complaints about several

matters which seemed to involve a certain unfriendliness on the part of France; the first one concerns warlike preparations which are presumed to have been made in the ports of this colony, either to aid those whom you call "the Rebels", or to support them in their hostility toward their sovereign; the second is the permission or tolerance accorded to these same rebels to sell their prizes which they make every day; the third concerns the connections which French commerce maintains with them, & the recognition that it seems to give to their independence by receiving them similarly in our ports.

Knowing the intentions of my court on this subject, I gave orders as soon as I arrived in this colony, forbidding any Frenchman to embark on any foreign ship, under any pretext whatsoever, of any nation whatsoever, and that no ship be sent to any destination that might seem to be giving aid to the Americans. I gave orders, at the same time, that no prizes be sold, either those made by the so-called Royalists or by the so-called Rebels, and I repeated, just for this reason, the commerce regulations of France, which forbid the receipt of foreign goods in the ports of its colonies, admitting only those of the English nation; and not knowing your affairs and domestic troubles I have forbidden any flag to be recognized other than those recognized by all nations.

However, since smugglers of contraband goods, whether English, American or whatever nationality, are daily escaping our guard, I can only be responsible up to a certain point for merchandise and goods which are brought into this colony, whether by the English colonists of New England, by those from Europe, or by the inhabitants of your colonies; and since, as I have had the honor to tell you, I recognize neither Royalists nor Rebels nor Americans, I must permit entry, without distinction, to all those who take refuge here, & also allow them to buy all the merchandise and munitions which the laws of the Kingdom permit to be Exported from our colonies and which must be for the good of all nations.

These are the principles, very clearly, which govern my actions and which strictly conform to the Laws of nations and the laws of the Kingdom.

But I can see no valid reason you can give for your warships seizing our ships bound for the Islands of Miquelon & St. Pierre where we have French settlements, the Court of London having no Rights recognized by other nations, to make laws prohibiting commerce with other maritime powers. Nevertheless our ships are stopped daily and are confiscated by your Admiralty Courts & the Crews are treated with unspeakable cruelty.

I do not at all understand either what right you have to make seizures of our ships which are engaged in coastwise trade between our Islands; nevertheless the snow *le Nancy* of Bordeaux, loaded with lumber and Coffee, was stopped as she was leaving Trinité in Martinique, for Point à Pitre in Guadeloupe, and was taken to Dominica the 23rd of April last. Some Ships loaded with lumber and timber from Mississippi were seized by your privateers under the pretext that the cargo was American; others were taken coming from Cayenne bound for Martinique. I am sending to Your

Excellency the details of these illegal captures which I protest as contrary to treaties.

I know of no laws, which authorize warships of His Britanic Majesty, to come right into Ports of French colonies and take away French ships, a most marked hostile act. The English frigate the *Hind* seized on the 26th of last April, off the Grand Cul de Sac of St. Lucia, the vessel *l'Amitié*, loaded with cod, salmon, biscuit, staves and cocoa for that colony, and fired upon the King's territory. I ask your Excellency by what treaties such acts are authorized.

As for the principle which you seem to have adopted of confiscating ships loaded with goods from the colonies of North America, purchased from the Rebels by Frenchmen & loaded in our ships, it is important to Know whether the court of France is in agreement with the court of London on this point. I shall send to my government a report on the question and await a reply. I will also include an account of all the complaints and claims which I am making in this Letter, & I venture the hope that the court of London will give me complete satisfaction. In this way it will maintain the good relations which should exist between the two powers. I desire in all sincerity, and hope to have occasion to express it to your Excellency, the high esteem and great respect with which I have the honor to be, Sir [&c.]

Mis de Bouille

[Enclosure]

French Vessels taken by English Privateers

The ship *le Fier*, of about 350 tons, belonging to Mr Sargenton, Captain Larrieu, bound for Bordeaux, while passing by Miquelon, captured by the privateer *Ridde*, about 15 leagues from Martinique, and carried to St Christopher on April 16th 1777. —

The snow *le Nancy*, of about 45 tons, belonging to Mr Menoire Sr, of Bordeaux, Captain Montégut, bound from Trinité on the Island of Martinique for Bordeaux, while passing by Guadeloupe, stopped by the English frigate *Castor*, on April 23rd 1777, & was carried to Roseau on the Island of Dominica. —

The vessel *l'Amitié*, of about 40 tons, belonging to Mr Sollies of Martinique, Captain Michel Spau, having departed on April 24th on a voyage around the Island of St Lucia, seized by the English frigate the *Favorite*, on April 26th, 1777, off the Grand Cul de Sac of St Lucia where it was anchored, and carried to Antigua. —

The vessel *l'Oiseau*, belonging to the French Guiana Company of Paris, Captain Charpentier, bound from Cayenne for Martinique, stopped off Dominica on May 10th 1777. —

The vessel *le St Antoine*, belonging to Messrs Sargenton and Martin, Captain André LaSalle, bound for Louisiana, seized by an English privateer on April 11th 1777, and carried to the Island of Tortola. —

[Endorsed] No 1. In the Admirals Letter No 2. dated 12 June 1777

16 May

MINUTES OF THE MASSACHUSETTS BOARD OF WAR¹

Board of War

Boston 16 May 1777

Voted That Colo [Jonathan] Glover engage Colo Orne's Schooner or any other suitable for the Spy Boat & dispatch her immediately to Sea —

[P. M.]

Order'd That Mr [Ellis] Gray deliver Colo Glover Two Spy Glasses for the Spy Vessels —

Order'd The Comy deliver Colo Glover one small piece Oznabrigs two doz Jibb Racks six Water pails two Coils small Ratling & one Barrel Flour for the Spy Boats —

Resolv'd That the Ship *John* be call'd the *Adams* —²

1. Mass. Arch., vol. 148, 321, 323.

2. Prize of Massachusetts Navy brig *Tyrannicide*.

WILLIAM WARNER TO HIS PARENTS¹

Honoured Parents

Dartmouth May 16. 1777

these may inform you I have this moment arived in the good Ship *Ceasar*, a Prize by us taken about three hundred tons loaded chiefly with dry goods immagind to be worth over a hundred thousand pounds Lawfull. we took her close in with Barbadoes. I have had thirty five Days passage & have met with violent gales of Wind, but receivd no Damage. I first got into Nantucket, which I left Yesterday, and last monday I came very near loosing the Ship, it blowing very heavy a large Sea & a wild roadstage [roadstead]. I parted my best bower Cable & lost my best Anchor. & rid it out by my small Cable thank god. it oblidge me to strike every Yard & top-mast on deck & ride a hull, I have not time to enlarge, so conclude acquainting you I am well but almost wore out. these come by Capt Phillips, who is likewise Just arived & has lost his mast in one of the gales I was in my love to all our family & friends. I shall come home as soon as I discharge the Ships Cargo. I am dear Sir your loving Son

W^m Warner

Please excuse my bad writing my hands being very stif & fingers sore —

Capt Oliver R. Warner

In Middletown Connecticut

1. Benjamin Page Papers, 1777-1809, ChHS. Warner was a prize master from the Connecticut privateer brig *Fanny*, Captain Azariah Whittlesey.

MAJOR GENERAL JOSEPH SPENCER TO GOVERNOR JONATHAN TRUMBULL¹

Hond Sir

Providence 16th May 1777 — 4 oClk P.M.

By a Deserter from the Enemy last Evening, and now arrived, it appears that the Troops arrived at New Port this Week in the Transports were only the Granadeers and Infantry belonging to two of the Regiments which are to remain on Rhode Island; and that tomorrow Morning two and an half

Regiments of Hessians, and one British Regiment (the 63d) are to Embark for New York (or some where else) — this he says was ordered (publicly) on Wednesday so far as to prepare, and be in Readiness to Embark. By this, and other Intelligence recd Yesterday Morning, I am rather inclined to suppose that their Destination is to the Westward; and think it of Importance, that you be immediately advised of the Matter, that the necessary Cautions may be given to the People on the Shores of Connecticut. — I am Sir [&c.]

Jo^s Spencer

1. Jonathan Trumbull Papers, vol. 6, 109a, ConnSL.

GOVERNOR NICHOLAS COOKE TO MAJOR JAMES TEW ¹

Sir

Providence, May 16. 1777.

You being intrusted with the Care of a Cartel, to go to Newport, are to proceed there assoon as possible. You will deliver to the Order of Sir Peter Parker the two Midshipmen and Seamen put on Board the Cartel, taking a Receipt for them.

You will receive such Prisoners as Sir Peter shall send on Board your Vessel, and such Women and Children as Lord Percy shall permit to come off.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 Honour. I am Sir [&c.]

Majr James Tew

1. Letters from the Governor, vol. 2, R. I. Arch.

2. By this cartel Governor Cooke had written the same day to Major General Richard Prescott stating: "Application having been made to me by many Persons for Leave for their Friends at Rhode Island to come off, I inclose you a List of their Names, and as I have given Permission to every Lady who hath applied to me for Leave to go to Rhode Island, I have no Doubt of your permitting them to come," Letters from the Governor, vol. 2, R. I. Arch.

GOVERNOR JONATHAN TRUMBULL TO CAPTAIN SETH HARDING ¹

Sir

Hartford 16th May 1777

Inclosed is a Copy of a Letter recd after 9 O'clo — In this Evening — You'l Observe the Contents — and Communicate the Same — and The Commander of the Forces at New-London is hereby Ordered to Afford you every necessary Assistance and Aid in his Power — And you are Ordered to proceed up Sound, to intercept the Ship and Sloop mentioned, and Observe the Signals inclosed from Capt [David] Hawley — you are directed to Attempt This Enterprise — using your prudence therein; not doubting your Vigilance and Exertions On this Occasion; — You are best Acquainted with The Frigates which May lye Off, and near Eno' to afford protection to the Ship and Sloop — and Therefore it is left to You to Judge what is prudent in the Case —

If Capt [Robert] Niles is at New London, he is Ordered to go for your Assistance — And if Any other Armed Vessels are in the Harbour You

armed Vessels are anchored to the Northward of the Chain to prevent it. For these Reasons, I intreat you to give all the Assistance in your Power, to the Speedy Arming those Vessels; the Season is far advanced, the Campaign must soon open; and it's farr from being improbable, but the Enemy may direct their Movement up this River; if they do, the want of the use of those Gallies, may be extremely injurious to our bleeding Country. Time will only permit me to add, that I am with great Truth and Regard Gentlemen [&c.]

To the Continental
Navy Board of War

Alex^r McDougall B General.

1. Papers CC (Letters from General Officers, 1775-89), 161, 83-85, NA.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN HOYSTEED HACKER ¹

Sir

[Philadelphia] May 16th 1777

As we have now appointed you commander of the Ship *Columbus*, you are to repair without delay to Providence Rhode Island and there put on board said Vessel Provisions for a four months Cruize, useing every endeavour to get fitted and manned with dispatch. When ready for the sea you are to proceed out against the enemies transport ships coming to reinforce or supply their Army at New York, and take burn sink or destroy as many of their Vessels of every kind as you possibly can. You will employ your Vessel in this manner until the 10th day of July next, when you are to breake open the sealed Instructions enclosed herein and follow the orders there laid down for you.

Those Instructions will direct your attention to an object of great importance the execution of which we have much at heart and on your part we expect that every thing in your power will be done to accomplish it. Should any misfortune happen to you be sure to destroy those Instructions keeping them ready slung with a weight to sink them should there be Occasion so to do.

We wish to see strict discipline supported in our navy & the seamen well treated – great care to be taken of the Ships their Materials and Stores, and Prisoners are to be treated with humanity therefore recommend that you attend carefully to these points, as well as to keep us constantly advised of your proceedings.

Your exertions for the Public benefit will always command our esteem and freindship and we doubt not you will be very diligent in the service of your Country

We are sir Your very hble servants

1. Marine Committee Letter Book, 91, NA.

CONTINENTAL MARINE COMMITTEE TO DANIEL TILLINGHAST ¹

Daniel Tillinghast Esqr

[Philadelphia] May 16th 1777.

Sir

Enclosed herein we send forward to you some blank warrants which are to be filled up with the names of suitable men for Petty officers on board the

Ship *Columbus*, therefore we request that you will join with Captain Hacker to have good men appointed and transmit us a list of their names.

We have ordered the *Columbus* out on A Cruize and request you will lend Captain Hacker every assistance in your power to get her to sea as soon as possible. –

We are sir Your very hble servants

1. Marine Committee Letter Book, 92, NA.

PENNSYLVANIA NAVY BOARD TO COMMODORE JOHN HAZELWOOD ¹

[Extract]

State Navy Board

Sir –

[Philadelphia] May 16th 1777

We request that you will with all expedition proceed down the River with the fleet under your Command to such distance as you shall think prudent, and if the Enemy shou'd come up so high as you think they may be Attack'd we desire it may be done. Leaving the management to your prudence we heartily wish you success.

We sent off yesterday Michael Dawson to Derby Creek, and this Morning Matthew Strong and William Ross to take Charge of the fire Vessels at the Island. . . .

1. Navy Board Minute Book, Pa. Arch.

JOSEPH HEWES TO GOVERNOR RICHARD CASWELL ¹

Dr Sir

Edenton 16th May 1777

There are several persons now here who wish to get Commissions for armed vessels that they are fitting out. They can get good security here, but, being strangers at New Bern might meet with some difficulty there. They also complain of it as a grievance that they should be obliged to go to New Bern at the expence of ten or fifteen pounds to get Commissions. If your Excellency could send half a dozen Commissions with the instructions to Mr [Michael] Payne, with orders to him to take the proper securities, and fill up the blanks, it would save much trouble and expence to those who want them. How far this may be consistent with the mode of issuing these Commissions, I know not; but, if it can be done, it will much oblige the mercantile interest here. I have not had any late accounts from the Northward; as I have been expected there for some time past, my friends do not write to me. I am with much respect & esteem Dr Sir [&c.]

Joseph Hewes

1. Governors Letter Books, 1.1, Richard Caswell, 81, NCDAH.

LYMAN HALL TO ROGER SHERMAN ¹

[Extract]

Savannah 16 May 1777

When I came here I found an Expedition going on Southwardly, whh

am afraid for want of a few Armd Vessells, will not Effect so much as could be wish'd, however hope it will at Least Answer this good purpose, vizt keep our Enemies of E Florida at Home, & prevent their Repeating their Depredations upon us – I believe already we have lost 3 or 4, perhaps 5 or 6000 Head of Cattle & had our Settlements broke up in all the southern Part of this State. –

1. Autograph Collection of Signers of Declaration of Independence, vol. 2, 325, PML.

17 May

CAPTAIN PHILEMON POWNOLL, R.N., TO VICE ADMIRAL RICHARD
LORD HOWE ¹

Copy.

Apollo off Quebec 17th of May 1777 –

My Lord,

I have the honor of enclosing to your Lordship a Copy of my Orders from my Lords Commissioners of the Admiralty, and of acquainting you, that I arrived here with His Majesty's Ship under my command the 6th Instant, at 5 o'Clock in the morning, having sailed from Plymouth Sound the 2d of April.

Being Senior Captain in the River Saint Lawrence, immediately on my Arrival, I gave orders to Lieutenant Scott of the *Gaspé* Armed Brig to get ready to Sail for Halifax, in order to inform your Lordship as soon as possible of the State & Condition of His Majesty's Ships & Vessels under my command, and to carry General Sir Guy Carleton's Dispatches to General Sir William Howe.

Finding no Orders or Instructions here from your Lordship, since those to Captain Douglas dated the 13th of June last; I began to consider what Steps I should take for carrying on the Service, so as best to answer your Lordships Intention, and I shall be happy, if those I have adopted, meet with your approbation.

On consulting General Carleton, and finding he did not mean to make any fresh requisition for any Men for the Lake Service, the first object that Struck me, was, the great Expence of the Transports remaining here since last year, (of which I have enclosed you a List) I thought I could not employ the *Apollo's* people to more Advantage, than in getting those down from Sorel, in order to their being Caulked and put into a Condition to depart for England, as soon as their people can be spared from the Lakes, which by the time they are ready, the 200 Supernumeraries ordered out by the Lords of the Admiralty, will replace, and the Service carrying on there, not be interrupted, and by which means, I shall have my people ready, in case I should receive any pressing Orders to leave the River. – I am employing all the Carpenters I can collect, in getting those ready that Wintered at Quebec, some of them will sail with two large Treasury Armed Ships in a few days, by which I shall send General Carleton's and my Dispatches to England.

The General having no Officer to send with them, I thought it highly improper to entrust them to a Master of a Transport, I shall therefore send

Mr Burchell (appointed to Act as Lieutenant of the *Viper* by Sir Charles Douglas, last year) with them, and have given an order to Mr Harrison of the *Garland* (who has passed his Examination) to act in his stead, untill your Lordships pleasure is known. The *Garland*, *Triton*, and *Viper* have hauled out into the Stream, and do not find they have suffered in the least, by laying on Shore in the Winter.

Captain Lutwidge of the *Triton* (at the Request of General Carleton to Captain Pearson) is gone to carry on the Service of the Lakes; and I have also by the General's desire, sent Lieutenant William Brown of the *Apollo* to assist him.

If I receive no fresh orders or Instructions from your Lordship, as soon as I have got the Transports from Sorel down, and they are in some degree of Forwardness to return to England, (unless the General should make a Requisition of more Seamen for the Lakes, which I have no reason to apprehend, as the Ships here will answer every end of Carrying on the Service) my Intentions are to leave the River and proceed to Halifax for Orders for my future proceedings.

I enclose your Lordship a Report of a Survey on the *Magdalen* Schooner, whose Men I am at present employing in bringing the Ships from Sorel; as soon as that Service is over, I shall cause her to be put in a Condition for the River Service, where She will be very Useful during the Summer. As I found it was of great Benefit to have a Ship up the River last year, I have ordered Captain [Samuel] Graves in the *Viper*, as far up as Trois Rivieres on that Service.

The *Brunswic*, a Schooner taken into the Service last year by Sir Charles Douglas, I have ordered to be discharged, having no occasion for her, and have ordered Mr Longcraft (who was appointed by Captain Douglas to command her,) on the Lake Service, at the Generals request.

I have enclosed Copies of Letters from Captain Lutwidge and Lieutenant Turnbull of the *Triton*, desiring that Richard Kimber Boatswain, and John Hodgkins Serjeant of Marines might be tried by a Court-Martial, the former for Embezzlement, and the latter for Drunkenness, &c. but there not being a Sufficient number of Captains to Constitute a Court, their Request could not be granted.

Some doubt having arose about the nature of the Sea Officers commanding on the Lakes, and receiving Commissions from General Carleton; I am desired by Captain Pearson to transmit for your Lordships Information, authentic Copies of what has passed between him and the General on the Subject; and am to Observe, that the Orders given to Captain [Thomas] Pringle, and the other Officers serving on the Lakes last year by Captain Douglas of the *Isis*, were never known to the General.

I have the honor to be My Lord [&c.]

Phil Pownoll.

[Endorsed] Letter from Captain Pownoll Dated from Quebec 17 May 1777. 2 In Lord Howes Lre No 33.

"A LIST OF THE ARMED VESSELS ON LAKE CHAMPLAIN"¹

Copy.

Vessels Names.	Quality.	Number of Guns mounted and their Size				
		Pd 24	Pd 12	Pd 9	Pd 6	Pd 3
<i>Inflexible</i>	Ship Rigg'd			18		4
<i>Thunderer</i>	Radeaux { Ketch Rigged.	18				
<i>Maria</i>	Schooner Rigged				16	
<i>Carleton</i>	do do				14	
<i>Lee</i>	Sloop do				6	
<i>Royal Convert</i>	Gondola { Sloop Rigged.			8		
<i>Jersey</i>	Do do			5		
<i>Washington</i>	Brig do				16	4
New Vessel -	no Name To be Ship Rigged			to mount 20		

Beside Twenty Eight Gun Boats Mounting (Two of them [a] 24 Pounder each) and the Remainder Twelve six Pounders and Howitzers. -

Phil Pownoll

Apollo off Quebec 17th May 1777 -

1. PRO, Admiralty 1/487.

CAPTAIN SETH HARDING, CONNECTICUT NAVY SHIP *Oliver Cromwell*,
TO GOVERNOR JONATHAN TRUMBULL¹

Sir

New London 17th May 1777

Recd your Hon's Express this Day at 10 A Clock Dated 16th Inst, Informing me of a Ship and Sloop Desiering me to goe in pursute of them Likewise to get all the asistance I Can: their is not any armed Vessels hear Capt [Asa] Palmer I understand has gon up Sound² ther was a Ship and Sloop pased This morning as I am Informed by the Commander in Cheif hear Likewise their was sum fireing before they was sean at the fort Every Like i[f no]t the Same I am Determened To push to the westward this [nig]ht Coming at the same time Dont Dout if I Com a thot [athwart] them Shall be able to give Your Exclency a good acct of them I have not Let the publick noe of this mater as yet have Desiered the Comanding officer To Let no Bots pase nor Repase this afternoon nor at Night In the Evining Shall give a jeneral invatation for vollentears and Shall Due Every thing in my power according to your Exclencys orders given to me to Execute from Sir your Hons [&c.]

Seth Harding

1. Conn. Arch., 1st Series, IX, 172, ConnSL.

2. Palmer commanded the Connecticut privateer sloop *America*.

CONTINENTAL ARMY GENERALS TO GENERAL WASHINGTON ¹

May it Please Your Excellency

Peekskill 17 May 1777

We have examined the Obstructions in the North River, and beg leave to observe that the object is too important to be trusted to its present security. If those obstructions in the River can be rendered effectual, and the Passes into the Highlands be properly guarded, which can be done with about four or five thousand troops, the rest of the Army will be at liberty to operate elsewhere.

To render the obstruction at Fort Montgomery compleat, it will be necessary to have a Boom across the River, and one or two cables, in front of the chain, to break the force of the shipping before they come up to it. The two Continental Ships should be immediately man'd and fixe'd; and the Two Row-Gallies,² be stationed just above the obstructions, which will form a front fire equal to what the Enemy can bring against them. The fire from the Ships and Gallies in front, and the Batteries upon the flank, will render it impossible for the Shipping to operate there, – if the obstructions in the River bring them up; which, with the additional strength proposed, we have great reason to expect.

The communication between the Eastern and Western States is so essential to the Continent; & the advantages we shall have over the Enemy by the communication, and the great expence that will be saved in transportation of Stores, by having the Command of the River, warrant every expence to secure an object of such great magnitude. – We are very confident, if the obstructions in the River can be rendered effectual, the Enemy will not attempt to operate by Land, the passes through the Highlands are so exceeding difficult. We are with the greatest respect and esteem Your Excellency's [&c.]

Nath Greene MG –
 Alex^r McDougall, BG
 H Knox, B.G. Artillery

Ant^y Wayne, BG
 Geo Clinton, BG

1. Washington Papers, LC.

2. Continental frigates *Montgomery* and *Congress*, and the galleys *Shark* and *Lady Washington*.

PETITION OF EZEKIEL FORMAN TO GOVERNOR THOMAS JOHNSON ¹

To his Excellency Thomas Johnson Esqr Governor of the State of Maryland. –

The Petition & Remonstrance of Ezekiel Forman of Chester Town & State afd Humbly Sheweth. –

That a certain James Hawkins Master or Captain of a small Vessel called a Tender, and as your petitioner understands belonging to the Ship *Defence*, now in the Service of this State. – Did on the Night of the 27th. April last past (& as your petitioner verily believes knowingly & designedly) carry off in the afd small Vessel, a number of Indented Servant Men, the property of sundry of the Inhabitants of the County of Kent, from whence as your petitioner understands they were taken by the same Hawkins on

Board the afd Ship *Defence* commanded by Capt Cook & there detained, to the great Damage of your petitioner & others. – Your petitioner having by the Robbery afd lost a very valuable Servant man named Robert Cockerton. – And your Petitioner can with confidence assure your Excellency, that others are in the same State with your petitioner – without the least reparation for the flagrant, daring & unprecedented Robbery committed by the afd Hawkins on your Petitioners Property, and the Property of other Subjects of this State. –

Your Petitioner therefore Prays, that your Excellency, would interfere in the Premises, & oblige the same James Hawkins, to return your petitioners Servant Robert Cockerton (feloniously taken as afd) to this Town, from whence he was taken, & that he be obliged to deliver him into the possession of your petitioner and also to make good the loss of time, loss of Cloaths, or other losses your petitioner may sustain by the Robbery afd – Your petitioners Servant having carried with him a Watch & valuable Cloathing, which the said Servant may loose or dispose of to the Damage of your petitioner. – Or otherwise grant your petitioner relief as your Excellency may think best. – And your petitioner as in duty bound will ever pray &c. –

Chester Town Kent County State of Maryland

May 17 1777

1. Red Book, XXVI, Md. Arch.

MARYLAND COUNCIL TO GEORGE WELLS¹

Sir. In Council Annapolis 17th May 1777.

Capt Walker² requested our Directions to you, as to finishing the upper Works of the Vessel you are now building for the Public, whether we would have it done in the Ship or Galley Fashion; he says he thinks it would not be inconvent to you to delay the Finishing of her 'till the one Capt Walker is in is rigged, if so we should be glad you would delay it 'till an Experiment can be made, by which it may fairly be determined which is best. We cannot procure Men for those already in the Water, so that the Public will not suffer by the Delay. If you cannot, with Convenience delay the finishing, we are inclined to think it best to do it in the Manner of a Ship.

We are &ca

1. Council Letter Book (1777–1779), Md. Arch.

2. Thomas Walker, commander of galley *Baltimore*.

SOUTH CAROLINA NAVY BOARD TO CAPTAIN STEPHEN SEYMOUR¹

Capt Stephen Seymour Sir/

Navy Board 17th May 1777 –

The President and Privy Council having appointed you Capt. of the Brigg *Notre Dame* (in the room of Robert Cochran) the Commissioners of the Navy desire that you will repair on board the said Brigg, and Carry with you all the Officers and Seamen belonging the *Rattle Snake* as the Commissioners have determined that they should be all Turned over from the *Rattle Snake* to serve on board the *Notre Dame* – You'l please Order a return to be made out and Delivered to the Clerk of the Navy Board, by the Different

Officers of all the stores you had on board at the Time you Sailed from George Town for Hispaniola, and a List of all stores that have been Expended on board during the Voyage and what have been delivered to the Commissary, and the Clerk of the Navy Board – Also Indents of all the stores on board the *Notre Dame*, and proper Indents for the stores wanted by the different warrant Officers to fitt her for a Cruize

by Order of the Board

Edward Blake first Commissr –

1. Salley, ed., *South Carolina Navy Board*, 66–67.

Pennsylvania Evening Post, SATURDAY, JULY 19, 1777

Kingston, (Jamaica) May 17. On Friday evening, the ninth instant, came into Port Royal, the sloop *Hornet*, a prize taken by his Majesty's sloop *Porcupine*, commanded by the Honorable Captain [Thomas] Cadogan. She is the first vessel of war out of Philadelphia, under a commission from the Congress, which has been taken and brought into this island. – She is extremely well found and armed, mounts ten carriage guns, besides swivels, and had got on board a valuable cargo of indigo and rice, with which she was going from Carolina to Martinico.

18 May (Sunday)

JOURNAL OF H. M. S. *Scarborough*, CAPTAIN ANDREW BARKLEY¹

May 1777 Moored in Annapolis [Royal] Harbour
 Sunday 18th Came on board Lt [Edmund] Dod Commander of the *Diligent* arm'd Brig – who informed [u]s that the Brig was beat to pieces upon the Gannet Rock Ledges: – at noon recd on board the Officers & men belonging to the *Diligent*.

1. PRO, Admiralty 51/867.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS¹

Eagle Off New York
 May the 18th 1777.

Sir,

I take the Opportunity by a Merchant Ship returning to Europe, to let You know that the *Augusta* arrived here the 11th Instant; And the *Elephant* Store-Ship (which had put into Halifax to repair the Damages sustained by bad Weather on the passage) two Days after.

I have the Satisfaction to be fully apprised by your Letters of the 4th of March, concerning the Arrangement the Lords Commissioners of the Admiralty have been pleased to make for supplying the Naval Force necessary in the proposed Operations of the ensuing Campaign; Whereon I deem it inexpedient to say more by this precarious Conveyance.

I informed you in my last of the 23d of April, that a Detachment of the Army had been embarked by the General's Appointment, to be landed on

the Coast of Connecticut, for destroying a very considerable Magazine formed by the Rebels at Danbury in that Province.

The Service being critical, and the Navigation intricate, I committed the Conduct of it to Captain [Henry] Duncan: The Captains [Anthony James Pye] Molloy and [Samuel Wittewronge] Clayton commanding the Flat-Boats under his Orders. And I have the pleasure of being able to report that the several parts of the Service were executed with much Skill and Judgment.

The Arrival of the Detachment being unexpected, no Opposition was made to the Landing near Norwalk. When the Troops were formed on their Return to the Shore, preparatory to their Re-embarkation, after the most complete Success in the intended purpose, the Rebels advanced with an apparent Design to charge them. But being thereupon attacked and dispersed the Detachment was taken off without further Interruption.

In the *Success*, Mr Iver McMillan Master, by whom this Letter is forwarded, the several French Officers and others supposed to be of that Rank and named in the enclosed List, are embarked to take their passage to England. They were stopped in different foreign Vessels attempting an Intercourse with the rebellious Colonists. And I have added hereto a Letter received from One of them, with those referred to in it, explanatory of their Motives for coming to this Country.

The Master of the *Success* will deliver these passengers to the Care of the Officer commanding in the first port at which he may arrive in England. But if he should have no such Opportunity to dispose of them before he reaches the port of his Destination, he will give You Notice thereof, and wait to receive their Lordships Directions concerning them. He has been induced also to give passage to twenty seven Invalid Seamen discharged from the Ships of War at this port.

I am, with great Consideration, Sr [&c.]
Howe

[Endorsed] 18 May 1777 Vice Adml Lord Visct Howe R 24 June, by the post (4 Inclosures)

1. PRO. Admiralty 1/487.

“A LIST OF FRENCH OFFICERS & OTHERS SUPPOSED TO BE OF THAT RANK PUT ON BOARD THE *Success*, MERCHANT SHIP MR IVER McMILLAN MASTER TO BE CONVEYED TO ENGLAND”¹

Names	By what Ships taken	Quality
Antoine Roubeau	<i>Brune</i>	Has been an Officer in the Legion Corse & appears to be well acquainted with service
Joseph Malhebron	<i>Brune</i>	Owner of the Sloop he was taken in has been a Captain in the French

		service says he only came to America on a party of Pleasure
Foresain Salicie	<i>Brune</i>	Supposed to be an Officer from the Cloaths found in his Trunks —
Monsieur Brouard	<i>Brune</i>	By the drawings &ca found in his possession & by what he says himself, it appears as if he intended to serve the Rebels in the capacity of Engineer.
Monsieur Brousair	<i>Greyhound</i>	Captain of a Troop of french Cavalry
Monsieur La Blanche	<i>Greyhound</i>	Lieutenant of French Infantry
Monsieur Lauzeaux	<i>Brune</i>	A Merchant who has resided in Turkey some years.
Pascal Farbon	<i>Brune</i>	Captain of a Vessel
Clement Lazard	taken in the Jerseys	Supposed to be a Captain in the Rebel service
Pieres Cabarrous Blachon	} <i>Brune</i> {	} Passengers
Domonicas Batteaux Josh Magrall Francis Nabob Domonicas Bow Jean Bapts D'Negure		
		} Say they were going to America to follow their Business

1. PRO, Colonial Office, 5/127, 123-24. Enclosed in Lord Howe's letter of May 18, 1777 to Philip Stephens.

JOURNAL OF H. M. S. *Perseus*, CAPTAIN CHARLES PHIPPS¹

May 1777

Wednesy 14th

Do [At an Anchor in the River Delaware]

Light Breezes and Variable

(AM) hove short on the Best Bower and at 10 Weighed and Came to sail in Company with the *Pearl* and *Camilla* at Noon Anchored as did the other Ships being Calm.

Moderate

at 1 (PM) the *Pearl* made the Signal to Weigh. Weighed and came to Sail running up the River

Thursdy 15

at 1 (AM) came to Anchor off Reddy [Reedy] Island in 4 fa water as did the other Ships at 6 Weighed and Shifted our Births farther up

employ'd filling Fresh Water, sent the Boats Manned and armed on shore in Company with the *Pearls* and *Camillas* to get Stock at Noon compleated Watering.

Friday 16

Fresh Gales with Showers of Rain

AM the Boats returned with 5 Bullocks and one Calf saw on the shore a number of Armed Men at 9 AM Anchored here his Majesty's Ship *Roebuck* and *Hotham* Tender.

Moderate and Clear Weather

PM the Commodore made the Signal to Weigh, Weighed and came to Sail in Company with the *Roebuck* and Ships as before. at 11 Anchored

Saturday 17

at 5 AM came to Sail running down the River at 10 the Commodore made the Signal to Anchor, Anchored with the Best Br off the Brandy Wine in 6 fathom with the *Roebuck* and *Pearl*. The *Camilla* Sailed down the River.

Light Breezes and Cloudy Wear with showers of Rain

(PM) came to Anchor here a Brig Tender to the *Roebuck* from the West Indias

Sunday 18

at 9 AM the Commodore made the Signal to Weigh came to sail with the *Roebuck* at Noon Turning down the River between the Brandy Wine and Overfalls.

Do Weather

1. PRO, Admiralty 51/688.

19 May

MINUTES OF THE NEW HAMPSHIRE COMMITTEE OF SAFETY¹

[Exeter] Monday May 19 1777

Resolved that it is the opinion of this Committee that no Soldier nor Seaman be permitted to Enter on board any Vessel of war belonging to any other State untill our own Quota of men in the Continental army is compleated, and the *Raleigh* and other Vessels of war belonging to this State is fully mann'd; and the Selectmen & Committee of Safety of the Town of Portsmouth; and the Commander of the *Raleigh* and Captains of the forts are Desired to See this Resolve Carry'd into Execution.

1. New Hampshire Committee of Safety Minutes, N. H. Arch.

CARGOES OF PRIZES, BARK *Lydia* AND SCHOONER *Anna*¹

[May 19]

Cargo of the Bark *Lydia*
as appear'd by the Cockets

Receiv'd out of her. –

a bale Oznabrigs
 a Small do
 100 Teirces pork
 3 bbs pork –
 50 Tons Bread –
 81 Teirces Beef –
 12 bbs Beef –
 600 Ct butter
 60 bbs Herrings
 40 puncheons Oats
 3 Firkins Tallow
 13 m feet Deal and packing
 boards –
 60 bbs Salt 400 bushells
 7 Cask & 1 Cag wrote Iron
 a Case 17 doz felt Hatts
 a bale Kendall Cottons & Caps –
 a bale Haberdashery
 3 boxes mould Candles
 3 boxes Soap –
 2 Stone bottles Oatmeal
 2 Jarrs Lamp Oyl
 a box 10 Gross pipes
 Loose 6000 bricks
 30 Chaldrons Coals –
 20 bbs flour
 3 ps Sail cloth/loose –
 *4 Cask 10d and 20d Nails
 1 Cask Cart Tire Nails
 1 Cask Hoes, bill hooks &c
 1 Cask Axes, hammers and Malls –
 1 Cag Gimblets, all sorts
 very good – and
 12 bundles 9t 72 peices, fine
 Substantial Waggon Tire Iron
 20 bundles 9t 19 dz and 5 Caps
 15 Ps Course blue Cloth
 11 Ps White do
 as pr Sample dld Capt [Robert]
 Niles
 *a bale

a bale 11 Ps Oznabrigs
 None other –
 100 Teirces Pork
 1 barrel Pork
 381 bags 1 Teirce & 27 bbs
 118 Teirces beef
 11 bbs Beef –
 42 firkins butter
 60 bbs Herrings
 40 puncheons Oats
 3 firkins Tallow
 a large number board
 [illegible] in the bark –
 none at all
 as on the other side*
 a Case hatts (small round[])
 as on the other Side*
 a small haberdashery
 5 boxes Candles –
 3 boxes Soap –
 None –
 None –
 a box 10 Gross Short pip[es]
 None
 only for Ships use
 20 bbs flour damag'd
 None –
 a Large hhd Queens Ware

Cargo of the *Anna* Pr Invoice

400 bbs flour –
 10 puncheons & 46 bbs bread –
 40 Cags White lead –
 40 Cags Spanish brown
 40 Cags Yellow Oaker –
 70 Jarrs Linseed Oyl –
 20 Cags White Lead –
 20 Cags Spanish brown
 20 Cags Yellow Oaker –
 10 puncheon beans –
 20 Cags tripe –
 10 Jugs Raisons –
 5 Jugs Gruts –
 5 Jugs Splitpease –
 20 Jugs Vinegar –
 5 Cask beer –
 5 Cask Cyder –
 5 Cask Ale –
 20 half Teirces Lime –
 40 quarter Teirces ditto –
 2 Mahogany Bureaus –
 216 Deals for heading. }
 40 half bundles hoops } onboard

Receiv'd from the *Anna*

* 390 bbs flour. –
 10 puncheons & 45 bbs bread –
 41 Cags White Lead –
 40 Cags Spanish brown
 38 Cags Yellow Oaker
 68 Jarrs Linseed Oyl, 2 broke
 20 Cags White Lead
 20 Cags Spanish brown
 20 Cags Yellow Oaker
 10 puncheons beans
 20 Cags tripe
 9 Jugs Raisons, 1 broke
 5 Jugs Gruts –
 5 Jugs Splitpease
 16 Jugs Vinegar, 4 broke
 3 Cask beer 2 on bd *Defence*
 3 Cask Cyder 2 on bd do
 5 Cask Ale. –
 20 half Teirces Lime
 40 Quarter Teirces
 2 Common Desks –

*The Captain and Mates Accounts did not agree – the Mates was only 390 bbs.

1. Conn. Arch., 1st Series, IX, 108–111, ConnSL. Cargo lists were enclosed in Samuel Elliot's letter to Governor Jonathan Trumbull, dated at Boston May 19, 1777, Conn. Arch., 1st Series, IX, 107a–107c, ConnSL.

CAPTAIN HECTOR McNEILL TO WILLIAM MACKAY AND JONAS CLARK
 MINOTT¹

Gentlemen

You being unanimously appointed by the Ships Company of the *Boston* as joint Agents for them to receive any prize which shall be sent in to any of the Ports of the four eastern States of New England by the said Ship – This is to direct and order you in all cases which may hereafter happen how to Conduct yourselves in the Libeling, unloading, and sale of such Prize or Prizes, Namely, as soon as any prize arrives, in this, or the States above Mention'd, you do in our Names and for our behalf – instantly Libell the same, taking care to keep our prize Master with some faithfull Persons constantly on board to attend to the unloading &c of her Cargo. This you may do in concert with the Continental Agent, taking care that himself or some one by him appointed have Sufficient warning from you to attend also – and receive whatever Share of the Goods may be allotted by

Congress for the Continent their Share of the Prize. This division must be made immediately on unloading of all such Articles as can admitt of a division – the Hull of the prize, or any thing else which cannot be divided and Shared before the Sale, may be Sold at publick outcry, the Money as soon as received must be divided you taking care to Secure our parts in the most faithfull Manner – after the dividend made & you have taken our Share of the Prize into your Possession you are then to make the best of it for our advantage and keep proper Accounts of your Transactions – for which we shall allow you a Commission as in such cases is common, you will pay due attention to all such Instructions as we may hereafter send you – I am Gentlemen at the desire & in behalf of myself, the Officers & Men of the Ship *Boston* –

Dated on board the Ship *Boston*
[Boston] 19th May 1777

H. McN.

1. Hector McNeill Letter Book, MassHS.

JOURNAL OF THE MASSACHUSETTS COUNCIL¹

[Boston] Monday May 19th 1777 –

Whereas 'tis represented to this Board that there are on Board the Armed Vessels now in the Harbour of Boston several Persons who have inlisted in Col. Shepards Regiment who have received the Bounty granted by Congress & this State Therefore the Commanding Officers of all such Vessels are hereby ordered to permit Capt George Webb to go on Board their respective Vessels & to take from thence any Man that shall evidently appear to have inlisted into his said Regiment as aforesaid –

1. Mass. Arch., vol. 21, 493.

CAPTAIN JOHN MANLEY TO CAPTAIN HECTOR MCNEILL¹

Capn McNeill –
Sir

I am much oblided to you for your Information, relative to Prisoners being convey'd on board the Trading Vessells in this Road & shall send an Officer on board to search them immediately, should be glad you would also; The Certificate that I gave Thos Knox the Pilote was to Certify, that he had Piloted the Ship *Hancock* into Nantasket Road & directed it to Honble Thos Cushing Esqr Agent for Ship *Hancock* my Shoulder is much better than it was, the reason you very well know, Mrs Manley with myself Joins in Compliments & hope for a fair Wind soon – Yours –

John Manley

[Nantasket Road] Monday mornng
[May 19, 1777]

1. Simon Gratz Autograph Collection, Case 5, Box 28, HSP.

PETITION OF SAMUEL SHEFFIELD TO FIT OUT A PRIVATEER ¹

To the Honble the General Assembly Now setting at South Kingstown in the state of Rhodeisland &c this 19th day of may 1777

Samuel Sheffield of Westerly in the County of Kings County Humbly Sheweth – that he is Desireous (with such others as may Choose to Join him) to Fix Out a small priveteer of about Twenty five Tons Burthen, in Order to Cruize off[f] the narreganset shores and Elsewhere or the State of Connecticut to make Reprezals of all Vessels that belongeth to the Enemies of the United States, as shall be in her power to Controul and thereupon Humbly prays Your Honrs To Grant Your Petitioner a permit (with such others as may see fit To Join Him) To fit out sd Priveteer Under such Directions and Regulations as Your Honrs in Your wisdom Shall think propper – and as in Duty Bound will Ever Pray Your Petitioner –

Samuel Sheffield

[Endorsed] May 21. 1777 To the House of Maggts

Gent Resolv'd that the Prayer of the Above Petition be Granted The sd Samuel complying with the Law Noted & passd

P ordr G Lyndon Cler

In the Upper House read the same day and concurred

P Order Daniel Rodman Secy P. Tem.

1. Petitions to the General Assembly, 1775–1777, vol. 16, R. I. Arch.

ADVERTISEMENT FOR DESERTERS FROM THE CONTINENTAL NAVY SHIP *Alfred* ¹

Deserted from the Continental Ship *Alfred*, one Perins Chapman, dark complexion, 4 feet 5 & half inches high, suppose him to have gone to New-London or Norwich, as he has a wife at one of those places. He has received a considerable sum of me, and lately inlisted in the continental army in this town, and deserted from them. Whoever will apprehend said Chapman, and return him to the Ship, shall have ten Dollars reward, and all necessary charges paid by me,

Elisha Hinman.

Boston, 19th May, 1777.

Deserted from the Continental Ship *Alfred*, Thomas Darby and James Little, and suppose them to have gone to New London, as they have married at that place, Whoever will secure and deliver them on board the ship *Alfred*, shall have a reward of five dollars each, and all necessary charges paid by me,

Boston, May 19, 1777.

Elisha Hinman.

1. *Connecticut Gazette*, May 30, 1777.

MASTER'S LOG OF H. M. BRIG *Halifax* ¹

May 1777

[At anchor] In Oyster Bay

Saturday 18th [P.M.] weighd & Came to Sail Tendr In Co Sloop for the No [Sunday] Shore at 10 Came too off Long Neck Pont Sent the Bouts & Tendr Mannd & Arm'd in to Scotch cove to Gain Intilagenge at 12 they Return'd & Brought off two Head of Cattle Belonging to the Rebels –

Sunday 19 [A.M.] at 4 Fierd two 4 pr shotted at a Party of Rebels
 [Monday] armd on the shore at 8 Weigh'd & Came to Sail at Noon
 Came too In Oyster Bay

1. PRO, Admiralty 52/1775.

New-York Gazette, MONDAY, MAY 19, 1777

New-York, May 19.

The *Sphynx*, on her passage from this port took a large brig loaded with gunpowder and dry goods, intended for the use of the Rebels, and carried her into Halifax.

The *Greyhound* took and sent in another large brig from Bourdeaux, bound for Boston, loaded with gunpowder and dry goods.¹

On Thursday Morning last, his Majesty's Armed Sloop *Harlem*, Lieut. [John] Knight, came in from Halifax: On his Passage thither he took a Brig from Guadaloupe bound for Piscataqua, loaded with Salt, Gunpowder and Naval Stores; and a Sloop from Dartmouth, in Massachusetts-Bay, for North Carolina, in Ballast, and with some Congress Money on board.²

Prizes sent in since our last besides those above mentioned, viz.

Ship *Billey and Mary*, with 464 Hogsheads of Tobacco;

The Brig *Leogan [les Graces]*, from the French Islands for Virginia, with Wine, Brandy and Molasses;

Sloop *Hetty*, from Charlestown for Philadelphia, with Salt, Molasses, Rum and Rice; all by his Majesty's Ship *Phoenix*, Capt. [Hdye] Parker [Jr.].

Schooner *Industry*, from Annapolis, for the West Indies by his Majesty's Ship *Thames*.

A Sloop from the French Islands for North-Carolina, by the *Brune*, Captain [James] Ferguson, who destroyed several other small Vessels.³

A Rebel Brig ventured out a few Days since from New-Haven in Connecticut, and surprized two small Sloops laden with Wood, on the Coast between Huntington and Satacut.

1. *Timoleon*, Joseph Blaid, master, with lead and bale goods, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.
2. *Marquis of Kildare* and sloop *Olive*, N. S. Arch., vol. 499, Vice Admiralty Records, Register of Letters of Agency, book 2, 1776-1781.
3. *La Marie Françoise*, Pascal Ferbon, master, from Cape François, with salt, brandy and rum, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

Gazette of the State of South-Carolina, MONDAY, MAY 19, 1777

Charles-Town, May 19.

The *Priscilla* a Privateer Scooner belonging to this State, commanded by Captain Fowke, on the Night of the sixteenth ult. unfortunately struck on the Abrollio Bank near Turks Island, and soon went to Pieces. Part of the Crew got into a Canoe, which it is supposed was overset; the rest got upon different Parts of the Wreck; but we hear of none that were saved except two Frenchmen, who were taken off a Piece of the Quarter Deck on the 21st

(from which the Captain, Lieutenant and a Mr. McCarthy were washed the day before) nearly exhausted, by a Bermuda Sloop.

About three Weeks ago, the Ship *Adventure*, Captain Freaser, from Philadelphia, bound for this Port, laden with Hare's Porter, Flour and Bread, was chased ashore by 3 English Frigates, upon a Bank 7 Miles within Cape-May. The People got ashore; but the Men of War's Tenders set Fire to and burnt the Ship and Cargo.

The British Frigates *Phoenix* of 44 Guns, *Liverpool* of 28, and the *Fowey* of 24, were cruising off the Capes of Virginia about 10 Days ago. The first named had, on the 1st Inst. taken the *Raleigh* Brigantine of War, Capt. Traves of 16 Guns, belonging to the State of Virginia. – The late frequent Captures of Brigantines of 14 to 16 Four and Six Pounders, by Frigates of 28 to 44 Nine and Twelve Pounders, having clearly proved, that such Vessels are not the fittest for the Service of the Continent or the respective States, and only deprive them of the Service of many useful brave Men; it is said to be in Contemplation, to fit no Ships in future mounting less than 26 Nine-Pounders, the Gallies to mount 32-Pounders in the Bow, 18-Pounders to the Stern, and Nines in the Waste.

Yesterday the *Rutledge* Privateer of this Port, commanded by Capt. Jacob Milligan, returned from a Cruize – in which she took, in sight of Carlisle-Bay, on the 4th of March, the Brig *Endeavour*, Thomas Dwyer, Master, from Aferica bound for Barbadoes, formerly mentioned in this Paper, – on the 2d of April, near Dominica, the Brig *Diana*, Heylin Mayberry, Master, from Cork, bound for Dominica, laden with Provisions – both carried into Martinique; – On the 30th of April, close to Sambrero, an un-commissioned Cruizer of Antigua (a Scooner) of 6 Swivel Guns, called the *Royal George*, and commanded by Mathew Moffat; she was in Company with another Antigua Cruizer, a sloop of 8 Guns, commanded by one Grant, which got away; – and on the 3d instant, the Sloop *Nancy*, George Baker Gibbs, Master, from Pensacola bound for Jamaica, laden with Lumber, in which was Passenger, a Mr. Prescott of Jamaica.

Last Tuesday Capt. Milligan fell in with the *Greyhound* British Frigate, which, from the Course she came and steered, he imagines, had been at St. Augustine, and might be going to New-York. He fired three shot at her, and was so near, as to read the Name in her Stern; she was disguised like a Merchantman, but did not offer to chace the Privateer.

We hear that the *Brune* Frigate, when she called at Cape Fear, to water, put 29 American Prisoners ashore; amongst them Capt. Lyme, the Master of a Sloop from and belonging to this State, and the Master of a Scooner from Georgia bound to New-England, both which Vessels they burnt.

JOURNAL OF H.M.S. *Winchelsea*, CAPTAIN NATHANIEL BATEMAN ¹

May 1777

The French Key NEBN 4 Leagues

Monday 19th at 2 AM TKd, at 4 Several Sail in sight, gave Chace, at 6 TKd, at 10 came up with the Chace, came too, hoisted out the Boats, and sent them onboard the Ships, found them

out & confiscated. This is a Matter of a very alarming Nature, Strikes deep at the Root of our Commerce with the West Indies, & indeed will effectually put a Stop to it. I am considerably in Debt here on Account of the Congress, & have no other method of paying, but by the Sale of Produce which is remitted me, if this should fail, I shall find myself in a critical Situation.

Surely, the French Nation will not put up with Such a wanton Exertion of Authority which the English assume to themselves; Surely, they will not permit so gross an Insult to be offered to their Flag, without resenting it. Besides, it is as unjust, as arrogant, to confiscate the Goods belonging to the French Merchants, because they are the Produce of America, & purchased of those whom they call Rebels; for having once paid a valuable Consideration for them, they effectually become the Property of the Possessor; However as these Matters are adjusted rather by the Law of Force, than of Reason, I cannot but think that the Complaints of the French Merchants, who exclaim loudly against these Proceedings, will be duly attended to by Government; especially, in the present Situation of Affairs.

There have been no late Arrivals from America. The inclosed Paper will inform you of the latest News received from thence. I have the honor to be with unfeigned Regard &ca

1. Silas Deane Papers, ConnHS.

20 May

CAPTAIN SKEFFINGTON LUTWIDGE, R.N., TO CAPTAIN PHILEMON
POWNOLL, R.N.¹

My dear friend

Point au fer 20th May 1777

I am not favour'd with your Letter of the 12th till to day, & have the satisfaction of receiving at the same time a very polite Letter from Genl Burgoyne who is pleased to express great pleasure in my nomination to the Naval Department – The command I am intrusted with is as you say heterogenous, neither is the footing it is put upon of much consequence, being only temporary – whether last Year's Orders were pocketed intentionally or not I don't know, but I doubt much whether Capt Douglas or any one of the fleet knew that the Articles of War are by a subsequent Act, extended to the Lakes in No America – supposing it to respect Discipline only, the King's Troops serving in the Fleet are subjected thereby to a naval Court Martial – a thousand difficulties might be started where the two Corps are disposed to wrangle, & I was ever of opinion that it was the best way mutually to assist each other, and avoid Punctilios with regard to my going farther than Ticonderago, as you desire my Sentiments upon the Subject, I must freely tell you I never had an Idea of the kind, excepting that after the taking of that place, it shou'd be necessary immediately to transport the Gun Boats &c to get possession of Lake George – in that case I shou'd consider this attempt as a part of the same service – as to my remaining to command upon the Lakes, I never thought of it, neither shou'd I have offer'd my Services but upon a supposition something wou'd be done before

the Vessels from England arrived – [George] Turnbull's not coming up, is rather a disappointment, not only from the want I shou'd have of him, but also from my hopes that it might have been of service to him – his attendance at the Court Martial I was aware of, & possibly he may yet be up in time, for embarkations are tedious – by the last Accounts we have, there are not now 2000 Men at Ti, and the whole Country in the greatest confusion – if the Fleet was up at Crown Point I really believe a very considerable number of friends wou'd flock in, for it is with great difficulty that the Rebels are collected together –

I do not see any necessity for waiting to caulk Batteaux &c &c &c there is Tonnage more than sufficient for carrying them all up to Crown Point in a Week – every thing wanted except Provision Vessels is built, and if they were all finished, they have not a sufficient Quantity to put in them –

You alarm me much by Saying you have thoughts of leaving the River – I hope not before we meet, tho' I really almost despair of seeing you this Summer; I shou'd like to see the *Apollo* also, but that is impossible – The *Inflexible* is a better kind of Vessel than one cou'd expect, & the New Ship is really a very fine one – she may be ready in a Week; but for what use I can't guess –

I am laying here with a Pendant as broad as a TopGallt sail, and living upon fish & Pigeons – Service reconciles every thing – I have never yet sent you a public Letter, neither can I, unless you will point out a Subject – you will of course inform my Lord Howe & the Admty also of my situation, & motives for accepting a temporary Command upon the Lakes – if you think it proper, I beg you will take the trouble of sending a Copy of a Letter from me to you on the subject, but it appears to me unnecessary – I know the Commdr of the *Proteus* well & wish he was safe arrived for many reasons – ² I can't tell you what makes Mrs. J. melancholy, therefore don't know how to prescribe – at midnight she is always in Spirits & I fear you leave her too early – my Compts to her, Madame Murrus, & the good Ladies you brought back from England, – Young Brown shall be taken care of when he comes – we have a number of Mids, but I think a want of Sea Lieuts Schanks [John Schank] has much to do where he is, & has infinite merit –

I am sending Cruizers up the Lake to day & have other Letters to write, therefore shall conclude myself my good friend ever most faithfully Your's

Skeffn Lutwidge

1. Sir Henry Clinton Papers, CL.

2. Hugh Robinson, H. M. S. *Proteus*, but she was sent to Jamaica not the St. Lawrence, PRO, Admiralty 8/53 (September 1, 1777).

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Board of War

Boston 20 May 1777

Order'd That John Scollay Esq deliver John Bradford Esq seven hundred & Eight Gallons N England Rum for Ship *Alfred*

1. Mass. Arch., vol. 148, 326, 327.

HEARING AND DECISION IN THE APPEAL FROM THE TRIAL AND VERDICT
IN THE CASE OF THE PRIZE *Countess of Eglinton* ¹

State of Massachusetts Bay
Plymouth ss.

At the Superior Court of Judicature Court of Assize and General Goal Delivery begun & held at Plymouth within and for the County of Plymouth on the third Tuesday of May (being the 20th day of said Month) Anno Domini 1777. –

Isaac Jones for himself & others Claimants Appellants vs Adam Babcock Libellant Appellee from the Judgment & Decree of a Maritime Court held at Plymouth for the Counties of Plymouth Bristol, Barnstable Nantucket & Dukes County by the Honble Nathan Cushing Esqr Judge of said Court on the 14th [*sic* 17th] day of January A.D. Seventeen hundred and Seventy Seven when and where the said Isaac Jones & others Appellants were Claimants of the Brigantine Call'd the *Countess of Eglinton* &c and the Appellee was Libellant of the Same in behalf of William Dennis & others as is at large Set forth in the Decree of the Same Court, here on file at which Said Maritime Court Judgment was rendered that the said Brigantine call'd the *Countess of Eglinton* with her tackle, apparel and furniture & the goods Wares, and Merchandize found on board her at the time of her Capture aforesaid be condemned as Prize & Sold at Public Vendue, and that the Money thence arising (after deducting the Charges of tryal & Condemnation as also the Wages of Such Seamen & Mariners as were taken on board said Brigantine to this Day) be deliver'd to the Captors of said Brigantine their Agents or Attorneys, for the Use & benefit of the Captors and others concern'd therein – from which Decree the Claimants appeal'd to this Court and now the Partys appear and the Case after a full hearing was committed to a Jury Sworn according to Law to Try the Same, who return'd their Verdict therein upon Oath, that is to Say, they find that the Brigantine *Countess of Eglinton* at the time of her Capture was a Merchant Vessel, and that she together with her Cargo & appurtenances then were the Property of Some of the Subjects of the King of Great Britain (other than the Inhabitants of Bermuda's & New Providence or Bahama Islands) and that She was Jointly Captured by William Dennis Commander of the Armed Sloop *America* his Marines & Mariner[s] on board the Same Sloop, & Isaac Jones commander of the Armed Sloop *Retaliation* his Marines and Mariners on board the Same Sloop, And the Jury thereupon find & determine that Six Seventh parts of said Brigantine her Cargo & Appurtenances shall be to the Use of the Libellants and the remaining Seventh part to the Use of the Claimants; It is therefore Considered by the Court that the said Brigantine *Countess of Eglinton* her Cargo and Appurtenances be and hereby are Condemned and that Six Seventh parts thereof, shall be to the Use of the Libellants and the remaining Seventh part to the Use of the Claimants.

The said Isaac Jones for himself and others Claimants claimed an Ap-

peal from this Judgment to the Congress of the United States of America but it was not granted – ²

A True Copy from Record

Attestn Cha^s Cushing, Cler

[Endorsed by Cushing on verso] This Case Contains Twenty Seven Papers

1. Revolutionary War Prize Cases, Records of the Court of Appeals in Cases of Capture, No. 9, *Countess of Eglinton*, NA.
2. Despite refusal by the Superior Court of Judicature of Massachusetts, the case was appealed to Congress in the form of a memorial from Isaac Jones; *Journal of the Continental Congress*, August 2, 1777, Ford, ed., *JCC*, VIII, 598–99. Mass. Court reversed in 1783.

NATHANIEL SHAW, JR. TO JOHN BRADFORD ¹

[Extract]

New London May 20th 1777

. . . I am fitting out a Brigg hear on accott of the Contint by order of the Mareane Committe for Capt [Samuel] Chew and want a Quantity of Cordage, ² should be Glad you would let me know by the Return of the Post if it Can be purchas'd In Boston, shall also want sum Four pound Cannon – I was att Bedford a few days past and see a Number their that came out of the Ship *Mellish* – can I have them pray let me know – I am Sir [&c.]
Nath^l Shaw Jun^r Cont Agt

1. John Bradford Letter Book, vol. 1, LC.

2. Continental brigantine *Resistance*.

COLONEL JOHN BROOME TO ABRAHAM TEN BROECK ¹

Sir –

Hartford, May 20, 1777.

Capt. [William] Rogers and his crew are so very urgent to receive their proportion of prize money and wages, due on their former cruises, that I have thought it best for the captain to wait on Convention in person, in order that the terms he entered into our service upon may be ascertained to the satisfaction of both parties, which agreement I understand was only a verbal one. Should Mr. Lewis not be returned to Convention, you will please to advance to Capt. Rogers whatever sum may be necessary for the purposes mentioned in my letter under date of 5th instant, upon receipt of which I shall be careful to enter upon a settlement with them. I have consulted Govr. Trumbull respecting the *Montgomery*. He was so polite as to offer me the use of any port within this State for the purposes of rendering her safer and fitting her out, but declines permitting my receiving any hands on board belonging to this State; I must therefore endeavour to man her with refugees from our State. The reason of this prohibition is, that no obstruction be given to completing their quota of the Continental army. I should be glad to know, by Capt Rogers, whether it is agreeable to you that I should engage him for a future cruise, on the terms he exacts. I am, with much esteem, sir [&c.]

Jno. Broome.

To the Honourable Abraham Ten Broeck, Esq.
President of the Convention of the State of New-York.

1. *New York Provincial Congress*, II, 446.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

Hartford, May 20th, 1777.

Voted, That the commander in chief at the forts at N. London and Groton be and he is hereby directed to employ two whaleboats properly manned to ply in the harbour and sound near New London and the adjacent coasts, especially in the night season and thick weather, to observe the motions of the enemy in the Sound and on Long Island &c., as he shall judge necessary and convenient from time to time and at the present time, and to give notice of the same, to prevent a surprize at those posts.

1. Hoadly, ed., *Connecticut State Records*, I, 315.

ADVERTISEMENT FOR A DESERTER FROM PENNSYLVANIA ARMED SCHOONER
Delaware ¹

Philadelphia, May 20, 1777.

Deserted the 18th instant, from the armed schooner *Delaware*, commanded by Richard Eyres, Esq; now lying at Chester, Thomas Rawlins, an Englishman, about thirty-five years of age, slender made, fair complexion, and black curly hair. He had on, when he went away, an old hat, an English soldier's old coat faced with blue, old trousers, and old shoes with metal buckles. Whoever takes up said deserter, and sends him on board the *Chatham* armed boat, commanded by George Garland, Esq; shall have Eight Dollars reward, and reasonable charges.

Lawrence Larson.

1. *Pennsylvania Evening Post*, May 22, 1777.

JOURNAL OF H.M.S. *Winchelsea*, CAPTAIN NATHANIEL BATEMAN ¹

May 1777

Cape Nichola SBW 8 or 9 Leagues

Tuesday 20th at 3 AM spoke with two large French Ships from Port au Prince, bound to Bourdeaux; at day break saw two Sail to Windward, who made Signals to each other, and bore down on us, hauled our wind, and as we neared them they Appeared to be armed Briggs, the Southermost of them answered the description of an American privateer, we had Intelligence of, we stood for her and fire'd a Shot accross her, when she was in Reach to bring her too, She hoisted some Colours which being behind her Mainsail, not spreading out we could never desern what they were, on our firing another Shot she hauled down her Colours and began to make what sail she could, let the Reefs out of her Topsails, and took the Tampeons out of her Guns, as we came along side her Observed She was prepared for Action; shortened Sail and ordered her to do the same, & bring too, instead of complying, she shot ahead, attempting to cross our forefoot, and get close under our weather bow, which oblidged us to put the helm hard aweather to clear her, this brought her on our weather

quarter, She then bore away under our Stern, made more sail, and keep't pointing her guns, with other Manuvers, which Indicated a design to Rake us, and attempt to escape, or to attack our Prize, which was then on our lee quarter, at this time the other Brigg which had carried Spanish colours, had hauled them down, and brought too at some distance to windward of us, when we fired the second Shot at the nearest suddenly made all the sail she could, and hauled her wind on our weather bow, as they had Corresponded by Signals, & acted in concert; the Spanish Colours which had been carried by one of them appeared only as a deception, and their attempting to escape by different Routs confirmed that opinion, therefore fire'd at them both till they short[e]ned sail, and brought too, sent the Boat onboard & found the first had no Commission onboard, altho the Spanish Commander said he was a Spanish Guard de Coast, sent for the Commander of the second, who brought & produced a Commission as a Lieut. in the King of Spains Service, with his orders as a Spanish Guard de Coast; said also the other was his Commandg Officer, finding they had sustained a little damage from our Shot Carpenters was sent onboard to assist them, who soon Returned and all was in good order, again, put them onboard, made Sail, and Parted Company; at noon our two Prizes in sight —

1. PRO, Admiralty 51/1067.

CAPTAIN THOMAS DAVEY, R.N., TO VICE ADMIRAL CLARK GAYTON ¹

Sir, *Diligence*, Port Royal Harbour, May 20th 1777.

To convince my Lords Commissioners of the Admiralty that the detaining the Spanish Packet boat called the *Patagon* on her passage from Corrona to the Havanna was not contrary to the Law of Nations, it will be necessary to inform them of the particulars of that affair; & I flatter myself my conduct will meet with their approbation.

On the 19th of August 1776 about 10 o'clock at night we saw a Ship coming towards us & soon after being within hail, I desired them to bring too. Whether they did not understand me, or did not chuse to comply with my request I cannot determine. [illegible] they made all the sail in their power to get from me. knowing their intention, I fired two Swivels that they might perfe[ctly] understand what I wanted. but they still continuing their course, it became my duty as an Officer to chace & detain them 'till day light, that I might be convinced that it was not a Ship belonging to the Rebels. It being a Maxim in Naval discipline not to trust to Colours, or the word of the Captain of the Vessel, when you are at War. the Chace continued 'till about an half hour before day light, when being near the Ship I order'd two Swivels to be fired that if they did not then bring too, I might be justified in firing into them, but they then shortened Sail, & kept with us

'till day light, when finding of what Nation they were, I permitted them to continue their Course. I can assure their Lordships that the Ship was not detained an half hour.

I must also beg leave to observe that its very astonishing the Officer did not inform me of the damage he pretends to have sustained. indeed, I am certain he could not have received any, as at the time we fired, he was not within gun shot. I have the honor to be, Sir [&c.]

Thomas Davey ²

1. PRO, Admiralty 1/240.

2. See Volume 6, 670-71, for Spanish account of the incident.

21 May

JOHN BRADFORD TO JOHN WEREAT ¹

Sir

Boston 21st May 1777

This will be handed you [by] Capt William Tant of the Brig *Robert* ² belonging to the united States of America & goes to your Address for a Load of Rice &c for france, I have no perticular directions where to send the *Robert*, the Secret Committee chose Virginia rather than any other port as they have large quantities of tobacco purchas'd but the Navigation is rendered so hazardous that the Risque is twenty to one, I find Rice is cheaper with you than at Charlestown therefore thought it would be most Agreeable to the Committee to send her to Georgia I make no doubt you have directions how to address to France, if you have not please to write Mr Clarkson at Charlestown who has orders from the Committee, as I advis'd them I shou'd send her there, but hearing Rice is cheaper with you thought best to send her your way, you will please to furnish the Captain with what is Necessary, and if needed, to Stimulate him in dispatching; if I can render you or your friends any Services, please to Command me being Respectfully Sir [&c.]

if any hemp to be purchas'd with you it wou'd be well to buy it for the publick Account, its at £9 pr C here & none to be bot even at that price

1. John Bradford Letter Book, vol. 1, LC. Wereat was Continental agent for Georgia.

2. *Robert* was the former prize brig *Lively* "purchased by Bradford for the Continent." See Volume 7.

JOURNAL OF CAPTAIN HECTOR McNEILL ¹

On Board the Continental Ship of War the *Boston* my Self commander, on a Cruize

Weather and remarks on Wednesday 21t May 1777

At 11 A M weighd anchour & Turn'd out of Nantasket road capt. Manly haveing first ask'd me if I thought it practicible, the rest of the fleet weighd & followed us, —

first part of this 24 hours fiery breezes at South & SSE, the wind hauld round to the Westd & NW, before noon

at 1 PM we pass'd the forts at Hull, got in our boats & by 4 o Clock found the whole fleet out in company with us, a list of which on the opposite side ²

at 6 PM Boston lights bear Wt 5 Leagues – At 6 PM send 2d Lt. on board capt Manley for Signals – he sent me none we laid our heads to the Eastd until 7 o Clock then wore & Stood to the Westd the wind having started to the No.

1. "Journal of Captain Hector McNeil In Frigate *Boston* 1777 (No. 10)," MM. Hereafter cited as McNeill's Journal, MM. Two additional journals of the cruise are known, one by Patrick Conner entitled "A Journal of a Cruise in the Good Ship Called the *Boston* – Hector McNeill Esqr Commander By Conner [No.] 11," MM. The other, kept by Benjamin Crowninshield, is titled "A Journal of our Intended Cruise in the Good Ship *Boston* Bound out a Cruse by God's parmission, Hector McNeill Esqr Commander," MassHS.

2. The list reads:

Ship <i>Hancock</i>	32 Guns	J: Manley
<i>Boston</i>	30	H McNiell
[General] <i>Mifflin</i>	20	[William] Day
[American] <i>Tartar</i>	24	[John] Grimes
Brig <i>Sturdy Beggar</i>	14	[Peter Lander]
Do <i>Hawke</i>	12	[Jonathan] Oakes
Schooner [<i>America</i>]	10	D[aniel] McNeill
do [<i>Active</i>]	10	A[ndrew] Gardner
do [<i>Speedwell</i>]	10	[Jonathan] Greeley
do <i>Buckram</i>	6	[William] Moroney
Sloop [<i>Satisfaction</i>]	8	[John Wheelwright]

CAPTAIN HECTOR McNEILL TO THE CONTINENTAL MARINE COMMITTEE ¹

Gentlemen

The long wish'd for hour is at last come in which I bid farewell, to the Sleepy Agents, disheartend Tradesmen and distress'd Seamen who frequent the Streets of Boston.

Happy should I account myself on my return from a Successfull Cruise, were I assured to find matters better conducted in this quarter than they have hitherto been but alas, Complaints Vanish into Air and there is nobody at home knock where we will.

I have formerly taken the freedom to mention the most extraordinary conduct of the Agents in withholding prize Money & Wages from the poor distress'd Seamen who have hitherto Served in the Continental Vessells – 'tis true I have no reason of Complaint myself because I never have been in the way of taking prizes, but the common feelings of humanity for my fellow Men and the regard for public Justice which should inspire every honest Man, makes me renew this Complaint, even at the risque of your Neglect. Is it Possible for your honest hearts to Suggest – That many of the Men who first enter'd into the Service on board the Ships Equip'd at Philadelphia, Winter was a year, are now in a suffering condition, Scatter'd about our Sea Port Towns in this State; nay some who have Served as Officers are reduced to such Misery & distress that they have neither Cloaths to put on nor Vic-tuals to eat. The cry among those unhappy Men is that they can neither recover Wages nor Prize Money for their past Services – can it be expected such Men will offer themselves again when we want our Ships Man'd, – or with what face can we ask them to enter, for heavens sake Gentlemen be pleased to enquire into the cause of such Complaints, and let the Wretches

who would defraud the Labourer of his hire or the honest Seaman of his just due, be brought to Light; that the Odium be not cast (by our publick enemies) on the worthy managers of our affairs — indeed Gentlemen I have seen enough of this Misconduct to believe almost any Complaint in the power of Man to make — and there are such made every day by those Suffering Mortals, as would Shock the heart of a Mussulman. For mine own part, I have Suffer'd so much in fitting out the Ship I now have the Honour to Command, that I do not think I would undertake such a Task again for any Sum whatever unless I was better Supported than I have been hitherto.

The very Interest of Money which I have borrowed and advanced to Carry on the Service of this Ship — would have mentained my Family in Credits, and Mr [Thomas] Cushing expects that I take all this trouble, and risque on my Self without a Commission, nay I have been Obliged to quarrell for Money to pay Men and Officers their Wages up to the 31st of March last — so unreasonable has he been as to insist on the Men's going to Sea — some with Six others Nine and some a Twelve Months Wages due. This kind of Treatment to Officers and Men will not do Gentlemen. They must be duely paid their prize Money as soon as the prize is Sold and the Accounts wound up — They must be paid their Wages allways up to one Month — This will enable them to Support themselves and their Familys. Whereas the Mode to this time has left both to Starve, on which conditions no good man will stay in the Service. For my part I will freely tell you my Thoughts, be the event what it will, or may it respect whom it will — I have no croneys, or Acquaintance to whom I will either Sacrifise the Publick Service or rights of my Brother Seamen — I will not live, where they are oppress'd or defrauded — you will therefore I hope Excuse my plain dealing — as what I Sincerely intend is the good of the Service I am Engaged in, and I know it is impossible that can be carried on to good purpose — unless the Strictest Justice be done to the honest fellows who must do the work — To secure which my present plan is to have Agents appointed by the Ships Company, Officers as well as Men — which Agents shall Libel and receive the true proportion of all Prize Goods allowed the Ships Companys by the Resolves of Congress and let the Continental Agent appear also and receive that Share which of right belongs to the Continent. This Rule to be observed in all things that can possibly be divided — the hull of the Prize or any thing which cannot be so divided to be Sold at Publick outcry and the Ntt Proceeds divided instantly to those Separate Agents for the use of their Constituents. We have no Idea of the Justice there may be in the Continental Agents taking possession of a Prize the instant she arrives in Port — putting in creatures of his own making to attend the delivery and Sale of her Cargo — Then keeping the Captors for Months & Years out of their dividend of Prize Money while they are Starving in want & Misery.

This Method which I now propose if approv'd of by the Honourable Congress will cut off all reasons of Complaint against the Publick Agent on the Score of Prize Money, and he may also be a Check on the Companys Agents; Then their will be a probability of Mens receiving their Money as

soon after the Prize is Sold as Possible — Whereas the Contrary has hitherto been Manifest ² — We are much at a Loss how to Conduct ourselves and earnestly wish for some Solid plan for the better regulation of our affairs. I think in Conscience a Man who takes so great a Charge on himself both in providing things for the Ship and paying the Men, ought to have a Commission on the Business he does & not the Lazy Agent who rather Mars than forwards things. I submit the whole to your Candour and am with all possible respect [&c.]

H. McNeill

I cannot let this Letter go without putting you in Mind of two Sorts of Men who appear to be much Neglected by the Honble Congress. I mean the Surgeons & Chaplains of the Navy, if something better be not done for them, you may be Assured that all the Able Men of both Professions will quit the Service. I am Gentlemen with true respect [&c.]

H: McNeill

Ship *Boston* at Sea

21st May 1777

1. Hector McNeill Letter Book, MassHS.

2. McNeill had already put his proposal into operation. See his instructions to prize agents Mackay and Minott, May 19, 1777.

LEONARD JARVIS TO CAPTAIN JOHN PAUL JONES ¹

Sir —

Dartmouth May 21st 1777.

In reply to your favour of the 10th Instant, I am now to inform you, that I have heard that there was a Sum of Money, on board the *Mellish* but as that Report appeared to me, to be very improbable, and to have no other foundation than the Wishes of the People, and is what has been said of almost every Vessall, that has been captured, I took no other Notice of it then to ask, whither the Money belonged to the Crown, or to private Persons, and what had become of it, it was answered that Mr Southouse had Money, but from some Circumstances I knew of that Gentlemans Situation, I was convinced, that if he had any it was a very trifle, by some Persons it was suggested that you had taken the Money, but as it came from those, who were connected with the late Commodore, and who appear'd to be Prejudic'd against you, I paid no Attention to this Insinuation, as you have call'd upon me to declare wither I have found cause for any Reflections on your Character as a man of Honour and Honesty, or in the line of your duty, I must do you the Justice to say, that I have never hear'd a Single Reflection on your Character, but what appear'd to be dictated by Envy or Prejudice, had I thought there had been the least Foundation for any such charge, or that it would have Injur'd you in the mind of any thinking People, I should have examin'd into the Affair, as a Servant of the Publick, and that you might have had an Opportunity of doing yourself Justice, should I hear any thing further I shall communicate the Circumstances with the Names of the Informants. In the mean Time, I have only to beg you will favour me with the

Value of the Beef and Bread taken from on board the *Mellish* for the use of the *Alfred*.

I am Sir, with due Respect [&c.]

Leo., Jarvis.

To John Paul Jones Esqr at Boston Copy

1. Papers of John Paul Jones, 6575, LC.

NICHOLAS BROWN TO THE CONTINENTAL MARINE COMMITTEE ¹

Gentlemen

Providence May 21st. 1777

The Committee who weir appointed to Build The two Ships at this place,² wrote you some time passed, and Transmitted an Account of the outstanding Bills still due to the Workmen imployed in that Service, and desired to Receive the Money or an Order on the Loan Office for the payment of them. altho I am cartain you Received This letter, yet have had no Money Order, or any other Answer.

As these Ships have not Received so much Money as was Estimated for the Building of Them by Thirteen or fourteen Thousand Dollars, and as the outstanding Bills amount to but Seven Thousand I Therefore Think it highly Reasonable and just, That I should Receive an Order for the Amount of those Bills on the Continental Loan Office in This State, which is now in Cash.

As the Workmen to whom this Money has been long due, are continually Calling upon me for it, I must intreat that you will not faile to send me an Order by the Barer hearof, Major Hezekiah Bissell for the Sum of Seven Thousand Dollars, who I have desir'd to waite upon you for that purpose. I am with great Esteeme and Regard Gentmen [&c.]

1. Brown Papers, JCBL.

2. Continental Navy frigates *Warren* and *Providence*.

PETITION OF URIAH STONE TO THE RHODE ISLAND GENERAL ASSEMBLY ¹

To the Honble General Assembly of the State of Rhode Island & Providence Plantations, now Convened at Providence in the County of Providence & State aforesaid —

Humbly Sheweth

Uriah Stone of Providence in the County of Providence and State aforesaid Gentleman, that your Petitioner having entered onboard the Gally *Spitfire* Commanded by Capt Israel Tyler, in the service of the State there to serve & Do Duty in Capacity of a Steward did on the 22d of February AD 1777 recieve a shot from the Enemys Battery on Rhode Island Whereby he the said Uriah Stone Actually lost his Left Arm above the Elbow, and is thence in a Maner disabled from gaining a livelihood, therefore he begs leave to Represent these unfortunate Circumstances, attending your Petitioner & sollicit some Provision for Life such as your Wisdom may dictate Your Petitioner having Lost his Cloaths on board said Gally when she was

destroyed by fire Prays this Honble House, to allow him the Inclosed or Answer'd Account for the Loss he thus sustained. .
& your Petitioner as in Duty bound shall ever Pray —

Uriah Stone

[Endorsed] May 21st. 1777 To the house of Magts Genn Resolv'd that the Petr Continue to draw his Wages & Rations (Untill the Further Orders of this Assembly) — from Daniel Tillinghast Esqr Noted & Pass'd
P Ordr G Lyndon Cler

In the Upper House read the same day & Concurred

P Order Daniel Rodman Secry P Tem

1. Petitions to the General Assembly, 1775–1777, vol. 16, R. I. Arch.

MEMORIAL OF BENJAMIN EYRE TO THE CONTINENTAL CONGRESS ¹

To the Honorable the Continental Congress
The Memorial of Benjamin Eyre of the Northern
Liberties of the City of Philadelphia Shipwright
humbly sheweth

That in the month of May 1776 your Memorialist being called forth by General Washington & General Mifflin to go to New York and build Row Gallies he immediately quitted his own profitable Business at home and sat out for New York where he built & finished three Row Gallies and Moulded & timbered the fourth and did other Services for the Quarter Master General, For all which in the fall of last year he presented his Accot amounting to £436.10. — to Congress who referred it to the Treasury Board where it was reduced into another Accot to the Sum of £160. .8. 11 as your Honors will be pleased to see by a State of both the Accots hereto subjoined — That on or about the 18th of November last Your Memorialist by way of a humble remonstrance presented to Congress appealed from the Settlement or Reduction of his Accot made by the Treasury Board Which remonstrance or appeal has not hitherto been determined upon — Your Memorialist humbly begs leave to recapitulate the Arguments in support of his Appeal, to wit —

That Your Memorialist was engaged by the said Generals to serve the Public as a Master Ship builder upon the common Terms that is to say, to be paid for his work — That these common and usual Terms of Contracts between Employers & Master Builders have hitherto been in Europe & America made by Measuration of the Work and not by counting the time or days which they have been at Work — That a resolve made by the Honorable the Congress to fix the pay of Master Shipbuilders & Journeymen & their Rations is posterior to Your Memorialists Engagement upon the old & common Terms, and therefore could have no Retrospect or Efficacy to and upon the same — That the price of 25/. p Ton for the finished and 15/. for the unfinished Boats is a reasonable & moderate Price which at that Time no Employer would have scrupled to allow to a Master Builder — And that Your Memorialist fully confiding he would be paid at the usual Rate per Ton has lived in New York at a higher rate than Men who receive Wages

and Rations could afford to live — He has kept house with his Family there like he did at home — so that the Allowance made him by the Board of Treasury would be hardly sufficient to pay for the Expences he actually had at New York —

And Your Memorialist humbly prayeth That Your Honorable House will be pleased to take the State of the said Accots in Your Consideration and thereupon to determine as to you in Your Wisdom & Justice shall seem meet —

And he as in duty bound &c

Philad May 21st 1777.

Benj^a Eyre

[Endorsed] May 22. 1777. No. 19/ Memorial Benjamin Eyre, Shipbuilder read 26 May 1777 on a motion made that a farther allowance be made carried in the negative 7 agst 2.

[Enclosure]

The United States, to Benjamin Eyre	Dr
To building the <i>Lady Washington</i> Galley, 60 feet keel, 18 feet beam, 6 ft hold, 68 Tons @ 25/. p ton	£ 85
To building the <i>Putnam</i> Galley, 68 Tons @ 25/. p Ton	85
To ditto the <i>Independent</i> Galley, 68 Tons @ do	85
To 1 Boat left on the Stocks @ 15/. p Ton	15
To 27 days riding to Albany, Manor of Livingston &c @ 30/.	40.10
	<u>£346.10</u>

The Allowance made by the Treasury Board

For 134 days service in constructing Row Galley as Builder @ £26 p month, 4 mo 14 days	£116..2..8
For 134 days Rations @ 3 rations p day, 402 rat @ 18d	13..8..—
For going to & coming from N. York in lieu of rations allowed for 200 miles @ 3¾d p mile Pennsa Currency	3..2..6
For horse hire and traveling Expences going to Albany to engage Board for the Army @ 15/. p day pennsylva. Currency — 27 days	20..5..—
134 pints rum is 16% Galls @ 9/. p Gall	7.10..9
	<u>£160..8.11</u>

[Philadelphia, May 21, 1777]

1. Papers CC (Memorials Addressed to Congress, 1775–88), 41, III, 5–8, NA. Appended is a statement of Thomas Mifflin, Quartermaster General, dated Philadelphia, May 25, 1777, declaring: “Mr Benja Ayres [Eyre] was ordered in May last by General Washington to go to New York for the purpose of building several Gallies. No Contract was made with him — He was told he should be well paid for his Trouble. I had many Opportunities of observing his Conduct and have good Reason to say that he was very active and industrious during his Stay there.”

WILLIAM WHIPPLE TO JOHN LANGDON ¹

[Extract]

Philadelphia 21st May 1777.

I rejoice at the arrival of Miller and hope Smith will be as fortunate though I confess my hopes have but little foundation as the enemy's ships are very thick off the Capes of Virginia and Delaware and I understand many are now cruising on your coast which doubles the risk.

A ship arrived a few days ago at Cinapuckeen [Sinepuxent] from Nantz with 3 or 4000 arms and a large quantity of clothing — she brings no news that are at this time very interesting — all the public dispatches were to come in a packet that was to sail in a few days; perhaps she is already arrived at some distant port — some other packets may also be expected soon. I expect to bring with me the Commissions for the new ship which is called the *Ranger*. I am inclined to think Capt Roche will not have the command of her. I do not interest myself either for or against him, but hope if he is removed a good man will have her.

I am with much esteem and respect [&c.]

W^m Whipple

1. William Whipple Papers (1774–1789), Force Transcripts, LC.

MATTHEW IRWIN'S ACCOUNT OF PRIVATEERING ADVENTURES ¹

Philadelphia 21st May 1777.

To Brigantine *Delaware*

reced for 1/7 Share of Brgn <i>Delaware</i> cargo of Thos Lawrence	}	3011..5.11
1/7 share of Oznabrigs sold Genl [Thomas] Mifflin		
1/7 Do of Salt sold by Capt Budn		
		<hr/> 3639.18.11

To Officers & Seamen of Schooner *Rattlesnake*

rece'd of Jas Budden Their 1/8 of Prize Money of Brigantine	}	360..4..6

1. Matthew Irwin's Account Book, 1769–1784, LC.

ADVERTISEMENT FOR DESERTERS FROM THE CONTINENTAL NAVY BRIG

Andrew Doria ¹

Deserted last night from the *Andrew Doria*, lying at Fort-island, two marines, viz. Thomas Robinson, an Irishman, between thirty and forty years of age, about five feet seven inches high. Thomas Furman, an Irishman, about thirty years of age, near five feet six inches high. They took away with them a small whaleboat, two or three great coats, and two watches, one of which is numbered 515, and maker's name Edward Vaughan, London. Who-



William Whipple

ever secures said deserters, so that I get them again, shall have Forty Dollars reward, and reasonable charges, or Twenty Dollars for either of them.

Thomas Vaughan, Lieut.

N. B. If they should offer the watches for sale or pawn, it is hoped they will be stopped.
May 21.

1. *Pennsylvania Evening Post*, May 24, 1777.

ADVERTISEMENT FOR DESERTERS FROM PENNSYLVANIA ARMED VESSELS ¹

Philadelphia, May 21, 1777.

Deserted yesterday morning from the *Thunder* guard boat, a certain Peter Besel, about five feet nine or ten inches high, swarthy complexion, near twenty-four years of age, and short black hair. He was born at St. Maloe's in Old France, and speaks English very indifferently. He had on a round hat, and blue clothes. Whoever secures said deserter, so that the subscriber gets him again, shall have Four Dollars reward, and reasonable charges.

Francis Gilbert, Captain.

Philadelphia, May 21, 1777.

Deserted from the armed boat *Viper* belonging to this state, two men, viz. Nathaniel Cox, by trade a shoemaker, five feet nine or ten inches high, slim made, long black hair, thin face, and solemn look. He had on, when he deserted, a brown broadcloth coat and jacket, black breeches, a neat pair of pumps and pinchbeck buckles.

James M'Clure, by trade a shoemaker, five feet four inches high, stout built, and light brown hair tied behind. He had on a light brown cloth coat and jacket, and buckskin breeches. They both have been at work for some time past in this place. Whoever will secure both or either of them in any of the armed vessels belonging to this state, shall have Eight Dollars reward for each.

Stephen Beasley, Capt.

1. *Pennsylvania Evening Post*, May 22, 1777.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN JOHN LINZEE ¹

May 1777

At Single Anchor within Cape May

Wednesy 21st

at 8 AM Made the Signal to the *Roebuck* for seeing 2 Sail to the SE. The *Perseus* in Chace. At 10 Got up all the spare Sails & Aired them, & all the Bread Picked & Aired, heard a Gun fired in the Offing People empd about the rigging. At Noon Saw 4 Sail without the Cape standing in

First Part Moderate and Clear Weather, middle & Latter fresh Breezes and Hazy.

made my Appearance On Board the *Camilla* and took Command of Her, in Room of Capt Linzee Appointed to the *Pearl* ²

1. PRO, Admiralty 51/157.

2. The last entry is by Captain Charles Phipps who had just been detached from command of H.M.S. *Perseus*.

VIRGINIA NAVY BOARD TO CAPTAIN FRANCIS BRIGHT¹

To, Captain Francis Bright, of the *Northampton* Brig.

Sir. The Governor & Council are desirous you should go a short Cruize in the Bay in order to try the sailing of your Brig, as the Barrons Boats² are supposed to sail well you must proceed to Hampton, & get one of them to go out with you, as thereby you'll be better enabled to judge how she performs. If in the course of the Cruize you meet with any of the Enemies Vessells, which you may be a match for, you are to attack and capture them if you can, having regard to the safety of your own Vessell. If you should at any time meet with Vessells belonging to any other State, you are to afford them every assistance in your Power.

Navy Board. }
May 21st 1777. }

Signed,

Thomas Whiting 1st Commr

1. Navy Board Letter Book, VSL.

2. Virginia Navy armed boats *Liberty* and *Patriot* commanded respectively by Captains James and Richard Barron.

22 May

“A LIST OF THE SHIPS &c: AT PORTSMOUTH IN NEW-HAMPSHIRE,
MAY THE 22D. 1777.”¹

The *Raleigh* – Commanded by Thomas Thompson, A New-Ship pierced for Thirty-two Guns; but has only six or eight Mounted. The Cannon intended for her were Cast in the Massachusetts Bay, by Monsieur Marcarille, but burst in proving. Upon which Thompson the Master went to Philadelphia, to acquaint the Congress; but report was spread abroad, that his intention was to quit the *Raleigh*, and sollicit the Command and Inspection of the Building of a Seventy four begun building there. It was said that Thompson was at Boston, on his Return, and that the Congress had ordered the *Raleigh* to be fitted out with such Guns as could be procured, and to load with Masts and Lumber immediately and dispatched to France, where Guns were to be provided for her. – Rogers of the *McPherson* says all her Guns were obtained from Providence, about a fortnight afterwards.

The *Hampshire*, a twenty Gun-Ship, launched about a Month ago, to be commanded by one —— Rotch [John Roche], a Native of Ireland, who came to America from the West Indies since the commencement of the Rebellion; this Ship was built by the Agent for the Congress, all the Materials are ready to fit her out, and is to proceed to Sea as soon as possible.²

The *Portsmouth* of twenty Guns, built last fall at Portsmouth, by some Privateering Adventurers from Philadelphia, was commanded by Robert Packer [Parker], and had been out one Cruize to the West Indies, where she took four or five Prizes, which got all safe into Port. She had arrived at Boston, and was expected round to Portsmouth the first fair Wind; from whence she was to Sail on a Cruize within a Month. She is called a remarkable fast Sailor. The *McClary*, commanded by Thomas Dalling, a Topsail Schooner, mount-

ing eight Carriage Guns. Sailed on a Cruize this day, it was conjectured her destination was to the Coast of Portugal, or the English Channel.

The [*Satisfaction*] a Topsail Sloop, commanded by John Wheelwright, mounting eight Guns, – belongs to Marblehead, Salem, Cape Ann, or Boston, came in to procure Hands.

Le Mercurie a French Vessel (Ship or Brig I can't tell which) commanded by Monsieur Heraud of fourteen or sixteen Guns, arrived from Nantz with twelve thousand Stands of small Arms, fifty Tons of Gun-Powder &c. &c. for the use of Congress; and was dispatched from thence by their Agent Silas Deane. In her came two Officers Passengers. – She is now loading with Masts and Lumber for France.

L'Amphitrite, a French Ship of twenty or twenty six Guns, commanded by Monsieur Fautrel, arrived from Havre de Grace with fifty two brass field pieces, with Carriages Compleat, being four and six Pounders – twelve thousand pound weight of Cannon Powder, two hundred and fifty thousand Gun Flints, six thousand Muskets, – Blankets, and some bales of Cloathing, Tin Plates, Cartridges, Cannon Ball, Hand-Grendoes &c. &c. &c. – In her came the Officers of the Train and Workmen, being about thirty in Number. Silas Deane, was the Person who sent her off, and in a great hurry, for they said Lord Stormont had intelligence of her. She was blacked and disguised as soon as she went out of Havre de Grace. She is also loading with Masts and Lumber, and it is imagined will Sail in Company with the *Mercury* and *Raleigh*.

The————— Seventy four Gun-Ship just begun, her Keel laid, and all the Timber procured.³ Some persons think she is intended as a Remittance to France.

There are also about twenty Sail of Square Rigged Vessels laying in the Harbor, being Prizes &c. besides a number of small Craft.

[Endorsed] Copy. Intelligence received from Sir G Collier, obtained from Mr Parry 10 In Lord Howes Lre No 33.

1. PRO, Admiralty 1/487.

2. This Continental Navy vessel was the *Ranger* not *Hampshire*.

3. Eventually completed in 1782 and named *America*.

JONATHAN GLOVER TO THE MASSACHUSETTS BOARD OF WAR ¹

Dear sirs,

Marblehead May 22 1777

I Would Inform the Honble Board that Capt Hines in your Spy Return the Last Night, Being Chast in, By two Men of War they Chast him Cost [close] into the Estern point of Cape Ann, Capt Hines has Not discover'd any thing off, But these two Men of war them he has Ben in Sight of, three or four days, But they did Not discover him untill yesterday Morning, at which time he was about ten Leags from Cape Ann SE&BE they then gave him Chase, I have discovered our fleet up off Boston Ilands, in half an hour after Capt Hines gave Me this Accott I dispatched him with a Line to Comer Manly or to Capt. McNeale, to give them the Earlest Intelligence of the Men of War Being off that they May be well prepared to

give them a warm Reception Capt Hines Runing in With Cape Ann Saw Last Night a Large Ship Cost [close] in with holeboat [Halibut] point which he took to be a prize But did Not Speek her he Says that She got Clear of the Men of War on Capt Hines Return from the f[1]eet Before Mentioned Shall dispach on a Crews, the other Spy Schr you ordered Me to procure will Sail this Night or in the Morning I am Gentlemen, with grate Esteem [&c.]

Jon^a Glover

1. Mass. Arch., vol. 152, 217, Board of War Letters, 1776-1777.

JOURNAL OF CAPTAIN HECTOR MCNEILL ¹

Thursday 22d May, 1777

at 8 A M Marblehead

WNW. 3 Leagues

at Noon Et part of

Cape Ann NEBN –

2 Leagues dist.

at 6 P. M. cape Ann –

NNW 4 Leags.

Weather & remarks

at 8 AM recd an Express from Genl Glover imparting that two Frigates had been seen last evening close in with cape Ann harbor went on board & Communicated Genl Glovers intilgence to Capt Manley returnd Again on board & Employ'd my self and my Clerke in Transcribing Signals for the better Mannagement of our Little fleet, as I had undertaken this at Capt Manleys request I hope'd some Satisfaction in Seeing good order reigne among us, but there never was any use farther Made of them, at 2 PM the [*American*] *Tartar* came out of cape Ann harbour and joined the fleet, lay on and off the cape all the afternoon, a fresh breese of wind at N W, and most of the men Sea Sick, capt Manley haild & acquainted me, he intended to ply to windrd all Night under easey Sail

1. McNeill's Journal, MM.

JOHN BRADFORD TO THE CONTINENTAL MARINE COMMITTEE ¹

[Extract]

Honble Sirs

Boston 22d May 1777 –

I have the pleasure to acquaint the honbe Board that our Warlike fleet sailed yesterday after a Detention of ten days by contrary winds they consist of two Ships of Eighteen Guns each, two Brigs of twelve & fourteen Guns, three Schooners, a Sloop besides our two Frigates – & were joynd by two other Brigs from Salem & Marblehead. I am Jealous the Enemy have heard of their being near Sailing, as they have disappear'd for ten days past,² I shall forward an Accot of what I have supplyd the Frigates with by next Post with a List of the Men

I inclose a Letter from Mr Jarvis to the Determination of the honbe Board thereon And shall be highly gratified with a Solution of a Difficulty I sometime ago mentioned to the Board respecting the Distribution of

Prize money among the Schooners Men, as in the second Class, the Congress have Class'd a Chaplain, a Purser, a Secretary & Lieutenant of Marines neither of which we have, with the Surgeon, Boatswain, Gunner, Carpenter & Masters Mates therefore if the Officers we have in that Class were to share two twentieths they wou'd I presume share more than the Congress designed them It gives me Pain to intrude on the important moments of the Honbl Board, but must beg your particular directions on that matter as it keeps my Accots open with the Captors . . .

1. John Bradford Letter Book, vol. 1, LC.

2. From the journals of H. M. S. *Diamond* and H. M. S. *Greyhound*, it does not appear that these two British frigates, which were cruising in Massachusetts bay, were frightened off; they continued to cruise in the area for several days after the date of Bradford's letter.

Independent Chronicle, THURSDAY, MAY 22, 1777

Boston, May 22, 1777.

Sales by Auction.

To be Sold by Public Auction, On Tuesday 3d of June next, at William Greenleaf's Office, in Cornhill, Boston. The Prize Brig *Ann*, of about 150 Tons, Bermudia built, a prime Sailer, and well found. – She lays in the Town-Dock – Her Cargo consists of some Flour, Bread, Horse Beans, Tripe, Vinegar, Painters Oil and Colours, small Casks of Lime, Hogshead Hoops and Heading.

Also,

The Prize Snow *Swift*, of about 150 Tons, with Part of her Cargo, consisting of some Beef, Pork, Butter, Herrings, Tongues, Soap and Candles. – The Snow lays at Vernon's Wharf.

Also,

The Prize Schooner *Hawk*, of about 55 Tons, with her Cargo, consisting of about 600 Quintals of Jamaica Fish.

Also,

The Prize Sloop *Betsey*, of about 50 Tons; she has been constantly employed in the Fishing Trade, and is extremely well found. The Schooner *Hawk* and Sloop *Betsey* lay at General Hancock's Wharf, where the Fish is stored.

The Sales will begin at Ten o'Clock.

William Greenleaf, Sheriff.

Inventories of the above Vessels Appurtenances will be at the Sheriff's Office.

To be Sold by Public Vendue, At Plymouth, on Tuesday the 11th of June next, The Prize Brig *Grogg*, with her Appurtenances, and Part of her Cargo, consisting of Herrings, Butter, Tongues, Tripe, Grotts, &c. The Sale will begin at Ten o'Clock.

To be Sold by Public Vendue, at Bedford, Dartmouth, On Friday, the 13th of June next, The Prize Bark *Lydia*, with her Appurtenances and Part

of her Cargo, consisting of 20 Cask of Oats, 60 Cask of Herrings, a Quantity of Bread, some Tallow Candles and Soap.

The Sale will begin at Ten o'Clock.

MANIFEST OF THE CONNECTICUT PRIVATEER SLOOP *Wooster*¹

[New Haven] May 22nd 1777 –

Ten double fortified four pound Carriage Guns, six swivels, eleven Blunderbusses, twenty four Muskets, twenty pair of pistols, twenty Cutlasses, twenty bill hatchets, twenty Lances, furnished with provisions, viz. thirty four bbls of beef & Pork, fourteen bushels of Beans and Peas, three Do of Indian Co Meal & Flour, navigated by sixty men including Officers – American built, and owned by Pierpont Edwards & Co of the State of Connecticut –

The Military Stores as follows, viz. forty Rounds of Round shot, fifty Do grape & swivel, eighty hand Granadoes, five stink pots, five hundred weight of gun powder, and fifty Rounds of bullets for each of the small arms and pistols – The above a true Manifest of the Privateer Sloop *Wooster*.

Teste Enoch Staples

1. Jonathan Trumbull Papers, ConnHS.

Pennsylvania Evening Post, THURSDAY, MAY 22, 1777

Deserted from the *Lion* armed boat, belonging to this state, John Wood, country born, about five feet nine inches high, and pitted with the smallpox. He had on, when he went away, an artillery uniform coat, light colour jacket, black shag breeches, new beaver hat, old shoes with pewter buckles. He is supposed to be gone into the Jersies.

Also John Gela, born in Old France, and cannot talk English, about five feet high. He had on, when he went away, a chip hat, old blue surtout coat, old blue inside jacket, and trousers.

Whoever secures said deserters, and puts them on board any of the armed vessels of this state, shall have Twelve Dollars reward and reasonable charges.

Henry Martin, Capt.

JOURNAL OF H. M. S. *Antelope*, CAPTAIN WILLIAM JUDD¹

May 1777

Moord in Port Royal Harbour

Thursday 22d

at 10 AM made the Signal for all Barges and Pinnaces, Man'd and Arm'd to go after a Sloop outside the Keys. Dismasted

little winds and Variable, and constant Rains at 2 PM the Boats returned bringing with them an American Sloop a Prize to the *Boreas*²

1. PRO, Admiralty 51/39.

2. Unnamed sloop, laden with rice, etc., Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

23 May

JOURNAL OF CAPTAIN HECTOR MCNEILL¹

Friday 23 May 1777
at 8 AM Cape Ann
NWBW 7 or 8 leags

Weather & remarks.
in the course of this Night the *Sturdy begger* and
one or two Mercht men parted us – also the 8 Gun
Sloop,
this 24 hours fine pleasent weather and fresh
breese of wind

1. McNeill's Journal, MM.

CAPTAIN JOHN PAUL JONES TO LIEUTENANT JOHN DOBIE¹

Mr John Dobie/

Boston 23d May 1777.

You are hereby Authorized to engage any Person, Seamen, who may present themselves to serve Under my Command in the Navy on board the Ship *Amphitrite* at Portsmouth in Newhampshire, bound to France. – on Arrival there they are to be turned over to one of the finest Frigates of the French Navy – she having been Purchased for the United States by their Commissioners at the Court of Paris and to be put Under my Command – You are directed to repair on board the Ship at Portsmouth without loss of time and Your reasonable expences will be Allowed as also the reasonable expences of as many prime Seamen as you may bring with you in proper time. If a passage can be procured from hence to Portsmouth by water it will be the cheapest and best conveyance especially for Baggage. –

Jn^o P Jones

1. Cabell Gwathmey Collection, Alderman Library, UVL.

MEMORIAL OF THOMAS MUMFORD TO THE CONNECTICUT GENERAL ASSEMBLY¹

To the Honourable General Assembly of the State of Connecticut now Sitting at Hartford –

The Memorial of Thos Mumford of Groton within Said State Humbly Sheweth

that your Honors Memorialist with Sundry other Merchants belonging to this State are Owners of a Certain Privateer Brig, Called the *Fanny*, Lately Commanded by Capt Azariah whittlesey, who being on a Cruise upon the High Seas, against the Enemies of the United States of America Captured Sundry of the Enemies Vessels, among which was a Ship from London Loaded with Brittish Manufactures &c, which Said Prize Ship² & Cargo is Arrived at Dartmouth within the State of the Massachusetts Bay, which Said Ships Cargo the Inhabitants of this State are much in want off, and your Honors Memorialist is desirous of Contributing every thing in his Power for the Benefit of this State, & wou'd willingly Transport Said Ships Cargo from Dartmouth into this State & there dispose thereof at Reasonable prices, but is prevented therefrom by an Embargo being Laid by the

Legislature of the Massachusetts Bay on European Manufactures & the Produce of the West India Islands, your Honors Memorialist wou'd further inform your Honors that he has Also Lying at said Dartmouth a Schooner Loaded with Salt, which he imported which he is Likewise Desirous of Transporting into this State to Relieve the necessity of Some of its Inhabitants wherefore your Honors Memorialist Humbly Pray that this honourable Assembly wou'd desire his Honor the Governour to Write the General Assembly of the Massachusetts Bay & in their Recess their Honourable Council Representing that Altho' there is an embargo within this State on Provisions West India produce &c, yet none of the Inhabitants of the united States have been Prevented Transporting any of said Articles (Which they have imported into this State) to any of these united States and that his Honor wou'd Request the Massachusetts Assembly or Council wou'd give Leave to your Memorialist to Transport Said Ships Cargo & Likewise his Salt from Dartmouth into this State, Or otherwise take Such method to get said goods into this State as your Honors in your wisdom Shall See fit, which will Relieve many of the nec[ess]itous Inhabitants - & your memorialist as in Duty Bound Shall ever pray Dated in Hartford the 23d May 1777

Tho^s Mumford

[Endorsed] In the Lower House. The Prayer of this Memorial is Granted & Liberty of a Bill &c Attest Benj Huntington Clerk Concurd in the upper House George Wyllys Secrety

1. Conn. Arch., 1st Series, V, 249-50, ConnSL. The resolution authorizing the Governor to write follows the memorial.
2. *Caesar*.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONNECTICUT NAVY SHIP
*Oliver Cromwell*¹

	Ship <i>Oliver Cromwell</i> Seth Harding Commandr	Dr
1777	To 19 Terces Bread wt 35..2.. @ 28/.	£49.14..-
April 28	To John Braddick freight ditto @ 8/.	1.18..-
	To 4 lb Coffee	..6..-
	To 6 Firkins Butter wt 421 lb @ 1/.	21..1..-
	To 16..0..26 lb Bread	} 18/.
	To 20..3..8 ditto	
	To 6 lb Spanish White 3/. 10 lb Spanish Brown 5/.	..8..-
	To 3 Barrells Pease @ 68/.	10..4..-
	To paid William Brooks Bill for Beef	8.15..8
	To paid Alexander Rogers for Wood	2..2..-
	To paid William Brooks for Beef	13..3..-
	To do Nathan Douglass Bill	27.11..5
	To do Richard Douglass for Wine	14..-..-
	To do John Braddick freight Bill	2.18..6
	To do Jonathan Starrs Bill	..6..-
	To do Deshon & Colefax Bill Makg hammacks	6.10..-
	To 99 Yards Cloth for ditto @ 3/6	17..6..-

	To paid Deshon & Colefax Bill for Makg Cotts	1.10..-
	To paid Alexander Rogers (alias) Merrills Bill	14.12..-
	To do Nathan Dodget Piloting to Bedford	18..-..-
	To do William Wheeler for Wood	- .11..-
	To one Bolt Oznabrigs 85 yards for table Clothes	
	@ 3/6	14.17..-
	To 3 Barrells Pork	@ 90/ 13.10..-
May 23d	To one Barrell Coffee wt 162 lb	@ 1/6 12..3..-
	To Joshua Starrs Bill	11.12..-
	To pd Nathan Dogetts Pilots to Bedford	18..0..0
	To my Commission @ 2½ PCt	£314.16..1
		7.17..4
		£322.13..5

I. Conn. Arch., 1st Series, XXXI, 47, ConnSL.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Friday, May 23, 1777

The Marine Committee, to whom the letters from General M'Dougal and Gouverneur Morris, respecting the manning and fitting two gallies for the defence of the North river, were referred, report, that they have taken the said letters into consideration, and are of opinion, that such gallies as may be necessary for the defence of the said river ought to be equipped, and their operations directed by the State of New York; for they find this kind of defence is undertaken by all the other States where it is found necessary.

Resolved, That the delegates of the State of New York be desired to inform the convention of that State, that the above report of the Marine Committee is accepted, and adopted, as the sense of Congress on this subject.²

1. Ford, ed., *JCC*, VIII, 381, 383.

2. This report dated May 23, is in Miscellaneous Papers of the Continental Congress, Papers relating to Naval Affairs, Reports of the Marine Committee, NA.

24 May

RECEIPT FOR WOOD FOR THE CONTINENTAL NAVY FRIGATE *Raleigh*¹

Received of John Langdon Eighteen pounds Ten Shillings LMy in full for Eighteen & ½ Cords wood for Ship *Raleigh* -

Portsmo May 24th 1777

Samuel Hall

1. John Langdon Papers, Receipts, April 1-July 31, 1777, NHHS.

JOURNAL OF CAPTAIN HECTOR McNEILL¹

Saturday May 24th 1777

Weather & remarks.

at 8 AM cape Ann

at 8 AM Capt [John] Grimes in the [*American*]

WNW 6 Leagus

Tartar fire'd a gun & announced two Sail to the
WNW of us - gave chace & Soon hear'd three

At Noon Cape Ann
Wt 3 Leagues

at 6 PM the
Entrance of Ports-
mouth harbour
NNW 6 miles

Guns, which we took to be Signals – soon after
got Sight of a Single Ship which we Expected
was one of the Frigates She chace'd NBE with
pressd Sail

this 24 hours fine pleasant weather, but some-
what hazey,

at one oClock PM Capt Manley hauled his wind
towards Ipswich bar, but the Ship we were in
chace of kept on to the NNE along shore as if
She intended to Slip out to the Eastd of the Isle
of Shoals upon which we crouded all we could
to cut her off which we certainly would have
Effectd had She been an Enemy, we were
followed by the *Tartar*, by young [Daniel] Mc-
Neill & Capt [Andrew] Gardner – ²

at 6 oClock the chace run into portsmouth and
we put about and Stood to Sea

1. McNeill's Journal, MM.

2. Respectively commanding schooners *America* and *Active*.

PETITION OF ISAAC SEARS AND PASCHAL N. SMITH TO THE MASSACHUSETTS
COUNCIL ¹

State of Massachusetts Bay To the Honoble the Council of said State –
The Petition of Isaac Sears & Paschal N. Smith humbly Sheweth. –

That your Petitioners, with Samuel Broome & Co of the State of
Connecticut, & others are Owners of the Ship called the *Mars*, burthen Two
hundred & eighty Tons, Commanded by Thomas Truxton, William Bull
first Lieutenant, William Pinnock – second Lieutenant, mounted with 22
Carriage Guns, & twelve Swivels, Navigated with 150 Men; – That Your
Petitioners have provided said Ship with Twenty five hundred weight of
Powder, 250 Barrels of Provisions, & in all other respects have compleatly
fitted said Ship for a Six Months Cruise against the Enemies of the United
States of America – Your Petitioners therefore pray your Honors will grant a
Commission for said Ship, agreeable to the Resolve of the Honoble the Con-
tinental Congress, & the Acts of this State, & give leave for her departure on a
Cruise as abovemention'd, & your Petitioners as in Duty bound shall ever
Pray. –

Boston May 24th 1777

For Isaac Sears & Self

Paschal N. Smith

[Endorsed] In Council May 24. 1777 Read & Ordered that the Prayer of
the Petition be granted and that a Comission be issued out to Thomas
Truxton as Comander of the above mentioned Ship – he complying with the
Resolves of Congress –

Jn^o Avery Dpy Secy

1. Mass. Arch., vol. 166, 419.

JOURNAL OF H. M. S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON ¹

May 1777 Do [Cape Ann] N 78° W 53 Leags
 Thursdy 22d at 1/2 past Noon Saw a Sail to the SE made sail & Gave Chace as Did the *Diamond* at 7 PM Shortn'd Sail. Spoke the Chace a Sloop from Boston bound to Martinico Sent 3 Men on board her
 Friday 23d at 1/2 past 8 AM Sound'd 21 fathm Course sand & small stones at Noon the *Diamond* & Prize in Company – at 4 PM took the Prize in tow.
 Saturdy 24th AM the *Diamond* Chaced to the Noward at 8 AM she made our Signl to Chace to the NE cast the Prize off, made Sail & Gave Chace pr Signl at 10 Left off Chace Tack'd & Gave Chace to the SW as Did the *Diamond*.
 Fresh Breezes & Clear
 at 11 PM Came up wt the Chace, A Brigg from Boston bound to So Carolina ² Sent 3 Men on board her Recd on board 7 Prisoners

1. PRO, Admiralty 51/420.

2. *Robert*, William Tant, owned by Congress –“from Boston to South Carolina, in ballast,” Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488.

Providence Gazette, SATURDAY, MAY 24, 1777.

Providence, May 24.

Wednesday last the Continental Brig *Hampden*, Capt. [Ezekiel] Burroughs, in passing Bristol Ferry for this Place, was fired on from the Enemy's Battery near the Ferry, and by a Frigate lying near Bristol. One Shot only struck the Brig, which passed through her Fore-Topsail. The Fire was briskly returned, but with what Effect we have not learnt.

All Seamen and Marines, belonging to the *Alfred* Ship of War, now in this Harbour, are hereby ordered to repair on board said Ship immediately, otherwise they will be deemed Deserters, and a Reward offered for apprehending them.

Boston, May 12, 1777.

Elisha Hinman

CHARLES CARROLL OF CARROLLTON TO CHARLES CARROLL, SR. ¹

[Extract]

Dr Papa/

[Philadelphia] 24th May 1777

There are ten ships in the Bay coming up towards Newcastle: 1 fifty gun ship 1 forty four, 2 frigates, a Brig & 4 tenders & a pilot boat, no transports: we imagine These ships are come up to water & get live stock.

The enemy are yet quiet: I suppose they will not attempt any thing of consequence till the[y] receive reinforcements from Europe: by the time those reinforcements arrive, I hope G. Washington's army will be respectable. –

1. Carroll Papers, vol. 5, MdHS.

JOHN ADAMS TO ABIGAIL ADAMS¹

[Extract]

Philadelphia May 24. 1777

There are four Men of War and four Tenders in Delaware Bay. The *Roebuck*, and a Fifty Gun ship, and two other Frigates, are the Men of War. They come up the River a little Way to get Water sometimes with Fear and Trembling, and dare not come up far enough to get fresh Water, but content themselves with brackish Water.

They go on shore sometimes to steal some lean Cattle, if any happen to wander into lonely Places, where they dare venture.

1. Butterfield, ed., *Adams Family Correspondence*, II, 246-47.

WILLIAM PACA TO GOVERNOR THOMAS JOHNSON AND THE
MARYLAND COUNCIL¹

[Extract]

Yesterday the Alarm Gun was fired and to Day an Express informs us of ten Sail coming up the River: a fifty Gun Ship – the *Roebuck* of forty four Guns – a Frigate – four Tenders – a Brig and two Pilot Boats – The Gondolas are gone down – The Congress has adjourned to go down in Barges to see the Sport. –

Congress took up Capt Nicholsons Affair and were unanimously of Opinion he had not made the Satisfaction he ought to have made and on Examination of the order from the Marine Committee with Respect to the impress'd Men they found that Committee had acted very unwarrantably in explaining the Resolve of Congress on that Subject in such a narrow limited Sense Congress meant every Man to be discharged without any Definenination of such as subscribed the Articles and took the Bounty and the Resolve were full & explicit to that Purpose the Marine Committee were severely handled for presuming to explain at all the Resolve but the more reprehensible for giving a Sense to it which might have defeated the whole design of it – Mr Carroll & I were directed to prepare a fresh Set of Resolutions We did so one of which declared Capt Nicholson dismiss'd from the Command of the *Virginia* frigate for not making that full Satisfaction to the Governor & Council of Mayd which by a former Resolve of Congress he was ordered to do: a second resolve restored him to his Command on his explicit Disapprobation of his Letter: & a third Resolve ordered the commanding officer of the Frigate to deliver up every impress'd Man who should be considered such by any Persons the Governor & Council should send on Board for the Purpose of making the Enquiry: these Resolutions would have pass'd unanimously but Mr [Francis] Lewis coming up and assuring us of his having Conversation with our Council who declared they would be satisfied with the Concessions which were contained in Nicholsons first Letter and which were satisfactory to the Governor and Mr Lewis further assuring us that Capt Nicholson had wrote a second Letter in Consequence thereof and discharged every Man who did not chuse to remain we have been induced

from these Assurances to postpone doing any thing in the Matter till we hear further from you on that Subject – Mr Lewis further says that Capt Nicholson is about joining the Virginia arm'd Vessels with an Intent to attack the Man of War in the Bay – I can with pleasure inform you the Congress shewed a determined Spirit to give full Satisfaction on both points and I am confident they would have dismiss'd Capt Nicholson without Hesitation if we had not proposed to restore him on his explicit disaprobation of his Letter which was the Satisfaction you in your's to him demanded: you may be further assured Capt Nicholson had not even an Intimation from Congress or Committee to impress: I am surprised that Mr [Benjamin] Rumsey who was on the Marine Committee approved of the Explanation they gave the Resolve to discharge the impress'd Men: Mr [Arthur] Middleton who was also a Member of that Committee told Congress he opposed it in the Marine Committee as an illegal Assumption of Power: as the Question was agitated there how could our friend Rumsey suffer such a thing to be done? You'll be pleased to let us have a Line from you as soon as possible. . . .

Philad Saturday 12 oClock 24 – May 1777 –

1. Red Book, IV, Md. Arch.

25 May (Sunday)

JOURNAL OF CAPTAIN HECTOR MCNEILL¹

<p>Sunday May 25th [1777] at Noon Wood Island NWBN dist 3 Leagues</p>	<p>this 24 hours fresh breezes of wind & Hazy weather we kept together 9 Sail of us untill 4 oClock PM when the [<i>General</i>] <i>Mifflin</i> hoisted her colours & bore away for casco Bay² in the course of the Night the wind haul'd round to the No & NE, and came to blow fresh –</p>
---	---

1. McNeill's Journal, MM.

2. Of the departure of *General Mifflin*, Benjamin Crowninshield noted in his journal: "She had the small pox on Bord," Crowninshield's Journal, MassHS.

CAPTAIN SETH HARDING, CONNECTICUT NAVY SHIP *Oliver Cromwell*, to
GOVERNOR JONATHAN TRUMBULL¹

May it please your Excellency Bedford, May 25th 1777

I have the Pleasure of informing your Excellency and the Honorable Council, that I sailed from the Port of New London, on Thursday last, afternoon [May 22], and arrived safe in this Harbour on Friday – The Ship proves a very good Sailer, and in other Respects fully answerable to our greatest Expectations – I hope to get mann'd soon, as I brought out 102 Men and shall open a House of Randevvous here Tomorrow I am With the greatest Respect your Excellency's [&c.]

Seth Harding –

1. Conn. Arch., 1st Series, IX, 173, ConnSL.

JOURNAL OF CHRISTOPHER VAIL ¹

[New Haven, May 23-25, 1777]

While at New Haven we had Information that a body of Refugees about one hundred in number was at Saggharbour on a Foraging party with One Armed brig of 14 guns, and 13 Coasting Vessels in order to carry away what was collected, their business being about completed, and ready to depart when the Information was given. Immediately Colo [Return Jonathan] Meigs provided a number of Whale Boats and proceeded with our force for Long Island. We arrived at a place on the North side of the Island called Baileys beach which was 14 miles from Saggharbour the Afternoon following at this place the Carrying place was about 40 rods over. here we took our boats by hand and carried them accross, and put them into a Creek called Mill Creek. from this place it was about 2 or 3 hours rowing to Saggharbour. in the first part of the night we rowed across the bay, and came to a Neck of Land which was about 4 rods wide to the water on the other side, which led to Saggharbour and here we again took up our boats and carried them across this Isthmus, and again Embarked, at this time about one mile from the Enemy.

We landed on the West of the Port about half a mile and surrounded the Village at once and proceeded down to their quarters where we completely succeeded in capturing the whole force except one man. we burnt all the coasting vessels which was all loaded and laid along side the wharf and a store that was 60 feet long that stood on the wharf. It so happened that they had completed all their business at this place, and the afternoon before they had received a months pay, and had a sham fight and damned the Yankees, and wished them to come over for there never was a better time, each man had a wooden flint in his musket, and after their Sham fight, they sent the greatest villan belonging to their Gang to Southampton to engage a dinner for the whole Company the next day on their march up the Island. They remained went to drinking &c. and all got pretty well Boozey when we arrived. We took Ninety nine Tories some had nothing but his shirt on, some a pair of trousers, others perhaps 1 stocking and one shoe, and in fact they were carried off in this Situation to New Haven, and None escaped except the armed Brig which was anchored off and the man spoken of above. the whole of the time our troops was there the brig was firing broadsides in every direction. We returned back to New Haven in about 60 hours with our Gentry where they were all deposited in the town Gaol.

1. Christopher Vail's Journal, 1775-1782, LC.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN CHARLES PHIPPS,
H.M.S. *Pearl* ¹

By Andrew Snape Hamond Esquire
Captain of His Majestys Ship the
Roebuck

You are hereby required and directed to Station His Majesty's Ship under your command in the Main Channel between the Narrows and the

Brandywine, so as best to intercept any of the Enemies Ships or Vessels that May attempt to pass that way; You are to move the Ship up and down occasionally and to have a particular attention to that part where the Cape May passage falls into the Main Channel.

Given on board His Majesty's Ship the
Roebuck in the Delaware the 25th May 1777

A. S. H.

1. Hamond, Orders issued 1776-1777, UVL. Similar orders were given this date to Lieutenant John Graves, H.M.S. *Camilla*, to place his ship off the Maurice River for the same purpose.

CAPTAIN JAMES JONES, R.N., TO VICE ADMIRAL JAMES YOUNG¹

Sir, *Beaver Sloop Grenada May 25th 1777*

I have the pleasure to inform You that on Monday the 19th inst at day break – then near St Lucia & Struggling in vain to get to Tobago we fell in with & engag'd a Privateer of the Rebels and in less then 3 quarters of an Hours Close Action. She yielded to the Superior Valour of My Officers & Men. She carries 24 Guns 14 of them are french 9 pounders – her Compt 150 Men but had only 125 during the Action. She is their only capital Ship in these Seas has greatly annoy'd & hurt the trade of these Islands and is nam'd the *Oliver Cromwel* –

I am happy to say we lost Not a Man & had only 3 wounded with little or no hurt done to our rigging &c – On the Rebels Side 15 Men were killed & 20 wounded – She Had Masts rigging & sails very much cut –

She is a very handsome Ship, has Ports to all her Guns & fights her Men under Cover is exceeding well found & Stor'd & Stood the owners in at fitting her out, & altogether at leaving Philadelphia wch was feby last near £20,000 I suppose that Money – She will soon be in good Order & would I think make a most excellent Post Ship –

I am very busy at present Shifting the People & Sending the Sick & wounded on Shore with the Prisoners Who are to be confin'd as Rebels tak'n in Arms –

I purpose Sailing this Evning to attempt Tobago again for the trade there but fear much from the Currents wch [illegible] Set Strong to leeward but will make sur[e] of the St Vincent & Grenada Ships wch will be upwards of 40 Sail – I mean if I can to raise Men for the *Cromwel* and to take her with me to strength'n the Convoy & drop her in to English Harbour as I pass Antigua –

I have made enquiries for Surgeons Mates – but there is Such a demand for them at the Plantations – that they are catch'd up as fas[t] as they're imported –

The poor *Druid* I saw last Tuesday in her old Situation to Leeward of St Vincent Struggling to get to windward & always loosing Ground – I Question much if ever She reaches Barbadoes –

I hope you are Well Sir & all the Gent & am wth respect [&c.]

James Jones

A Copy – of one I wrot from St Vincents

1. PRO. Admiralty 1/310.

VICE ADMIRAL JAMES YOUNG TO THE MARQUIS DE BOUILLE¹

(Copy)

Sir

Antigua 25th May 1777.

I had the Honor to receive Your Excellencys Letter Dated the 19th Current, acquainting me of Your safe arrival at Your Government of Martinique; on which give me leave to Congratulate You; and to wish Your Excellency Health and Happiness therein; and also to hope, that a Mutual Confidence may exist between us; and that we may both use our best Endeavours to maintain perfect good Harmony and Friendship between our Respective Nations, and the Colonies in these Seas.

I take leave to assure Your Excellency that nothing on my part shall be wanting thereto; and I am sorry to perceive by Your Letter that You think the same has been disturbed, by some Acts of Violence committed by the English Ships of War; and some Non Commissioned Vessels calling themselves Privateers; who have unwarrantably taken some French Vessels, on pretence of their being loaded with American Produce.

In respect to the former (who are under my Command and Orders) whenever I found on enquiry, that they had acted irregular, I at all times gave immediate Redress; Your Excellency may well perceive, by my Ordering immediate Restitution of the *L'amitie*, on the first application made to me concerning her; and I shall now make immediate enquiry into the *Nancy* said to be stopped by his Brittannic Majesty's Ship *Beaver*, and carried into Dominica; and should that appear as represented, will cause her also to be delivered up to the Owners. These are the only French Vessels named in Your List that were said to be stopped by any of the King's Ships under my Command As to those stopped by the Non Commissioned Vessels: I am sorry to Own: that I can not at present put a Stop to their Proceedings nor can I give any redress for their Depredations, tho' I think them altogether unlawful and unjustifiable: Your Excellency's Predecessor well knows on his first Complaint to me, that I did all in my Power to put a Stop to such Non Commissioned Vessels going to Sea as Cruizers; well foreseeing what would happen from them; my attempts hitherto has not had the Success I expected, and wished for; and I have myself been insulted by a Parcel of Lawyers on Account of the opposition I gave to their opinion, however so long ago as the beginning of March last, I represented to the Court of London in the strongest Terms the improper behaviour of these Gentry; and I doubt not but proper Satisfaction will be given to all the Parties Injured by these Self appointed Cruizers and they all punished with a proper Severity; I shall now renew my application to the King's Ministers, and send home Your Excellency's complaint against them.

Your Excellency must now give me leave to say that for some time past, I have had the greatest reason to complain of the unfriendly behaviour of the French, in Your respective Islands in these Seas, in the open and avowed protection and Encouragement given by them to the Americans (who I hope You will call Rebels as well as myself) Num[erous] of whose Vessels have been Cleaned, refitted and supplied with Ammunition, Men &ca at the

French Islands; and thereby enabled to Act in an Hostile manner against their Lawful Sovereign, and to distress his Loyal Subjects, by taking their Ships and Vessels and carrying them into the French Ports where without any Lawful Process, or even form of Trial or Condemnation they and their Cargoes are openly sold: and I am told, (and fear the same is too true) that French Merchants are Concerned and Shares in these Acts of Piracy: I now ind[eed] flatter myself from Your Excellency's Letter, where You are pleased to inform me of the Orders You have issued by the Direction of Your Court, that the same will have the desired effect and an immediate Stop be put to the enormities before practiced; by which our mutual Confidence may be much increas'd and a Disagreeable Correspondence ended; at the same time I also hope and flatter myself We may both, receive the Approbation of our Royal Masters. I have the Honor to be Sir [&c.]

Jam^s Young

His Excellency The Marquis De Bouilly
Governor General &ca &ca &ca
Martinique

[Endorsed] Vice Admiral Young's Answer to the Marquis Bouilly. In the Admirals Letter No 2, dated 12 June 1777

1. PRO, Admiralty 1/310.

26 May

JOURNAL OF CAPTAIN HECTOR MCNEILL ¹

Monday 26th May [1777] this 24 hours brings Strong gales of wind and
42:55N Latd rainy disagreeable weather, made a Snugg Ship
67. .15W Longd & carried Short Sail According to the weather,
had sight of Most of the fleet untill towards
Night – house'd all the guns and wallow'd in
water all night the gundeck Leak'd so that the
most of the people were wet below as well as the
officers. ²

1. McNeill's Journal, MM.

2. Benjamin Crowninshield wrote in his journal: "Parted with all the fleet but one and that is the Commodore," Crowninshield's Journal, MassHS.

ADVERTISEMENT FOR DESERTERS FROM THE CONTINENTAL NAVY FRIGATE
Warren ¹

[Boston, May 26, 1777]

Deserted from the Continental Frigate *Warren*, the following Persons, viz. Francis Ederick, belonging to the State of Rhode Island, about 20 Years old, about 5 Feet and half high, dark Complexion, wears his short brown hair. – Thomas Allen, says he was born in Boston, but brought up in England to the Sea, dark complexion, a little mark'd with the Small Pox, a Scar or large Mark a cross his Nose, has short sandy Hair, about 6 Feet high. – David Cleaveland, belonging to Nantucket, about 5 feet 3 Inches high, thick

set, brown Complexion, & short Brown Hair. – Samuel Lake, born in Ireland, about 6 Feet high, slender built, and fair Complexion, has short brown Hair, brought up to the Sea. – Henry Perry, born at Newport, Rhode Island, well set, brown Complexion, has dark Hair, about 5 Feet and half high, brought up to the Sea. – John Lowman, John Wilson, Robert Elliot, John Williamson, and Elisha Dotten, all which deserted the Ship the 9th Instant, at Providence. – Samuel Garrison, belonging to Marblehead or Salem. – Emanuel Peters, a Spaniard or Portuguese, resorts at the same Place. Peter Mulzard, a Jersey Man, was out in the last Cruize in the *Boston* Privateer, All which had a Furlow the 29th last Month, for 4 Days, and have not return'd yet. – Amos Stone, belongs near Derry, New England, about 22 Years old, and 5 feet 8 high, much Freckled, and wears his own brown Hair, was taken by Capt. [William] Brown in the *Boston*, he belong'd to the Brig *Eunice*, when taken. – James Readden, formerly a Scotch Pedlar, and well known about the Country, 5 feet and half, mark'd a little with the Small Pox, wears his own short brown Hair, and had on when he went away, a light colour'd fustian Coat. – Amos Knobles, belonging to the South Shore, of a swarthy Complexion, about 5 feet 4 inches, with his own short brown Hair, and slender built.

Whoever shall take up said Deserters and bring them to the Ship at Providence, shall have Twenty Dollars Reward for each, and all necessary Charges paid by

John B. Hopkins, Esqr; Commander.

1. *Boston Gazette*, May 26, 1777.

JOSIAH HEWES TO CHRISTOPHER CHAMPLIN ¹

Philada 26 May 1777

Yours of the 30 March I received and have advertized your Ship for Sale for Some time but have not yet had any Application, for her, worth Notice, our River has been long blocked up by Men of Warr, that Many fine Vessels lay Idle here, our Merchts Seems Discouraged, and knowing, that Vessels have been Sold Very Cheap, in New England, wont talk with me at any thing Near the price you Mention, 8,000 dollars was Shee here and our port Released from the British Ships would readaly Sell for the Sum above Mentioned, but Cant find any of them Inclined to purchase her as she is however, if you Choose to fix a prise on her, and forward Inventory, of what Stores Rigen Sailes &c She has that is to go with her wil Continue my applications for the Seling her, and am with Sincerety yours

Josiah Hewes

1. George Peabody Wetmore Collection, MassHS.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board

[Philadelphia] May 26th, 1777

The Board taking into Consideration that the fire fleet wants a Pilot, have Appointed Frederick Bird Pilot of said Fleet, who is at all times to Obey

the Order of the Commodore, for which he is allowed Forty two Dollars P Month and two Rations.

Jacob Bird is appointed Captain of the Sloop *Defiance*, in the Room of Frederick Bird Promoted.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

Gazette of the State of South-Carolina, MONDAY, MAY 26, 1777

Charles-Town, May 26

Capt. Nathaniel King, who arrived at a safe Port in this State on Tuesday last, in 12 Days from St. Thomas's, beat off three Tortola Privateers (of uncommissioned Rovers) that watched him coming out of Port, and made several Attempts to take him during the Course of a whole Day. – Many small American armed Vessels have fallen into the Hands of these Rovers, by not firing upon them, and from an Apprehension of their being so well manned as to be able to board – whereas they have generally sheered off, on a single Gun being returned, and are wretchedly manned. –

The Sloop *Liberty*, Capt. Thomas, has been taken and carried into Tortola.

The Sloop from Pensacola, taken by the *Rutledge* Privateer, Capt. Milligan, has got safe into Port, after having been ashore upon Cape Romain and deserted.

We do not hear of any British Cruizers having been seen on the Coasts from Virginia to St. Augustine, since the *Brune* and *Merlin* went to water at Cape-Fear.

The *Cotesworth-Pinckney* Privateer, Capt. Rankin, which sailed on a Cruize the 27th of April last, after having been chased into Cape Fear River, by the Men of War that went to water there, proceeded off St. Augustine Bar, and would have attempted to board Captain Lofthouse's Ship of 14 Guns, from London, lying there, but that a Number of Soldiers upon Deck discovered themselves; she afterwards met with a Snow Packet, of 22 Guns from Falmouth, said to be commanded by Capt. Smith; and lastly, narrowly escaped being taken by an armed Sloop, of 24 Guns commanded by Capt. Mowbray, being favored by a Calm, in which she was rowed off.

27 May

Independent Chronicle, THURSDAY, JUNE 19, 1777

Halifax. May 27.

The armed Brig *Diligent*, Lieut. Edward Dod, commander, was lost on the Gannet Rocks in the Bay of Fundy on the 15th Instant, and her Officers and Men were only saved and taken up by the Transport Brig *Berry*, and carried into Annanpolis [Royal].

TRIAL AND CONDEMNATION IN NOVA SCOTIA VICE ADMIRALTY COURT
OF THE SCHOONER *Esther*¹

Cause.

Henry Mowatt Esqr Commander of his Majesty's Ship of War the *Scarborough*, vs. the Schooner *Esther* & Cargo. –

7th May 1777. Libel filed & Entered Order made thereon as on file.

Registers Office May 10th 1777.

Charles Callaghan being duly Sworne deposeth that being in the *Scarborough* on the 29th Day of April they fell in with the Schooner *Esther* bound from Carolina to Cape Ann loaded with Rice & Tar, that by one Rogers he the Deponant Understood the said Schooner was owned in Cape Ann, that the *Scarborough* Man of War took the said Schooner about 40 Leagues from Cape Anne the same Day they fell in with her & that she is now in this Harbour.

Charles Callahan.

Sworne before me Charles Morris Junr

27th May 1777 Court open'd by making Proclamation as usual
Proclamation made for all Claimers none appear'd
Decree pronounc'd as on file –
Court adjourn'd without Day

1. N. S. Arch., vol. 495, Vice Admiralty Register, vol. 5, 1769–1777.

JOHN GRAY TO THE MASSACHUSETTS BOARD OF WAR¹

Gentlemen/

Casco Bay 27th May 1777

I have the Honor & pleasure of informing you of my safe arrival here in the Brig *Penelope* a Prize taken by Capt John Clouston in the Brigantine of War Called the *Freedom* belonging to this State According to his orders to me I wait your Honors Further Instructions, her Cargo Consisting as per the Inclosed Invoice, my maintopmast being Sprung I Can't carry any After Saile having had a Gale of Wind in the Gulph which obliged me to Lay to for thirteen days under a ballance Mainsail, Nothing more from Gentlemen [&c.]

John Gray

PS. The Brig has on board four three pounders & five Swivells

1. Mass. Arch., vol. 152, 222, Board of War Letters, 1776–1777.

JOURNAL OF THE MASSACHUSETTS COUNCIL¹

[Boston] Tuesday May 27th 1777

Account of Captain Abraham Hunt against a Number of Soldiers that had inlisted in the Continental Army & received their Bounties & are now Sailors on board the Ship *Boston* a Continental Frigate Commanded by Capt Hector M'Neill praying that the Continental Agent may be ordered to stopt out of their Wages & Prize Money as follows Vizt

Richard Nowlan	Twenty Six pounds
Michael Mulkaha	Twenty Six pounds
Henry Connolly	Twenty Six pounds
John Obrian	Twenty Six pounds
Phillip Meservy	Twenty Six pounds
Patrick Tobin	Twenty one pound ten shillings –
Edward Bowdin	Fifteen pounds Sixteen shillings –

Ordered That the Continental Agent Capt Bradford be served with a Copy of the within Account, & that he be desired to stop from the Wages & prize Money, what may be due to the several persons within mentioned who have received the Bounty allowed by this & the United States, as is sett forth in the Account.

1. Mass. Arch., vol. 21, 508, 510.

BRIGADIER GENERAL ENOCH POOR TO MAJOR GENERAL HORATIO GATES ¹

Copy

Dear Sir Ticonderoga May 27th 1777 10 Clock at Night

Preparatory to the execution of a plan to Surprize any Ports which the Enemy might have Establish'd on the Lake, I thought proper Yesterday to dispatch a reconnoitering party with Orders to Proceed to Split Rock last night, to spend this day in Observation, and return in the Evening to an Establish'd rendezvous, and make his report. It has return'd to this place in the Moment of the Embarkation of the detachment and Informs us, that they this Morning landed at Split Rock, about break of day within one hundred and fifty Yards of the Enemy's Advanc'd Boat, which the Approach of day discover'd, together with two Schooners, And Six Gondalos, all within three hundred Yards of them, he observ'd on the West Shore about forty batteaus, but as there was a thick fog he could only discover the form of the Vessels And a Number of Fires; a very heavy morning Gun was discharg'd lower down the Lake; he thinks at Schuylers Island. As this report Induc'd the strongest suspicions of the Enemy's Approach, I thought it my duty to forward it to you as speedily as Possible, And shall be proud to receive your Commands. You know the Strength of the Garrison by the last General returns, if the Post should be Invested, which I firmly believe, I much dread we shall Suffer for provisions. I am Dear Sir [&c.]

Enoch Poor

1. Mass. Arch., vol. 197, 97.

ADVERTISEMENT FOR A DESERTER FROM PENNSYLVANIA ARMED VESSEL *Ranger* ¹

Deserted from the armed vessel *Ranger*, under my command, a certain William Bryan, about twenty years of age, five feet eight or nine inches high, fair complexion, and lightish short hair; clothing uncertain, as he had several suits. He was out on the first cruize in the privateer brig *Gen. Montgomery*, commanded by Captain James Montgomery from this port. It is imagined he is at a relation's over Schuylkill, and I am apprehensive he

has absented himself for no other reason than overstaying his furlough, therefore if he returns to duty in seven days from the publication of this notice, I will fully excuse this his first offence; but if any person takes him up after that time, he shall have Twelve Dollars reward.

May 27.

John Mitchell

1. *Pennsylvania Evening Post*, May 29, 1777.

Maryland Journal, TUESDAY, MAY 27, 1777

Baltimore, May 27.

Last Week arrived in Sinnepuxent, in this State, a large Ship from France, commanded by Capt. [John] Young,¹ with the following valuable Cargo on board, viz.

10,000 Tents.	7,000 Stand of Arms.
10,000 Blankets.	12,000 Gun Locks.
10,000 Suits of Clothes.	4,000 Bushels of Salt.
10,000 Pair of Stockings.	400 Barrels of Powder.

Together with a Quantity of Lead and other Articles, for the Use of the Thirteen United States of America.

1. Continental Navy sloop *Independence* from Martinique, not France. Cargo was taken out of the French ship *la Seine* at Martinique.

“EXTRACT OF A LETTER FROM MR. COLLINSWORTH, A MIDSHIPMAN ON BOARD OF ADMIRAL GAYTON'S SHIP, DATED PORT ROYAL HARBOUR, MAY 27.”

The inhabitants of this island are under the greatest apprehension of an attack from the Spaniards, and not without some reason. Admiral Gayton, to be satisfied of the naval force the Dons have at the Havannah, dispatched the *Hazard* tender, Lieutenant Quearn, Commander, thither, who returned a few days since, and by whom we have the following particulars of their maritime strength, viz.

Men of War – *Monorca*, 70 guns, *St. Damar* 64, *Septentrion* 64, *St. Joseph* 70, *America* 64, *Poderose* 70.

Frigates – *Venus* 26 guns, *Xabeque* 30, *St. Rosa* 20, *St. Clara* 26, *Liebra* 28.

Two bombs, four fireships, 40 transports, and 30 battalions of 100 men each.

1. *London Chronicle*, July 22 to July 24, 1777.

28 May

CAPTAIN PHILEMON POWNOLL, R.N., TO PHILIP STEPHENS¹

Sir

Apollo Off Quebec 28th May 1777

I am to desire you will acquaint my Lords Commissrs of the Admty, that I arrived in the Bason of Quebec the 6th Inst at 4 OClock in the Morning with His Majesty's Ship under my Command, being the first Ship from Europe, and without any Interruption from the Ice: being the Senior Captain

in the River St Lawrence, I enclose a List of His Majesty's armed Vessels on the Lakes, and number of Men employed on that Service, having not had time to get a more regular return from Captn Lutwidge.²

The *Garland*, *Triton* and *Viper* Sloop have hauled into the Stream, and do not find that they have suffered in the least from the Ice, during the Winter – Captn Lutwidge of the *Triton* at the request of His Excellency General Sir Guy Carleton to Capt Pearson, is gone to command on the Lakes, and I have sent Lieutenants Brown of the *Apollo*, and Turnbull of the *Triton* to assist him.

As the General has made no fresh requisition for Men for the Lake Service, I am employing the *Apollo's* people in bringing down the Transports from Sorel, in order to their being caulked and put into a Condition to return to England, and I hope they will be ready by the time the *Blonde* arrives, when the Supernumeraries she brings out, will replace those on the Lakes; I am likewise giving every assistance in my Power to the Transports here, but for want of Caulkers (most of those, I have, being employed on the Battoes for the Army) it will be some time before they have all sailed.

The *Charlotte* a Victualler being the first Ship ready, having fourteen Guns, and being a remarkable good Sailer, I have converted into an armed Ship, and have put on board her the Men invalided from His Majesty's Ships here, and others from the Army, and His Excellency General Sir Guy Carleton having no Officer to send home, I have given orders to Lieutenant Burchell appointed last Year to the *Viper*, to take charge of His Excellency's Dispatches for the Secretary of State, and he will deliver mine to you for their Lordships.

I sent the *Gaspé* Brig, which sailed the 17th Instant, to Hallifax, with Dispatches for the Lord Viscount Howe, and General Sir William Howe.

I enclose a List of the Transports, Victuallers, and Treasury armed Vessels now at Quebec &ca.

The *Tartar*, Captain Ommaney, arrived here the 25th Instant with Ten Transports &ca under his Convoy, from New York and Hallifax, that were prevented by bad Weather from entering the River St Lawrence at the close of the Season last Year.

I am Sir [&c.]
Phil Pownoll

1. PRO, Colonial Office, 5/127, 159-61.

2. See "A List of the Armed Vessels on Lake Champlain," dated May 17.

CAPTAIN PHILEMON POWNOLL, R.N., TO LORD SANDWICH¹

My Lord,

[Quebec, May 28, 1777]

I was in hopes I should have had the honor of acquainting your Lordship that our army was far advanced on the Lakes, but the delays occasioned by a want of pitch & tar, and caulking the battoes is the apparent reason, why they are not yet embarked; General Burgoyne left Quebec the 14th Inst to Joyn the Army, and put it in motion, but as the several corps stationed over the country have not began their march I am afraid we shall

have a late Campaign, and very much disappoint our friends at home; by a private letter I received yesterday from Captain Lutwidge ² he tells me he is off point aux Fer with the greatest part of the armed vessels, and is sending them to cruize on the Lake, that a new ship of twenty guns is ready to launch, & that they have added a great number of Gun boats &c &c that we have an amazing force on Lake Champlain sufficient to carry the whole army at once across, he says he cannot learn that the Rebels have any thing to oppose them, but that they have been pouring men into Ticonderago ever since the frost broke up, where they left only 800 men during the winter.

It is reported and I believe with some degree of certainty that the Rebels are preparing to dispute Lake George, and have built some Large vessels there, they will so far succeed in this scheme, that it will delay our operations, as it will take up some time to get our Large Gun boats &c across from Ticonderago, my only fear is least it may be found necessary to begin building again on the Lake, in which case we shall be very late indeed: your Lordship may be assured while I have the honor to command here nothing shall be wanting on my part to assist them, they have a most experienced officer in Captain Lutwidge, and I have offer'd the General to attend with all my ship's company if it is necessary, if we are consulted I am very certain our voices will be against it, and without any great presumption, or impeachment of a General's knowledge, we are better judges, what British seamen are capable of; Genl Burgoyne has expressed a wish that he may see me before the army moves, as soon as I have dispatched away some of the transports, if no senior officer arrives I intend to go up to him. I take the liberty of recommending Mr Burchell (who I send home with the dispatches) to your Lordship's protection, he has been an old servant and is very deserving, as he was brought up with Mr Proby, I beg to refer you to him for a confirmation of my character of him. –

1. Sir Henry Clinton Papers, CL. While the draft of this letter is neither dated nor signed, a letter from Sandwich to Pownoll dated July 8, 1777, establishes both the writer and the date, Sir Henry Clinton Papers, CL.
2. Letter of May 20.

CAPTAIN WILLIAM HAYNES TO THE MASSACHUSETTS BOARD OF WAR ¹

Gentlemen

Falmouth 28 May 1777

This is to Acquaint you that I have Not been Able to Get Men for the Ship *Union* though I have tryd Every Town Between Boston & falmouth & have offerd 25 Dollers pr Month & 6 Barrels prevelige I See No prospect of geting Men In this place If you think it adviseble to Come to the Westwere With the Ship I Should be glad to have your Orders. I think Cape Ann Is as likly A place As Aney I know of If the Ship Wass their I Should be glad to have your Orders as Soon as May Be Convneant – in the Mean time Shall Do My Indeavor to git What Men I Can hear I have four Men Besides My Self & Mate – your [&c.]

Will^m Haynes

1. Mass. Arch., vol. 152, 224, Board of War Letters, 1776–1777.

BRIGADIER GENERAL ENOCH POOR TO BRIGADIER GENERAL JOHN FELLOWS ¹

Copy

Dear Sir

Head Quarters Tyonderoga 28th May 1777

I last evening sent Lt Lyford of the Rangers down the Lake with a small Party to make what discoveries they could, he has this moment returned with intelligence, the Enemy were at Split Rock, with two Schooners, seven Armed Gondolas, and a large number of Batteaux, and as he heard their Morning Gun fired some Miles below, supposes their whole Army to be on their way to this place –

We have only two thousand two hundred and forty effective rank and file now on the ground; this therefore to request you as you regard the Liberties to your Country, to send immediately what and all the Assistance, you may possibly have in your Power. I am Dear sir [&c.]

Enoch Poor BGenl –

1. Mass. Arch., vol. 197, 135.

PRISONERS FROM THE CONTINENTAL NAVY SLOOP *Hornet* CARRIED ON
MUSTER ROLL OF H. M. S. *Porcupine* ¹

<u>Names</u>	<u>Entry</u>	<u>Time of Discharge</u>	<u>Whither or for what reason</u>
<i>Privateer Hornet</i>			
Edw. Bryan	27 Apl 77	28 May 1777	P. Royal
Nich. Harrison	“ “	28 “ “	“
Thos Lawson	“ “	28 “ “	“
Patr Ryan	“ “	28 “ “	“
Jas Bronnington	“ “	28 “ “	“
Peter Thompson	“ “	28 “ “	“
Tho: Cave	“ “	28 “ “	“
Wm Smith	“ “	27 “ “	<i>Antelope</i>
Isaac Daniel	“ “	28 “ “	P Royal
Peter Philips	“ “	28 “ “	“
Jas Mcdougald	“ “	27 “ “	<i>Antelope</i>
Jas McKenzie	“ “	27 “ “	“
Jacob Packer	“ “	28 “ “	P Royal
Rich: Pritchard	“ “	28 “ “	“
Lewis Humfries	“ “	28 “ “	“
Wm Miller	“ “	27 “ “	<i>Antelope</i>
Jas Denniston	“ “	27 “ “	“
Jas Bradley	“ “	28 “ “	P Royal
Jno Jackson	“ “	28 “ “	“
Wm Henderson	“ “	28 “ “	“
Jno Casey	“ “	28 “ “	“
Peter Scurry	“ “	28 “ “	“

Names	Entry	Time of Discharge	Whither or for what reason
Jas Riley	" "	28 " "	"
Tho: Higgins	" "	28 " "	"
Rob: Robinson	" "	27 " "	<i>Antelope</i>
Edw: Leger	" "	27 " "	"
Wm Radford	" "	27 " "	"

1. PRO, Admiralty 36/10531.

29 May

JOURNAL OF CAPTAIN HECTOR MCNEILL ¹

Thursday 29th [May, 1777] this 24 hours pleasant weather and modt
38.58N Latd breezes of wind
64-08W Longd at 6 PM Adam Shute at mast head Espied a
Sail, we made the Signal to Manley & gave
chace immediatly at half after 7 PM fir'd a
bow chace and brought her too, She proved
to be Brig *Littleton* Wm Johnson from Lon-
don bound for N.york.

1. McNeill's Journal, MM. Benjamin Crowninshield noted that the prize had "sailed in company with 7 Sail of transports having on Bord 3500 troops under Convoy with the *Sumer Set* [*Somerset*] of 64 Guns and the *Marcerry* [*Mercury*] of 28 Bound for York," Crowninshield's Journal, MassHS.

CAPTAIN JOHN MANLEY TO CAPTAIN HECTOR MCNEILL ¹

Captn McNiell

Sir -

I Inclose you the Prize Briggs Bill of Laden; the Captn is on board by [*sic my*] Ship think it will be best to keep the Prize along with us till mornng; then we can consult what to do with her - there was 16 Sail that Sailed out in Compy with the Brigg having on board 3500 Troops under the Convoy of the *Somerset* & *Mercury* - he has no London Papers with him -

John Manley

Thursday Eveng 8 oClock

[Endorsed] Capt Manley May 29th 1777

1. Emmet Collection, NYPL.

Independent Chronicle, THURSDAY, MAY 29, 1777

Boston, May 29, 1777.

Last Tuesday se'nnight [May 20], 18 Ships, 2 Schooners and 7 Sloops, having on board, 'tis said, 2000 Troops, left Rhode-Island, and stood up the Sound. Next Day they were seen passing Montauk, standing to the Southward.

Last Sunday se'nnight [May 18], a large Number of Men of War and Transports, with a Number of flat-bottom Boats, were seen off Huntingdon and Oyster Bay. – In the Afternoon they went into Huntingdon, to anchor – On Tuesday following 3 Boats left the above Fleet, and stood off Westerly Shore. From which Movements, 'tis conjectured, they intend making another Attack upon some Part of Connecticut.

The Privateer Brig *Fanny*, mounting 18 Carriage Guns, compleatly fitted for a Cruize against the Enemies of the United States of America, will peremptorily sail from Dartmouth, within 12 Days. Those who are desirous of entering on board one of the finest armed Vessels fitted out of America, must apply immediately to the Captain, John Kendrick, at Dartmouth, or they will be too late; great Part of the Hands are already engaged. ¹
Boston, May 28, 1777.

On Wednesday, 4th of June, at Ten in the Morning, Will be sold by Public Auction, at Bedford, in Dartmouth, The Prize Ship *Caesar*, and her Cargo, among which are, a Variety of Hard-ware Goods, Loaf Sugar, a Quantity of Oats, Beans, Peas, Flour, Hams, red Port Wine, Porter, Madeira Wine, one Pair of 4, and two Pair of 2 Pound Cannon, and a Variety of other Articles.

Russell and Clap, Auctioneers.

1. *Fanny*, 18 guns and a crew of 100 men, had been commissioned May 26, 1777. She was the property of Adam Babcock and Archibald Blair of Dartmouth, Mass. Arch., vol. 5, 270.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

Hartford, May 29th, 1777.

Voted, That the schooner *Miflin*, under command of Capt. Timothy White, be and the same with the officers and crew on board are hereby discharged from the service of this State, and Capt. White is directed to deliver up said schooner and all the stores on board belonging to the continent to the agent for the continent, taking receipt; and what stores are on board belonging to this State are to be delivered to Brigr Genl [Gold Selleck] Silliman, or where he shall order the same.

1. Hoadly, ed., *Connecticut State Records*, I, 318–19.

MARYLAND COUNCIL TO WILLIAM PACA ¹

[Extract]

In Council Annapolis 29th May 1777.

We inclose you a Copy of the Letter we received from the Marine Committee and Copy of Resolutions inclosed by the President; we were not furnished with the Resolution of Congress for the Discharge of the Men; if any such passed it was omitted to be sent by the President and Marine Committee. Mr [Francis] Lewis has very much mistaken the Council. They and I were sensible of the Indignity offered by Capt [James] Nicholson

in his first Letter inclosed to Congress; after the Proceedings of Congress, we received Capt Nicholson's letter of the 5th of May, which we inclosed to the Marine Committee. Mr Lewis was in Town and was several Times in the Council Room; that Letter, he must know, was not satisfactory; he was desirous, indeed, that it should be accepted as such, and represented Nicholson as not being so blameable as he seemed to be. Mr Lewis may recollect that he told the Governor, Nicholson had told the Marine Committee that it was impossible for him to man the Frigate without impressing Men, and that instead of discouraging it, they seemed rather to approve, and this agrees with Nicholson's first Letter where he says "I do not pretend to plead the Orders of Congress for what I have done but will say if I had not Reason to think Congress would not disapprove of it I should not have done it." After all the Conversation that passed between Mr Lewis and the Governor & Council, our Letter to Nicholson of the 8th of May, was shewn to Mr Lewis, he waited some Time for it and carried it himself intending, we have no Doubt, to influence Capt Nicholson as far as he could, to comply with the moderate Terms we required. We have not since received any Letter from Capt Nicholson, except his of the 12th Inst which we inclosed to the Marine Committee. How was it possible for Mr Lewis to imagine the Council were satisfied with Capt Nicholson's Letter of the 5th after reading ours of the 8th nor have the Council or I had any Inter-course with Mr Lewis or Capt Nicholson, since Nicholson's Letter of the 12th which you may see, by our Letter to the Marine Committee, we do not esteem a very genteel one. The Discharge of the Men is the Point we set out on and will not be diverted from it. Nicholson may perhaps have discharged them, but we do not know that he has, he has never told us that he had or would; two Men we know were discharged, but as they and their Securities represented, on the Terms of giving Security in 40 Dollars each to return again in a short Time or find a Man each, and this two or three Days after the Service of the Order. We have waved the Point of Satisfaction to us, in our Letter to the Committee, not that we thought Nicholson had complied, but we are unwilling to be the Occasion of dismissing an Officer, from whom many have great Expectations. We are Sir &ca
[To] William Paca Esqr

1. Council Letter Book (1777-1779), Md. Arch.

"EXTRACT OF A LETTER FROM TOBAGO, MAY 29." ¹

Never were any people so distressed as we are; what with American privateers and French pirates, all fitted out at Martinico under protection of a French gentleman in high office, and commissions granted them by the Agent to Congress there, nothing is safe here, in moving from one bay to another; and we cannot help thinking ourselves much neglected.

1. *London Chronicle*, July 31 to August 2, 1777.

30 May

CAPTAIN JOHN GLOVER TO JEREMIAH POWELL, PRESIDENT OF
THE MASSACHUSETTS COUNCIL ¹

Sir

Halifax, May 30th 1777

this may inform you that in four days after our departure from Nantasket, we Arrived at this place May the first upon which the Commander of the Cartel was taken on board to Sir George Collier, & treated, politely the hurry of Sir George was great in dispatching of Two fleets, one for N:York, the other for Quebec, for a weak after our arivel, after which we supposed they would dispatch the Cartel, but we were greatly surprised when Sir George Orderd our Sails Unbent & to be taken to the Dock Yard. we then supposed that Sir george was fearfull, (as we Lay Near the prison Ship) that the prisoners by some Means. Would take possession of the Cartel to make their Escape, & was very Easy, expecting every day to have the exchange Negotiated, untill, Yesterday the Lieut of the *Rainbow* went on board, the prison ship & draughted 59 sailors. with Officers Undistinguishd to go on board the *Rainbow Milford* & *Cabbat* [*Cabot*] Brige, this will be handed you by Mr Daley who being fearfull, of the second draught, has taken his Landtax on board. the inhumanity with which our Captive friends have been treated is intolarable – time will Unfold Particlors,

[Endorsed] Letter from Cap: Glover commander of the Cartel at Halifax dated May the 30. 1777

J. Mass. Arch., vol. 197, 103.

JOURNAL OF CAPTAIN HECTOR MCNEILL ¹

Friday 30th [May, 1777]
38–35N Ltd
64–00 Longd

at 4 AM Espied 4 Sail large Vessells to windward, capt Manley stood athwart them against my advice, when they came near I plainly discover'd that 'twas the *Somerset* & three Transports which was part of the convoy with which the brigg had Sail'd, She chase'd Manley & fire'd several Shot, over him which he returnd, & run as fast as he could.

at 10 AM finding that the *Somersett* continued to pursue Capt Manley, I Tack'd to the No and as Soon as we could bore up on the Transports, which when she observed she left the *Hancock* at half past Noon we found that the *Somersett* had an intention upon us & had already gaind on us a good deal to windward, on which we made all the Sail we could, with the Sails with the Engine moved the men & two of the bow guns aft. – we then left him so that at 6 PM he gave over the chace – we then endeavour'd to

joine Manly, but did not untill Next day, tho we
Saw his Light to the Southd of us – Several times
in the Night

1. McNeill's Journal, MM.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Friday May 30th 1777

Petition of Ebenezer Cleveland of Glocester setting forth that John Torney, Thomas Robins, John Tarr one Flint & James Mecombe were taken by the *Milford* Frigate on board the *Yankey Hero* said Persons are now on board the *Renown* & are very earnest to be exchanged praying that the necessary steps may be taken for their Exchange –

Whereas the Reverend Mr Cleveland has represented to this Board that sometime in June last John Torney, Thomas Robbins, & John Tarr of Glocester & one Flint of Casco Bay & James Mecombe of Beverly were taken by the *Milford* Frigate & put onboard the *Renown* ship of War now laying at Rhode Island, where they now remain Prisoners Therefore Ordered That the Commissary of Prisoners be & he is hereby directed to send under a proper Guard so many prisoners of equal Rank from onboard the Guard Ship now in this Harbour to Providence advising Governor Cooke thereof that he may send a Cartel for the Exchange of the above persons prisoners onboard the *Renown* Man of War or any other Ship where they may be found –

1. Mass. Arch., vol. 21, 514, 516.

JOHN MANLEY, DEPUTY CONTINENTAL AGENT FOR RHODE ISLAND, TO THE
RHODE ISLAND BOARD OF WAR ¹

Gentn providence May 30 1777 –

the Bearer John Dobie is Impowerd to Enter seaman to go on board of a ship Commanded by Capt [John Paul] Jones in order to go to France, & the men he had Enter'd on that service have been Impress'd on board the Ship *Warren*.

he therefore requests your Assistance in geting them releas'd, other-ways he must be obliged to send Express down to Capt Jones, & a line from you Gentn down to Capt Jones Explaing the Reason of the impress may prevent any Blame being lai'd on Sd Dobie –

John Manley

[Endorsed by Jones] Note from Mr Manley to the Board of War – on Captn [John Burroughs] Hopkins's having Impressed the Men who [entered] with Mr Dobie for France.

1. Papers of John Paul Jones, 6577, LC.

Connecticut Gazette, FRIDAY, MAY 30, 1777

New-London, May 30.

Thursday Se'nnight, Capt. Conkling, in a Privateer Sloop from this Port, arrived at Bedford, from a Cruize, and carried in a Prize Schooner with 7000 Gallons of Rum on Board, which he took on her Passage from Dominica to Halifax.¹

Capt. Conkling some time before, took another Schooner, loaded with Fish, bound from Halifax to the West-Indies, which he sent into Guadeloupe, where he sold her Cargo.

1. Joseph Conkling commanded privateer *Revenge*. His prize was *Adventure*, Richard Hinckley, master, *Independent Chronicle*, Boston, June 26, 1777.

MARYLAND COUNCIL TO WILLIAM PACA¹

[Extract]

In Council Annapolis 30th May 1777

. . . Nicholson alledges, and Mr Lewis seems to confirm, that Nicholson advised with the Marine Committee on the Subject of pressing before he did it, and that the Committee rather approved it. Nicholson has promised now to discharge such of the impressed Men (he has upwards of 30) as are not willing to go with him and a Magistrate goes on board this Afternoon to see it done . . .

1. Council Letter Book (1777-1779), Md. Arch.

MARYLAND COUNCIL TO ROBERT TOWNSEND HOE¹

Sir.

In Council Annapolis 30th May 1777

Mr [James] Calhoun some Time ago wrote us that Capt [John Thomas] Boucher informed him that one Capt Laurence Sanford of Alexandria a Man of Reputation who was taken by the *Roebuck*, on board of which he saw the two Goodrich's, who escaped from Baltimore Jail, told him that they effected their Escape by bribing the Jailor and that it cost them 600 £.² We shall be obliged to you to have Captn Sanford's Deposition taken and all Circumstances that his Memory retains inserted to lay a proper Foundation for putting the Jailor in the Goodrich's Place; we need not remark that the more Privacy this is done with, the better. We are &ca

1. Council Letter Book (1777-1779), Md. Arch.

2. Bridger and William Goodrich. See Volume 7, 670.

VIRGINIA NAVY BOARD TO CAPTAIN CHARLES THOMAS, WARWICK¹

Rigging for two Galleys on the Eastern shore.

For, fore and Main Shrouds, Pendants &c being three on a side to each Mast five Inches, two hundred fathoms, Mizen Shrouds four Inches, seventy fathoms, Six Coils of three Inch, eight coils of two and half Inch, eight ditto of two Inch, Six Coils of ratline, six Ditto of Spun yarn, A Quantity of Mar-

line, housing and Amberline for the above rigging. Bolt rope of two $\frac{1}{4}$ Inches for read ropes; eighty fathom Ditto for leach and foot ropes three $\frac{1}{2}$ Inches, two hundred fathom, two Cables of eight & $\frac{1}{2}$ Inches, for best Bowers of Seventy fathom each, two Cables of eight-Inch for small bowers of Seventy fathoms each, two Hausers of four Inch, for warping, one hundred fathoms each, three ditto of four small for fore and Main Sheets.

Sir.

Be pleased to have the above mentioned Cordage ready as soon as possible for the use of two Gallies building on the Eastern Shore, which will be launched the first of July next.

Navy Board.

30th May 1777.

By order of the Navy Board.

Signed Tho^s Whiting 1st Commr

1. Navy Board Letter Book, VSL. *Accomac*, William Underhill; *Diligence*, Johannes Watson.

DIXON AND HUNTER'S *Virginia Gazette*, FRIDAY, MAY 30, 1777

Williamsburg, May 30.

The capes are now blocked up by the *Phoenix*, Captain Parker, the *Senegal*, the *Raleigh* armed brig of 12 guns, and a sloop of 10. They are so situated that it is almost impossible for vessels bound in or out to escape them. Captain Parker has determined not to send or receive any more flags.

SOUTH CAROLINA NAVY BOARD TO CAPTAIN STEPHEN SEYMOUR ¹

Capt Stephen Seymour Sir/.

Navy Board May [30, 1777]

The Commissioners of the Navy desire that you will Immediately Open a House of Rendez[vous] under the Direction of a Proper Officer, and Endeavour to Enlist as many Seamen as you possibly can, to serve on *board* of the Brigg *Notre Dame*, for six Months, or Longer, and for the Encouragement of such Seamen as may Enlist for that Time, you may Engage to Advance One Months pay to Each, And to Every man that will Enlist for Twelve Months or during the Warr, Ten Pounds Bounty over and above the Months pay. — Pray be as frugal as possible in the Expence and particularly Carefull that you do not Enlist any man belonging to the Continental Frigate ² or to Either of the Regements in the Continental or State Service

Edward Blake first Commisr

1. Salley, ed., *South Carolina Navy Board*, 66.

2. *Randolph*, Captain Nicholas Biddle.

MARQUIS DE LAFAYETTE TO ADRIENNE DE NOAILLES DE LAFAYETTE ¹

[Extract]

On board *La Victoire*, May 30 [1777]

. . . I was very ill during the first part of the voyage, but I could have given myself the consolation of the wicked, which is to suffer in a numerous company. I treated myself in my own way, and I recovered sooner than the others. Now I feel almost as if I were on land. Once I arrive,

I am sure that I shall have acquired the hardiness that will assure me perfect health for a long time. Do not fancy, dear heart, that I shall run great risks in my service here. The post of general officer has always been regarded as a warrant for long life. I shall have functions different from those I would have performed in France, as a colonel, for example. In the former grade, one serves only in councils of war. Ask any of the French generals of which there are so many because, once they have reached that rank, they no longer run any risk, and consequently do not make room for others, as in the other ranks. To prove that I do not wish to deceive you, I shall admit that at present we are in some danger because we risk being attacked by English vessels, and my ship does not have the strength to defend itself. But once I land I shall be in perfect safety.² You see that I tell you everything, dear heart, so have confidence in what I say, and do not be anxious without cause. I will not write a journal of my voyage for you; one day follows another here, and, what is worse, they are all alike. Always the sky, always the water, and again the next day the same thing. In truth, the people who write volumes about an ocean passage must be cruel babblers. For, like them, I have had contrary winds, I have made a very long voyage, I have endured storms, I have seen some ships, and they were much more interesting to me than to any other person. Well, I have not noticed anything that was worth the trouble of writing down, or which has not been described by everyone . . .

1. Stanley J. Idzerda, ed., *Lafayette in the Age of the American Revolution, Selected Letters and Papers, 1776-1790* (Ithaca and London, 1977), I, 57.

2. *Ibid.*, I, xl., Lafayette landed June 13 at North Island, South Carolina.

31 May

SURVEY OF THE CAPTURED CONTINENTAL NAVY BRIG *Cabot*¹

Copy.

Pursuant to Directions from Marriot Arbuthnot Esqr
Commissioner of His Majesty's Navy &c:
dated 23d past, And to us directed.

We whose Names are hereunto Subscribed have been onboard the Rebel Prize Brig called the *Cabot*, and carefully Surveyed the Hull, Masts, Sails and her other Materials (Ordnance Stores excepted) which We value at One thousand two hundred and forty Pounds. – Tonnage 186¹/₄.

Halifax Yard 31 May 1777.

John Loader, Master Shipwright
Rich^d Williams. Storekeeper.
Rich^d Prouse. Master Attendant.

[Endorsed] Copy. Valuation of the *Cabot* Brig. Dated 31st May 1777.

8 In Lord Howes Lre No 33

1. PRO, Admiralty 1/487.

CAPTAIN TIMOTHY COFFIN TO GOVERNOR NICHOLAS COOKE ¹

Sir

Badford may th 31 1777

I have fixt th Slop² fit for th Sees I was fierst to take flower for to Purchase Some meterials I was Disapinted of men at Nantucket & men is Not to be had under 25 or 26 Dollors I have Shipt A mate at Acoxsett but i have to Git men I can Not tell for they are Afraid of the Capes of Ver-geny I Set out for Bedford yesterday in hops for to find Some on the Rode but mony is No Temtation If I cant Git A Crew here I Am Detirmend to Go to the Vineyard & Try thare To I Am your [&c.]

Timothy Coffin

1. Letters to the Governor, vol. 10, R. I. Arch.

2. Sloop *Diamond* outfitted by Rhode Island Council to dispatch to Maryland to take on flour, iron and bread. See Volume 7.

Providence Gazette, SATURDAY, MAY 31, 1777

Providence, May 31.

We learn that Mr. Henry Hawkins, of this Town, was killed on board a British Ship of War called the *Phoenix*, in her Passage up the North River last Summer, by a Shot from one of our Batteries. He was taken in a Vessel bound to this Place from France, and compelled by a savage Enemy to the hard Necessity of fighting against his Friends and Country.

COMMODORE SIR PETER PARKER TO VICE ADMIRAL RICHARD LORD HOWE ¹

[Extract]

Copy

Chatham, off Prudence Island

31st May 1777.

My Lord,

I wrote Yesterday to Your Lordship by the Sloop *Peggy and Suky* and enclosed a Paper containing some Intelligence of the Continental Fleet, which I received from Captain Feilding, a Copy of which, with a little Variation, I have now the Honor to send herewith. — The Sloop wou'd have sailed last Night had the Wind permitted; She will proceed as soon as possible, and is to go round by Sandy-Hook, which the Master of her ——— McCutchen thinks the safest Way; The Packet which he has in Charge is properly loaded, and I believe from the Character he bears, that he will observe my Directions, and throw it overboard, shou'd he be in Danger of falling into the Hands of the Rebels — As I think the Intelligence very material, I have taken the *Kingfisher* from her Station in the Seakennet Channel, and directed Captain Graeme to proceed with her, forthwith to the Island named the Two Brothers, and to forward this Dispatch immediately by his Lieutenant and wait there, for your Lordships further Orders.

The *Diamond* and *Greyhound* arrived the 29th instant, and I have ordered Captain Jacobs to proceed with the *Amazon* in Conjunction with the *Juno* and *Orpheus*, and cruize for Two Months from the West End of

Saint George's Bank, Northward across the Bay of Boston, and towards the Port of Piscataqua &c. and shou'd Captain Jacobs fall in with any Frigates cruising on that Station (which Captain Feilding says, is probable) He will take them also under his Direction – The Three Frigates are ready for Sea, and will push out as soon as possible –

[Endorsed] 31st May 1777 Copy of a Letter from Sir Peter Parker No 2
In Lord Howes No 31

1. PRO, Admiralty 1/487.

“INTELLIGENCE RECEIVED FROM CAPTAIN FIELDING OF THE *Diamond*”¹

Received Intelligence from two English Passengers going out in the Sloop *Betsey*, and Job Prince, Master of the said Sloop, that they sailed in Company from Boston with the Rebel Fleet commanded by Manly the 21st May; which consisted of the following Vessels: Viz: The *Boston* of 36 Guns, *Hancock* of 32 Guns, One Ship 20 Guns, with two Brigs, two Schooners and two Sloops, and were to be joined off Cape Ann by the following Vessels from Marblehead and Salem: Vizt The *Tartar* of 20 Guns, four Brigs, two Schooners and two Sloops: The whole of the Brigs &ca mounting from 10 to 16 Guns, except one Sloop of 8 Guns.

The Brigs, Schooners and Sloops are Privateers, and are hired to remain with the Continental Ships for 25 days, and are then to cruize separately. [Endorsed] Copy Intelligence received from Sir Peter Parker with his Letter of the 31st May 1777. No 1 In Lord Howes No 31

1. PRO, Admiralty 1/487.

GEORGE WASHINGTON TO GOVERNOR PATRICK HENRY¹

[Extract]

Sir

Head Qrs Middle Brook May the 31st 1777

I This morning received information, which I beleive is not to be doubted, that on Saturday last, A large fleet consisting of a Hundred Sail, left New York & stood out to sea. Whither they are destined, or what they had on Board remains to be known. If possessing Hudson's River, should not be Genl Howe's first object I should suppose his operations will be against Philadelphia, and that this Fleet, if they have troops on Board, are bound into Delaware Bay. . . .

In the course of this week 18 Transports have arrived at York with Troops, supposed to be foreign – from their Uniform Whether they are immedeately from Germany or those who were in Canada, is a matter of conject[ure] Some have immagined the Latter would be called to reinforce General Howe. . . .

1. Washington Papers, LC.

SAMUEL & ROBERT PURVIANCE TO SAMUEL PHILLIPS SAVAGE ¹

Sir

Baltimore 31 May 1777 –

Having none of your Favours of late unanswered, We take the liberty of informing you, that the State of our Navigation is at present too dangerous for any Vessels to attempt coming into this Bay; the Enemy having several Cruizers stationed at the Capes for some Weeks past. We Judgd it proper you should know, leas The Board of War might be sending any more Vessels this Way. – We are at present loading a Schooner for a Friend in your State with Flour & Bar Iron, which We send by Water from hence to the River Pocomoke, from whence the Goods are carried 12 Miles over Land to Chincoteague Inlet on the Eastern Shore of Virginia. – This Place has proved an Assylum for many Vessels inward bound, wh wd otherwise be lost: And of late we have fallen on the expedient of loading them there, tho at a considerable Expence Should your Board be Necessitated by Want of Flour or Iron to run the Risque of attempting to get them in these perilous times, We woud advise that the Vessels be orderd into Chincoteague and the Masters directed to apply to our Friend Mr William Burdet, who will send us their Letters by Express – This Gentln will see any Goods that we forward, Carted across & Shipp'd. We are with much Respect Sir [&c.]

Sam^l & Rob^t Purviance

1. Mass. Arch., vol. 152, 229, Board of War Letters, 1776–1777.

ORDER OF THE MARYLAND COUNCIL ¹

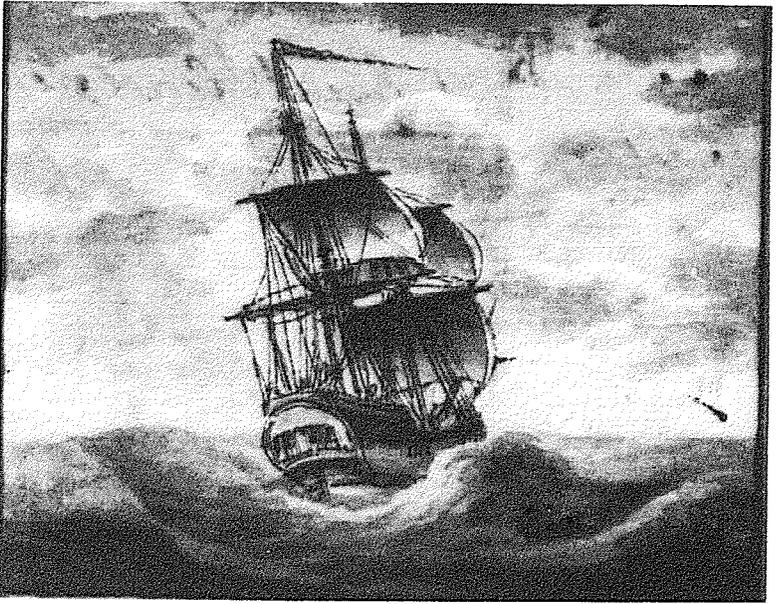
In Council Annapolis 31 May 1777.

It appearing from the Report of Mr Allen Quyn a Justice of the peace that the several following persons who had been impressed on board the *Virginia* Frigate and whilst they were detained have signed the Articles have declared their unwillingness to proceed in the Ship they are ordered to be discharged from the Ship to wit – John Harrington, Richard Arthur, William Adams, Joseph Shaw, John Dillam, Joseph Church, William Harrington, William Berrige, Richard Harding, John Mitchell, Gifford Mencitue, Solomon Tyler, and James Marshall.

By Order.

1. Executive Papers, Box 7, Folder 141, Md. Arch.

APPENDIX



APPENDIX

“LIST OF VESSELS SEIZED AS PRIZES, AND OF RECAPTURES MADE, BY THE AMERICAN SQUADRON, BETWEEN THE 1ST OF JANUARY, 1777, AND THE 22D OF MAY FOLLOWING, ACCORDING TO THE RETURNS RECEIVED BY THE VICE ADMIRAL THE VISCOUNT HOWE.”¹

Prizes taken by The *Daphne*.

January	31.	<i>Moore</i> , George Collis, Master, from Boston; in Ballast.
March	8.	<i>Mary</i> , Joseph Hatch, Master, from Boston; in Ballast.
————	9.	<i>Juno</i> , George Eldridge, Master, from St. Eustatia; with Salt.
————	12.	<i>Sally</i> , deserted by the People, from Nantz; with Gunpowder, Lead, &c.
————	14.	<i>Adventure</i> , William Young, Master, from St. Croix; with Rum, Salt, Bales, &c.
————	28.	<i>Cornelia and Molly</i> , John Lockhart, Master, from Martinique; with Powder, Molasses, and Sail Cloth.
April	3.	<i>Nancy</i> , Joseph Bennet, Master, from St. Eustatia; with Rum, Salt and Dry Goods.
Ditto.		<i>Ann</i> , Charles Bulkley, from Martinique.
April	5.	<i>Bolton</i> , William Stevens, Master, from Philadelphia; with Tobacco, Flour, Bread, Tar and Turpentine.
————	14.	<i>Black Rover</i> , ——— McReur, Master, from Philadelphia; with Tobacco, Flour, Bread, and Iron.

By The *Emerald*.

February	12.	<i>Two Friends</i> , Thomas Cartwright, Master, from Boston; in Ballast.
————	14.	<i>Phoenix</i> , from St. Thomas, with 38 Guns and Salt.
Ditto.		<i>Betsey</i> , Joseph Frith, Master, from St. Croix; with Salt and Powder.
————	15.	<i>Hope</i> , Ephraim Bartlett, Master, from New England; with Rum, Sugar and Molasses.
Feb.	19.	<i>Esther</i> , John Gordon, Master, from Providence in Rhode Island; with Casks and Sugar.
March	3.	<i>Edward</i> , Samuel Arnold, Master, from Baltimore; with Bread and Flour.
————	5.	<i>Hannah</i> , Lot Price, Master, from New England; in Ballast.
————	8.	<i>Judith</i> , Mark Burnam, Master, from Virginia; with Flour.

- 13. *Dolphin*, Jonathan Clark, Master, from Madeira; with Wine.
- 17. *Charming Nancy*, Peter Bushell, Master, from Philadelphia; with Flour.
- 19. *Two Sisters*, Renie Davis, Master, from Cape Ann; in Ballast.
- 23. *Mifflin*, Henry Marshall, Master, from Portsmouth, New England; in Ballast.
- Ditto. *General Mercer*, William Lewis, Master, from Surinam; with Molasses, Powder and Sugar.
- April 3. *Industry*, John Jaques, Master, from Martinique; with Salt, Medicines, &c.
- 4. *Friendship*, John Gibbons, Master, from Curacoa; in Ballast.
- Ditto. *Friendship*, Nicholas Houtvat, Master, from Virginia; with Bread, Flour and Tobacco.
- 15. *Ann*, Francis Robins, Master, from Baltimore; with Tobacco, Flour and Staves.
- Ditto. *Susannah*, William Horn, Master, from Virginia; with Tobacco and Flour.
- 20. *Revenge*, Henry Laugiew, Master, from Guadalupe; with Rum, Brandy, &c.

Recapture by The *Brune*.

- January 6. *Duntreath*, James Creighton, Master, from St. Augustine; with Lumber.

Prizes by The *Brune*.

- 18. *Lovely Meriam*, Seth Ewill, Master, from St. Eustatia; with Salt and Bale Goods.
- 20. *Farmer*, Benjamin Dasheil, Master, from Baltimore; with Tobacco, Staves, &c.
- 30. *William*, William Russell, Master, from Newberry; with Blubber and Salt.
- February 3. *Le Jason*, ——— Bayonne, Master, from Martinique; with Salt and Merchandise.
- 4. *Dispatch*, Nathaniel Fair, Master, from Boston; in Ballast.
- 9. *La Tempete*, Jean Baptiste, Master, from Cayenne; with Wine, Spirits, Canvas, &c.
- April 14. *Winyaw*, Samuel Harlow, Master, from Boston; in Ballast.
- 15. *Swiftsure*, John Munro, Master, from St. Thomas; with Rum and Dry Goods.
- Ditto. *Le Bien Heureux*, Gasp. Giurlavi, Master, from Martinique; with Wine and Dry Goods.
- 21. *York*, from Cape Fear; with Pitch and Tar.

- 30. *Gratitude*, Frederick Lykmes, from Cape Fear; with Turpentine.
 Ditto. *Liberty*, Abraham Jones, Master, from Wilmington; in Ballast.
 May 6. *La Marie Francoise*, Pascal Ferbon, Master, from Cape Francois; with Salt, Brandy, and Rum.
- Recapture by *The Phoenix*.
- January 2. *Ranger*, James Renown, Master, from St. Croix.
- Prizes by Ditto.
- 8. *Fly*, James Wilson, Master, from Martinique; with Arms and Ammunition.
 ——— 12. *Royal George*, Jere. Burrows, Master, from Bermuda; with Salt.
 ——— 27. *Three Friends*, Samuel Robins, Master, from Boston; with 10 Hogsheads of Sugar.
 Ditto. *Adventure*, William Jones, Master, from Hispaniola; with Salt.
 February 17. *Molly*, Uriah Atkins, Master, from Boston; in Ballast.
 ——— 18. *Alexandria*, Barnabas Gardner, Master, from Bedford; with 30 Hogsheads of Tobacco.
 ——— 27. *Nancy*, Isaac Taylor, Master, from Senepuxen; with 9 Hogsheads of Tobacco.
 March 2. *Ninety-two*, Jere. Rogers, Master, from Hispaniola; with Salt and Dry Goods.
 ——— 8. *Betsy*, John Churchward, Master, from North Carolina; with Naval Stores.
 ——— 10. *Wolf*, Simon Elliott, Master, from St. Thomas; with Salt, Guns and Dry Goods.
 April 13. *Olive Branch*, Aaron Andrews, Master, from Boston; in Ballast.
 ——— 22. *Esther*, from Dartmouth; with Sugar and Rum.
 ——— 23. *Betsy*, George Shockley, Master, from Dartmouth; in Ballast.
 ——— 28. *Billy and Mary*, John Burrows, Master, from Maryland; with Tobacco.
 May 5. *Hetty*, Francis Saltus, Master, from Charles Town; with Salt, Rice, &c.
 Ditto. Two Schooners chased on Shore about Five Miles to the Southward of Cape Henry.
 ——— 9. *Les Graces*, Jean B. Duffaut, Master, from Porta Prince; with Salt, Spirits and Molasses.
 ——— 19. Unknown, deserted by the People; with Rum and Salt.
 ——— 26. A Privateer of Ten Guns, chased on Shore to the Southward of Cape Henry.

By the *Preston*.

- January 20. *Batchelor*, William Seon, Master, from St. Eustatia; with Rum, Salt and Dry Goods.
- 24. *Good Intent*, John Finlayson, Master, from Cape Francois; with Rum, Salt and Dry Goods.
- 27. *Runfast*, Nem. Somes, Master, from Boston; with Rum and Sugar.
- Ditto. *Content*, Samuel Gale, Master, from Marblehead; with Salt, Rum and Sugar.
- 31. *Molly*, —— Humphrey, Master, from Elk River; in Ballast.
- February 5. Supposed to be the *Ranger*, John Sandford, Master, from Cape Francois; with Molasses, Rum and Salt.
- March 15. *La Rose*, Augustin Couster, Master, from Philadelphia; with Flour.
- 17. *Hanover*, Uriah Gardner, Master, from Nantucket; with Molasses and Sugar.
- 29. *Polly*, William Gallop, Master, from Philadelphia; with Flour.

By the *Roebuck*.

- January 1. *Friendship*, Daniel Rhodes, from Cape Nichola; with Molasses and Sugar.
- 10. *Peggy*, Alexander Thompson, from Savannah; with Rice, Indigo and Hides.
- 11. *Adventure*, Lawrence Sandford, Master, from Cape Nichola; with Powder and Sail Cloth.
- 13. *Rose*, Joseph Costin, Master, from Hispaniola; with Molasses and Wine.
- April 2. *Defence*, Thomas Pickering, Master, from Charles Town, South Carolina; armed for War.
- 5. *Dolphin*, William Raddon, Master, from St. Eustatia; with Flour, Hoops and Tobacco.
- 11. A Vessel [*Morris*] blown up and totally destroyed.
- 20. *Turtle*, Nathaniel Robinson, Master, from East Creek; with Fence Rails.

Prize by The *Pearl*.

- January 3. A Vessel from Cape Francois; with Molasses and Coffee.

Recapture by Ditto.

- 6. *Little John*, from Mississippi; with Lumber and Staves.

Prizes by the *Pearl*.

- March 19. *Speedwell*, John Brynen, Master, from Charles Town; with Rice, &c.

- 24. *Anna Maria*, Francis Rowland, Master, from Georgia; with Rice and Indigo.
 April 6. *Willing Maid*, Roger Pye, Master, from St. Thomas; with Salt, Rum, &c.
 Ditto. *Harmony*, James Briggs, Master, from Surinam; with Rum and Sugar.
 Ditto. *Mary*, (French) from Cape Francois; with Rum, Sugar and Molasses.
 March 21. *Batchelor*, ——— on Suspicion of Piracy; one Gun, besides Swivels and Cohorns.
 April 21. A Vessel, Name unknown.
 ——— 25. *Small Sloop*, ——— Shaw, Master, with Indian Corn and Wheat.
 ——— 29. *Chance*, John Verden, Master, from Philadelphia; with Flour and Bread.
 ——— Whaleboat, John M'Kenny, Master, from Lewes, to look out, being an Advice Boat.
 ——— A Vessel with Flax and Flax-seed.
- By the *Perseus*.
- Jan. 7. *Speedwell*, John Hazard, Master, from Georgia; with Rice, Indigo and Skins.
- Recapture by Ditto.
- 12. *Thomas*, Thomas Nicholson, Master, from Jamaica; with Logwood, Fustic and Mahogany.
- Prizes by Ditto.
- 25. *Adventure*, Thomas Nevell, Master, from St. Thomas's; with Wine and Dry Goods.
 Ditto. *Union*, (French) Jean Collineux, Master, from Martinique; with Bale Goods.
- Recaptures by Ditto.
- Feb. 8. *Mackarel*, from Cork; with Provisions for the Army.
 ——— 13. *Marquess of Rockingham*, Isaac Pocock, Master, from Bristol; with Dry Goods.
- Prizes by Ditto.
- 20. *Adventure*, William Coffin, Master, from Newberry; with Lumber.
 March 1. *Champion*, Joseph Haskill, Master, from Manchester; with Lumber.
 April 5. *Neptune*, Daniel Van Vorhus, Master, from Philadelphia; with Flour, Hoops and Staves.
 Ditto. *Sachem*, James Robinson, Master, from the Congress; Sloop on a Cruise; armed for War.

By the *Thames*.

- April 12. *Raven*, Charles Jenkins, Master, from Philadelphia.
 ——— 24. *Jenny*, John Lippitt, Master, from Demarara; with Rum
 and Salt.
 ——— 25. *Raleigh* Privateer, John Barrett, from Virginia.
 ——— 28. *Industry*, Gabriel Sund, Master, from Baltimore; with
 Flour.

By the *Camilla*.

- Feb. 28. *Ranger*, William Davies, Master, from St. Lucia; in Ballast.
 April 15. A Vessel unknown; with Rum, Molasses and Sugar.
 ——— 20. A Vessel from Cape Nichola; with Molasses.
 ——— 21. *Perfect*, Etienne Godnet, Master, from Cape Nichola; with
 Molasses.
 ——— 25. A Vessel unknown, from South Carolina; with Rum and
 Rice.
 ——— 26. A Vessel unknown, with Rum and Rice.

By the *Chatham*.

- Jan. 14. *Lucretia*, Jacob Serley, Master, from Bourdeaux; with Salt
 Petre and Sulphur.

By the *Orpheus*.

- Feb. 16. *Three Friends*, Benjamin Clisson, Master, from South Caro-
 lina; with Rice, Indigo, and Dry Goods.

By the *Amazon*.

- Feb. 3. *Fortune*, Andrew Palmer, Master, from St. Thomas's; with
 Arms, Ammunition and Dry Goods.
 March 13. A Vessel, Samuel Bube [Beebe], Master, from Stonington;
 with Salt, Sugar and Rum.
 ——— 14. *Oliver*, John Bulkley, Master, from St. Thomas's; with
 Sugar and Rum.
 April 7. *Tryal*, Jos. Bass, Master, from Philadelphia; with Flour,
 Iron, Steel and Starch.

By The *Juno*.

- Feb. 19. *Chance*, (Master dead) from Hispaniola; with Molasses, Cof-
 fee and Rum.
 March 11. *Hero*, James Latham, Master, from New London; with
 Horses and Lumber.
 Ditto. A Vessel; laden with Rum and Molasses.

By The *Unicorn*.

- January 11. *Othello*, George Dunbar Sweet, Master, from Havannah; in
 Ballast.
 ——— 15. *Savage*, Nath. Atkin, Master, from Boston; with Sugar,
 Rum and Mahogany.

- Ditto. *Smack*, John Leighton, Master, from Boston; with Sugar, Rum, Fish, &c.
- 16. *Naby*, Stephen Atwood, Master, from Chatham; in Ballast.
- 19. *William*, Peter Bontacon, Master, from New Haven; with Flax Seed.

Recapture by Ditto.

- Feb. 14. *Thomas*, Oliver Reed, Master, from Liverpool; with Provisions.

Prizes by Ditto.

- 15. *Sally*, John Sandford, Master, from Dyton; with Onions, Potatoes, Cheese and Sugar.
- March 4. *Happy Couple*, David Lawrence, Master, from South Carolina; with Rice and Indigo.
- 7. *Olive*, Jehiel Tinker, Master, from Cape Francois; with Salt and Molasses.
- 14. *Betsy*, Jonathan Tucker, Master, from Salem; with Sugar and Earthen Ware.
- 15. *Betsy*, John Moody, Master, from Boston; with Oil and Sugar.
- May 11. *Marianne*, Mark Towell, Master, from Virginia; with Tobacco and Flour.

By The *Mermaid*.

- January 9. *Dartmouth*, James Littlefield, master, from Boston; with Lumber.
- April 1. *Clarissa*, Noah Millar, Master, from St. Eustatia; with Salt.
- 15. *Escape*, Benjamin Weeks, Master, from Maryland; with Flour.

Recapture by Ditto.

- 19. *Experiment*, taken by the *Lyon* Privateer off Egg Harbour; with Coals.

Prizes by Ditto.

- Ditto. *Hazard*, run ashore and destroyed by the above Privateer; laden with Oats.
- Ditto. *Lyon* Privateer.

By The *Merlin*.

- April 19. *Dispatch*, R. Collins Harding, Master, from Boston; with Lumber, Sugar and Oil.
- 23. *Industry*, Jacob Allen, Master, from Winyaw; with Rice and Pitch.
- 25. *Polly*, Alexander English, Master, from Newberry; with Lumber.

By The *Senegal*.

- May 22. *General Mercer*, R.M. Richardson, Master, from Rapahan-
nock; with Tobacco.

By The *Lark*.

- April 5. *Sophia*, Joseph Caney, Master, from Mariegalante; with
Piece Goods, Wine and Coffee.
——— 17. *Lady Washington*, William Preston, Master, from New-
berry; in Ballast.

Recapture by Ditto.

- April 23. *Friendship*, a Quarter-master from the *Emerald* Sloop, Mas-
ter, (being a Prize to the said Ship, and retaken by the
Rebels) from Virginia; with Tobacco and Flour.

Prizes by The *Diamond*.

- Ditto. *Success*, John Langdon, Master, from Salem; with Sugar.

Prizes by The *Diamond* and *Greyhound*.

- April 5. *Polly*, Charles Colehan, Master, from St. Eustatia; with
Molasses, Salt, Coffee and Cordage.
——— 12. *Timoleon*, Joseph Blaid, Master, from Bordeaux; with Lead
and Bale Goods.
——— 18. *Polly*, from St. Lucia; with Molasses, Coffee, &c.
——— 22. *Success*, from Boston; with Potatoes, Indian Corn, &c.
——— 28. *Paris*, from Guadalupe; with Arms, Ammunition and War-
like Stores.
Ditto. A Vessel from Newberry; with Sugar.
Ditto. Ditto, with Lumber and Fish.
Ditto. *Juno*, from Old York; with Lumber.
Ditto. *Savage*, from Marblehead; with Fish.
——— *Betsy*, from South Carolina; with Rice, Tar and Indigo.
——— 30. *Tayron*, from South Carolina; with Rice, Pitch, &c.
May 2. *Bersheba*, from Boston; with Lumber, Pitch, Tar, &c.
——— 11. *Hannah*; with Molasses, Salt, Linen and Cordage.

Prizes by The *Diamond* and *Unicorn*.

- 13. *Tryal*, H. Archer, Master; with Flour.

By The *Falcon*.

- Jan. 19. A Vessel; in Ballast.
——— 22. *Seaflower*, Thomas Crocker, Master; with Salt, Molasses,
&c.
May 8. *Industry*, Jacob Godwin, Master, from New London; with
Lumber and Horses.

- 12. *Charter Street*, Andrew Rogers, Master, from St. Eustatia; with Salt and Dry Goods.
- April —. A Vessel from St. Lucia; with Coffee, Molasses, &c.

By The *Galatea*.

- Jan. 6. *Good Intent*, David Burch, from Baltimore; with Flour, Bread, &c.
- February 3. *Susannah*, Tes. M'Kenzie, from South Carolina; with Rice.
- Ditto. *Baker*, Zeb. Bapson, Master, from Newberry; with Molasses and Cordage.
- 6. *Revenge* Privateer, Samuel Fowlis, Master, from Martini- que; with Canvas and Woollens.
- 13. *Family Trader*, B. Wainwright, Master, from South Caro- lina; with Rice, Indigo and Corn.
- Ditto. *Eagle*, George Johnson, Master, from St. Eustatia; with Gunpowder, Salt and Dry Goods.
- 14. *Mermaid*, George Bishop, Master, from Cape Francois; with Molasses, Sugar and Dry Goods.
- 23. A Vessel, Thomas Yates, Master, from Virginia.
- March 12. *Dispatch*, John Hutchings, Master, from Maryland; with Indian Corn.
- 19. *Good Intent*, Nath. Bethel, Master, from North Carolina; with Indian Corn.
- 25. *Washington*, D. Livingston, Master, from Philadelphia; with Flour and Lumber.
- Ditto. *Peggy*, John Cockran, Master, from North Carolina; with Indian Corn.
- April 12. *Friendship*, William Bateman, Master, from Salem; with Lumber and Spars.
- 18. *Alston*, William Thompson, Master, from South Carolina; with Rice, Rum, Tea and Salt.
- 22. *Francois* (Letter of Marque), Thomas Baker, Master from St. Eustatia; with Salt.

By the *Galatea*.

- April 24. *Molly*, Benj. Cox, Master, from South Carolina; with Rice, Pitch, &c.
- Ditto. *Proteus*, William Proby, Master, from St. Croix; with Rum, Sugar and Molasses.
- 25. *Dove*, Abraham Toppen, Master, from Winyaw; with Rice, Pitch and Turpentine.
- 26. *John*, Christopher Worth, Master, from Nantucket; with Sugar.
- 28. *Phoenix*, Elisha Coffin, Master, from Nantucket; with Sugar and Oil.

By the *Sphynx*.

- March 27. *Minerva*, Jos. Dean, Master, from Surinam, with Molasses, Coffee, &c.

Recapture by the *Milford*.

- February 23. *Elizabeth*, from Liverpool; with Dry Goods.

Prizes by Ditto.

- March 9. *Two Sisters*, from the West Indies; with Molasses.
 ——— 26. *Cabot Privateer*, [Joseph] Olney, Master, from New England.
 ——— *Bella*, from Nova Scotia, with Lumber.

Recapture by the *Liverpool*.

- January 2. *Providence*, William Penterick, Master, from Cork; with Provisions.

Vessels seized or destroyed in the last year, but not included in the Return of the 31st of December, 1776, no Account of them being then received.

1776.

Prizes by the *Phoenix*.

- December 31. *York*, Samuel Talman, Master, from Demarara; with Rum.

By the *Experiment*.

- December 7. *Polly*, Robert Nelson, Master, from North Carolina; with Bees Wax and Staves.

By the *Chatham*

- 18. *Betty*, James Sutton, Master, from Cape Breton; in Ballast.

By the *Cerberus*.

- 29. *Success*, Giles Peirce, Master, from Charles Town; with Rice, Indigo and Leather.

Recapture by Ditto.

- Ditto. *Betty*, J. Brice, Master, from Jamaica; with Rum.

Prizes by Ditto.

- 30. *Liberty*, Sol. Phillips, Master, from New London; with Horses, Flour and Lumber.

Recapture by the *Mermaid*.

- Dec. 10. *Grace*, Edward Markham, Master, from Martinique; in Ballast.

Prizes by Ditto.

- 11. *Lyon*, Ladwick Champlin, Master, from New London; with Horses, &c.

———— 12. *Lyon*, Isaac Harlow, Master, from Dartmouth; with Sugar, Rum and Molasses.

By *The Falcon*.

Dec. 18. A Vessel unknown; down the Delaware.

———— 19. Ditto; with Oil.

———— 31. *Kitty*, Samuel Nichols, Master, from Cape Francois; with Molasses, Rum and Dry Goods.

By the *Liverpool*.

August 12. *Swan*; with Indian Corn.

———— 13. *Charming Sally*, deserted by the People; with Molasses and Rum.

1776. Recaptures by Ditto.

Aug. 13. *Nevis*, Edward Coffin, Master, from Nevis; with Rum and Sugar.

———— *Devonshire*, William Fisher, Master, from Antigua; with Rum and Sugar.

Prizes by Ditto.

Sept. 12. *Warren*, William Burke, Master, from Marblehead.

By the *Hope* and *Diligence*.

Oct. 3. *General Gates*, Joshua Stone, Master.

By *The Galatea*.

Dec. 12. *Neptune*, Thomas Munro, Master, from Surinam; with Molasses, Cocoa and Sugar.

———— 15. *Fame*, Nathaniel Bernard, Master, from Harbour Island; with Salt.

———— 16. *Lively*, Benjamin Jenkins, Master, from Cape Nichola; with Molasses.

———— 20. *Peggy*, Edward North, Master, from South Carolina; with Indigo.

———— 25. *Betsy*, James Lampheer, Master, from New London; with Lumber and Provisions.

Ditto. *Buckskin* Privateer, Joseph Handy, Master, from Maryland.

———— 30. *Union*, Eba Waters, Master, from New London; with Lumber and Stock.

By the *Brune*.

July —. *Harlem*; with Powder, Arms, &c.

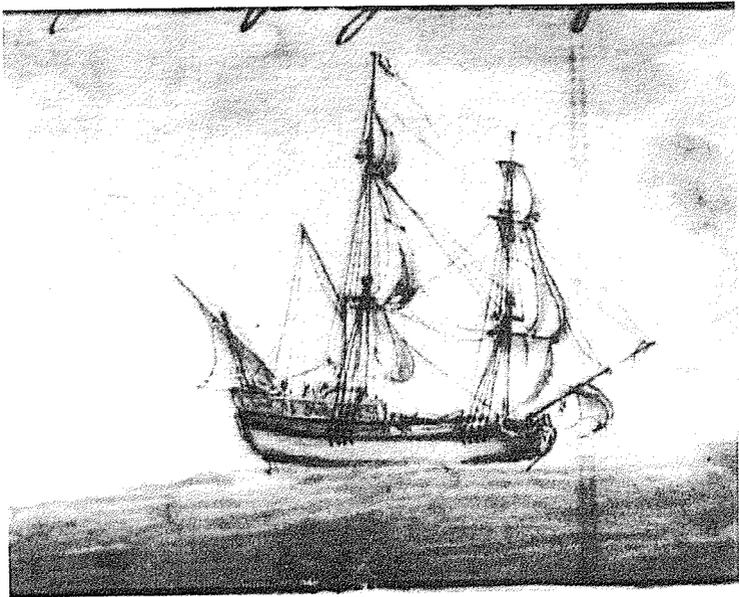
Total Number of Captures

203

Recaptures

15

HOWE.



BIBLIOGRAPHY¹

- Adams Family. *Correspondence*. Ed. by L. H. Butterfield, *et al.* Cambridge: Belknap Press of Harvard University Press, 1963- (*The Adams Papers*, Series 2.)
- Adams, John. *Diary and Autobiography*. Ed. by L. H. Butterfield, *et al.* Cambridge: Belknap Press of Harvard University Press, 1961. 4 vols. (*The Adams Papers*, Series 1.)
- . *The Works of John Adams, Second President of the United States: With a Life of the Author, Notes and Illustrations, by His Grandson Charles Francis Adams* . . . Boston: Little, Brown and Co. 1850-1856. 10 vols.
- Allen, Ethan. *A Narrative of the Captivity of Col. Ethan Allen, from the Time of His Being Taken by the British, Near Montreal, on the 25th Day of September, in the Year 1775, to the Time of His Exchange, on the 6th Day of May, 1778. Containing His Voyages and Travels*. . . . Written by Himself . . . Albany: Pratt & Clark, 1814. 144 pp.
- Almon, John, ed. *The Remembrancer, or Impartial Repository of Public Events* . . . London: Printed for J. Almon. 1775-1784. 17 vols.
- American Antiquarian Society. *Proceedings*. Worcester, Mass.: The Society, 1843-
American Archives: Consisting of a Collection of Authentick Records. . . . the Whole Forming a Documentary History of the Origin and Progress of the North American Colonies; Of the Causes and Accomplishment of the American Revolution; And of the Constitution of Government for the United States. . . . Ed. by Peter Force, Washington, D.C., 1837-1853. 9 vols.
- The American Neptune*. Salem, Mass.: The Peabody Museum, 1941-
- American Philosophical Society. *Calendar of the Papers of Benjamin Franklin in the Library of the American Philosophical Society*. Ed. by I. Minis Hays. Philadelphia: The Society, 1906-1908. 5 vols.
- . *Transactions of the American Philosophical Society. Held at Philadelphia, for Promoting Useful Knowledge*. Volume IV. Philadelphia: Thomas Dobson, 1799. 531 pp.
- The Annual Register* . . . London: 1758-
- Austin, James T. *The Life of Elbridge Gerry*. Boston: Wells and Lilly, 1828-1829. 2 vols.
- Barker, John. *The British in Boston, Being a Diary of Lieutenant John Barker of the King's Own Regiment from November 15, 1774 to May 13, 1776; With Notes by Elizabeth Ellery Dana*. Cambridge: Harvard University Press, 1924. 73 pp.
- Barney, Mary, ed. *A Biographical Memoir of the Late Commodore Joshua Barney: From Autobiographical Notes and Journals in Possession of His Family, and Other Authentic Sources*. Boston: Gray and Bowen, 1832. 328 pp.

1. Cumulative bibliography of printed works referenced in Volumes 1-8.

- Bemis, Samuel Flagg. *The Diplomacy of the American Revolution*. New York and London: D. Appleton-Century Co., Inc., 1935. 293 pp.
- Biddle, Charles. *Autobiography of Charles Biddle, Vice-President of the Supreme Executive Council of Pennsylvania, 1745-1821*. Ed. by James S. Biddle. Philadelphia: E. Claxton and Co., 1883. 423 pp.
- Boston Registry Department. *A Report of the Record Commissioners of the City of Boston, containing the Selectmen's Minutes, 1776-1786*. Ed. by William Sumner Appleton. Boston: Rockwell and Churchill, City Printers, 1894. (Boston Registry Department. *Reports of the Record Commissioners*. Vol. XXV.)
- Burke, Edmund. *Correspondence*. Volume 3. Ed. by George H. Guttridge. Cambridge: Cambridge University Press, and Chicago: University of Chicago Press, 1961. 479 pp.
- . *Speeches and Letters on American Affairs*. London: J. M. Dent & Sons, Ltd., 1956. 295 pp.
- Clark, William Bell. *Captain Dauntless: The Story of Nicholas Biddle of the Continental Navy*. Baton Rouge: Louisiana State University Press, 1949. 317 pp.
- . *Gallant John Barry 1745-1803*. New York: The Macmillan Co., 1938. 530 pp.
- . *George Washington's Navy*. Baton Rouge: Louisiana State University Press, 1960. 275 pp.
- . *Lambert Wickes Sea Raider and Diplomat*. New Haven: Yale University Press, 1932. 466 pp.
- Connecticut (Colony). *The Public Records of the Colony of Connecticut, 1636-1776*. Ed. by J. H. Trumbull and Charles J. Hoadly. Hartford: Case, Lockwood & Brainard Co., 1850-1890. 15 vols.
- Connecticut (State). *The Public Records of the State of Connecticut . . . with the Journal of the Council of Safety, 1776-1781*. Ed. by Charles J. Hoadly. Hartford: Case, Lockwood & Brainard Co., 1894-1922. 3 vols.
- Connecticut Historical Society. *Collections*. Hartford: The Society, 1860-
- Conyngham, Gustavus. *Letters and Papers Relating to the Cruises of Gustavus Conyngham, a Captain of the Continental Navy, 1777-1779*. Ed. by Robert W. Neeser. New York: Printed for the Naval History Society by the De Vinne Press, 1915. 241 pp.
- Curwen, Samuel. *Journal and Letters of the late Samuel Curwen, Judge of Admiralty, etc., An American Refugee in England, from 1775 to 1784, Comprising Remarks on the Prominent Men and Measures of that Period. . . .* Ed. with a biography, biographical notices and illustrative documents by George Atkinson Ward. New-York: Charles S. Francis and Co., 1842. 580 pp.
- Delaware Archives Military and Naval Records*. Wilmington: Mercantile Printing Co., 1911-1916. 5 vols.
- A Detail of Some Particular Services Performed in America, during the Years 1776, 1777, 1778, and 1779*. Comp. by Ithiel Town. New York: G. F. Hopkins & Son, 1835. 117 pp.
- Digby, William. *The British Invasion From The North, The Campaigns of Generals Carleton and Burgoyne From Canada, 1776-1777, With the Journal of Lieut. William Digby of the 53d, or Shropshire Regiment of Foot*. Illustrated with Historical Notes by James P. Baxter. Albany: Joel Munsell's Sons, 1887. 412 pp. (Reprinted, Da Capo Press, 1970.)

- Doniol, Henri. *Histoire de la Participation de la France à l'Établissement des États-Unis d'Amérique. Correspondance Diplomatique et Documents*. . . . Paris: Imprimerie Nationale, 1886–1892. 5 vols.
- Drayton, John. *Memoirs of the American Revolution, from Its Commencement to the Year 1776, Inclusive: As Relating to the State of South-Carolina: And Occasionally Referring to the States of North-Carolina and Georgia*. Charleston: A. E. Miller, 1821. 2 vols.
- Duncan, Henry. *Journals of Henry Duncan, Captain, Royal Navy, 1776–1782*. Ed. by John Knox Laughton. London, 1902. pp. 105–219. (Navy Records Society. *Publications*. Vol. XX.)
- Edes, Peter. *A Diary of Peter Edes, the Oldest Printer in the United States. Written during His Confinement in Boston, by the British, One Hundred and Seven Days, in the Year 1775, Immediately After the Battle of Bunker Hill. Written by Himself*. Bangor: S. S. Smith, 1837. 24 pp.
- Emerson, Amelia Forbes. *Early History of Naushon Island*. . . . Boston: Thomas Todd Co., 1935. 502 pp.
- Essex Institute. *Historical Collections*. Salem, Mass. The Institute, 1859–
- Field, Edward. *Esek Hopkins, Commander-in-Chief of the Continental Navy during the American Revolution, 1775 to 1778, Master Mariner, Politician, Brigadier General, Naval Officer and Philanthropist*. Providence: The Preston & Rounds Co., 1898. 280 pp.
- Fitch, Jabez. *The New-York Diary of Lieutenant Jabez Fitch of the 17th (Connecticut) Regiment from August 22, 1776 to December 15, 1777*. Ed. with biographical, topographical and bibliographical notes by William H. W. Sabine. New York: Colburn & Tegg, 1954. 288 pp.
- Fort Ticonderoga Museum. *Bulletin*. Fort Ticonderoga on Lake Champlain, N.Y., 1927–
- Fries, Adelaide L., ed. *Records of the Moravians in North Carolina*. Raleigh: Edwards & Broughton Printing Co., 1922–1943. 6 vols.
- The Gentleman's Magazine*. London: F. Jeffries, etc. 1731–1907. 303 vols.
- George III. *The Correspondence of King George the Third from 1760 to December 1783*. Ed. by John W. Fortescue. London: Macmillan and Co., Ltd., 1927–1928. 6 vols.
- Georgia (State). *The Revolutionary Records of the State of Georgia*. Comp. and pub. under authority of the Legislature by Allen D. Candler. Atlanta: The Franklin-Turner Co., 1908. 3 vols.
- Georgia Historical Society. *Collections*. Savannah: The Society, 1840–
- Gibbes, Robert W., ed. *Documentary History of the American Revolution*. . . . New York: D. Appleton & Co., 1853–1857. 3 vols.
- Green, Ezra. *Diary of Ezra Green, M.D., Surgeon on board of 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 George Henry Preble and Walter C. Green. Boston: D. Clapp & Son Printers, 1875. 28 pp.
- Hamilton, Alexander. *Papers*. Ed. by Harold C. Syrett. New York: Columbia University Press, 1961–
- Hamilton, Stanislaus M., ed. *Letters to Washington, and Accompanying Papers*. . . . Boston and New York: Houghton, Mifflin and Co., 1898–1902. 5 vols.
- Heath, William. *Memoirs of Major-General William Heath, by Himself*. Ed. by William Abbatt, n.p., 1901. 401 pp.

- Heitman, Francis B. *Historical Register of Officers of the Continental Army during the War of the Revolution, April, 1775, to December, 1783*. Washington, D.C. The Rare Book Shop Publishing Co., Inc., 1914. 692 pp.
- Henry, John Joseph. *Account of Arnold's Campaign Against Quebec and of the Hardships and Sufferings of that Band of Heroes who Traversed the Wilderness of Maine from Cambridge to the St. Lawrence, in the Autumn of 1775*. Albany: Joel Munsell, 1877. (Reprinted, Arno Press, Inc., 1968).
- Herbert, Charles. *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 Several Cruises of the Squadron under the Command of Commodore John Paul Jones, Prizes Taken, etc.* Ed. with biographical notes by Richard Livesey. Boston: Charles H. Peirce, 1847. 258 pp.
- The Historical Magazine, and Notes and Queries Concerning the Antiquities, History, and Biography of America*, Boston: C. B. Richardson, 1857-1875.
- Hutchinson, Thomas. *The Diary and Letters of His Excellency Thomas Hutchinson . . . Captain-General and Governor-in-Chief of . . . Massachusetts Bay . . . Compiled from the Original Documents Still Remaining in the Possession of His Descendants*. Comp. by Peter O. Hutchinson. London: S. Low, Marston, Searle & Rivington, 1883-1886. 2 vols.
- Izard, Ralph. *Correspondence of Mr. Ralph Izard, of South Carolina, from the year 1774 to 1804; with a Short Memoir*. Ed. by Anne Izard Deas. New-York: Charles S. Francis and Co., 1844. 389 pp.
- Jacobus, Donald L., comp. and ed. *History and Genealogy of the Families of Old Fairfield*. New Haven: The Tuttle, Morehouse & Taylor Co., 1930-1934. 10 vols.
- James, Bartholomew. *Journal of Rear-Admiral Bartholomew James, 1752-1828 . . .* Ed by John Knox Laughton. London: Navy Records Society, 1896. 402 pp. (Navy Records Society. *Publications*. Vol. VI.)
- James, William M. *The British Navy in Adversity; A Study of the War of American Independence. . .* London, New York, etc.: Longmans, Green and Co., Ltd., 1926. 459 pp.
- Jay, John. *The Correspondence and Public Papers of John Jay . . .* Ed. by Henry P. Johnston. New-York and London: G. P. Putnam's Sons, 1890-1893. 4 vols.
- Jefferson, Thomas. *Papers*. Ed. by Julian P. Boyd. Princeton: Princeton University Press, 1950-
- Jones, John Paul. *Life and Correspondence of John Paul Jones, Including His Narrative of the Campaign of the Liman. From Original Letters and Manuscripts in the Possession of Miss Janette Taylor*. Ed. by Robert C. Sands. New York: D. Fanshaw, 1830. 555 pp.
- The Journal of American History*. New Haven: Associated Publishers of American Records, Inc., etc., 1907-1935. 29 vols.
- Leder, Lawrence H., ed. *The Genesis of American Freedom, 1765-1795: A Selection of Original Documents by Elsie O. and Philip D. Sang*. Waltham, Mass.: Brandeis University Press, 1961, 49 pp.
- Lee, Richard Henry. *Memoir of the Life of Richard Henry Lee, and His Correspondence with the Most Distinguished Men in America and Europe, Illustrative of Their Character, and of the Events of the American Revolution. By His Grandson Richard H. Lee, of Leesburg, Virginia*. Philadelphia: H. C. Cary and I. Lea, 1825. 2 vols.

- . *The Letters of Richard Henry Lee, 1768–1794*. Ed. by James Curtis Ballagh. New York: The Macmillan Company, 1912–1914. 2 vols.
- Lee, William. *Letters of William Lee, Sheriff and Alderman of London; Commercial Agent of the Continental Congress in France; And Minister to the Courts of Vienna and Berlin, 1766–1783*. Ed. by Worthington C. Ford. Brooklyn: Historical Printing Club, 1891. 3 vols.
- The Literary World*. New York: Osgood & Co., 1847–1853. 13 vols.
- 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*. Cambridge: Harvard University Press, 1930. 2 vols.
- Madison, James. *Papers*. Ed. by William T. Hutchinson and William M. Rachal. Chicago: University of Chicago Press, 1962–
- Magazine of American History, with Notes and Queries*. New York and Chicago: A. S. Barnes & Co., 1877–1893. 30 vols.
- The Magazine of History, with Notes and Queries*. New York, etc.: William Abbott, 1905–1922. 26 vols.
- Maine Historical Society. *Collections*. Portland: The Society, 1831–
- . *Documentary History of the State of Maine (Collections of the Maine Historical Society, 2d Series)* . . . Ed. by James P. Baxter, et al. Portland: The Society, 1869–1916. 24 vols.
- March to Quebec. Journals of the Members of Arnold's Expedition*. Comp. by Kenneth Roberts. Garden City: Doubleday & Co., 1959. 732 pp.
- The Mariner's Mirror; The Journal of the Society for Nautical Research*. London: J. J. Kelihier & Co., Ltd., 1911–
- Marshall, Christopher. *Extracts from the Diary of Christopher Marshall, kept in Philadelphia and Lancaster, during the American Revolution, 1774–1781*. Ed. by William Duane. Albany: Joel Munsell, 1877. 330 pp. (Reprinted, Arno Press, Inc., 1969.)
- Martyn, Charles. *The Life of Artemas Ward, the First Commander-in-Chief of the American Revolution*. New York: A. Ward, 1921. 334 pp.
- Maryland (Colony). *Proceedings of the Convention of the Province of Maryland, Held at the City of Annapolis, on Thursday the Seventh of December, 1775*. Annapolis: Printed by Frederick Green, 1776. 62 pp.
- Maryland (State). *Archives of Maryland*. Ed. by William H. Browne, et al. Baltimore: Maryland Historical Society, 1883–
- Massachusetts Historical Society. *Collections*. Cambridge: The Society, 1792–
- . *Proceedings*. Boston: The Society, 1859–
- Massachusetts Soldiers and Sailors of the Revolutionary War*. Boston: Wright & Potter Printing Co., 1896–1908. 17 vols.
- Melvin, James. *Journal of the Expedition to Quebec, in the Year 1775, under the Command of Colonel Benedict Arnold. By James Melvin, a Private in Captain Dearborn's Company*. Philadelphia: The Franklin Club, 1864. 34 pp.
- Mercure de France*. Paris. 1672–1832.
- Middlebrook, Louis F. *History of Maritime Connecticut during the American Revolution, 1775–1783*. . . . Salem, Mass.: The Essex Institute, 1925. 2 vols.
- Montgomery, Elizabeth. *Reminiscences of Wilmington, in Familiar Village Tales, Ancient and New*. Wilmington, Del.: Johnston & Bogia, 1872. 310 pp.
- Morgan, William J. *Captains to the Northward*. Barre, Mass.: Barre Publishing Co., Inc., 1959. 260 pp.

- Morris, Robert. *The Confidential Correspondence of Robert Morris, the Great Financier of the Revolution and Signer of the Declaration of Independence, Embracing Letters of the Most Vital Historical Importance from Signers of the Declaration of Independence (Many of Them Written in 1776), Members of the Continental Congress, Generals, Commodores, Other Officers and Patriots in the Revolution . . .* Philadelphia: S. V. Henkels, 1917. 208 pp.
- Moultrie, William. *Memoirs of the American Revolution, So Far As It Related to the States of North and South Carolina, and Georgia . . .* New York: D. Longworth, 1802. 2 vols. (Reprinted, Arno Press, Inc., 1968.)
- The New-England Historical and Genealogical Register.* Boston, etc.: S. G. Drake, 1847-
- New Hampshire. [*Provincial and State Papers.*] Ed. by Nathaniel Bouton, et al. Concord, etc. 1867-
- New Hampshire Historical Society. *Collections.* Concord: The Society, 1824-
- New Jersey (Colony). *Minutes of the Provincial Congress and the Council of Safety of the State of New Jersey 1775-1776.* Trenton: Naar, Day & Naar, 1879. 618 pp.
- New Jersey (State). *Acts of the General Assembly of the State of New-Jersey, at a Session begun at Princeton on the 27th Day of August 1776, and by Adjournments. To which is prefixed, the Constitution of the State.* Burlington: Printed by Isaac Collins, 1777. 48 pp.
- . *Documents Relating to the Colonial History of the State of New Jersey.* Ed. by William A. Whitehead. Newark: The Daily Journal Establishment, 1880-1886. 10 vols.
- New York (State). *Calendar of Historical Manuscripts, Relating to the War of the Revolution, in the Office of the Secretary of State, Albany, N.Y.* Albany: Weed, Parsons and Co., 1868. 2 vols.
- . *Documents Relative to the Colonial History of the State of New-York.* Ed. by E. B. O'Callaghan. Albany: Weed, Parsons and Co., 1853-1887. 15 vols.
- . *Journals of the Provincial Congress, Provincial Convention, Committee of Safety and Council of Safety of the State of New York, 1775-1776-1777.* Albany: Thurlow Weed, 1842. 2 vols.
- . *Public Papers of George Clinton. First Governor of New York, 1777-1795, 1801-1804.* New York and Albany; n.p., 1899-1914. 10 vols.
- New-York Historical Society. *Collections.* New York: The Society, 1811-
- North Carolina (Colony). *The Colonial Records of North Carolina . . .* Ed. by William L. Saunders. Raleigh: P. M. Hale, etc., 1886-1890. 10 vols.
- The Parliamentary History of England from the Earliest Period to the Year 1803 . . .* Ed. by Thomas C. Hansard. London: T. C. Hansard, 1806-1820. 36 vols.
- Paullin, Charles Oscar, ed. *Out-Letters of Continental Marine Committee and Board of Admiralty, 1776-1780.* New York: Printed for the Naval History Society by the DeVinne Press, 1914. 2 vols.
- Pausch, Georg. *Journal of Captain Pausch, Chief of the Hanau Artillery During the Burgoyne Campaign.* Translated and Annotated by William L. Stone. Albany: Joel Munsell's Sons, 1886. 185 pp.
- Peck, Frederick S. *The Frederick S. Peck Collection of American Historical Autographs.* Philadelphia: Samuel T. Freeman & Co., auctioneers, 1947. (Sale catalogue in three parts.)

- Pendleton, Edmund. *The Letters and Papers of Edmund Pendleton, 1734–1803*. Collected and edited by David John Mays. Charlottesville: Published for the Virginia Historical Society by the University Press of Virginia, 1967. 2 vols. (Virginia Historical Society. *Documents*. Vols. VII–VIII.)
- Pennsylvania (Colony). *Colonial Records of Pennsylvania*. Harrisburg: T. Fenn & Co., 1831–1840, 1851–1853, and Philadelphia: J. Severns & Co., 1852. 16 vols.
- Pennsylvania Archives*. Ed. by Samuel Hazard, et al. Philadelphia: J. Severns & Co., 1852–1856; Harrisburg, 1874–
- The Pennsylvania Magazine of History and Biography*. Philadelphia: The Historical Society of Pennsylvania, 1877–
- Perkins, Simeon. *The Diary of Simeon Perkins, 1760–1780*. Ed. by Harold A. Innis. Toronto: Champlain Society, 1948–1961. 3 vols. (Champlain Society. *Publications*. Vol. XXIX.)
- The Port Folio*. Philadelphia: H. Maxwell, etc., 1801–1827. 47 vols.
- Potter, Israel R. *Life and Remarkable Adventures of Israel R. Potter, (a Native of Cranston, Rhode-Island,) Who Was a Soldier in the American Revolution . . . After Which He Was Taken Prisoner by the British, Conveyed to England, Where for 30 Years He Obtained a Livelihood . . .* Providence: J. Howard, 1824. 108 pp.
- Preble, George H. *Genealogical Sketch of the First Three Generations of Prebles in America: With an Account of Abraham Preble the Emigrant, Their Common Ancestor, and of His Grandson Brigadier General Jedediah Preble, and His Descendants*. Boston: D. Clapp & Son, 1868. 336 pp.
- Purviance, Robert. *Narrative of Events Which Occurred in Baltimore Town during the Revolutionary War. To Which Are Appended, Various Documents and Letters, the Greater Part of Which Have Never Been Heretofore Published*. Baltimore: J. Robinson, 1849. 231 pp.
- Raymond, William O., ed., *Winslow Papers, A.D. 1776–1826*. Saint John, New Brunswick: The Sun Printing Co., Ltd., under the auspices of the New Brunswick Historical Society, 1901. 732 pp.
- Read, William T. *Life and Correspondence of George Read, a Signer of the Declaration of Independence; With Notices of Some of His Contemporaries*. Philadelphia: J. B. Lippincott & Co., 1870. 575 pp.
- Reed, William B. *Life and Correspondence of Joseph Reed, Military Secretary of Washington, at Cambridge; Adjutant-General of the Continental Army; Member of the Congress of the United States; And President of the Executive Council of the State of Pennsylvania*. Philadelphia: Lindsay and Blakiston, 1847. 2 vols.
- Rhode Island (Colony). *Records of the Colony of Rhode Island and Providence Plantations in New England*. Ed. by John R. Bartlett. Providence: A. C. Greene and Brothers, 1856–1865. 10 vols.
- Rhode Island Historical Society. *Collections*. Providence: The Society, 1827–
- Richards, Samuel. *Diary of Samuel Richards, Captain of Connecticut Line, War of the Revolution, 1775–1781*. Philadelphia: Leeds & Biddle Co., 1909. 117 pp.
- Rodney, Caesar. *Letters to and from Caesar Rodney; 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*. Ed. by George H. Ryden. Philadelphia: Published for the Historical Society of Delaware by the University of Pennsylvania Press, 1933. 482 pp.

- Rogers, Ernest E. *Connecticut's Naval Office at New London during the War of the American Revolution, Including the Mercantile Letter Book of Nathaniel Shaw, Jr.* New London: New London County Historical Society, 1933. 358 pp. (The Society. *Collections*. Vol. II.)
- Rosenbach Company. *Catalogue of Autograph Letters and Documents Relating to the Declaration of Independence and the Revolutionary War . . .* Philadelphia: The Rosenbach Co., 1926. 95 pp.
- Sandwich, John Montagu, 4th Earl of. *The Private Papers of John, Earl of Sandwich, First Lord of the Admiralty, 1771-1782.* Ed. by G. R. Barnes and J. H. Owen. London: Navy Records Society, 1932-1938. 4 vols. (Navy Records Society. *Publications*. Vols. LXIX, LXXI, LXXV, LXXVIII.)
- Schaw, Janet. *Journal of a Lady of Quality; Being the Narrative of a Journey from Scotland to the West Indies, North Carolina, and Portugal, in the Years 1774 to 1776.* Ed. by Evangeline W. Andrews in collaboration with Charles M. Andrews. New Haven: Yale University Press, 1921. 341 pp.
- Senter, Isaac. *The Journal of Isaac Senter, Physician and Surgeon to the Troops Detached from the American Army Encamped at Cambridge, Mass., on a Secret Expedition against Quebec under the Command of Col. Benedict Arnold, in September, 1775.* Philadelphia: Historical Society of Pennsylvania, 1846. 40 pp.
- Serle, Ambrose. *The American Journal of Ambrose Serle, Secretary to Lord Howe, 1776-1778.* Ed. by Edward H. Tatum, Jr. San Marino, Calif.: The Huntington Library, 1940. 369 pp.
- Sheppard, John H. *The Life of Samuel Tucker, Commodore in the American Revolution.* Boston: A. Mudge and Son, 1868. 384 pp.
- Smith, William. *Historical Memoirs of William Smith, Historian of the Province of New York, Member of the Governor's Council and Last Chief Justice of That Province under the Crown, Chief Justice of Quebec.* Ed. by William H. W. Sabine. New York: Colburn & Tegg, 1956-1958. 2 vols.
- South Carolina (Colony). *Extracts from the Journals of the Provincial Congress of South-Carolina Held at Charles-Town, November 1st to November 29, 1775.* Charles-Town: Peter Timothy, 1776. 167 pp.
- . *Journal of the General Assembly of South Carolina, March 26, 1776-April 11, 1776.* Ed. by A. S. Salley, Jr. Columbia: Printed for the Historical Commission of South Carolina by the State Company, 1906, 89 pp.
- South Carolina (State). *Documents Relating to the History of South Carolina during the Revolutionary War.* Ed. by A. S. Salley, Jr. Columbia: Printed for the Historical Commission of South Carolina by the State Company, 1908. 118 pp.
- . *Journal of the General Assembly of South Carolina, September 17, 1776-October 20, 1776.* Ed. by A. S. Salley, Jr. Columbia: Printed for the Historical Commission of South Carolina by the State Company, 1909. 174 pp.
- . *Journal of the Commissioners of the Navy of South Carolina, October 9, 1776-March 1, 1779, July 22, 1779-March 23, 1780.* Ed. by A. S. Salley, Jr. Columbia: Printed for the Historical Commission of South Carolina by the State Company, 1912-13. 2 vols.
- The South Carolina Historical and Genealogical Magazine.* Charleston: Printed for The Society by the Walker, Evans & Cogswell Co., 1900-
- South Carolina Historical Society. *Collections.* Charleston: The Society, 1857-1897. 5 vols.

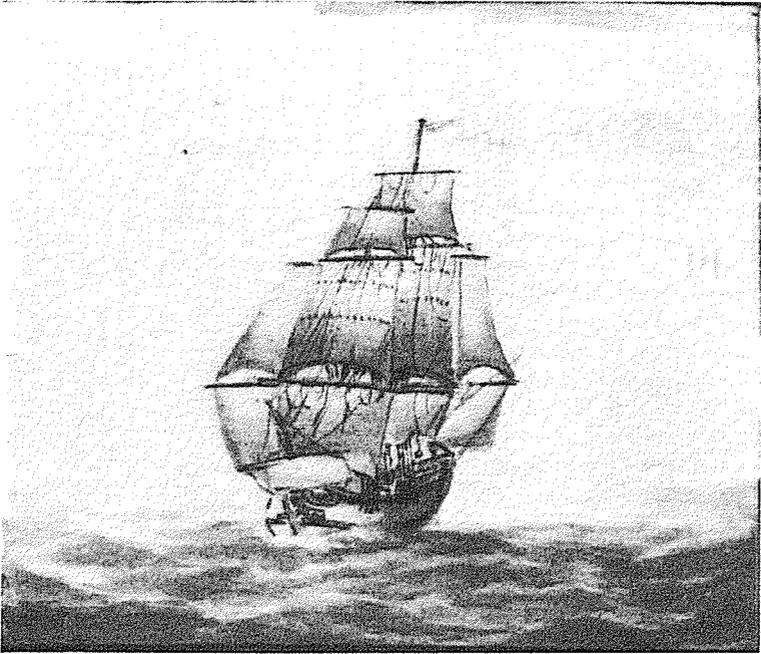
- Stevens, Benjamin F., comp. *B. F. Stevens's Facsimiles of Manuscripts in European Archives Relating to America, 1773-1783*. London: Malby & Sons, 1889-1895. 2107 facsim.
- Stiles, Ezra. *The Literary Diary of Ezra Stiles . . .* Ed. by Franklin B. Dexter. New York: Charles Scribner's Sons, 1901. 3 vols.
- Stone, Edwin M. *History of Beverly, Civil and Ecclesiastical, from Its Settlement in 1630 to 1842*. Boston: J. Monroe and Co., 1843. 324 pp.
- Stuart, Sir Charles. *New Records of the American Revolution: The Letters, Manuscripts and Documents Sent by Lieut.-General Sir Charles Stuart, to His Father, the Earl of Bute, 1775-79; Also the Letters of General Howe, General Clinton, and Other Officers to Sir Charles Stuart, during the Revolution, 1779-81*. Privately printed, n.d., 115 pp.
- Sullivan, John. *Letters and Papers of Major-General John Sullivan, Continental Army*. Ed. by Otis G. Hammond. Concord: New Hampshire Historical Society, 1930-1931. 2 vols.
- Trumbull, John. *The Autobiography of Colonel John Trumbull, Patriot—Artist, 1756-1843 . . .* Ed. by Theodore Sizer. New Haven: Yale University Press, 1953. 404 pp.
- U.S. Continental Congress. *Journals of the Continental Congress, 1774-1789*. Ed. by Worthington C. Ford, et al. Washington, D.C.: Government Printing Office, 1904-1937. 34 vols.
- U.S. Dept. of State. *The Revolutionary Diplomatic Correspondence of the United States*. Ed. by Francis Wharton. Washington, D.C.: Government Printing Office, 1889. 6 vols.
- Virginia (Colony). *Ordinances Passed at a General Convention of Delegates and Representatives, from the Several Counties and Corporations of Virginia Held at the Capitol, in the City of Williamsburg, on Monday the 6th of May Anno Dom: 1776*. Williamsburg: Alexander Purdie, n.d., 44 pp.
- . *The Proceedings of the Convention of Delegates for the Counties and Corporations in the Colony of Virginia Held at Richmond Town in the County of Henrico on the 20th of March 1775*. Richmond: Ritchie, Trueheart & Du-val, printers, 1816. 116 pp.
- . *The Proceedings of the Convention of Delegates Held at the Capitol, in the City of Williamsburg. In the Colony of Virginia on Monday the 6th of May 1776*. Richmond: Ritchie, Trueheart & Du-val, printers, 1816. 86 pp.
- . *The Proceedings of the Convention of Delegates Held at the Town of Richmond, in the Colony of Virginia, on Friday, the 1st of December, 1775. And Afterwards by Adjournment in the City of Williamsburg*. Richmond: Ritchie, Trueheart & Du-val, printers, 1816. 116 pp.
- Virginia (State). *Calendar of Virginia State Papers and Other Manuscripts . . . Preserved in the Capitol at Richmond. . . .* Richmond: n.p., 1875-1893. 11 vols.
- . *Journals of the Council of the State of Virginia*. Ed. by H. R. McIlwaine. Richmond: The Virginia State Library, 1931-1952. 3 vols.
- The Virginia Magazine of History and Biography*. Richmond. The Virginia Historical Society, 1893-
- Ward, Christopher. *The Delaware Continentals, 1776-1783*. Wilmington: The Historical Society of Delaware, 1941. 620 pp.

- Ward, Samuel. *Correspondence of Governor Samuel Ward, May 1775–March 1776, with a Biographical Introduction Based Chiefly on the Ward Papers Covering the Period 1725–1776*. Ed. by Bernhard Knollenberg; Genealogy of the Ward Family comp. by Clifford P. Monahan. Providence: Rhode Island Historical Society, 1952. 254 pp.
- Washington, George. *Autograph Letters of George Washington, from the Collection of Frederick S. Peck, Belton Court, Barrington, R.I.* n.p., 1932. 38 pp.
- . *Fac simile of Washington's Accounts, from June, 1775, to June, 1783*. Washington, D.C.: n.p., 1833. 66 pp.
- . *The Writings of George Washington from the Original Manuscript Sources, 1745–1799 . . .* Ed. by John C. Fitzpatrick. Washington, D.C.: Government Printing Office, 1931–1944. 39 vols.
- Webb, J. Watson. *Reminiscences of Gen'l Samuel B. Webb, of the Revolutionary Army . . . by His Son, J. Watson Webb*. New York: Globe Stationery and Printing Co., 1882. 402 pp.
- Webb, Samuel Blachley. *Correspondence and Journals of Samuel Blachley Webb*. Ed. by Worthington C. Ford. New York and Lancaster, Pa.: Wickersham Press, 1893. 3 vols.
- Wertenbaker, Thomas J. *Father Knickerbocker Rebels: New York City during the Revolution*. New York: Charles Scribner's Sons, 1948. 308 pp.
- White, George, ed. *Historical Collections of Georgia: . . .* 3d ed. New York: Pudney & Russell, 1855. 688 pp.
- White, Philip L., ed. *The Beekman Mercantile Papers, 1746–1799*. New York: New-York Historical Society, 1956. 3 vols.
- Wilmington, N.C. *Proceedings of the Safety Committee: For the Town of Wilmington, N.C., from 1774 to 1776—Printed from the Original Record*. Raleigh: T. Loring, 1844. 76 pp.

NEWSPAPERS

- American Gazette* (Salem, Mass.)
Boston Evening Post
Boston Gazette
The Bristol Journal (Bristol, England)
Connecticut Courant (Hartford)
Connecticut Gazette (New London)
Connecticut Journal (New Haven)
Constitutional Gazette (New York)
Continental Journal (Boston)
Daily Advertiser (London)
Dunlap's Maryland Gazette: or, the Baltimore General Advertiser
Essex Gazette (Salem, Mass.)
Essex Journal or New-Hampshire Packet (Newburyport, Mass.)
The Freeman's Journal, or New-Hampshire Gazette (Portsmouth)
The Freeman's Journal: or the North-American Intelligencer (Philadelphia)
The Gazette of the State of South-Carolina (Charleston)
Gazetteer and New Daily Advertiser (London)
The Independent Chronicle (Boston)
Lloyd's Evening Post and British Chronicle (London)
Williamson's Liverpool Advertiser
Liverpool General Advertiser and Commercial Register

- London Chronicle*
London Gazette
London Morning Post and Daily Advertiser
London Packet, or New-Lloyd's Evening-Post
Maryland Gazette (Annapolis)
Maryland Journal (Baltimore)
Massachusetts Gazette and Boston Weekly News-Letter
Massachusetts Spy (Boston)
Morning Chronicle and London Advertiser
Morning Post and Daily Advertiser (London)
New England Chronicle (Cambridge)
New-Hampshire Gazette (Portsmouth)
The New-Hampshire State Gazette, or, Exeter Circulating Morning Chronicle
Newport Gazette (Newport, R.I.)
Newport Mercury (Newport, R.I.)
New-York Gazette
New-York Journal
New-York Packet
North-Carolina Gazette (New Bern)
Nova-Scotia Gazette: and the Weekly Chronicle (Halifax)
Pennsylvania Evening Post (Philadelphia)
Pennsylvania Gazette (Philadelphia)
Pennsylvania Journal (Philadelphia)
Pennsylvania Ledger (Philadelphia)
Pennsylvania Packet (Philadelphia)
Providence Gazette
Public Advertiser (London)
The Public Ledger (London)
The Quebec Gazette, or La Gazette de Quebec
Rivington's New-York Gazetteer
St. James's Chronicle, or the British Evening-Post (London)
Salem Gazette (Salem, Mass.)
South-Carolina Gazette (Charleston)
South-Carolina and American General Gazette (Charleston)
Dixon and Hunter's Virginia Gazette (Williamsburg)
Dunmore's Virginia Gazette (Norfolk)
Holt's Virginia Gazette (Norfolk)
Pinkney's Virginia Gazette (Williamsburg)
Purdie's Virginia Gazette (Williamsburg)
The Westminster Journal and London Political Miscellany
The Whitehall Evening-Post (London)



INDEX

- Abaco Island, Bahamas: 468, 471
- Abercromby, Sir Robert (Lt. Col., British Army): 227
- Abhoms, John: 49
- Abingdon, England: 647
- Able, Hezekiah: **to:** Connecticut Council of Safety, 145-46; Jonathan Trumbull, 145-46
- Aborn, Daniel: 45
- Abrollio Bank, Turks Islands: 997
- Accomac, Virginia Navy Row Galley: 1045, 1046, 1046n. (William Underhill)
- Accomac County, Va.: 200
- Acoxsett, Mass.: 1048
- Actaeon*, HMS: lost at Charleston, 293, 442, 443 (Christopher Atkins)
- Active*, HMS: 521, 524, 676 (William Williams)
- Active*, Massachusetts Privateer Schooner: articles of agreement, 908n.; manning, 352; fitting out for cruise with *Hancock* and *Boston*, 375, 435, 436, 908n.; sailed, 1006-07, 1007n., 1024, 1024n. (Andrew Gardner)
- Active*, brig: captured by *Thetis*, 403
- Active*, brigantine: captured by *Alfred*, 702, 743; division of prize shares in, 42-46; to be sold, 41; purchased for Robert Morris, 36, 41, 415, 923, 923n.; renamed *Delaware*, 415, 923, 923n.; mentioned, 152 (Isaac Fox)
- Active*, sloop: mutiny on board, 869-70 (John Osborne)
- Adams*, bark (formerly *John*): renamed, 977
- Adams, Abigail: **to:** John Adams, 285-86, 286n.; **from:** John Adams, 219-20, 236, 255-56, 321, 335-36, 927, 1026
- Adams, Charles: **from:** John Adams, 227-28
- Adams, John: concerning Navy Board of Eastern District, 281, 885, 920; concerning Treaty of Alliance with France, 236, 256, 909-10; regarding Treaty of Commerce with France, 235, 255-56; concerning brigantine *Sherburne*, 328; concerning Continental frigate *Delaware*, 227, 321; **to:** Abigail Adams, 219-20, 236, 255-56, 321, 335-36, 927, 1026; Charles Adams, 227-28; James Warren, 192, 235-36, 281-82, 909-10, 920; **from:** Abigail Adams, 285-86, 286n.; Isaac Smith, Sr., 178, 308; Cotton Tufts, 416; James Warren, 184, 405-06, 452, 931
- Adams, John (Capt.): arrived in Paris, 27, 756, 759, 792, 810-11; complaint against American agents, 792; concerning shipment of weapons, 782, 792, 803, 811; taken prisoner, 866; **from:** American Commissioners in France, 762; mentioned, 762n. (*Lynch*)
- Adams, Thomas: 376, 417, 908n.
- Adams, William (Seaman, Royal Navy): 35
- Adams, William (Seaman, Continental Navy): 1050
- Adamson, James (Capt.): 740 (*Apollo*)
- Adamson, Robert (Lt., Continental Navy): 263, 265, 266
- Addiscott, William: 92
- Addison & Willock: 413
- Admiralty, British: Lords Commissioners: personnel and salary list of, 789-90; orders given to capture *Surprize*, 828-29; orders given to capture *Dolphin*, 620-21, 631; ordered all Dutch ships searched, 382-83; concerning sick prisoners, 767; concerning prisoners' rations, 804-05; appointed keepers of Mill and Forton Prisons, 783-84; ordered Mill and Forton Prisons to prepare to receive prisoners, 832; received petition of American prisoners to enter Royal Navy, 774; concerning applications for letters of marque and reprisal, 678, 754; authorized James Young to purchase ships, 900; concerning officer appointments, 312, 485, 754; offered reward for John the Painter, 404, 542; **to:** John Amherst, 530; Christopher Atkins, 564-65; Henry Bellew, 781; Richard Bickerton, 601-02; Richard Bligh, 849-50; John Brooks, 558, 793-94; Commissioners for Sick and Hurt Seamen, 540-41, 686, 779-81, 783-84, 804-05; William Cornwallis, 593-94, 683-84; Richard Cotton, 592-93, 598; James Douglas, 667-68; William Finch, 548; William Garnier, 587-88; Clark Gayton, 566-67; Lord George Germain, 548, 672-73, 752, 813-14, 821-22; Mitchell Graham, 619-20; John Harvey, 849; Samuel Hood, 557; Lord Howe, 685-86, 720-21, 739-40; John Jervis, 746; Robert Linzee, 504-06; John Macbride, 858; Thomas Mackenzie, 808-09; David Maitland, 559; Samuel Marshall, 503, 811-12; Mark Milbank, 820-21; John Milligan, 611-12, 753-54; John Montagu, 598-99, 698, 751; Matthew Moore, 637; Lord Mulgrave, 503; Charles Newman, 513; Philemon Pownoll, 712-13; Thomas Pringle, 703-04; Francis Reynolds, 558; Hugh Robinson, 808; Joshua Rowley, 746; Robert Sawyer, 576; Richard Shewen, 509-11; Lord Shuldham, 700-01; John Stott, 578-80; Lord

* Illustration.

- Suffolk, 642-43, 694-95; Samuel Warren, 828-29; William Williams, 676; Edward Yates, 849; James Young, 590-91; Walter Young, 673-74; **from**: James Douglas, 840-41; Lord George Germain, 757-58; Lord Suffolk, 513, 609n., 629, 666-67, 714, 761, 768; mentioned, 90, 553, 696, 989; Commissioners of Portsmouth Dockyard: concerning fires at Portsmouth Dockyard and Bristol, 541-42; offered reward for James Aitken; 542; Commissioners for Sick and Hurt Seamen: authorized to renovate and prepare Mill and Forton Prisons, 780; **from**: Alexander Baynes, 706-07; Lords Commissioners of Admiralty, 540-41, 686, 779-81, 783-84, 804-05; Philip Stephens, 584-85, 832, 874; Commissioners of the Victualing Board: concerning renovation of Royal Naval Hospital, St. John's, Newfoundland, 686; mentioned, 579
- Admiralty Courts, British: Antigua: legality of jurisdiction in seizure of French ships, 719, 975; concerning illegal privateers, 64; libeled in: *Betsy* (Holmes), 490; *Betsy* (Howland), 490; *Champion*, 490; *Dolphin*, 491; *Felicity*, 69; *Mermaid*, 490; *Spry*, 491; *Polly*, 491; *Ranger* (Davis), 490; *Ranger* (Bigelow), 491; *Rose*, 491; Dominica: tried in: unidentified vessel, 491; condemned in: *Seine*, 450, 491, 902; Grenada: tried in: *Catharine*, 490; Halifax; libeled in: *Baltimore*, 163; *Betsey*, *Cabot*, *Dinah*, *Dolphin*, *Elizabeth*, *Halifax*, *Hester*, *Hope*, *Joseph*, *Lucy*, *Providence*, *Thomas & William*, *Two Sisters*, *Venus*, *William & Barbara*, 163; trial and condemnation in: *Esther*, 1034; silver chests from *Santa Barbara* condemned, 778; mentioned, 285; Jamaica: libeled in, 454n.; New York: court established at, 233, 763-64; libeled in: *Experiment*, 457n., *Lyon*, 457; owners of Dunmore's Fleet should petition for restitution, 564; St. Christopher: tried in: *Betsey*, *Bite*, *Malyce*, 490; Tortola: tried in: *Fanny*, 490
- Admiralty Courts, Continental: proposed in Chafarinas Islands, Spanish Morocco, 630, 645; Maryland: Minutes, 342; libeled in: *Elizabeth*, 173n., 193-94; *Minerva*, 291-92; *Providence and Mary*, 173; Massachusetts: libeled in: *Anna*, 932-33; *Athol*, 262; *Betsey*, 309; *Betty*, 309, 464-65; *Dorothy*, 309, 465n.; *Duke of Leinster*, 309; *Eunice*, 309; *Felicity*, 262; *Hawk*, 932-33; *Henry & Ann*, 51; *Independence*, 309; *Margaret*, 309; *Piercy*, 309, 465n.; *Placentia*, 309, 465n.; *Royal Charlotte*, 309; *Royal George*, 309; *St. Thomas Packet*, 262; *Sally*, 3; *Swift*, 932-35; *Thomas*, 262; *Three Friends*, 309; *True Love*, 262; *Weathrill*, 309; concerning case of *Countess of Eglinton*, 378, 1002; six British ships, 953n.; mentioned, 953; New Jersey:
- Defiance*, 9, 403n.; *Popeshead*, 403n.; *Roby*, 403, 403n.; North Carolina: court at Wilmington adjourned, 273; Pennsylvania: libeled in: *Sherburne*, 328; tried in: *Racehorse*, 220, 409-10; South Carolina: tried in: *Salley*, 276; Rhode Island: tried in: *Two Brothers*, 250-54, 254
- Admiralty Courts, French: at Vannes: 659-60, 661
- Adriana*, sloop: captured by *Antigua*, 155, 155n., 490 (George Codwise)
- Adventure*, British Army Victualler: 90n. (John Sime)
- Adventure*, Virginia Navy Brig: captured by *Roebuck*, 82-83, 1056 (Lawrence Sandford)
- Adventure*, schooner: captured by *Revenge*, 1045, 1045n. (Richard Hinckley)
- Adventure*, ship: captured by *Sally*, 123n., 136, 1053 (William Young)
- Adventure*, ship: captured by *Phoenix*, 1055 (William Jones)
- Adventure*, ship: chased ashore and burned, 998 (Freaser)
- Adventure*, sloop: captured by *Perseus*, 69, 82-83, 1057 (Thomas Nevell)
- Adventure*, sloop: captured by *Hound*, 40, 41, 41n., 162 (Edward Frith)
- Adventure*, snow: captured by *Perseus*, 82-83, 1057 (William Coffin)
- Aeolus*, HMS: at Yarmouth, 605; convoy duty, 564-65, 900; mentioned, 567, 590 (Christopher Atkins)
- Aetna*, Pennsylvania Navy Fire Sloop: John Brice relieved of command, 86; William Clark appointed captain, 307 (John Brice; William Clark)
- Africa: British warships to cruise off, 578-80; slave trade to 326, 413, 918; American prisoners pressed into service on African Coast, 734; mentioned, 495, 507, 731, 794, 863, 998
- African Company: 578-80
- Agnew, Alexander (Lt., R.N.): arrived in England, 540; appointed to command, 598 (*St. John*)
- Agnew, James (Brig. Gen., British Army): 455-56
- Aikens, Joseph (Lt., on *Freedom*): 914
- Aimable Dorothee*, French brigantine: searched by *Monarch*, 881, 881n. (Jean Baptiste LeBrun)
- Aimable Reine*, French ship: captured by British, 608
- Aitken, —: 648,
- Aitken, James "John the Painter": accused of arson at Bristol and Portsmouth, 404, 542, 610, 648; confession, 646-49; claimed to visit Silas Deane, 860; attempted to implicate Deane, 647; trial, 652-56; executed at Portsmouth Dockyard, 658; mentioned, 495

- Alarm*, HMS: 706, 707n. (William Hay)
- Albany*, HM Sloop: Journal: 53-54, 90, 337-38, 433; approaching Antigua, 53-54; fired upon by *Portland*, 54; refitting at Antigua, 90; off Cape Sable, 337-38; in Halifax, 433; arrived at New York, 954; **captured**: *Baltimore*, 163; *Polly*, 337-38, 463, 463n.; *Providence*, 163; **recaptured**: *William and Barbara*, 163, 863n. (Michael Hyndman; Henry Mowat)
- Albany, N.Y.: 188, 1012
- Albert, John: 49
- Albertson, Thomas (Capt., Continental Navy): 403, 403n. (*Mosquito*)
- Albion*, HMS: to join Howe's Squadron, 634, 675; **captured**: *Montgomery*, 707, 747, 834, 834n., 841; mentioned, 524, 634, 738, 812n. (John Carter Allen)
- Albion*, British Army Transport: 12, 13, 295 (John Inglis)
- Albion*, ship: 39, 40, 95, 113, 174 (Alexander Thompson)
- Alby, Jonathan: 118
- Alden, Jonathan (Midn., Connecticut Navy): prize master of *Grog*, 181, 392, 393n.; **from**: Samuel Smedley, 181
- Alderney*, HM Sloop: ordered to search for *Surprize*, 820; to cruise to protect ships of Russia Company, 843-44 (Anthony Parry)
- Alderney Island, Channel Islands: 631
- Alert*, HM Cutter: **captured**: *Lexington*, 787n. (Philip D'Auvergne)
- Alexander*, HMS: building, 734
- Alexander, Charles (Capt., Continental Navy): ordered to sail, 295-96; mentioned, 227, 321; **from**: Marine Committee, 295-96 (*Delaware*)
- Alexandria*, ship: captured by *Phoenix*, 1055 (Barnabas Gardner)
- Alexandria, Va.: 6, 39
- Alford, William: 138
- Alfred*, Continental Navy Ship: non-payment of prize money, 7, 41, 105, 152, 294, 945; refitting at Boston, 36, 142, 184, 209, 274; list of crew entitled to prize money from *Mellish* and *Active*, 42-46; iron ballast to be used to cast *Raleigh's* cannon, 302, 399, 472; court martial of master's mate, 404-05, 908; ordered to cruise, 410; engagement with *Milford*, 622, 685; prize list, 702, 743; munitions taken on board, 915, 951-52, 959; provisioning, 970, 1001, 1010; deserters, 971, 996, 1025; pilot needed, 971; **captured**: *Mellish*, 152, 284, 944; *Molly*, 529, 529n., 538, 840; mentioned, 219 (Elisha Hinman)
- Alfred*, British ship: 545 (Wyley)
- Alfred*, ship: captured by *Retaliation*, 359, 398 (Thomas Callendar)
- Alicante, Spain: 543
- Alice* [*Ellis*], sloop: captured by *Foudroyant*, 807, 816 (John Porter)
- Allan, J.: 944
- Allein, William: 221
- Allen, — (Lt., R.N.): 260 (*Valentine*)
- Allen, Andrew: **from**: Oliver Pollock, 912-14, 914n.
- Allen, Azariah: 481
- Allen, Benjamin: 46, 47
- Allen, David: 584, 595
- Allen, Edward (Capt., South Carolina Navy): **from**: South Carolina Navy Board, 928-29; mentioned, 25, 801, 894 (*Comet*)
- Allen, Ethan (Lt. Col., New Hampshire Militia): 427
- Allen, Hugh: 119
- Allen, Jacob (Capt.): 1059 (*Industry*)
- Allen, James, prize agent of *Alfred*: 42
- Allen, James (Seaman, Continental Navy): 50
- Allen, John Carter (Capt., R.N.): 707-08, 747, 812n. (*Albion*)
- Allen, Joseph (Acting Lt., Continental Navy): 49
- Allen, Joshua (Capt.): 315
- Allen, Levi: 427
- Allen, Oliver (Capt.): 262 (*True Blue*)
- Allen, Thomas: 1031
- Allen, William, wharf owner, Philadelphia: 147
- Allen, William (Capt., Pennsylvania Navy): appointed to command, 915n. (*Montgomery*)
- Allen, William (Gunner, Continental Navy): 49
- Alliance*, Continental Navy Frigate: building, 36, 36n.
- Alline, Henry, Jr.: 301, 907
- Allpress, Robert: 790
- Almon, John: 854
- Almy, Joseph: 8n.
- Alsop, —: 77
- Alston*, ship: captured by *Galatea*, 370-71, 371n., 1061 (William Thompson)
- Amazon*, HMS: Journal: 111; officer appointment, 633; ordered to cruise, 1048-49; off Plumb Island, 111; provisioning, 110-11; **captured**: *Fortune*, 1058; *Oliver*, 111, 111n., 158, 167, 169n., 393, 394n., 1058; *Tryal*, 1058; unidentified privateer schooner, 74; unidentified sloop, 111, 111n., 158, 167, 169n., 393, 394n., 1058; **recaptured**: *Lucy*, 163; mentioned 152 (Maximilian Jacobs)
- Amazon*, ship: 698 (Parkes)
- Ambuscade*, HMS: provisioning, 156; in Hudson River, 409 (John Macartney)
- Amelia*, ship: captured by Americans, 794 (M'Neal)
- Amelia County, Va.: 222
- Amelie*, French ship: sailed for America, 595, 609-10, 622, 623n.; arrived at Martinique, 946; mentioned, 650 (Desmoniers de Baras)
- America*, HMS: building, 734

- America*, Continental Navy Ship of the Line: building, 146, 178, 842, 1017
- America*, Spanish Navy Ship: 1036
- America*, Connecticut Privateer Sloop: 986, 986n. (Asa Palmer)
- America*, Massachusetts Privateer Schooner: commissioned, 350; preparations for cruise with *Hancock* and *Boston*, 375, 435, 436, 452, 918; sailed, 1006-07, 1007n., 1024, 1024n.; captured: *True Love*, 262 (Daniel McNeill)
- America*, Massachusetts Privateer Sloop: captured: *Generous Friends*, 520 (Thomas Nicholson)
- America*, Rhode Island Privateer Sloop: captured: *Countess of Eglinton*, 378, 1002-03 (William Dennis)
- America*, ship: captured by *Cruizer*, 871-72 (Robert Cunningham)
- American Revenue*, Connecticut Privateer Sloop: at Charleston, S.C., 67-68, 68n.; at New Bedford, 426; payment of prize shares due, 254, 311, 919; refitting at New Bedford, 377; provisioning, 466, 466n.; captured: *Athol*, 68; *Mary*, 68, 68n., 215, 216; *Two Brothers*, 251-54; *Sally*, 37, 68, 68n., 100-01, 159-60, 275, 326 (Samuel Champlin, Jr.)
- American Tartar*, Massachusetts Privateer Ship: fitting out for cruise with *Hancock* and *Boston*, 179-80, 375, 435, 436, 908n.; sailed, 1006-07, 1007n., 1018, 1023-24; mentioned 286n. (John Grimes)
- Amherst, John (V.Adm., R.N.): concerning placement of recruits, 576; concerning illness among prisoners, 584-85, 767, 767n.; relieved of command at Plymouth, 701n.; ordered crew of *Montgomery* into British service, 841; to: Philip Stephens, 528n.; from: Lord Commissioners of Admiralty, 530; Philip Stephens, 535, 549, 580-81, 587, 677, 707-08, 747, 774; mentioned, 713
- Amitie*, French ship: captured by *Hind*, 976, 1030 (Michel Spau)
- Amory, Stafford (Capt.): 461 (*Charming Nancy*)
- Amos, Joseph: 42
- Amphibious Operations: British: in Hudson River, 291; at Fairfield, Connecticut, 92, 453, 466-67, 482, 484
- Amphitrite*, French ship: evaluated by Wickes, 519, 519n; fitting out at Le Havre, 521, 521n.; returned to Lorient, 512, 518, 531, 537; sailed for America, 534, 540, 546, 571, 622, 622n.-23n. 693, 727; arrived at Portsmouth, N.H., 324, 396-97, 397n., 399n., 406, 406n., 418, 419, 419n., 434, 434n., 817, 839, 856, 945-46, 1017; French artillery officers on board, 396-97, 406, 418, 434, 727, 1017; John Paul Jones ordered to share command of, 885, 937-39, 941-42, 1021; to load at Charleston for return to France, 937-39, 939-40; mentioned, 650 (N. Fautrel)
- Amsterdam, Netherlands: vessel ordered by American Commissioners building at, 853, 869; American trade source, 173, 700; American prizes sent into, 793, 793n., 813, 843; mentioned, 557, 764, 793
- Anabona [Conna], Anthony: 47
- Ancrum, John: to: Richard Caswell, 273
- Anderson, — (Capt.): 262 (*St. Thomas Packet*)
- Anderson, Charles (Capt.): 211, 211n., 309 (*Eunice*)
- Anderson, James (Seaman, Continental Navy): 239,
- Anderson, James (Capt.): at Nantes, 526, 595; died, 329, 336, 346, 379; mentioned, 321, 335, 346n., 380n., 394n., 889n. (*Morris*)
- Anderson, Thomas: 205
- Anderson, William: 45
- Andrew Doria*, Continental Navy Brig: payment of prize bounty, 220, 409-10; payment of prize money, 198; ordered to defend Cape May Channel, 367, 367-68, 368-69, 380, 394; ordered to convoy to Cape Francois, 380-81, 897-98; saluted at St. Eustatius, 700, 705, 712n., 757, 757n.; deserters, 1013-15; captured: *Molly*, 564n.; *Racehorse*, 747; mentioned, 954 (Isaiah Robinson)
- Andrews, Aaron (Capt.): 335n., 1055 (*Olive Branch*)
- Andrews, Ephriam: 108
- Andrews, John: 465
- Andrews, William (Capt.): 797 (*Lydia*)
- Andrews, Foster & Ingraham: 10
- Andromide*, French ship: renamed *Seine*, 543, 544n.
- Angel, James (Lt., Connecticut Navy): 377, 377n.
- Angel de La Guardia*, Spanish ship: 543
- Angell, James (Col., Rhode Island Militia): 43
- Angeron, —: 918
- Anguilla, West Indies: privateers operating out of, 318, 413, 461; convoyed ships proceed independently from, 371, 462, 590, 901, 905; mentioned, 427
- Angus, John (Lt., Continental Navy): 973
- Ann*, British Army Transport: 327 (Alexander Russell; Joseph Rudd)
- Ann*, brig: purchased, 39 (Amos Mansfield)
- Ann*, brig: captured by *Winchelsea*, 968-69, 969n.
- Ann*, brig: captured by *Industry*, 743 (Alexander Kennedy)
- Ann* [*Anna*], schooner: captured by *Defence*, 360, 376-77, 377n., 1019; libeled and sold at Boston, 339, 339n., 361n., 932, 1019; invoice of cargo, 994 (John Shillstone)
- Ann*, ship: captured by *Emerald* and *Phoenix*, 348, 348n., 1054 (Francis Robins)
- Ann*, ship: captured by *Daphne*, 1053 (Charles Bulkley)

- Ann*, ship: engagement with American Privateer, 864 (Reed)
- Ann*, snow: 3 (John Bowes)
- Anna Maria*, ship: captured by *Pearl*, 260, 1057 (Francis Rowland)
- Annabella*, brigantine: renamed *Rising States*, 823-25 (Hugh Walker)
- Annapolis*, Maryland Navy Row Galley: fitting out, 967, 967n.
- Annapolis, Md.: galley *Conqueror* at, 22; mentioned, 139, 221, 235, 278, 299, 323, 330, 336, 459, 891, 948, 997
- Annapolis Royal, Nova Scotia: 233, 989, 1033
- Anne*, brig: 441, 897 (Garrigues)
- Annis, John: 9
- Antelope*, HMS: Journal: 280, 414, 1021; at Port Royal, 280, 344, 414, 1020; prize money, 414; prisoners, 1039-40; searched French ship *Hercules*, 126-27; captured: *Juno*, 161 (William Judd)
- Anthony, John: 965
- Anticosti Island, Newfoundland: 599
- Antigua*, HM Brig (formerly Rhode Island Privateer *Putnam*): Journal: 214, 259, 273; Douglas appointed to command, 77; to cruise with *Endeavour*, 79, 80, 905; ordered to search Dutch ships, 383; captured: *Adriana*, 155, 155n., 490; *Ranger*, 273, 491; *Rose*, 491; *Spry*, 214, 491 (William Swiney; Billy Douglas)
- Antigua, West Indies: British warships refitting at, 35, 61, 72, 90, 197n., 295, 407, 409, 430; dockyard at, 71, 77; privateers operating out of, 62-64, 150, 342, 411-13, 461, 576, 721, 821-22, 1030; Young's Squadron at, 68, 70-71, 78-80, 342, 462, 579, 612, 704, 901-05; proposed Vice Admiralty Court at, 69; map of, 412*; prizes sent into, 82-83, 150, 260, 318, 491, 794, 802, 954, 976; inward bound vessels, 268, 295, 342, 377, 405, 430, 434, 498, 569, 570, 638, 715, 781, 858; outward bound vessels, 150, 342, 430, 462, 570, 793, 793n., 952, 1063; mentioned, 13, 385-86, 388, 900
- Antigua Planter*, ship: 858 (Johnson)
- Apollo*, HMS: Pownoll named to command, 529-30, 530n.; ordered to Quebec, 495, 633, 644, 662, 682, 695-96, 696-98, 703, 739, 742, 764; arrived at Quebec, 885, 982, 1036; seamen used on transports, 982; mentioned, 705, 713, 986, 1001 (Philemon Pownoll)
- Apollo*, British Army Transport: 740 (James Adamson)
- Apollo*, schooner: captured by *Oliver Cromwell*, 966
- Apollo*, snow: captured by American privateer, 852
- Appleton, John: 351
- Appleton, Nathaniel: 41, 42, 43, 44, 45, 46, 47, 919
- Aranda, Conde de [Pedro Pablo Abarca de Bolea], (Spanish Ambassador to France): concerning proposed American Admiralty Court on Spanish territory, 630; concerning proposed Spanish-American treaty, 508, 531, 584, 749; concerning proposed Franco-American treaty, 531, 728, 749; ordered to supply American credit in Holland, 680; from: Benjamin Franklin, 749-50; mentioned, 256
- Arboud de Jonques, Comte d' [Elzear Alexandre Bacqui], (Gov., Guadeloupe): 68-69, 744, 852
- Arbuthnot, Mariot, (Commo., R.N.): from: Lord George Germain, 643-44; mentioned, 356, 1047
- Archer*, British Army Transport: 684 (William Coates)
- Archer, Edward: 159
- Archer, H. (Capt.): 962, 962n., 1060 (*Tryal*)
- Archer, Thomas: 258
- Ardent*, HMS: prisoners on, 503, 723 (Charles Middleton)
- Ardesoif, John Plummer (Lt., R.N.): from: James Young, 382-83; mentioned, 79, 183, 905, 950 (*Pelican*)
- Arethusa*, HMS: ordered to cruise, 503, 811-12, 844; convoy duty, 777, 819; searched Spanish ship, 544 (Digby Dent; Samuel Marshall)
- Argent, John: 890, 892
- Argo*, brig: captured by *Zephyr*, 360, 549, 613 (Ward)
- Argout, Comte d' (Gov., Martinique; Gov., St. Domingue), concerning assistance to American privateers, 68-69, 943; demanded release of *Seine*, 955, 966; death reported 332; replaced by de Bouillé, 974-76; mentioned, 63, 355, 744, 852
- Argus*, Pennsylvania Navy Armed Boat: captain appointed, 277, 307 (Nathaniel Galt)
- Ariadne*, HMS: fitting out, 634; with convoy to Antigua, 695-96, 696-98, 703-04; joined Young's Squadron, 739 (Thomas Pringle)
- Armitage, —: 421
- Armitage, James [John] (Capt.): 520 (*Chance*)
- Arms, James: 118
- Army, British: in Quebec, 559, 885, 1037; supplies for Burgoyne, 633, 712, 713, 739, 752, 753, 754, 813-14; at Fort Cumberland, Nova Scotia, 643; in Rhode Island, 154, 274, 274n., 977; hospital stores, 686; some troops withdrawn from Rhode Island to New York, 977-78; in Connecticut, 453, 455-57, 467, 482-84, 989-90; in New York: at Ticonderoga, 366, 881, 951, 1037; on Peekskill Raid, 234, 453, 523; reinforcements sent to America, 110, 142, 269, 397, 467, 484, 559, 611, 634, 739-40, 761, 796, 796n., 989-90, 1049; provisions and camp equipage for, 342, 548, 634, 673; convoy protection demanded, 95-96, 523, 739, 757-58; de-

- pendent upon Navy for sustenance, 748, 753, 813, 951; personnel serving with Navy, 1000; in New Jersey, 231, 331, 450, 523, 693, 744; battle of Trenton, 331, 693, 744; ordnance stores and reinforcements sent to West Indies, 611; expected to attack: Connecticut, 1041; Boston, 931; Philadelphia, 245, 266; Chesapeake Bay area, 299-300, 389; Regiments: Royal Artillery, 8, 157-58, 274, 274n., 1010; 13th Foot, 649; 14th Foot, 917; 16th Foot, 917; 32nd Foot, 647; 45th Foot, 648; 48th Foot, 611, 644; 60th Foot, 611, 644, 714; 63rd Foot, 977-78; 70th Foot, 790; 71st Foot, 559; Provincial regiments: East Florida Rangers, 917; Guides and Pioneers, 455-57; Florida Militia, 917; Queen's Loyal Virginia Regiment, 619; Queen's Rangers, 619; Royal Fencible Americans, 643; German regiments: Anspach-Beyreuth: Anspach Artillery, 739-40; 1st and 2nd Anspach, 739-40; Anspach Jaegers, 682, 739-40; Hesse Cassel: Chasseurs, 739, 761, 787, 788, 788n., 796, 796n.; von Rall, 331, 693, 725, 744; Hesse-Hanau, 559; 3rd Waldeck Regiment, 739; mentioned, 12-13, 142, 227, 234, 455-57, 467, 482-84, 508, 682, 714, 977-78, 1049
- Army, Continental: in Massachusetts, 391; proposed attack on Newport, 100, 142; in Connecticut, 455-57, 483-84; engagement at Peekskill, 206, 211, 234, 456; in New Jersey, 61, 128, 332, 467, 656; engagement at New Brunswick, 450; battle of Princeton, 128; in Maryland, 888; in East Florida, 268; condition of, 297, 563-64, 745; deserters: enlist in naval forces, 58, 186-87, 330, 336, 915, 964, 995, 1034-35; on privateers, 390; recruitment: hampered by British attacks, 629-30; Navy deserters enlist in, 996; to man galleys in the Hudson River, 350, 352, 962, 979-80, 987, 1003, 1023, 1056; to man vessels on Lake Champlain, 188; Regiments: 2nd Artillery, 483-84; 3rd Artillery, 915; 15th Continental Infantry (Massachusetts), 405; 1st Connecticut, 484; 2nd Georgia, 268; Smallwood's Maryland Regiment, 330, 336; 3rd Maryland, 299; 1st Massachusetts, 1034-35; 4th Massachusetts, 995; 1st Pennsylvania, 58; 5th Pennsylvania Battalion (6th Pennsylvania), 53, 207; 1st South Carolina, 89n., 395; 1st Virginia, 912; ship construction: row galleys on Lake George, 135-36, 188; row galleys at New York, 1011-12; supplies needed, 331, 391, 811; mentioned, 1025
- Army, French: reported mobilization, 533, 545; mentioned, 434, 990
- Arnold*, Pennsylvania Navy Floating Battery: fitting out, 103; officer appointments, 277, 307; recruitment for, 291; mentioned, 329 (Jeremiah Simmons)
- Arnold, Benedict (Maj. Gen., Continental Army): at Danbury, 456, 483-84; to: Jonathan Trumbull, 482
- Arnold, Benedict (Mate, on board *Elizabeth*): 305
- Arnold, Samuel. (Capt.): 23, 136n., 1053 (*Edward*)
- Arnold, Sion: 42
- Arrow, James: 790
- Arrowsmith, Edmund [Edward], (Capt., Continental Marines): 45, 48, 301, 372
- Arson: Incendiary devices, 541, 647, 652, 653; in Brest: suspected, 656; in Bristol: denied, 647; of diversionary nature, 404, 647; dockyards, 542, 647; shipping, 541, 648; relationship to Portsmouth fire, 542; in Plymouth: attempt failed due to security, 648; of diversionary nature, 647, 653; caused great loss of naval stores, 299, 646-49, 653; reward offered for perpetrator, 404, 542; James "John the Painter" Aitken suspected, 542, 610, 647, 648; Silas Deane implicated, 495, 647, 656; at Woolwich Dockyard: planned, 647
- Arthur, Richard: 1050
- Ashe, Samuel (Speaker, North Carolina Senate): 432
- Ashurst, Sir William: 652
- Asia*, HMS: 616, 675 (George Vandepuit)
- Atalanta*, HM Sloop: Journal: 433; off New Orleans, 446, 453, 910; in the Mississippi, 968; seamen needed, 225, 497; mentioned, 912-13 (Thomas Lloyd)
- Athol*, brig: captured by *American Revenue*, 68; libeled, 262 (James Wadie)
- Atkin, Benjamin: 378
- Atkin, Nathaniel (Capt.): 1058 (*Savage*)
- Atkins, Christopher (Capt., R.N.): **from:** Lords Commissioners of Admiralty, 564-65; mentioned, 900 (*Aeolus*)
- Atkins, Henry (Capt.): 646n. (*Port Henderson*)
- Atkins, John: *See* James Aitken
- Atkins, Nathaniel (Capt.): 463, 463n. (*Polly*)
- Atkins, Uriah (Capt.): 1055 (*Molly*)
- Atkins, William: 480
- Atkyns, H.: 726
- Atlantic*, British Horse Transport: 684 (Joseph Sippen)
- Attwood, Sheffield (Midn., Continental Navy): 118
- Atwater, Dr. David: 484
- Atwood, Stephen [Harman] (Capt.): 1059 (*Naby* [*Abigail*])
- Augusta*, HMS: to join Howe's squadron, 634, 675, 738; arrived at New York, 989; mentioned, 558, 582 (Francis Reynolds)
- Augustine, Zachariah: 894
- Aurora*, brig: captured by *Glasgow*, 317
- Aurora*, ship (formerly British Army Transport *Oxford*): taken over by crew, 547, 555, 559, 563, 570, 573, 946; dispatches seized, 563, 570; condemned, 681-82, 774, 774n.;

- mentioned, 547, 548n., 572, 572n. (James Hutchinson)
- Austin, Benjamin: concerning cartel, 3-4; concerning *Rising Empire* as prison ship, 222; mentioned, 360, 907
- Austin, Samuel: 400
- Austin, Timothy: 352
- Auvergne, Philip d' (Lt., R.N.): to: Nicholas Cooke, 286-87; Henry Ward, 120-21; mentioned, 107-08, 109 (*Alert*)
- Averill, Samuel: 98
- Avery, John (Deputy Secretary, Massachusetts Council): 52, 141, 242, 250, 351, 390, 407, 418, 437, 463, 896, 915, 925, 1024
- Axsan, James: *See* James Aitken
- Aylett, William: to: Pliarne, Penet & Co., 173-74; from: Jared Tracy, 947-48,
- Ayres, John (Capt.): concerning prisoner exchange, 4, 269, 400; mentioned, 405-06 (*Two Pollys*)
- Azores [Western Islands]: 97, 744
- Babcock, Adam: 378, 1002, 1041n.
- Babson [Bapson], Zebulon (Capt.): 97, 1061 (*Baker*)
- Bacchus*, ship: captured by American privateer, 699 (*Forsythe*)
- Bache, Richard: from: Benjamin Franklin, 861; mentioned, 129
- Backhouse, J. and T.: 774
- Badger*, HM Sloop: Journal: 89-90; on convoy duty, 344, 460; captured: *Burley Castle*, 162; schooner *Fortune*, 162; sloop *Fortune*, 162; *Hannah*, 161; *Hannah and Elizabeth*, 161; *Loweist*, 162; *Molly*, 161; *Polly*, 162, 956; *St. Ann*, 162; *Sea Nymph*, 161; *Suckey*, 162; *Warren*, 90, 148, 148n., 162, 298n.; *Betsy*, 115, 115n. (Charles Everitt)
- Bahama Islands: regarding trade privileges, 193, 194, 464, 465; rendezvous for American ships, 468, 471; proposed seizure of, 689; mentioned, 16
- Bailey, Henry (Capt.): 340n., 527, 528n. (*Hannah*)
- Bailey's Beach, Long Island, N.Y.: 1028
- Bain, Daniel: 98
- Baker*, schooner: captured by *Galatea*, 1061 (*Zebulon Babson*)
- Baker, — (Capt.): 705
- Baker, Ichabod: 50
- Baker, Leblun: 925
- Baker, Lionel S., Sr. (Gunner's Mate, New York Navy): 207
- Baker, Lionel S., Jr., (Boy, New York Navy): 208
- Baker, Thomas (Capt.): 395, 395n., 1061 (*Francis*)
- Baker, Thomas (Capt.): 490 (*Betsy*)
- Balaboo*, HM Pilot Boat: 356 (*Brewere*)
- Balch, Israel: 961
- Balch, Thomas: 961
- Baldwin, —, painter: 652-53, 654
- Baldwin, John (Lt., Continental Navy): concerning loss of *Wasp*, 129; acquitted of charges, 954; mentioned, 75, 76, 86-87, 93, 93-94, 244, 520 (*Wasp*)
- Balfour, George (Capt., R.N.): refused to take sick prisoners on board, 794; mentioned, 784 (*Culloden*)
- Ball, — (Col., British Army): 227
- Ballard, Samuel: 822
- Ballingall [Binnigall], Alexander: 43
- Ballyshannon, Ireland: 861
- Baltic Sea: 641, 865-66, 867
- Baltimore, Maryland Navy Row Galley: fitting out, 988, 988n. (Thomas Walker)
- Baltimore*, sloop: captured by *Albany*, 163
- Baltimore, Md.: attack by British expected, 235, 299; impressment to man *Virginia* at, 421, 445, 459, 966; prizes at, 427, 933; Congressional dispatches from, 690, 721, 725, 747; rigging sought at, 927, 948; seamen, 948; frigate *Virginia* building at, 955; mentioned, 20, 37, 67, 82-83, 130, 131, 136n., 139, 155, 158, 221, 342, 352, 957
- Baltimore County, Md.: 381
- Baltimore Hero*, Maryland Privateer Sloop: arrived at Bordeaux, 864; mentioned, 81, 139, 743 (Thomas Waters)
- Bance, Island of, Sierra Leone: 540, 598
- Bancroft, Dr. Edward: 284n., 679n. *See also* James Aitken
- Bankson, J. (Capt.): 82-83 (*Elizabeth*)
- Banning, Jeremiah: 221n.
- Bant, William: 155
- Baptist, John (Capt.): 490 (*Malyce*)
- Baptiste, Jean (Capt.): 1054 (*La Tempête*)
- Barbados, West Indies: expected attack by Americans, 70, 308; British warships off, 78; disposition of Young's Squadron, 490, 902-05; British convoy arrives at, 900; lack of trade, 900; inward bound vessels, 116, 207, 398n., 399, 703, 900; mentioned, 274, 371, 388, 490, 699, 701, 704, 971, 977, 998, 1029
- Barbara*, Irish brig: captured by *Freedom*, 610, 800; recaptured by *Foudroyant*, 611n., 800, 816 (Welch)
- Barbuda, West Indies: 35, 79, 80, 95, 214, 259
- Barcelona, Spain: 544, 613; mentioned, 591
- Barclay, —: 872
- Barclay, Thomas: 102, 103
- Barfleur*, HMS: prisoners on, 515, 724, 725n.; mentioned 790
- Barker, Joseph: 218
- Barkham, Simon: 789
- Barkley, Andrew (Capt., R.N.): 73, 196, 929, 989 (*Milford*; *Scarboroughh*)
- Barley, Michael: 43
- Barmore, John: 43
- Barnard [Burnett], Francis (Capt.): 527, 528n. (*Resolution*)

- Barnes, Corban (Capt.): 117
 Barney, Joshua (Lt., Continental Navy): 101n., 973
 Barns, Nathaniel (Mate, Connecticut Navy): 964
 Barnstable, Mass.: 378
 Barnstable County, Mass.: 1002
 Barras, Desmoniers de (Capt.): 623n. (*Amelie*)
 Barras, William (Capt.): 569, 818 (*John*)
 Barrel, Joseph: 918
 Barret, Samuel & Co.: 930
 Barrett [Barratt], John (Lt., Virginia Navy): 1058
 Barrington, Samuel (Capt., R.N.): 794n. (*Prince of Wales*)
 Barron, James (Capt., Virginia Navy): appointed to command, 224, 225n.; mentioned, 317, 317n., 1016, 1016n. (*Liberty*)
 Barron, Laurence (Capt.): 218 (*Neptune*)
 Barron, Richard (Capt., Virginia Navy): appointed to command, 224, 225n.; mentioned 317, 317n., 1016, 1016n. (*Patriot*)
 Barron, William (Lt., Continental Navy): 263, 266, 335
 Barrow, Roger: 479
 Barry, James: 218
 Barry, John (Capt., Continental Navy): 454n., 954 (*Effingham*)
 Barry, John (Sgt., Continental Marines): 239, 876
 Barry, Patrick (Capt.): 453, 913, 957 (*Columbus*)
 Bart, John: 876
 Bartholomew, John (Capt.): 684 (*Prince George*)
 Bartlett, John: 479
 Bartlett, John, Jr.: 480
 Bartlett, Daniel: 46
 Bartlett, Ephraim (Capt.): 1053 (*Hope*)
 Bartlett, Isaac (Capt.): 305 (*Plymouth*)
 Bartlett, Joshua (Capt.): 6, 7 (*Elizabeth*)
 Bartlett, Nicholas (Capt.): 665, 694 (*Penet*)
 Bartlett, William (Agent, Washington's Fleet): **from**: Continental Marine Committee, 170; mentioned, 202
 Barton, John & Co.: **to**: Lord Stormont, 745-46, 783, 837
 Bartrick, Abel: 961
 Bascom, Foster (Capt.): 461
 Bascomb, James: 43, 47
Basilisk, Pennsylvania Navy Armed Boat: 58, 58n. (Jonathan Cowpland)
 Bass, Joseph (Capt.): 1058 (*Tryal*)
 Bass, Phillip, Jr.: 925
 Basseterre, St. Christopher: 462, 902, 903, 904, 905, 972
 Basse Terre, Guadeloupe: 918
 Basseville, Pierre Buisson de: **to**: Benjamin Franklin, 632
 Batchelder, Josiah (Capt.): 359
Batchellor, ship: captured by *Hawke*, 82-83 (William Gray)
Batchelor, ship: captured by *Pearl*, 260, 1057
Batchelor, sloop: captured by *Preston*, 1056 (William Seon)
 Bateman, Nathaniel (Capt., R.N.): 161, 968, 998, 1004 (*Winchelsea*)
 Bateman, William (Capt.): 248n., 1061 (*Friendship*)
 Bates, John: 153, 362
 Bath, England: 733n.
 Bathorick, Abel: 481
 Batson, George (Lt., Continental Navy): 973
 Batt, — (Maj., British Army): 643
 Batteaux, Dominicas: 991
 Bay of Biscay: capture of *Rising States* in, 737n., 794, 822; American privateers in, 759, 819, 837; mentioned, 746, 783, 796, 806, 810, 852
 Bay of Fundy, Nova Scotia: 233, 408, 819, 1033
 Bay of Honduras: 248, 248-49, 793, 793n., 801
 Bayley, Charles: 152-53, 362
 Bayley, Nathaniel: 85
 Bayne [Bean], John (Capt.): 724, 724n. (*Betsy & Sally*)
 Baynes, Dr. Alexander: **to**: Commission for Sick and Hurt Seamen, 706-07
 Bayonne, France: 779, 786, 839
 Bayonne, — (Capt.): 1054 (*Le Jason*)
 Beach, John (Lt., Continental Navy): prize master of *Prince of Orange*, 825, 827-28; lieutenant on *Surprise*, 834; imprisoned at Dunkerque with Conyngham, 835, 872; mentioned, 880
 Beach Point, Conn.: 466
 Beall, Samuel: **to**: Daniel of St. Thomas Jenifer, 369; mentioned, 87
 Beamish, — (Capt.): 971
 Beard, John: 86
 Beard, William (Capt.): 113, 114n. (*Dolphin*)
Beas, ship: **captured**: unidentified ship, 701 (Parry)
 Beasley, Stephen (Capt., Pennsylvania Navy): appointed to command, 277, 307; mentioned, 1015 (*Viper*)
Beaufort, South Carolina Navy Row Galley: fitting out, 25, 114, 324, 349; Doharty named to command, 349, 922 (James Doharty)
Beaufort, South Carolina Navy Sloop: 324 (John Mercier)
 Beaufort, S.C.: 25, 114, 446
 Beaujack, Francis: 44
 Beaumarchais, Pierre-Augustin Caron de: provides arms for America, 176, 500, 540, 552, 670; concerning: *Seine*, 280n., 331, 331n., 537, 543, 544n.; *Amphitrite*, 397n., 519, 519n., 521, 521n., 537, 543; fitting out two ships at Marseilles, 874-75; **to**: Continental Congress, 622-23; Silas Deane, 594-95;

- Comte de Vergennes, 561, 650, 749, 769, 817-18; **from:** Silas Deane, 512, 609-10, 705-06; mentioned, 507, 606, 875
- Beaver, Davis: 113
- Beaver*, HM Sloop: Journal: 999; off St. Eustatius, 79, 80; at St. Christophers, 149; at Jamaica, 342; ordered to search all Dutch vessels, 383; on convoy duty, 520, 521n., 903-04; **captured:** *Freedom*, 82-83; *Nancy*, 1030; *Oliver Cromwell*, 1029; *Polly*, 491; mentioned, 318 (James Jones)
- Bechup [Bachope; Bishop], James (Midn. Continental Navy): took *Molly* into English port, 538, 840; mentioned, 42, 47
- Beck, Thomas (Boatswain, Continental Navy): 847, 848
- Beckley, John: 77
- Beckly, Henry: 239, 876
- Beean, Charelas: 120
- Beebe, Samuel (Capt.): 111n., 167, 169n., 394n., 1058
- Beerhaven, Ireland: 515
- Begozat [Bigora], Pierre: 81
- Belfast, Ireland: 849, 854
- Bell, — (Capt.): 850 (*Fanny*)
- Bell, Boaz (Capt.): 461
- Bell, Elizabeth: 790
- Bell, Isaac: 286n.
- Bell, John (Capt.): 787 (*Favorite*)
- Bell, John, of Philadelphia: 429
- Bell, Richard: 555
- Bell, Stephen: 46
- Bell, Thomas, of Scot, Dover, & Bell Co.: 413
- Bell, Thomas (Capt.): purchased ship in France, 756, 759, 762-63
- Bell, Thomas (Capt.): sailed from Le Havre, 631, 727
- Bell, Thomas (Capt.): 547 (*Thomas*)
- Bella*, ship: captured by *Milford*, 1062 (Smith)
- Bellanger [Billangee], Edward: 42
- Belle*, British Army Victualler: 460 (William Forster)
- Belle Isle, France: 584, 604, 635, 819, 856
- Belleisle*, HMS: daily food allowance, 549; conditions on, 570, 580-81, 880; prisoners on, 580, 584-85, 880; quarantined with smallpox, 880; mentioned, 536, 558, 577 730, 793-94 (John Brooks)
- Bellew, Henry (Capt., R.N.): ordered to embark Gen. Clinton, 781; **to:** Philip Stephens, 777-79; **from:** Lords Commissioners of Admiralty, 781; mentioned, 630 (*Liverpool*)
- Belson, Joseph: 789
- Belt, James (Capt., Maryland Navy): 967n., 973, 974n. (*Johnson*)
- Belton, James: 131
- Benbury, Thomas (North Carolina delegate to Congress): 271
- Benfield, John: 115.
- Benjamin*, British Navy Victualler: 63 (John Macartney)
- Benjamin*, brig: 797 (Samuel Tucker)
- Benjamin (Cook, Continental Navy): 118
- Benjamin, Samuel: 177
- Bennet, — (Capt.): 430, 947 (*Unity*)
- Bennet, Daniel: 43
- Bennet, John: 465
- Bennet, Joseph (Capt.): 1053 (*Nancy*)
- Benrick [Cabinick], Casey: 47
- Bentley, — (Capt.): reported engagement with *Wasp*, 76n., 800, 805 (*Worcester*)
- Bently [Bentley], Thomas: 205
- Bently, William (Capt.): 335 (*Speedwell*)
- Berard Frères & Co.: purchased *Victorieux* and *Marguerite*, 688, 859
- Berkeley, Va.: 255
- Berlin, Germany: 544
- Bermuda: British warships at, 176, 308, 460, 496, 885, 909n., 972; vessels exempted from American capture, 193, 194, 464, 465, 928; privateers at, 258-59, 972; American trade source, 282, 344; inhabitants: protest restraining acts, 383-87; **to:** George III, 447-50; defense of, 689, 732; outward bound vessels, 1055; mentioned, 136, 221, 222, 454n. 527
- Bernard, Nathaniel (Capt.): 1063 (*Fame*)
- Berrige, William: 1050
- Berry*, British Army Transport: 1033 (Peter Dobbin)
- Berry, Paul: 44
- Bersheba*, ship: captured by *Diamond* and *Greyhound*, 1060
- Besel, Peter: 1015
- Besom, Phillip: 481
- Best, William: 50
- Bethel, Nathaniel (Capt.): 1061 (*Good Intent*)
- Betsey*, Maryland Privateer Schooner: 139, 369 (Robert Dashiell)
- Betsey*, Pennsylvania Privateer Schooner: 320 (Moses Griffing)
- Betsey*, brig: grounded on Point Judith, 215, 215n., 223, 249, 350, 358, 923; cargo of iron for Continental Navy, 215, 358, 923; captured by *Unicorn*, 223, 249, 249n. 923; recaptured by American troops, 223; mentioned 19, 36, 223n., 923n. (John Moody)
- Betsey*, brig: captured by *Rattlesnake*, 699 (Sam Gerrich)
- Betsey*, schooner: captured by *Galatea*, 1063 (James Lampheer)
- Betsey*, schooner: captured by *Charming Sally* and libeled, 309, 528n. (William Clark)
- Betsey* [Betsy], schooner: captured and tried by *Portland*, 35, 35n., 490 (John Holmes)
- Betsey*, schooner: captured by *Zephyr*, 360, 549 (Lebras)
- Betsey*, schooner, of New Hampshire: 151

- Betsy*, schooner: purchased for Continental service, 442
- Betsy*, British ship: **captured**: *Port Au Prince*, 527; engaged *Cotesworth-Pinckney*, 1033 (Loftus)
- Betsy*, ship: recaptured by *Hope*, 163 (Thomas Jarrold)
- Betsy*, ship: captured by *Emerald*, 1053 (Joseph Frith)
- Betsy*, sloop: captured and libeled by Americans, 1019
- Betsy*, sloop: captured by *Milford*, 638
- Betsy*, sloop: captured by *Diamond* and *Greyhound*, 1025, 1049 (Job Prince)
- Betsy*, sloop: captured by *Boreas* and *Badger*, 115, 115n., 395
- Betsy*, sloop: captured by *Hind*, 490 (Thomas Baker)
- Betsy & Ann*, sloop: captured by *Glasgow*, 273, 273n.
- Betsy & Sally*, schooner: captured by *Squirrel*, 724, 724n. (John Bayne)
- Betsy Frigate*, ship: 141 (Thomas Palmer)
- Betsy*, schooner: 131
- Betsy*, schooner: 354, 354n. (John Coram)
- Betsy*, schooner: captured by *Pearl*, 82-83
- Betsy*, ship: captured by *Diamond* and *Greyhound*, 1060
- Betsy*, ship: captured by *Phoenix*, 414, 414n., 1055 (George Shockley)
- Betsy*, ship: captured by *Unicorn*, 1059 (Jonathan Tucker)
- Betsy*, sloop: captured by *Portland*, 95, 95n., 490 (James Howland)
- Betsy*, sloop: captured by *Phoenix*, 58-59, 59n., 1055 (John Churchward)
- Betsy*, sloop: captured by *Scarborough*, 455, 455n.
- Bettengham [Bettenham], John: 42, 47
- Betty*, British Army Collier: captured by *Alfred*, 703, 743; recaptured by *Chatham*, 1062 (James Sutton)
- Betty*, brig: recaptured by *Cerberus*, 1062 (J. Brice)
- Betty*, brigantine: captured and tried by *Hawke*, 309, 464-65 (James Simonet)
- Betty*, ship: captured by *Reprisal*, 625, 658; mainfest of cargo, 625n.; renamed *Marguerite* and sold, 625, 632, 859 (Campbell)
- Betty*, ship: captured by Americans, 378 (Nicholas de Moulpied)
- Betty*, sloop: captured and burned by *Freedom*, 793, 793n., 800, 807, 815, 843, 863
- Beverly, Mass.: privateers fitting out at, 592; prizes sent into, 33, 97, 398; prizes sold at, 97, 167; inward bound vessels, 283, 359; mentioned, 54, 170, 376, 1044
- Bic, Ile du, Quebec: 739, 753, 754, 809
- Bickerton, Sir Richard (Capt., R.N.): **from**: Lords Commissioners of Admiralty, 601-02; mentioned, 768, 769, 794, 823 (*Terrible*)
- Bickley, —, wharf owner, Philadelphia: 147
- Biddle, Charles: 89, 89n.
- Biddle, Edward: 89, 89n.
- Biddle, Frances: 89, 89n.
- Biddle, James: **from**: Nicholas Biddle, 88-89, 89n.
- Biddle, Nicholas (Capt., Continental Navy): **to**: James Biddle, 88-89; **from**: Continental Marine Committee, 439-42, 471; mentioned, 198, 256, 442, 443, 471, 472, 702, 897-98, 1046n. (*Randolph*)
- Biddle, Owen: **from**: Nicholas Way, 430
- Biddlecomb [Beddcombe], John (Capt.): 20n., 309, 602 (*Margaret* [*Margaretta*])
- Bien Heureux*, ship: 1054 (Gaspar Giurlavi)
- Bienfaisant*, HMS: 858 (John Macbride)
- Biers [Byers], —, cannon founder: 228
- Bigelow [Bizeelow], Daniel (Capt.): 273n., 491 (*Ranger*)
- Bigers, —, of Martinique: 874
- Bilbao, Spain: American trade source, 141-42, 397, 692, 906; prizes sent into, 499-500, 542-43, 786, 862; American munitions source, 586, 760; inward bound vessels, 84, 360, 403, 499-500, 536, 549, 839; mentioned, 592, 923
- Bill, Ephraim (Capt.): 53
- Bill* [*Billy*] and *Mary*, ship: captured by *Phoenix*, 997, 1055 (John Burrows)
- Billingsport, N.J.: 213, 316
- Bindley, John: 789
- Bingham, William (Continental Agent, Martinique): concerning shipments of supplies for America, 61n., 296, 391, 670; commissioned privateers out of Martinique, 297, 335, 478, 943, 1042; concerning cooperation with governor of Martinique, 478, 955; **to**: Silas Deane, 175-76, 226; American Commissioners in France, 283-84, 450-52, 999-1000; **from**: Robert Morris, 224, 429; mentioned, 223, 296, 364, 901n.
- Binney, Dr. —: 244
- Binstead, George: 822
- Bird, Frederick (Pilot, Pennsylvania Navy): 1032-33
- Bird, Jacob (Capt., Pennsylvania Navy): 1033 (*Defiance*)
- Bird, John (Lt. Col., British Army): 234
- Birmingham, England: 649, 760
- Biscoe, George: appointed naval officer to Maryland Second Naval District, 221; to recruit seamen for Virginia Navy, 487-88
- Bishop, John [George] (Capt.): 490, 1061 (*Mermaid*)
- Bissell, Hezekiah (Maj., Rhode Island Militia): 1010
- Bite*, sloop: captured by *Hind*, 149, 149n., 490 (George Dames)
- Blachon, —: 991
- Black, James: building *Beaufort* galley, 25,

- 324, 349; **from**: South Carolina Navy Board, 324
- Black Prince*, ship: 593 (Wallace)
- Black Rock Harbor, Conn.: 466, 467
- Black Rover*, ship: captured by *Daphne*, 1053 (McReur)
- Black Sam, Negro seaman: 894
- Black Will, Negro seaman: 527
- Blackwall, England: 814
- Blaid, Joseph (Capt.): 325, 325n., 395-96, 396n., 1060 (*Timoleon*)
- Blair, Archibald: petition for privateer commission for *Freedom*, 914-15, 1041n.
- Blair, George (Capt., Queen's Loyal Virginia Regiment): 619
- Blair, James (Capt., Pennsylvania Navy): 236 (*Burke*)
- Blake, Edward (1st Commissioner, South Carolina Navy Board): 25, 114, 115n., 195, 293, 324, 349, 477, 922, 929, 968, 989, 1046
- Blaye, France: 502
- Blenheim*, HMS: prisoners on, 831, 831n., 834, 871, 879 (Broderick Hartwell)
- Blessin, Increase: 481
- Blewer, Joseph (Capt.): reappointed to Pennsylvania Navy Board, 102, 103; to fix sites for navigational obstructions, 112; appointed to committee, 192; to attend Pennsylvania Council meeting, 220-21; appointed naval port officer, Philadelphia, 270; mentioned, 306
- Bligh, Richard Rodney (Lt., R.N.): **from**: Lords Commissioners of Admiralty, 849-50 (*Wasp*)
- Bliss, James: 44
- Bliss, Jonathan: 44
- Block Island, R.I.: 296, 427, 778
- Blonde*, HMS: arrived Plymouth, 523; crew to remain intact, 529-30, 530n.; on convoy duty, 611-12, 704, 752; reinforcements on, 713, 1037; to join Howe's Squadron, 739; mentioned, 313 (Philemon Pownoll; John Milligan)
- Blount, John Gray: **to**: Richard Caswell, 32
- Blount, Joseph: appointed to North Carolina Court of Admiralty, 460n.
- Bluefields, Jamaica: 344, 567
- Blyth, William: 119
- Bobbis, John: 876
- Boden, Abijah (Capt.): libeled *Duke of Leinster*, 309; on shore in Ireland with crew, 722; mentioned, 157n., 308, 956 (*Rover*)
- Boden, Hitchens: **to**: Nathaniel Shaw, Jr., 919
- Boemerleh, Germany: 761
- Bogg, Archibald (Capt.): 837 (*Falmouth*)
- Boileau, —: 591
- Bois de Blanc, Lorient, France: 632
- Boldarey, John: 961
- Bolling, Robert (Lt., Virginia Navy): 174
- Bolton*, ship: captured by *Daphne* and *Thames*, 340, 340n., 1053 (William Stevens)
- Bolton, Thomas (Capt.): 76 (*Georgia*)
- Bombay Hook, Del.: 316, 341
- Bona, Joseph: 876
- Bond, — (Capt.): 520 (*William*)
- Bond, Thomas: 50
- Bonnacoe, Anthony: 286n.
- Bonnaire, West Indies: 82-83
- Bonneau, Anthony: 115
- Bontacon [Buntager], Peter (Capt.): 1059 (*William*)
- Boosen, Matthew (Capt.): 793n.
- Boothbay Harbor, Me.: 952, 953
- Bootle, [Booth], William (Capt.): 731, 731n., 781 (*Penelope*)
- Bordeaux, France: privateers at, 414, 502, 837, 853; American trade source, 204, 415, 418, 459, 544, 668-69; port of embarkation for Lafayette, 735; rendezvous point for Wickes' squadron, 745, 786, 791, 794, 847; inward bound vessels, 126, 283, 539, 707, 784, 795, 801, 807, 843, 878; outward bound vessels, 325, 396, 399, 625, 658, 680, 800, 815, 816, 1058, 1060; mentioned, 635, 760, 768n., 811, 864, 976, 997, 999, 1004
- Boreas*, HMS: Journal: 115, 125, 175; at Port Royal, 344; **captured**: *Betsey*, 115, 115n., 395; *Hope*, 161; *Mary*, 175, 175n.; *Will*, 161; unidentified sloop, 1020 (Charles Thompson)
- Borrowstouness, England: 592
- Boston*, Continental Navy Frigate: Journal: 1006-07; fitting out, 36, 104, 184, 209, 293, 302, 400, 400n., 419-20, 434-36, 452, 885, 923, 924n., 925, 931; crew's pay, 96, 436n.; deserters from, 98; cannon for, 180, 418; smallpox reported on board, 249; gunpowder for, 293, 318, 356, 360, 365, 400; regarding challenge issued by British ships, 400, 400n., 416, 621, 944; as threat to passage of Burgoyne, 695-96, 696n., 698; Army deserters enlisted on, 964, 994-95, 1034-35; sailed with *Hancock* and Massachusetts privateers, 1006-07, 1007n., 1007-09, 1018, 1023-24, 1027, 1031, 1040, 1043-44, 1049; mentioned, 286n. (Hector McNeill)
- Boston*, Massachusetts Privateer Ship: **captured**: *Hope*, 13; unidentified vessels, 37, 217, 217n.; **recaptured**: *Independence*, 164n., 210-11; *Piercy*, 309; mentioned, 398, 528n., 1032 (William Brown)
- Boston*, schooner: shipping articles, 84-85; at Martinique, 305; sold, 932 (Arthur McLellan)
- Boston, Mass.: prizes sent into, 4, 181, 234, 248, 424, 455, 528n.; Continental frigates at, 98, 318, 995, 1025; recruitment problems at, 186, 275, 1017; cartel *Two Pollys* at, 269; concerning establishment of Navy Board of Eastern Department at, 281, 379, 380, 920, 946; 74-gun ship to be built at, 211,

- 228; Maritime court at, 310, 932-33; gun-powder at, 315, 318, 365; rendezvous for Manley's squadron, 318, 350, 390; Board of Selectmen: Minutes: 391-92, 392n., 400; to: Allen Hallet, 391-92; Samuel Hartley, 392, 400; British attack on expected, 452, 931, 944; cannon sought at, 1003; prizes sold at, 1019; Massachusetts Navy Prison ship at, 1044; inward bound vessels, 5, 6, 20, 23, 140, 164, 208-09, 283, 287, 320, 324, 325, 377, 410, 425, 454, 455, 478, 546, 637, 638, 732, 743, 807, 837, 955; outward bound vessels, 19, 37, 209, 215n., 249n., 271, 335, 339, 353, 397n., 536, 638, 694, 737n., 768, 791, 807, 839, 1025, 1049, 1053, 1054, 1055, 1056, 1058, 1059, 1060; mentioned, 10, 18, 62, 99, 117, 144, 144n., 170, 215, 271, 281, 294, 305, 384, 490, 638, 694, 696, 794, 822, 852, 866, 878, 906, 908, 930, 997, 1007, 1017, 1025, 1049
- Boston Gazette*: 1777: 3 *Mar.*, 20; 10 *Mar.*, 74; 17 *Mar.*, 133; 24 *Mar.*, 118; 14 *Apr.*, 339-40; 12 *May*, 953; 26 *May*, 1031-32, 1032n.
- Boston Revenge*, schooner: 97n. (Stephen Mascoll)
- Boswell, James: *See* James Aitken
- Boucher, John Thomas (Capt., Virginia Navy): 1045 (*Congress*)
- Boudinot, Elias: 924, 1044
- Bouillé, François Claude Amour, Marquis de (Gov., Martinique and St. Lucia): arrived Martinique to assume command, 974-76; to: James Young, 974-76; from: James Young, 1030-31
- Boulogne*, HMS: 202, 294, 1043 (James Gordon)
- Boulogne, France: 546, 568
- Bourbon*, Continental Navy Frigate: building at Chatham, Connecticut, 21, 21n., 85-86; anchors to be purchased in France, 574, 574n.
- Boush, Goodrich (Capt., Virginia Navy): 272n. (*Washington*)
- Boutin, Son & Co.: 959
- Boux, Jacques (Capt., French Navy): proposed as commodore in Continental Navy, 582-83, 583n., 618n.; named to superintend building of two frigates, 617-18, 634, 672, 672n.
- Bovear, Charles: 876
- Bover, John (Capt., R.N.): 790-91
- Bow, Domonicas: 991
- Bowdin, Edward: 1035
- Bowdoin, James: from: John Langdon, 151
- Bowen, Edward: 44
- Bowen, Elijah (Lt., Continental Navy): 238, 875
- Bowen, Jabez (Col., Rhode Island Militia): 98, 99
- Bowen, Oliver (Commo., Georgia Navy): 268
- Bowers, David: 965
- Bowes, John (Capt.): 3 (*Ann*)
- Bowie, — (Capt.): 343 (*Mermaid*)
- Bowly, Daniel: 139, 292, 330n., 886n.
- Bowyer, George (Capt., R.N.): attitude toward prisoners, 585, 594, 594n., 767, 831n.; concerning prisoners with smallpox, 767, 767n. (*Burford*)
- Boyne*, HMS: 576, 812 (Robert Sawyer)
- Boze, — (Capt.): 705 (*Elizabeths Blessing*)
- Brackett, Joshua: to: William Whipple, 396-97
- Braddick, John: 1022
- Bradford, Ebenezer (Capt., Massachusetts Navy): from: Massachusetts Board of War, 19, 19n.; mentioned, 338 (*Pliarne*)
- Bradford, John (Continental Agent, Boston): settled Washington's Fleet prize accounts, 169-70, 170n.; ordered to purchase and fit out three vessels, 198; concerning cannon for *Raleigh*, 407; concerning ordnance stores for *Alfred*, 959; concerning convicted deserters, 1034-35; to: Continental Marine Committee, 302-03, 358-59, 398-99, 922-23, 970, 1018-19; John Hancock, 36, 155-56, 209, 249, 284-85, 358; Leonard Jarvis, 41, 46n., 345, 415; William Lux, 357; Massachusetts Council, 73-74, 951-52; John Moody, 19-20; Robert Morris, 36, 177-78, 274, 350, 923; Secret Committee, 26-27, 303; Nathaniel Shaw, Jr., 358; Daniel Tillinghast, 215; John Wreat, 1006; from: Continental Marine Committee, 169-70, 170, 198; Benjamin Franklin, 810-11; Esek Hopkins, 7n., Hector McNeill, 96; Robert Morris, 211; Nathaniel Shaw, Jr., 1003; Jonathan Williams, Jr., 803; mentioned, 7, 27, 56, 92, 92n., 151n., 286, 303n., 397, 399n., 410, 472, 474, 926
- Bradford, Joseph: 48
- Bradford, William: appointed to Pennsylvania Navy Board, 102, 103; on committee, 112; to: Pennsylvania Navy Board, 212-13; mentioned, 221
- Bradley, Aner (Lieut., Connecticut Militia): 484
- Bradley, James: 1039
- Bradley, Thomas: 239, 876
- Bradstreet, Northg.: 961
- Brady, — (Capt., British Army): 157-58, 274n.
- Brady, Jonathan: 286n.
- Brady, Joseph: 476
- Bragg, John: Diary: 855
- Brand, Nathan: 287n.
- Brand, William: 43
- Brandywine Flats, Delaware Bay: 347, 992, 1029
- Brannon, John: 129, 291
- Brannon, Mathew: 238, 876
- Brandsell, Richard: 43, 47

- Brathwaite, Richard (Capt., R.N.): to: Peter Parker, 152-53 (*Centurion*)
- Bray, John (Capt., R.N.): 844
- Brentford, England: 518
- Brest, France: French ships reported fitting out at, 160, 693; procurement of guns for *Raleigh* at, 474, 475; procurement of warships at, 526n.; French troops en route to, 533; British ships off, 604; privateers fitting out at, 836
- Brett, George: 214
- Brewer, Andrew: 46, 480
- Brewer, James: 189
- Brewer, Thomas: 482, 482n.
- Brice, Jacob (Capt., Continental Army): 299
- Brice, John (Capt., Pennsylvania Navy): 86 (*Vulcano*)
- Brice, Joseph (Capt.): 1062 (*Betty*)
- Bridgewater, Massachusetts: 970
- Briggs, James (Capt.): 1057 (*Harmony*)
- Briggs, James (Seaman, Continental Navy): 50
- Briggs, Mary: 187, 318-19, 319n.
- Bright, Francis (Capt., Virginia Navy): from: Virginia Navy Board, 1016 (*Northampton*)
- Brimstone*, Pennsylvania Navy Armed Boat 207, 421 (William Watkins)
- Brindley, John: 789
- Brisbane, John (Capt., R.N.): from: James Young, 382-85; mentioned, 80, 905 (*Flora*)
- Bristol*, HMS: Journal: 604-05, 605n; arrived at Spithead, 604-05, 605, 605n., 633-34; mentioned, 293, 633, 720-21 (John Raynor)
- Bristol, England: arson thwarted at, 404, 541, 610; inward bound vessels, 4, 248, 249, 570, 628, 715, 787, 788, 819; outward bound vessels, 71, 150n., 157, 193, 339, 360, 377, 499-500, 794, 956; mentioned, 82-83, 667, 705, 917
- Bristol, R.I.: 274
- Bristol, Negro rope maker: 429
- Bristol, Joseph: 429
- Bristol, Lord [Augustus John Hervey, 3rd Earl of Bristol] (R.Adm., R.N.): 199
- Bristol Channel, England: 803
- Bristol County, Mass.: 378, 1002
- Bristol Ferry, R.I.: 157, 158, 1025
- Britannia*, British Army Transport: 684 (John Watson)
- Britannia*, brigantine: captured by *Freedom*, 772, 772n., 795, 843, 863, 863n. (William Wicker)
- Britannia*, sloop: captured by *Milford*, 637, 638
- Britannia*, sloop: 947 (John Perkins)
- Brittania*, schooner: 20 (Amos Rider)
- Broad, William (Master's Mate, Continental Navy): 118
- Broad River, S.C.: 25
- Brockway, Thomas (Capt.): 218 (*George*)
- Bromfield, —: 763
- Bromfield [Brumfield], Thomas (Capt.): 431, 948
- Bronnington, James: 1039
- Brooke, Walter (Capt., Virginia Navy): recommended for promotion to commodore, 225; to aid Maryland Navy, 431-32; concerning state of row galleys, 476-77; from: Virginia Navy Board, 225, 317
- Brooks, —: 648
- Brooks, Benjamin: to: Continental Congress, 341; mentioned, 118
- Brooks, Bowyer [Boyer]: 102, 307
- Brooks, John (Capt., R.N.): from: Lords Commissioners of Admiralty, 558, 793-94 (*Belleisle*)
- Brooks, Skillon: 118
- Brooks, William: 1022
- Broome, John (Col., New York Militia): to: Abraham Ten Broeck, 1003; mentioned, 933
- Broome, Samuel & Co.: 1024
- Broomstone, Samuel (Capt.): 508 (*Friendship*)
- Brothers*, Maryland State Brig: 87, 88 (Ralph Moore)
- Brouard, —: 991
- Brousair, — (Capt., French Cavalry): 991
- Brown, —, of Fisher's Island: 110
- Brown, — (Capt.): 850 (*Trial*)
- Brown, — (Capt.): 850 (*Venus*)
- Brown, — (Capt., British Army): 916, 917
- Brown, Allen (Capt.): from: Esek Hopkins and Daniel Tillinghast, 34; mentioned, 28, 98
- Brown, Caleb: 50
- Brown, Campbell: 413
- Brown, Francis (Capt.): libeled *Betsey*, 309; ship captured by *Nonsuch*, 360, 403, 528n. as prisoner on *Blenheim* with his crew, 527, 831, 831n.; escaped from prison in England, 871 (*Charming Sally*)
- Brown, James (Capt.): 480 (*Satisfaction*)
- Brown, James (Capt., Pennsylvania Navy): 53, 58, 138 (*Tormentor*)
- Brown, John, of Boston: 378
- Brown, John, of Providence, R.I.: owner of *Polly*, 7-8; from: Daniel Tillinghast, 187
- Brown, John (Secretary, Continental Marine Committee): 198
- Brown, John (Seaman, Continental Navy): 47
- Brown, John (Lt., Continental Navy): 419-20
- Brown, Joseph, of Antigua: 413
- Brown, Joseph (Cook, on *Satisfaction*): 480
- Brown, Joseph (Master's Mate, Continental Navy): 46
- Brown, Nicholas: to: Continental Marine Committee, 1010; from: Josiah Hewes, 244

- Brown, Peggy: 187
 Brown, Philip (Lt., Continental Navy): 49, 118, 263, 266
 Brown, Robert: 43, 47
 Brown, Samuel: 413
 Brown, Thomas (Seaman, Pennsylvania Navy): 58
 Brown, Thomas (Capt.): 740 (*Diana*)
 Brown, William (Seaman, on *Lonsdale*): 818
 Brown, William (Capt., Pennsylvania Navy): 128, 147, 244 (*Putnam*)
 Brown, William (Capt.): 37, 164n., 211, 217n., 309, 1032 (*Boston*)
 Brown, William (Lt., R.N.): 983, 1001, 1037
 Brown Flats, Delaware Bay: 347
 Browne, — (Capt.): 3
 Browne, — (Capt.): 870
 Browne, Montfort (Gov., Bahamas; Brig. Gen., British Army): 455
 Brownson, Nathan: 411
 Bruars, Elias: 481
 Bruce, — (Capt.): 715 (*Cornwall*)
 Bruce, Stephen: to: Massachusetts Board of War, 279–80; mentioned, 4, 19, 55
 Bruere, George James (Gov., Bermuda): to: Lord George Germain, 383–87; from: Lord George Germain, 496, 732
 Brune, HMS: court martial of lieutenant, 101; at New York City, 196, 232–33, 486; ordered to Delaware Bay, 232–33; at Cape Fear, 295, 1033; prisoners set ashore at Cape Fear, 942, 956, 998; captured: *Dispatch*, 117–18, 1054; *Farmer*, 21, 21n., 234, 235n., 1054; *Gratitude*, 1055; *Harlem*, 1063; *La Marie Françoise*, 997, 997n., 1055; *La Tempête*, 1054; *Le Bien Heureux*, 1054; *Le Jason*, 21, 117, 1054; *Liberty*, 1055; *Lovely Meriam*, 1054; *Swiftsure*, 1054; *William*, 1054; *Winyaw*, 1054; *York*, 1054; recaptured: *Duntreath*, 1054, mentioned, 362, 617
 Bruneau, Francis: 876
 Brunswick, HM Schooner: ordered discharged, 983 (Edward Longcroft)
 Brusand, —: 859
 Brusstar [Bruster], Peter (Capt., Continental Navy): 429, 429n. (*Repulse*)
 Brustis, Paul (Lt., R.N.): 834n.
 Bryan, Mrs. —: 227
 Bryan, Edward: 1039
 Bryan, William: 1035–36
 Bryant, Charles: 46
 Bryant, William: 47, 50
 Bryer, William: 789
 Byrne, Henry (Capt., R.N.): from: James Young, 382–83; mentioned, 63, 79, 149, 903 (*Hind*)
 Brynen, John (Capt.): 195n., 1056 (*Speedwell*)
 Bryson, Andrew (Capt.): 684 (*Union*)
 Bubier, John: 480
 Buchanan, William: 174
 Buck, Philip (Lt., Pennsylvania Navy): 38
Buckram, Massachusetts Privateer Schooner: articles of agreement, 907–08, 908n.; cruising with *Hancock* and *Boston*, 417, 435–36, 436–37, 452, 908n., 923, 924–25, 1006–07, 1007n., 1018, 1023–24, 1027, 1049 (William Morony)
Buckskin, Maryland Privateer Schooner: commission granted, 139; captured by *Galatea*, 222, 1063 (Joseph Handy)
 Budden [Budn], James (Capt.): 1013 (*Rattlesnake*)
 Buddington, Eliphalet: 286n.
 Bude, Samuel: 287n.
 Bulkeley, Richard (Secretary, Nova Scotia Council): to: Henry Newton, 356, 356n.
 Bulkley, Charles (Master, Continental Navy): 42
 Bulkley, Charles (Capt.): 1053 (*Ann*)
 Bulkley, John (Capt.) 111n., 167, 169n., 393, 394n., 1058 (*Oliver*)
 Bull, William: 1024
 Buller, John (Lord Commissioner of Admiralty): 789
 Bullfinch, —: 708–09
 Bullion, —: 226
Bulloch, Georgia Navy Row Galley: 268, 268n., 917 (Hatcher)
 Bunker, Solomon (Capt.): 259n., 491 (*Rose*)
Bunker Hill, Massachusetts State Ship: 84
 Bunker's Hill, Massachusetts: 878
 Burch, David (Capt.): 1061 (*Good Intent*)
 Burch, Thomas: 45, 48
 Burchel, James: 129
 Burchell, William (Lt., R.N.): 983, 1037, 1038
 Burchmore, Zachariah (Capt.): 203 (*Hector*)
 Burdet, William: 1050
 Burdett, —: 93, 244
 Burdick, James: 50
 Burdon, George (Lt., R.N.): appointed to command, 740 (*Drake*)
 Burdon, George (Lt., R.N.): to: Clark Gayton, 968 (*West Florida*)
Burford, HMS: prisoners on, 585, 594, 613–14, 628, 730, 744, 764–65, 767; mentioned, 587, 831n., 834n. (George Bowyer)
 Burgen, William: 112
 Burger, Peter: 50
 Burgoyne, John (Maj. Gen., British Army): sailed from England, 495, 633, 682–83, 712, 739, 742, 764; portrait of, 697*; arrived Quebec, 885; rumored to attack Boston, 923, 1000; joined army at Lake Champlain, 1037; to: Philemon Pownoll, 644, 662, 696–98, 703, 704–05; Lord Sandwich, 695–96
 Burk, Peter, Negro seaman: 513, 515
 Burke, Edward (Lt., Continental Navy): 263, 266

- Burke, Edward (Lieut., Continental Marines): 119
- Burke, Thomas (North Carolina delegate to Congress): member of Continental Marine Committee, 275, 328, 411; elected, 460; **from**: Joseph Hewes, 67; Samuel Johnston, 382
- Burke, William (Capt.): exchange of, 304, 401; mentioned, 1063 (*Warren*)
- Burley Castle*, brig: captured by *Badger*, 162
- Burlington, N.J.: 53
- Burnaby, Sir William Chaloner (Capt., R.N.): 345 (*Merlin*; *Milford*)
- Burnam, Elijah: 98
- Burnam, Josiah (Master, Connecticut Navy): 319
- Burnel, Jonathan: 328
- Burnell, John (Capt.): 246, 247 (*Montgomery*)
- Burnham, Mark (Capt.): 58, 136n., 1053 (*Judith*)
- Burns, —: 221
- Burns, Thomas: 44
- Burns, William: 45
- Burr, John (Capt., R.N.): 621 (*Milford*)
- Burroughs, Benjamin: 42
- Burroughs, Ezekiel (Lt., Continental Navy): appointed to command, 28, 294; mentioned, 1025 (*Hampden*)
- Burrows, Jere. (Capt.): 1055 (*Royal George*)
- Burrows, John (Capt.): 459n., 1055 (*Billy and Mary*)
- Burt, W. Mathew (Gov. Antigua): **from**: Lord Howe, 388; mentioned, 900-01, 950
- Burt, William: 724, 724n.-25n.
- Bush, Jonathan: 21
- Bushell, Peter (Capt.): 148, 148n., 1054 (*Charming Nancy*)
- Bushnell, David: 407
- Bussel, William Marchant (Capt.): 613, 613n. (*Tartar*)
- Bute*, HM Armed Vessel: arrived Spithead, 523; on convoy duty, 634, 673, 683-84, 685, 685n., 739, 799; Hill appointed to command, 692, 741n. (Anthony Parry; Benjamin Hill)
- Butler, John: 163
- Butler, Thomas: 789
- Buzzell, Abraham: 961
- Byram River, N.Y./Conn.: 188
- Cabarrous, —: 991
- Cabot*, HM Brig (formerly Continental Navy Brig *Cabot*): painting of, 373*; American prisoners impressed on, 1043; surveyed and ordered taken into Royal Navy, 1047 (Edward Dod)
- Cabot*, Continental Navy Brig: Journal of officers: 183, 185-86, 195-96, 209, 215, 226, 230, 249, 260, 268-69, 284, 301; ready to sail, 36, 142; supplies for, 151, 151n.; at Boston, 184, 361; captured by *Milford*, 163, 183, 183n., 185-86, 186, 195-96, 228, 230, 230n., 280-81, 302, 335, 361, 396, 820, 1062; court of inquiry into loss of, 350, 357, 359, 372-74, 398; tried and condemned, 929-30; **captured**: *Lowther*, 187, 319n.; mentioned, 66n., 120, 178, 178n. (Joseph Olney)
- Cabot, Andrew: 202, 969-70
- Cabot, George: **to**: Massachusetts Council, 202-03
- Cabot, John: 202
- Cadenet [Godnet], Etienne (Capt.): 388, 1058 (*Perfect*)
- Cadery, James: 76
- Cadiz, Spain: inward bound vessels, 504, 543, 625, 625n., 658, 781, 793, 807; outward bound vessels, 699; mentioned, 404
- Cadogan, Thomas (Lt., R.N.): 161, 454, 461, 989 (*Racehorse*; *Porcupine*)
- Caesar*, British ship: captured by *Fanny*, 977, 1021, 1022n.; sold, 1041 (O'Brien)
- Caicos Islands, Bahamas: 968
- Calais, France: 546, 568, 842, 846, 861
- Calder, Robert (Lt., R.N.): 768
- Caldwell, Andrew: reappointed to Pennsylvania Navy Board, 102, 103; mentioned, 346
- Caldwell, Benjamin (Capt., R.N.): 23, 35, 58, 113, 147, 182, 267, 348, 389 (*Emerald*)
- Caldwell, Nicholas: 239, 876
- Caledonia*, British Transport: 38, 351, 784n. (Alexander McKinlay)
- Calf Pasture Point, R.I.: 109
- Calhoun, James: 139, 1045
- Callaghan, Charles: 1034
- Callahan, John: 298-99
- Callender, Eleazer (Capt., Virginia Navy): **from**: Virginia Navy Board, 363; mentioned, 257, 258, 422 (*Dragon*)
- Calne, England: 648
- Calvert, — (Capt.): 593 (*Juilliott*)
- Calvert, John, of Charleston: **from**: South Carolina Navy Board, 115
- Calvert, John (Capt., Virginia Navy): **from**: Virginia Navy Board, 125; mentioned, 11, 258 (*Norfolk Revenge*)
- Calvert, Joseph (Capt.): 913 (*Steady Friends*)
- Cambridge, Mass.: 156
- Camden*, Pennsylvania Navy Row Galley: 182 (Edward Yorke)
- Camel*, HMS: on convoy duty, 548, 634, 673, 683-84, 685-86, 739, 799; Finch appointed to command, 692, 741 (William C. Finch)
- Cameron, —: 227
- Cameron, Allan (Lieut., British Army): 619
- Cameron, James **to**: Continental Congress, 314
- Camilla*, HMS: Journal: 195, 300-01, 321-22, 347-48, 388-89, 444, 1015; Linzee appointed to command, 77, 342; appointment disapproved, 485-86, 486n.; refitting at Antigua, 77, 80, 90, 295, 342; off Sombbrero, 195; off Delaware, 321-22, 388, 407, 991-92,

- .1029n.; *Morris* chased ashore and blew up, 322; chased unidentified prize of *Lyon* ashore and burned, 347, 1058; at New York, 361; off Cape May, 444, 1015; **captured**: *Fanny*, 490; *Perfect*, 388-89, 389n., 1058; *Ranger*, 490, 1058; unidentified vessels, 394, 444, 1058; **recaptured**: *Mackarel*, 150, 150n.; *Marquis of Rockingham*, 150, 150n.; mentioned, 321n., 342n., 346 (Charles Phipps; John Linzee)
- Campbell, — (Capt.): 625, 658, 688 (*Betty*)
- Campbell, — (Lt., R.N.): 790-91
- Campbell, Archibald (Lt. Col., British Army): 808
- Campbell, Archibald (Seaman, New York Navy): 207
- Campbell, George: 129
- Campbell, James: 139
- Campbell, John: elected to North Carolina Court of Admiralty, 460, 460n.
- Campbell, John (Seaman, Continental Navy): 828n.
- Campbell, William: 240
- Campbell, Zachariah: 221
- Campe, Pierre de (Capt.): 399n., 419n., 424 (*Dutchess of Mortimer*)
- Canada: attack on Ticonderoga expected from, 366; American retreat from, 669; proposed conquest of, 689; mentioned, 530n., 1049
- Caney, Joseph (Capt.): 1060 (*Sophia*)
- Cannon*, schooner: captured by *Boreas*, 395 (Archibald M'Neill)
- Cannon*: needed for: *Virginia*, 955-56; *Raleigh*, 970, 970n.; *Resistance*, 1003
- Cannons*, Simon: 152-53, 362
- Canso, Nova Scotia: 398n., 399
- Canso, Gut of, Nova Scotia: 327
- Canterbury, England: 652, 653
- Cap-Haitien [Capt François], St. Domingue: American trade source, 17, 26, 40, 73, 132-33, 332, 393, 394, 395, 440, 441; British warships off, 440-41; inward bound vessels, 90, 115, 283, 395, 440, 441, 680; outward bound vessels, 26, 393, 394, 395, 440, 441, 997, 997n., 999, 1055, 1056, 1057, 1059, 1061, 1063; mentioned, 298, 817, 929
- Cape Ann, Mass.: British warships off, 183, 196, 365, 374, 397, 454-55, 479, 629, 637, 638, 1025; Manley's squadron off, 249, 1018, 1021, 1023, 1049; prizes sent into, 250, 405; inward bound vessels, 58, 301, 478, 1034; outward bound vessels, 302, 1049, 1054; mentioned, 136, 148, 170, 274, 374, 1017, 1038
- Cape Barfleur, France: 620, 631, 652, 730
- Cape Blanco [Cap Blanc], Mauritania: 578
- Cape Breton Island, Nova Scotia: 312, 529n., 1062
- Cape Charles, Va.: British warships off, 27, 37, 39, 117, 214., 431, 942, 1013, 1048, 1050; mentioned, 245, 296, 690, 963, 964
- Cape Clear, Ireland: 792, 793, 794n., 807, 818, 819, 851, 853
- Cape Coast Castle, Ghana: 578-79
- Cape Cod, Mass.: British warships off, 393, 638; mentioned, 823, 824
- Cape Cod Bay, Mass.: 924
- Cape de la Hague, France: 620, 651, 652, 693, 730
- Cape Fear, N.C.: British warships off, 370-71; *Brune* and *Merlin* set prisoners ashore at, 942, 998, 1033
- Cape Fear River, N.C.: defence of, 11; *America* captured in, 871; *Cotesworth-Pinckney* sought refuge in, 1033; outward bound vessels, 1054, 1055
- Cape Finisterre, Spain: American privateers off, 517, 528n., 538, 599; limit of Royal Navy cruising station, 558, 637, 642, 721, 746, 858; mentioned, 503, 523, 663, 796
- Cape Florida, Fla.: 454, 461
- Cape Fourchu [Forsoe; Vison], Nova Scotia: 359, 396
- Cape François: *See* Cap-Haitien
- Cape Henlopen, Del.: British warships off, 123, 138, 256, 270, 277, 321, 322, 330-31, 346-47, 388, 444, 476, 487, 778, 974; mentioned, 67, 86, 87n., 93, 394, 394n.
- Cape Henry, Va.: British warships off, 6, 27, 35, 37, 39, 58, 58-59, 88, 113, 117, 182, 214, 249, 267, 271, 348, 389, 404, 414, 431, 459, 942, 1013, 1048, 1050; mentioned, 19, 214, 245, 296, 690, 878, 963
- Cape Isabella, St. Domingue: 957
- Cape Lahou, Ivory Coast: 578
- Cape Lookout Bay, N.C.: 272
- Cape May, N.J.: British warships off, 129-30, 147, 347-48, 430, 444, 476, 998, 1015; American protection of, 340-41, 363, 367, 367-68, 368-69, 394; mentioned, 322, 1029
- Cape Ortegá, Spain: 503, 536, 558, 637, 707
- Cape Porpoise, Me.: 284, 301,
- Cape Race, Newfoundland: 504
- Cape Roca [Rock of Lisbon], Portugal: 503, 773
- Cape Romain, Fla.: 1033
- Cape Sable, Nova Scotia: 337
- Cape St. Nicolas Mole, St. Domingue: *See* Mole St. Nicolas
- Cape Sambro, Nova Scotia: 638
- Cape San Rafael [Raffaie], Hispaniola: 237
- Cape Tiburon, St. Domingue: 667
- Capel*, ship: 3, 218 (John Curling)
- Carabasse, —: 595, 622
- Card, Job: 419
- Carleton*, HM schooner: 986 (Edward Longcroft)
- Carleton*, Sir Guy (Maj. Gen., British Army): authorized construction of naval vessels, 528; concerning reinforcements on the Lakes, 633, 982; ordered Lutwidge to command forces

- on Lake Champlain, 983, 1037; mentioned, 312, 327, 524, 633
- Carlisle*, bark: 97 (James Blerver)
- Carlisle, Pa.: 299
- Carlisle Bay, Barbados: British vessels at, 78, 902, 903, 904, 998; mentioned, 565
- Carmichael, William: evaluated ship at Folkestone for Continental Navy, 568-69, 569n.; recruited English seamen to serve America, 726; concerning Conyngham's use of Dunkerque, 728, 838, 842; concerning possible French and Spanish refusal of peace terms, 759; concerning Aitken's plot, 860; to: Silas Deane, 537-38, 543-44; mentioned, 759, 767, 875
- Carnan, Charles (Capt., Maryland Militia): 31
- Carne, John (Capt.): 82-83 (*Penguin*)
- Carns, Edward: 823
- Carolina Packet*, ship: captured by *Broome*, 678 (Mark Towel)
- Carpenter, Isaac: 45
- Carr, Elias: 42
- Carr, John (Lieut., Continental Marines): 877
- Carren, Thomas: 925
- Carroll, Charles, of Carrollton: to: Charles Carroll, Sr., 946, 955, 1025; mentioned, 1026
- Carroll, Charles, Sr.: from: Charles Carroll of Carrollton, 946, 955, 1025
- Carron*, ship: captured by Americans, 574 (William Montgomery)
- Carson, James: 115
- Carson, William: 115
- Cartagena, Spain: 543
- Carter, David: 482, 482n.
- Carter, Edward: 935
- Carter, Elizabeth: 726
- Carter, Samuel (Capt.): 77 (*Morant*)
- Carter, William (Midn., Maryland Navy): 76
- Carter, William (Seaman, Pennsylvania Navy): 935
- Carteret, Peter (Capt., R.N.): from: James Young 382-83; mentioned, 903 (*Druid*)
- Cartwright, Thomas (Capt.): 1053 (*Two Friends*)
- Carty, — (Capt.): 183 (*Jenny*)
- Carver, Nathaniel: from: Massachusetts Board of War, 204-05
- Cary, Joseph: 965
- Cary, Phineas: 146
- Carysfort*, HMS: 108, 120, 737, 738 (Robert Fanshaw)
- Casco Bay, Me.: prizes sent into, 434, 1034; inward bound vessels, 638, 1027, 1034; outward bound vessels, 637, 638; mentioned, 1044
- Casey, John: 1039
- Casquets, The, Channel Islands: 652
- Cassenove, —: 939
- Castel, Peter: 876
- Castle Harbor, Bermuda: reinforcements requested for, 383; British warships in, 387, 395; mentioned, 248
- Castle Island, Mass.: 167, 180, 376, 418
- Castor*, HMS: captured: *Nancy*, 976
- Caswell*, Virginia Navy Row Galley: building at South Quay for use in North Carolina waters, 174, 175n. (Willis Wilson)
- Caswell, John: 45, 481, 482n.
- Caswell, Richard (Gov., North Carolina): portrait of, 229*; from: John Ancrum, 273; J.G. Blount, 32; John Forster, 11-12; Patrick Henry, 247; Joseph Hewes, 228, 271-72, 981; George Washington, 235n.
- Caswell, Simon: 480
- Cat Island, Bahamas: 17n.
- Catawagh [Catawow; Catawowe], Joshua: 44, 119
- Catharine*, schooner: captured by *Pelican*, 490
- Caton, —: 226
- Caton [Chatton], Isaac (Capt.): 148, 277
- Caulfield, Toby (Capt., R.N.): to: Sir Peter Parker, 152-53; mentioned, 121, 428 (*Chatham*)
- Cave, Thomas: 1039
- Cayenne, French Guiana: 975, 976, 1054
- Cayton, Thomas: 119
- Cazneau, Isaac (Capt.): 350, 350n.
- Cedar Point, Conn.: See Compo Bay
- Centaur*, HMS: 812n. (Richard Hughes)
- Centurion*, HMS: off Dyers Island, 98-99, 152-53; court martial on, 152-53, 153n. (Richard Braithwaite)
- Cerberus*, HMS: Journal: 109, 319; in Narragansett Bay, 109-10, 158, 319; exchange of prisoners on, 335; captured: *Betty*, 1062; *Success*, 1062; recaptured: *Betty*, 1062; mentioned, 305 (John Symons)
- Ceres*, HMS: 828-29 (Samuel Warren)
- Ceres*, French ship: 608
- Ceronio, Stephen (Continental Agent, Cape François): 380, 440, 441, 443, 472, 897
- Chace, William (Capt.): 724 (*Diamond*)
- Chaddock, John: 961
- Chads, Henry (Lt., R.N.): 327
- Chadsey, William: 50
- Chadwick, John: 50
- Chafarinas [Zaferinas] Islands, Spanish Morocco: American admiralty court proposed at, 630, 645, 645n.
- Chaffault, Louis Charles, Comte de (V. Adm., French Navy): fleet not ready to sail, 515; ordered to halt American privateers cruising on French coast, 614; from: Louis XVI, 603-04; Gabriel de Sartine, 816-17
- Chaleur, Bay of, New Brunswick/Quebec: 613, 676
- Champion*, ship: captured by *Perseus*, 490, 1057; condemned, 490 (Joseph Haskell)

- Champion*, ship: captured by *Oliver Cromwell*, 917 (Fellows)
- Champlin, Christopher: **from**: Josiah Hewes, 1032
- Champlin, Isaac (Capt.): 320 (*Polly*)
- Champlin, Ladwick (Capt.): 1062 (*Lyon*)
- Champlin, Samuel, Jr. (Capt.): **to**: Nathaniel Shaw, Jr., 67-68; mentioned, 37, 100, 160, 251, 262, 275, 311, 466n. (*American Revenue*)
- Champney, —: 945
- Chance*, Pennsylvania Privateer Sloop: **captured**: *William*, 520 (James Armitage)
- Chance*, South Carolina Privateer Brigantine: captured by *Hound*, 26, 41, 41n., 395 (Jacob Johnston)
- Chance*, ship: captured by *Pearl*, 1057 (John Verden)
- Chance*, sloop: captured by *Juno*, 158, 393, 1058
- Chandler, —: 831
- Chapel, John: 44
- Chapin, Seth (Lt., Continental Navy): 263, 266
- Chapman, Daniel: 481
- Chapman, John (Lt., R.N.): **from**: James Young, 382-83, 462-63; mentioned, 63, 79, 901, 904 (*Shark*)
- Chapman, John (Lt., Connecticut Navy): appointed to *Oliver Cromwell*, 319; mentioned, 310
- Chapman, Joseph (Capt.): 666, 694, 771 (*Versailles*)
- Chapman, Perins: 996
- Charant, France: 538
- Chard, England: 649
- Charles III, King of Spain: 446-47, 645, 750, 911
- Charles City, Va.: 222
- Charles City County, Va.: 267
- Charleston, S.C.: *Randolph* refitting at, 88-89, 224, 256, 292-93, 331, 440, 442; prizes sent into, 104, 403, 427, 801; British warships off, 150, 395, 432-33; inward bound vessels, 19, 26, 67, 69, 88-89, 276, 351, 378, 724, 815, 940; outward bound vessels, 195, 370-71, 454, 454n., 461, 590, 758, 784, 801, 807, 816, 843, 866, 866n., 869-70, 937, 997; mentioned, 25, 114, 255, 299, 349, 477, 539, 540, 646n., 801, 817, 818n., 922, 928, 942
- Charlestown, Mass.: 177, 878
- Charlotte*, British Army Victualler: 1037 (Sanderson)
- Charlotte*, snow (formerly *Generous Friends*): 859
- Charming Nancy*, ship: captured by *Emerald*, 147, 148n., 1054 (Peter Bushell)
- Charming Nancy*, sloop: captured by privateers, 461 (Stafford Amory)
- Charming Sally*, Rhode Island Privateer Sloop: captured by *Nonsuch*, 527-28, 528n.; crew transferred to Mill Prison, 871, 880; crew not allowed to enlist in Royal Navy, 879, 879n.; **captured**: *Betsey*, 309; *Hannah*, 340, 340n., 360, 361n. (Francis Brown)
- Charming Sally*, ship: captured by *Liverpool* 1063
- Charmondy, John: 128, 291
- Charpentier, — (Capt.): 976 (*Oiseau*)
- Charter Street*, ship: 1061 (Andrew Rogers)
- Chase*, Maryland Privateer Ship: 458 (Benjamin Chew)
- Chatham*, HMS: Journal: 121; in Narragansett Bay, 121, 335, 1048; **captured**: *Betty*, 1062; *Lucretia*, 1058; *Three Friends*, 1058; mentioned, 363 (Toby Caulfield)
- Chatham*, Pennsylvania Navy Row Galley: 22, 1004 (George Garland)
- Chatham*, sloop: 109 (Philip d'Auvergne)
- Chatham, Conn.: 21, 21n.
- Chatham, England: 599, 647, 758
- Chatham, Mass.: 1059
- Chatham, Lord [William Pitt, Earl of Chatham]: 722
- Chaulieu, — de: 835
- Chaulkley* [*Chakley*], ship: captured by *Massachusetts*, 248-49, 787, 788n., 819 (James Furse)
- Chaumont, Jacques Donatien Le Ray de: concerning proposed American admiralty court on Chafarinas Islands, 630; mentioned, 728
- Chebogue [Gabogue; Jabogue] Harbor, Nova Scotia: *Cabot* run ashore at, 196, 196n., 228, 357, 361, 929
- Cherbourg, France: 649, 650
- Cherry Stone Harbor, Va.: 113, 200
- Chesapeake Bay: British warships blockading, 6, 10, 20, 21, 36, 37, 38, 39, 75, 178, 197, 232, 233, 306, 362n., 431-32, 702, 885, 963; possible destination of Howe's squadron, 234, 291; Hotham's squadron wintered in, 342; Maryland and Virginia navies to defend, 476-77, 898; inward bound vessels, 295, 927; outward bound vessels, 232, 702; mentioned, 61, 67, 93, 243, 278, 424
- Chester*, Maryland Navy Row Galley: launched and waiting for rigging, 123-25, 927-28, 928n.; supplies for, 171-73 (Thomas Coursey)
- Chester, Pa.: 129, 138, 316, 921, 1004
- Chester, John (Carpenter, Continental Navy): 238, 875
- Chester River, Md.: 221
- Chesterfield County, Va.: 222
- Chestertown, Md.: 987, 988
- Chew, Benjamin (Capt.): 458 (*Chase*)
- Chew, Samuel (Capt., Continental Navy): 1003 (*Resistance*)
- Chickahominy River, Va.: Virginia Navy shipyard on, 94, 154, 267, 414; *Dragon* building on, 413
- Child, John: 122
- Chincoteague Inlet, Va.: 75, 93, 244, 1050

- Chinnery, St. John (Capt., R.N.): 233, 287 (*Daphne*)
- Chippenharn, England: 648
- Chivers, Thomas (Capt.): 701 (*Three Friends*)
- Choiseul-Stainville, Étienne François Duc de: 502
- Choptank River, Md.: 221
- Chote, Adam: 109
- Chrisham, Hugh (Mate, on *Betsey*): 699
- Christian VII, King of Denmark: 556, 682
- Christian, Hugh Cloberry (Lt., R.N.): to: James Young, 12-14, mentioned, 295
- Christian Sound, Scotland: 819
- Christiana, Del.: 430
- Christiana Creek, Del.: 235
- Christie, John (Capt., Pennsylvania Navy): 102 (*Vesuvius*)
- Christopher*, British Army Transport: 684 (Christopher Dousland)
- Christopher, John: 286n.
- Chronometer: Harrison's, 673-74
- Church, Constant (Master's Mate, Continental Navy): 118
- Church, Joseph: 1050
- Churchill, John (Capt.): 218 (*Nancy*)
- Churchward, John (Capt.): 59n., 1055 (*Betsy*)
- Clanning, Edward: 43
- Clarendon*, British Letter of Marque Ship: 866
- Clarissa*, ship: captured by *Mermaid*, 1059 (Noah Miller)
- Clark, —: 121
- Clark, Mrs. —: 121
- Clark, — (Lt., R.N.): 547
- Clark, — (Capt.): 850 (*Swift*)
- Clark, Abraham: appointed to Continental Marine Committee, 154, 275
- Clark, David: 239, 876
- Clark, James (Seaman, R.N.): 63
- Clark, James (Seaman, Continental Navy): 481
- Clark, James (Seaman, on *Boston*): 85
- Clark, Jonathan (Capt.): 114n., 1054 (*Dolphin*)
- Clark, Dr. Parker: 401
- Clark, Seth (Lt., Continental Navy): taken prisoner as captain of *Unity*, 723-24, 724n., 735n.; appointed lieutenant on *Dolphin*, 770, 770n.; mentioned, 766, 848
- Clark, Thomas: 45
- Clark, William (Capt., Pennsylvania Navy): 277, 307 (*Aetna*)
- Clark, William (Capt.): 309, 528n. (*Betsey*)
- Clark, William (Seaman, on *Satisfaction*): 480
- Clark & Milligan: to: William Knox, 877
- Clarke, James: 48
- Clarke, Joseph (Treasurer, Rhode Island): 7, 325-26, 919
- Clarke, Nathan: 89, 89n.
- Clarkson, Levinus (Continental Agent, South Carolina): from: Continental Marine Com-
mittee, 442-43; mentioned, 255, 937, 1006
- Clayton, Samuel W. (Lt., R.N.): 990 (*Strombolo*)
- Clear, Mathew (Master's Mate, Continental Navy): 238, 875
- Cleaveland, David: 1031-32
- Cleaveland, Rev. Ebenezer: concerning release of prisoners on *Renown*, 209-10, 1044; to: Massachusetts Council, 209-10
- Cleaveland, Stephen (Capt.): 923 (*Dispatch*)
- Clements, James: 833
- Clinton, George (Brig. Gen., Continental Army): to: George Washington, 987; mentioned, 235
- Clinton, Sir Henry (Lt. Gen., British Army): arrived in England, 617; returned to New York, 781; mentioned, 292, 531
- Clisson [Cliston], Benjamin (Capt.): 394n., 1058 (*Three Friends*)
- Clough, Thomas: 399
- Clouston, John (Capt., Massachusetts Navy): to: Massachusetts Board of War, 731, 772, 793, 863; from: Massachusetts Board of War, 142; mentioned, 793n., 857 (*Freedom*)
- Clutterbuck, —: 108
- Clyde, Scotland: outward bound vessels, 864; mentioned, 784, 784n., 801
- Clymer, —: 199
- Clymer, George: 328
- Coas [Cooes], William (Capt.): 250 (*Warren*)
- Coates, William (Capt.): 684 (*Archer*)
- Cobb, Isaac (Capt.): 460
- Coburn, —: 316
- Cochran, James: 129
- Cochran, John (Capt.): 82-83, 1061 (*Peggy*)
- Cochran, Robert (Capt., South Carolina Navy): leased shipyard to South Carolina Navy Board, 115, 293, 447; relieved from command of *Notre Dame*, 988; from: South Carolina Navy Board, 114; mentioned, 299, 342, 539, 539n. (*Notre Dame*)
- Cochran, T.J. and W.: from: Cornelius White, 971-72
- Cockerton, Robert: 988
- Cod, — (Capt.): 539 (*George*)
- Codwise, George (Capt.): 155n., 490 (*Adriana*)
- Coffin, Alexander: 244
- Coffin, Edward (Capt.): 1063 (*Nevis*)
- Coffin, Elisha (Capt.): 458, 1061 (*Phoenix*)
- Coffin, Enoch (Capt.): 395 (*Betsey*)
- Coffin, Francis: 825, 827, 828
- Coffin, Timothy (Capt.): to: Nicholas Cooke, 1048; mentioned, 171 (*Diamond*)
- Coffin, Tristram (Capt.): to: Massachusetts Board of War, 65, 200-02; mentioned, 305 (*Paris*)
- Coffin, William (Capt.): 82-83, 1057 (*Adventure*)
- Cogan, Isaac: 46
- Cohasset, Mass.: 463

- Coit, John: 43, 47
 Coit, William (Capt., Connecticut Navy): relieved from command of *Oliver Cromwell*, 319, 320; requested examination of causes for dismissal, 402-03; **to**: Jonathan Trumbull, 133-34, 153-54, 205-06, 310-11; **from**: Jonathan Trumbull, 320; mentioned, 135 (*Oliver Cromwell*)
 Colbert, ship: 451
 Colchester, England: 568-69
 Colderwood, John: 961
 Coldstream, William (Capt.): 740 (*Friendship*)
 Cole, Jacob (Capt.): **from**: Massachusetts Board of War, 19, 19n.; mentioned, 55, 338, 338n. (*General Lincoln*)
 Cole, John: 251, 252
 Cole, Norton (Lt., South Carolina Navy): 200
 Cole, William (Capt.): appointed to command *Oliver Cromwell*, 463; mentioned, 592, 592n. (*True Blue*; *Oliver Cromwell*)
 Coleburn, Francis: 239, 876
 Colehan, Charles (Capt.): 274n., 1060 (*Polly*)
 Coleman, Thomas (Capt., British Marines): 78
 Coleston, Joseph: 239, 876
 Coleston, Thomas: 239, 876
 Collas, George (Capt.): 218 (*Venus*)
 Collier, Sir George (Capt., R.N.): concerning prisoner exchange, 65, 91, 304, 402, 1043; concerning defence of Fort Cumberland, 643; concerning disposition of Continental fleet, 1016-17; **from**: Massachusetts Council, 400-01; mentioned, 54, 234, 327, 335, 433, 685 (*Rainbow*)
 Collimes, — de (Capt., French Army): 974
 Collineux, Jean (Capt.): 1057 (*Union*)
 Collingwood, — (Lt., R.N.): 547 (*Union*)
 Collins, Daniel (Capt.): 398n., 933 (*Hawk*)
 Collins, John (Private, Continental Army): 205
 Collins, John (Capt., R.N.): 384 (*Nautilus*)
 Collinsworth, — (Midn., R.N.): 1036
 Collis, George (Capt.): 1053 (*Moore*)
 Colpoys, John (Capt., R.N.): **from**: James Young, 382-83; mentioned, 78, 116, 900, 902-03 (*Seaford*)
 Columbus, Continental Navy Ship: muster list, 118-20; manning, 142; crew's pay, 152; former crew members enlisted in Continental Army, 191; iron ballast to be used to cast *Raleigh's* cannon, 472; Hoysteed Hacker appointed to command, 980; officer appointments, 980-81; **captured**: *Lord Lifford*, 807-08, 808n. (Joseph Olney; Hoysteed Hacker)
 Columbus, ship: 957 (Patrick Barry)
 Colven, James (Capt.): 914-15 (*Freedom*)
 Colyer, John: 463
 Comet, HM Sloop: 567n., (William Swiney)
 Comet, South Carolina Navy Brigantine: desertion, 894; **captured**: unidentified vessel, 801; mentioned, 378; 928-29 (Edward Allen)
 Commissary of Marine, Nantes, France: 769
 Commissioners of Customs, Clyde, Scotland: 784
 Commissioners of the Land Tax: **from**: Philip Stephens, 789-90
 Commissioners for Sick and Hurt Seamen: See Admiralty, British
 Commissioners for Trade and Plantations: 553
 Companion, Peter: 311
 Compo [Capone] Bay, Conn.: 455
 Comte de Maurepas, French ship (formerly *St. John*): offered for sale to Americans, 521; description, 535-36, 536n., 545; recommended for purchase, 642
 Comte de Vergennes, French ship: purchased for Congress, 586; inspected, 596-97; loading ordnance and stores for America, 594-95, 635, 635n., 650, 665, 665n., 708; fitting out, 665, 665n., renamed *Thérèse*, 732, 732n., 769, 817; mentioned, 722-23
 Conanicut Island, R.I.: 121
 Concord, French ship: 573-74, 586, 650 (Harris)
 Confederacy, Continental Navy Frigate: building, 21, 21n.; anchors to be purchased in France, 574, 574n.
 Congell, William: 46
 Congle [Congell], Bristow: 50
 Congress, Continental Navy Frigate: fitting out, 121-22; moved to Esopus Landing, 121-22, 457; ordered to Fort Montgomery, 987, 987n. (Thomas Grenell)
 Congress, Pennsylvania Navy Row Galley: 38, 429 (Isaac Roach)
 Congress, ship: 758 (Watson)
 Congress, sloop: 173-74 (William Skinner)
 Congress Road, Mass.: 404
 Conimicut Point, R.I.: 66
 Conkling, Joseph (Capt.): 1045, 1045n. (*Revenge*)
 Conkling, Dr. Titus (Surgeon, New York Navy): 207
 Connor, Thomas: 44
 Connecticut: Continental frigates building in, 21; Norwich Light Infantry to protect New London Harbor, 110-11; scarcity of militia, 153; Danbury raid, 409, 453, 455-57, 466-67, 467n., 482-84, 989-90; loss of foodstuffs overcome, 963; alerted for further British landings, 987, 1041; mentioned, 306, 311, 377, 392, 466, 508, 715, 932
 Connecticut Council of Safety: Journal: 144, 319, 402-03, 407, 453, 1004, 1041; mentioned, 320, 339; **from**: Hezekiah Able, 145-46; Luther Elderkin, 134-35; Elijah Spafford, 145-46; Samuel Stoddard, 145-46
 Connecticut Gazette (New London): 1777: 7 Mar., 30; 14 Mar., 110-11; 21 Mar.,

- 167-69; 28 Mar., 219; 11 Apr., 320; 18 Apr., 366; 25 Apr., 426-27; 2 May, 897; 9 May, 936; 30 May, 996
- Connecticut General Assembly: **from:** Justin Jennings, 908-09; Thomas Mumford, 1021-22; mentioned, 320
- Connecticut Journal* (New Haven): 1777: 12 Mar., 92; 30 Apr., 482-84
- Connecticut River: Continental frigates building on, 21, 30; mentioned, 111, 933
- Connel, James: 45
- Connel, Jeremiah: 46
- Connelly, James (Lieut., Continental Marines): 238, 875
- Conner, Patrick (Acting Master, Continental Navy): 1007n.
- Connolly, Henry: 1035
- Connolly, John (Boatswain's Mate, Continental Navy): 49
- Connolly, John (Lt. Col., British Army): 619
- Connor, Jacob: 329n.
- Connor, Thomas: 182
- Connor, Timothy (Seaman, on *Rising States*): *Journal*: 737n., 763n., 768-69, 803-04, 831n., 840n.
- Connor, William: 219
- Conqueror*, Maryland Navy Row Galley: at Annapolis, 22, 32, 278; on Eastern Shore, 476, 477n.; mentioned, 336, 336n. (John David)
- Conquistador*, HMS: 693 (Samuel Thompson)
- Constantinople, Turkey: 54
- Content*, British Army Transport: purchased and renamed *Union*, 104, 167 (John Taylor)
- Content*, ship: captured by *Preston*, 1056 (Samuel Gale)
- Continental Congress:
 Board of War: John Adams appointed, 281; mentioned, 83, 235, 939
 Commissioners in France: negotiations concerning French loan, 243, 290-91, 306; aid sought from France, 255-56, 495, 516-17, 561-63, 765, 864; concerning naval affairs, 474-75, 545, 786-87, 860, 863; concerning communications with America, 563, 570; concerning prize shares, 601, 937; concerning dispatches sent to Deane, 745, 759, 760; proposed sending ministers to foreign nations, 756; conjectured destruction of Liverpool and Glasgow, 868; to procure warship for John Paul Jones, 885, 1021; provided with blank privateer commissions, 886; **to:** John Adams, 762; Lord George Germain, 572-73; Henry Johnson, 786-87; Samuel Nicholson, 546-47; Secret Committee, 570-71; Committee of Secret Correspondence, 531-33, 634-35, 670-72, 755-57, 864-66, 867-69; Lord Stormont, 605, 734-35; Comte de Vergennes, 508-09, 559-61, 626-27, 628n., 689-90; Lambert Wickes, 605-06; **from:** William Bing-
- ham, 283-84, 450-52, 999-1000; Continental Marine Committee, 475; Henry Johnson, 791-92; Robert Morris, 219; Thomas Morris, 526, 694; Baron de Schulenberg, 678-79; Secret Committee, 941; Lambert Wickes, 518-19, 525-26, 535-36, 589, 595-96, 616, 641-42, 674, 769-70, 791, 797; Jonathan Williams, Jr., 533-35, 546, 586, 596-97, 604, 625, 708, 732, 766, 779, 811; mentioned, 290-91, 517-18, 831-32, 901n.
- Committees:
 Marine: Minutes: 197-98, 243; Reports: 1023, 1023n.; Resolutions: 468-70; establishment of, 281, 282n.; additions to, 468; replacements on, 154; concerning cannon for *Boston*, 180; concerning Esek Hopkins, 99, 189-92, 192n., 197, 206, 235, 265, 358n., 387, 944, 965; concerning impressment, 468, 468n., 886, 886n., 887, 1026, 1041-42, 1045; proposed creation of Navy Board of the Eastern District, 281, 282, 379, 379n., 919-20; proposed creation of Navy Board of the Middle District, 281, 282, 282n.; concerning neutrality, 886; officer appointments, 123, 379, 980-81; officer suspensions, 206, 358n., 886, 886n.; concerning privateering, 269-70, 274-75, 556, 801, 849, 886; condemnation of prizes, 328, 328n.; payment of prize money, 197-98, 200, 235, 286, 409-10; concerning commissioners to settle prize accounts of Washington's Fleet, 169, 169-70, 170; regulations of the Navy, 169, 288; salvage operations in Charleston Harbor, 442-43; ships building: *Bourbon*, 85-86; *Confederacy*, 21, 21n.; construction and manning problems of new ships, 416; ships to be purchased: *Mellish*, 211, 345n.; *Resistance*, 1003, 1003n.; three prizes, 123; concerning loan of ships of the line from France, 508-09; concerning State Navies, 122-23, 919, 1023; **to:** Charles Alexander, 295-96; William Bartlett, 170; Nicholas Biddle, 439-42, 471; John Bradford, 169-70, 170, 198; Captains of Vessels to Intercept Jamaica Convoy, 468-70; Levinus Clarkson, 442-43; Commissioners in France, 475; John Dorsius, 442-43; Benjamin Dunn, 367; John Dupuy, 471-72; Jonathan Glover, 170; Hoysteed Hacker, 980; Elisha Hinman, 410; John Burroughs Hopkins, 269; Leonard Jarvis, 198; John Paul Jones, 198, 942; John Langdon, 341; James Nicholson, 296-98; William Philips, 169; John Peck Rathbun, 410-11, 411n.; Rhode Island Council of War, 275; Isaiah Robinson, 367-68, 380-81, 897-98; James Robinson, 93, 223-24; Dudley Saltonstall, 269; Winthrop Sargent, 170; Isaac Smith, 169; Ebenezer Storer, 169; Thomas Thompson, 472-75; Daniel Tillinghast, 980-81; William Watson, 170; Joshua

- Wentworth, 170; Elisha Warner, 368-69; Abraham Whipple, 269; John Young, 963; **from**: John Bradford, 302-03; 358-59, 398-99, 922-23; Nicholas Brown, 1010; Esek Hopkins, 28, 56, 142-44, 294-95; Thomas Johnson, 973; Lieutenants of the Navy, 972-73; Alexander McDougall, 979-80; Hector McNeill, 1007-09; Pennsylvania Navy Board, 363
- Secret**: concerning *Amphitrite*, 885, 940; direction of cargoes, 93, 1006; procurement of trading vessels, 36; **to**: Commissioners in France, 941; John Paul Jones, 937-39; John Langdon, 254-55, 939-41; **from**: John Bradford, 26-27, 303; Commissioners in France, 570-71; Massachusetts Council, 391; Jonathan Williams, Jr., 665; mentioned, 284, 359, 914n., 923, 939
- Secret Correspondence**: **from**: American Commissioners in France, 531-33, 634-35, 670-72, 755-57, 864-66, 867-69; Silas Deane, 668-70; Benjamin Franklin, 508; Thomas Morris, 674-75; Arthur Lee, 507-08, 582, 691-92; Lambert Wickes, 544-45, 623-25; Jonathan Williams, Jr., 752-53; mentioned, 838n.
- Journal**: 122-23, 154, 197, 206, 223, 235, 269-70, 274-75, 328, 328n., 379, 409-10, 468, 886, 919-20, 934-35, 965, 1023
- Memorials and Petitions**: Caron de Beaumarchais, 622-23; Benjamin Brooks and James Cameron, 341; Benjamin Eyre, 1011-12
- Mentioned**: 101, 118, 151, 159, 193, 194, 263-65, 272, 333, 336, 384, 387, 387n., 419, 420, 436n., 445, 509, 549, 661, 792, 797, 803, 878, 916, 1017
- Continental Journal* (Boston): 1777: 13 Mar., 97-98; 20 Mar., 157; 3 Apr., 262; 17 Apr., 360-61; 2 May, 318; 5 Jun., 538-39
- Convention**, Pennsylvania Navy Row Galley: desertions, 185, 476; fitting out, 244, 245n., 965; officer appointments, 306-07; ordered to Cape May, 340-41, 363, 363n., 367, 368, 368n., 394-95, 395n.; commanding officer resigned, 955; mentioned, 443, 444 (John Rice)
- Conway, Robert (Capt., Maryland Navy): 139, 957-59 (*Molly*)
- Conway, Thomas (Col., French Army) 396
- Conway, Thomas (Capt., Maryland Navy): 87, 139 (*Molly*)
- Conya, Peter: 45, 48
- Conyers, William (Capt. Lieut., British Marines): 78
- Conyngnam, Gustavus (Capt., Continental Navy): took command of *Peacock* and renamed her *Surprise*, 825, 839, 880; sent prizes *Prince of Orange* and *Joseph* into Dunkerque, 825-27, 828, 830, 833-34, 839, 861, 881; violated Treaty of Utrecht, 835, 835n., 861, 864, 880-81; deposition of, 825-27; portrait of, 826*; imprisoned, 834-35, 838, 841-42, 844, 846, 860, 861, 881 (*Surprise*)
- Cook, George (Capt., Maryland Navy): concerning accounts of *Defence*, 337; conferred with Commodore Brooke on plan to cooperate with Virginia Navy, 476; **to**: Thomas Johnson, 336, 948; **from**: Maryland Council of Safety, 278; mentioned, 76, 348, 988 (*Defence*)
- Cook, John (Capt.): 109
- Cook, John (Seaman, on *Satisfaction*): 481
- Cook, Nathanael: 45
- Cooke, John: 311
- Cooke, Nicholas (Gov., Rhode Island): concerning exchange of prisoners, 109, 353, 1044; **to**: James Tew, 978; **from**: Philip d'Auvergne, 286; Timothy Coffin, 1048; Sir Peter Parker, 107-08, 335; Samuel & Robert Purviance, 171; William West, 205; mentioned, 120, 155, 286n.
- Cooke, Robert (Capt.): 979 (*Lady Washington*)
- Cooke, William: 789
- Coombes, William, Jr. (Capt.): 342 (*Grasshopper*)
- Coombs, Elias (Capt.): 801, 803, 850 (*Trepassy*)
- Cooper, Jacob: 44, 287n.
- Cooper, James (Capt.): **to**: Clark Gayton, 343-44 (*Lady's Adventure*)
- Cooper, Jeremiah: 480
- Cooper, Nathan (Lieut., New York Militia): 954
- Cooper, Robert Palliser (Lt., R.N.): 79 (*Hawke*)
- Cooper, Thomas: 246
- Cooper, William: 359, 392, 907
- Copenhagen, Denmark: 556
- Coppens, —: 827, 828
- Coppens d'Hersin, —: 827, 828
- Coram, John (Capt.): 354n. (*Betsy*)
- Corbett, Thomas: 194, 293
- Cork, Ireland: inward bound vessels, 3, 216, 217, 737, 737n., 793, 793n., 807, 843n.; outward bound vessels, 13, 251, 252, 268, 287, 295, 299, 342, 344, 397, 539, 795, 802, 843, 897, 998, 1057, 1062; mentioned, 62, 82-83, 150n., 193, 216, 333, 413, 434, 487, 508, 613, 839, 843
- Corkran, — (Capt.): 439 (*Grog*)
- Corn, Mathew (Capt.): 346
- Cornelia and Molly*, brig: captured by *Daphne*, 287, 1053 (John Lockhart)
- Cornwall*, ship: 715 (Bruce)
- Cornwall, — (Capt.): 593 (*Polly*)
- Cornwallis*, HM Row Galley: 234 (John Brown)
- Cornwallis, James (Lt., R.N.): 681
- Cornwallis, Lord [Charles Cornwallis, 2nd Earl Cornwallis], (Maj.Gen., British Army): 227, 744, 839

- Cornwallis, William (Capt., R.N.): with convey to America, 649, 685, 790, 799; to: Commissioners of British Navy Board, 506-07; Patrick Ferguson, 790; William C. Finch, 709-10, 741; Benjamin Hill, 709-10; George Keppel, 709-10; Philip Stephens, 539-40; from: Lords Commissioners of Admiralty, 593-94, 683-84; Philip Stephens, 684-85, 692; mentioned, 598 (*Isis*)
- Corrine, France: 595
- Corshill, Elisha: 109
- Corunna, Spain: 742, 1005
- Costin, Joseph (Capt.): 1056 (*Rose*)
- Cotes, James (Lt., R.N.): assumed command of *Racehorse*; 280; mentioned, 161, 724 (*Porcupine*; *Racehorse*)
- Cotesworth-Pinckney, South Carolina Privateer Ship: 1033 (Rankin)
- Cotton, Charles (Lt., R.N.): 408
- Cotton, John (Capt.): 21
- Cotton, Richard (Capt., R.N.): from: Lords Commissioners of Admiralty, 592-93, 598 (*Pallas*)
- Coudray, Philippe Charles Jean Baptiste Tronson du: See Tronson du Coudray
- Coueron, France: 815
- Count d'Estaing, brig: 5, 488, 488n. (Richard James)
- Countess of Eglinton, British Army Transport: sold, 378; captured by *America*, 1002; appeal of condemnation, 1002-03, 1003n.; mentioned, 218 (Robert Reid)
- Courageux, HMS: manning, 557; cruising in English Channel, 582, 620, 652, 722 (Samuel Hood)
- Coursey, Thomas (Capt., Maryland Navy): to: Thomas Johnson, 171-72, 927-28; mentioned, 123-25 (*Chester*)
- Court Martial: See Navy, British; Navy, Continental; State Navies
- Courter, Harmon (Capt.): 434n., 918n., 999 (*Oliver Cromwell*)
- Courtney, Hercules: 323
- Courter, Augustin (Capt.): 123n., 1056 (*La Rose*)
- Coward, Richard (Capt., Maryland Navy): 948 (*Dolphin*)
- Cowdry, William: 783
- Cowes, England: 605
- Cowling, John: 98
- Cowpland, Jonathan (Capt., Pennsylvania Navy): 58 (*Basilisk*)
- Cox, Benjamin (Capt.): 433, 1061 (*Molly*)
- Cox, Martin (Capt.): 133n., 144n., 157n., 199, 309, 794 (*Weathrill*)
- Cox, Nathaniel: 1015
- Cox, Paul: purchased *King George*, 9; member, Pennsylvania Navy Board, 102, 103, 192, 221
- Cox, Thomas: 42
- Cox, William: 42
- Cozens, Gregory (Capt.): 784, 801 (*George*)
- Crafts, Edward (Col., Massachusetts Militia): 55, 400
- Crafts, Thomas, Jr. (Col., Massachusetts Militia): 167, 180
- Craig, Joseph: 42
- Cranberry Island, Me.: 943
- Crandle, Oliver: 119
- Crane, Benjamin: 961
- Crane, John (Col., Continental Army): 915
- Crary, Archibald (Col., Rhode Island State Regiment): to: Joseph Spencer, 287
- Crawford, Jacob: 239, 876
- Crawford, James: 47
- Crawford, Robert, of Philadelphia: 429
- Crawford, Robert (Capt.): 611 (*Providence*)
- Cray, John: 481
- Creighton, James (Capt.): 1054 (*Dun-treath*)
- Creighton, John, on *Friendship*: 890, 892
- Creighton, John: from: South Carolina Navy Board, 477
- Creighton, Thomas: 890, 892
- Creutz, Gustave-Phillipe, Count (Swedish Ambassador to France): 529
- Crocker, Thomas (Capt.): 82-83, 1060 (*Sea Flower*)
- Crockett, John: 139
- Crofts, Benjamin: 103
- Croisic, Le, France: 607
- Cross, Joseph: 480
- Cross Creek, N.C.: 619
- Crow, William: 98
- Crown Point, N.Y.: 1001
- Crowninshield, Benjamin (Midn., Continental Navy): 1007n., 1027n., 1031n., 1040n.
- Cruizer, HM Sloop: captured: *America*, 871 (Francis Parry)
- Cudworth, Benjamin: 465
- Cudworth, James: 108
- Cudworth, Nathaniel: 465
- Cullendine, schooner: 320 (Henry Reves)
- Culloden, HMS: challenged by *Robuste*, 798-99, 831; captain protested excess personnel on, 794; captured: *Liberty*, 784, 806, 806n., 831; mentioned, 582, 812 (George Balfour)
- Cully, Christopher: 77
- Cumber, John: 480
- Cumberland, Nova Scotia: 211
- Cumberland, Va.: 547
- Cumberland, Richard (Secretary to Lords Commissioners for Trade and Plantations): 553-54
- Cummings, John (Capt.): 781
- Cummings, Thomas (Boatswain, on *Rising States*): 840, 840n.
- Cumstock, John: 98
- Cundall, Joseph: 43
- Cunningham, —: 762-63, 770-71
- Cunningham, Cornelius: 167

- Cunningham, Joseph (Capt.): 309, 309n., 339-40, 340n. (*Phoenix*)
- Curacao, West Indies: American trade source, 14, 82, 175, 271, 801, 890, 891, 892, 1054; armed sloop for Georgia Navy to be purchased at, 917; inward bound vessels, 575; outward bound vessels, 324
- Curdeaus, Joseph: 44
- Curle, John: 222
- Curling, John (Capt.): 3, 218 (*Capel*)
- Curling, William: 3, 218
- Curran, Peter: 219
- Currituck [Coratuck], N.C.: 267
- Curronat, — (Capt.): 680-81 (*London*)
- Curson, Samuel, Jr.: 93, 224, 296
- Curtis, Elijah: 287n.
- Curtis, Roger (Capt., R.N.): 485, 486 (*Eagle*)
- Curwen, Samuel: Journal: 599
- Curwin, George (Capt.): 207 (*Nancy*)
- Cushing, Caleb: 36
- Cushing, John, agent for *Satisfaction*: 438, 919
- Cushing, Nathan (Judge, Massachusetts Admiralty Court): 262, 310, 464, 933n., 1002
- Cushing, Thomas: agent for fitting out *Hancock* and *Boston*, 5, 184, 293, 315, 315n., 318, 336, 419, 919, 995, 1008-09; considering repeal of Massachusetts Embargo, 203; mentioned, 811, 907
- Cushing, Thomas, Jr.: 27
- Cuthry, — (Lt., R.N.): 947 (*Tamer*)
- Cutler, Samuel: Journal: 831n., 834n., 585, 585n.
- Cygnets*, HM Sloop: 587-88 (William Finch; Robert Stratford)
- Dabney, John: 118
- Dacres, James Richard (Lt., R.N.): **from**: James Young, 382-83; mentioned, 462, 900, 905 (*Sylph*)
- Daily, John: 455
- Dale, John (Capt.): 684 (*Swan*)
- Dale, Richard (Mate, Continental Navy): 238, 875
- Dale, Robert: 789
- Daley, —: 1043
- Daley [Dayly], James: 48
- Dalling, Thomas (Capt.): 1016 (*McClary*)
- Dally, John: 481, 482n.
- Dalton*, Massachusetts Privateer Brig: captured by *Raisable*, 360, 517, 529n., 530, 585n., 730, 831, 834; crew imprisoned and in hospital, 530, 587, 587n., 836, 836n.; mentioned, 628, 629 (Eleazer Johnson)
- Dalton, James: 959
- Dalton, Tristram: nominated to Navy Board of Eastern District, 920; mentioned, 907
- Daman, Francis: 877
- Dames, George (Capt.): 149n., 490 (*Bite*)
- Danbury, Connecticut: raid on: 409, 453, 455-57, 466, 466-67, 467n., 482-84, 989-90
- Dane, James: 876
- Daniel, Isaac: 1039
- Danish West Indies: 69, 71, 554
- Danvers, Mass.: 54
- Daphne*, HMS: at New York City, 196; ordered to Delaware Capes, 232; Hotham to fly broad pennant, 232, 270, 331; off Cape Henlopen, 270-71, 348; prisoners on board, 347, 367; **captured**: *Adventure*, 123n., 1053; *Ann*, 1053; *Black Rover*, 1053; *Bolton*, 340, 340n., 1053; *Cornelia and Molly*, 287, 1053; *Juno*, 1053; *Mary*, 1053; *Moore*, 1053; *Nancy*, 1053; *Sally*, 123, 123n., 147, 287, 287n., 331, 331n., 1053; unidentified sloop, 270 (St. John Chinnery)
- Darbarrow [Debrah], John: 47
- Darby, Thomas: 996
- Darrell, Edward (Capt., South Carolina Navy): **from**: South Carolina Navy Board, 114; mentioned, 115
- Dartmouth*, ship: 855 (Graves)
- Dartmouth*, sloop: captured by *Mermaid*, 82-83, 1059 (James Littlefield)
- Dartmouth, England: outward bound vessels, 746, 772, 788, 812, 818-19; mentioned, 545, 819
- Dartmouth, Massachusetts: prizes brought into, 339, 353, 850, 878, 1021; inward bound vessels, 95n., 320, 361; outward bound vessels, 404n., 997, 997n., 1041, 1055, 1063; mentioned, 414, 466, 490, 953
- Dartmouth, Lord [William Legge, 2nd Earl of Dartmouth]: **from**: Ambrose Serle, 266; mentioned, 675
- Dashiell [Dasheid], Benjamin (Capt.): escaped from British at New York, 21n., 234-35, 235n.; mentioned, 1054 (*Farmer*)
- Dashiell, Robert (Capt.): 139, 369 (*Betsy*)
- Davey, Thomas (Lt., R.N.): **to**: Clark Gayton, 1005-06 (*Diligence*)
- David, John (Capt., Maryland Navy): **from**: Maryland Council, 278; mentioned, 336, 336n., 348, 477n., 948 (*Conqueror*)
- Davide, Pierre (Capt.): 82-83 (*St. Guillaume*)
- Davids Island, Bermuda: 387
- Davidson, John: as surety for privateers, 139; appointed naval officer, Maryland Third Naval District, 221, 222n.; part owner of *Montgomery*, 246
- Davidson, Samuel: 246
- Davies, —: 761, 840
- Davies, John: 894
- Davies, Joseph: appointed British prize agent, 427-28; mentioned, 328, 363
- Davies, Nathaniel: 208
- Davis, — (Capt.): 850 (*Phoenix*)
- Davis, — (Col.): 489
- Davis, Caleb: 907
- Davis, David: elected to North Carolina Court of Admiralty, 460

- Davis, Henry (Capt., R.N.): 233
(*Repulse*)
- Davis, James: 329n.
- Davis, John (Capt.): 82-83 (*Sally*)
- Davis, John (Seaman, Continental Navy): 50, 239, 876
- Davis, Nicholas: 451
- Davis, Renie (Capt.): 148n., 1054 (*Two Sisters*)
- Davis, Thomas: elected to North Carolina Court of Admiralty, 460
- Davis, Thomas, (Seaman, on board *Glover*): 906
- Davis [Davies], William (Capt.): 82-83, 490, 1058 (*Ranger*)
- Davis, William, owner of *Rising States*: 823
- Davis Straits: 556-57
- Davy, — (Sgt.): 652, 654
- Dawel, — (Capt.): 816 (*Florian*)
- Dawson, George (Lt., R.N.): 210-11 (*Hope*)
- Dawson, Isaac: 890, 892
- Dawson, Jacob: 890
- Dawson, Michael: 981
- Day, William (Capt.): 435-36, 936, 1007n. (*General Mifflin*)
- Deacon, William: 822
- Deal, England: 546, 568, 844, 852
- Dealy [Dayly], Michael: 47
- Dean, Benjamin (Capt.): 309, 969 (*Revenge*)
- Dean, Elija: 108
- Dean, Esill: 108
- Dean, John, owner of *American Tartar*: 179-80, 908n.
- Dean, Joseph (Capt.): 1062 (*Minerva*)
- Dean, Phillip (Master, on board British packet *Prince of Orange*): 820
- Dean, Thomas (Capt.): 742 (*Lydia*)
- Deane, Barnabas: to: Joshua Huntington, 21; mentioned, 919
- Deane, Joseph, owner of *General Montgomery*: 677
- Deane, Silas: named to new Marine Committee, 281, 282n.; concerning aid from France, 306, 561, 563, 690; concerning naval affairs, 474-75, 728, 846; as American Commissioner in France, 507; alleged association with Aitken, (John the Painter), 495, 610, 647, 653, 654, 656, 860; concerning exportation of munitions, 509, 531, 552, 802, 856, 1017; relations with Beaumarchais, 531, 552, 875; concerning privateer commissions, 538, 940; concerning movements of Burgoyne, 559; with Franklin to Netherlands, 571, 584; concerning exchange of prisoners, 615, 615n., 645, 646n., 664; annoyed by actions of Stormont, 624, 846; representation of, 725-26; concerning American privateers in Spanish ports, 728; concerning ships fitting out at Marseilles, 856; to purchase frigates for Continental Congress, 938, 941; to: Pierre Caron de Beaumarchais, 512, 609-10, 705-06; Committee of Secret Correspondence, 634-35, 668-70; Conrad A. Gerard, 512-13, 679-80, 838-39; John Hancock 854-55; Joseph Hynson, 618; Robert Morris, 762-63; Jonathan Trumbull, 861; Comte de Vergennes, 500, 747-48, 765, 831-32; Jonathan Williams, Jr., 573-74; from: Pierre Caron de Beaumarchais, 594-95; William Bingham, 175-76, 226, 450-52; William Carmichael, 537-38, 543-44; Continental Marine Committee, 475; George Grand, 617-18; Arthur Lee, 680; Benjamin Morel, 872; Samuel Nicholson, 766-67, 847-48; Nicholas Rogers, 331-32; Jonathan Williams, Jr., 702, 770-71, 782-83, 815; mentioned, 151, 255, 283, 290, 502, 507-08, 583, 584, 628-29, 629, 670n., 708, 725, 728-29, 745, 759, 760 *See also* Continental Congress; American Commissioners in France
- Deans, Robert (Lt., R.N.): 109 (*Renown*)
- Deblois, Lewis Mair: 419
- Dedory, Peter: 50
- Deepwater [Steeppwater] Point, Delaware: 316
- Deer Island, Mass., Committee of: 3
- Defence, Connecticut Navy Brig: concerning prize money payments, 144; to refit, 425, 426, 465-66; captured: *Anna*, 339, 339n., 361, 361n., 377n., 932; *Grog*, 181, 377, 377n., 392, 393n., 424, 425-26, 426, 438, 897; *Hawke*, 932-33; *Lydia*, 339, 339n., 360, 361n., 376-77, 377n., 426, 426n.; *Swift*, 377, 377n., 405, 406n., 424-25, 932; mentioned, 361, 908, 894 (Samuel Smedley)
- Defence (old), Connecticut Navy Brig: 979 (Daniel Deshon)
- Defence, Maryland Navy Ship: recruitment for, 130, 278, 431, 948; ready to sail, 336; accounts, 337; fitting out, 348; impressment of men from, 354; shortage of manpower, 476, 987-88; captured: *Georgia*, 76; mentioned, 389 (George Cook)
- Defence, South Carolina Navy Brigantine: ordered to sail, 194-95; appointment of lieutenant, 200; captured by *Roebuck* and *Perseus*, 256, 256n., 257, 330-31, 331n., 366-67, 367n., 393, 974, 1056; desertions from, 894; replacement by South Carolina considered, 967-68; description of, 974; captured: three unidentified ships, 97-98, 98n.; mentioned, 257, 257n., 929, 929n. (Thomas Pickering)
- Defiance, Pennsylvania Navy Accommodation Sloop: replacement of commanding officer, 1033 (Frederick Bird; Jacob Bird)
- Defiance, brigantine: captured by New Jersey militia, 9; libeled, 403n.
- DeFrancy, Jean-Baptiste-Lazare-Theveneau: 641, 642, 674
- Delamain, —, owner of *Vine*: 502-03

- Delap, —: fitted out brig with Morris and Deane, 669, 763
- Delap, John H. and Samuel: 415, 692, 786, 787
- Delaporte, Frederick: to: Massachusetts General Court, 242
- Delaware*, Continental Navy Frigate: cannon for, 10; timber for, 31, 31n.; fitting out at Philadelphia, 227, 277, 665; put to sea, 295-96, 321 (Charles Alexander)
- Delaware*, Pennsylvania Navy Schooner: fitting out, 22, 38, 103; grape shot for, 22; desertions from, 86, 317, 935, 1004; to cruise with *Andrew Doria* and *Convention* off Cape May 340-41, 363, 363n., 367, 368, 368n.; mentioned, 277, 395n., 955 (Richard Eyres; Isaac Roach)
- Delaware*, brigantine: 1013
- Delaware*, brigantine (formerly *Active*): purchased for Robert Morris, 415; mentioned, 923
- Delaware: 171, 715
- Delaware Bay: British warships in, 61, 112-13, 335, 341, 347, 413, 430, 476, 486, 702, 885, 1049; British ships cruising off, 129-30; British troop transports reported bound for, 323, 1049; defence of entrance, 367, 380; mentioned, 72, 927, 1028
- Delaware Capes: British ships cruising off, 298, 346, 665, 954n., 1013; mentioned, 75, 287, 439, 963
- Delaware River: navigational obstructions in, 112, 137-38, 181-82, 220; British need of pilots for, 220, 236, 245; British warships stationed in, 257, 963, 991, 1032
- Delight*, sloop: captured and taken into Tortola, 956 (Jasper Griffin)
- Demarara, British Guiana: American trade source, 490; outward bound vessels, 95, 95n., 356, 490, 1058
- Denmark: Congress proposed sending minister to, 756; edict banned exportation of munitions, 71; mentioned, 556, 682
- Dennie, —: 84
- Dennis, Ezekiel (Capt.): 8n. (*Lydia*)
- Dennis, Robert: 221
- Dennis, William (Capt.): libeled *Countess of Eglinton*, 1002; mentioned 378 (*America*)
- Dennison, Joseph: 49
- Denniston, James: 1039
- Denny, — (Capt.): 743 (*Polly*)
- Dependence*, HM Row Galley (formerly Continental Army Row Galley *Independence*): on Peekskill raid, 234; on Hudson River, 409 (James Clark)
- Depot des Archives, Versailles, France: 501
- Deptford, England: 62
- Deptford Dockyard, England: 313, 761
- Derby, —: 91
- Derby, Elias Hasket: to: Massachusetts Board of War, 17-18; from: William Pennock, 73
- Derby, John: 463
- Derby, Richard: 932
- Derby Creek, Pennsylvania: 137-38, 981
- Derente, Jean: 808
- Deruse, John: 45
- Deshon, John (Capt.): appointed member of Navy Board of Eastern Dept., 885, 919, 920, 946; mentioned, 53, 402, 979
- Deshon & Colfax: 1022, 1023
- Desirade, West Indies: 82-83, 575
- Desire*, brig: 3 (Joseph Jackson)
- Despencer*, packet: 407
- Destouches, —: 827, 828
- Devareux, Patrick: 43, 47
- Devereaux, Nicholas (Capt.): 793n. (*Phoebe*)
- Deverix [Devericks], Robert: 239, 481
- Deville, Pierre (Lt., Continental Navy): 42
- Devizes, England: 649
- Devoll, Silas (Lt., Continental Navy): 263, 266
- Devonshire*, West Indiaman: recaptured by *Liverpool*, 1063 (William Fisher)
- Devonshire, England: map of, 785*
- Dewey, Reuben: 49
- Dexter, Stephen: 46
- Diamond*, HMS: Master's Log: 397, 455, 459, 479, 962; grounded on Warwick Neck, Rhode Island, 65-66, 98-99; gun crew court martialed, 152-53, 153n., 362-63; attacked by *Providence* sloop, 190-91; cruised with *Greyhound* off Cape Ann, 274, 365, 454, 924-25, 947, 947n., 1019n., 1048, 1060; searched for American ships *Boston* and *Hancock*, 944; arrived at Rhode Island, 1048; captured: *Bersheba*, 1060; *Betsey*, 1060; *Hannah*, 947, 947n., 1060; *Juno*, 479, 479n., 1060; *Paris*, 1060; *Polly* (from St. Eustatius), 1060; *Polly* (from St. Lucia), 1060; *Savage*, 1060; *Success*, 397, 397n., 1060; *Tayron*, 1060; *Timoleon*, 325, 325n., 395-96, 396n., 997, 997n., 1060; *Tryal*, 962; unidentified vessels, 455, 479, 479n., 1060; mentioned, 157, 698 (Charles Feilding)
- Diamond*, British Army Transport: 12, 13 (Robert Laing)
- Diamond*, Rhode Island State Sloop: 171, 1048, 1048n. (Timothy Coffin)
- Diamond*, Rhode Island Privateer Sloop: captured: *St. Thomas Packet*, 262 (William Waterman)
- Diamond*, Peter: 43
- Diana*, British Army Transport: 740 (Thomas Brown)
- Diana*, brig: recaptured by *Milford*, 998 (Heylin Mayberry)
- Dice, Andrew: 443
- Dick, James (Midn., Continental Navy): 238, 875
- Dickeson, J. (Capt.): 82-83 (*Three Friends*)
- Dickinson*, Pennsylvania Navy Row Galley: deserters from, 31, 291n.; officer appointments, 307, 353, 910; refusal of com-

- manding officer to obey orders, 910 (Alexander Henderson; Lauchlan McLean)
- Dickinson*, snow: taken by mutineers, 572-73 (William Meston)
- Dickinson, John (Brig. Gen., Pennsylvania Militia): 227; as author of *Letters from a Farmer in Pennsylvania . . .*, 802
- Dickinson, Thomas (Capt.): 491 (*Polly*)
- Dickson, Archibald (Capt., R.N.): to: Sir Peter Parker, 152-53; mentioned, 110-11, 274, 324, 365, 454, 479, 947, 1025 (*Greyhound*)
- Difdat, Joseph: 49
- Digges, Thomas: 586, 760
- Diggs, William: 419
- Dighton [Dyton], Massachusetts: outward bound vessels, 1059
- Diligence*, HM Sloop: captured: *General Gates*, 1063; detained Spanish packet *Patagon*, 1005 (Thomas Davey)
- Diligence*, Virginia Navy Row Galley: building on Eastern Shore, 1045, 1046, 1046n. (Johannes Watson)
- Diligent*, HM Brig: lost on Gannet Rocks, Nova Scotia, 989, 1033 (Edward Dod)
- Diligent*, HM Sloop: captured by Americans, 65n. (John Knight)
- Diligente*, ship (formerly *Fortune*; formerly *Swallow*): 859
- Dillam, John: 1050
- Dillaway, Arthur (Master, Continental Navy): as prize master of *Fleece*, 737, 737n., 848, 848n.; in *Dolphin*, 848, 848n.
- Dillon*, ship: captured by American privateer, 795-96 (Lefevre)
- Dime, Jacque: 876
- Dimick, Ephraim: 45
- Dimick, S.: 45
- Dinah*, brig: captured by *Juno*, 163
- Dingle, Ireland: 768
- Dinsdell, John (Lieut., Continental Marines): 301, 374
- Diome, Peter: 876
- Dispatch*, HM Sloop: Journal: 843; in convoy with: *Somerset*, 739; *St. Albans*, 787, 788; mentioned, 523 (Christopher Mason)
- Dispatch*, brig: captured by *Freedom*, 793, 793n., 807, 863; arrived at Cork, 793n., 863n. (Regan)
- Dispatch*, ship: captured by *Merlin*, 1059 (R. Collins Harding)
- Dispatch*, ship: captured by *Galatea*, 1061 (John Hutchings)
- Dispatch*, sloop: captured by *Brune*, 117-18, 1054 (Nathaniel Thayer)
- Dixey, Joseph (Capt.): 90n. (*Unity*)
- Dixon, Thomas: 221
- Dobel, Joseph (Lt., Continental Navy): court martial of, 415, 415n.
- Dobeson, Andrew: 286n.
- Dobie [Dobbie], John (Lt., Continental Navy): due prize shares, as seaman, 50; on recruiting duty, as lieutenant, 1021, 1044
- Dobson, John: to: Henry Garnett, 874
- Doctor Franklin*, privateer vessel: 779
- Dod [Dodd], Edmund [Edward] (Lt., R.N.): 989, 1033 (*Diligent*)
- Dodd, Benjamin: 480
- Dodge, George: 969
- Dodge, George, Jr.: to: Massachusetts Council, 463
- Dodge, James: 961
- Dodge, Zachariah: 961
- Dodgett, Nathan: 1023
- Dog Island, West Indies: 257
- Dogger Bank, North Sea: 844
- Doharty, James (Capt., South Carolina Navy): named to command, 349; urged to complete *Beaufort* galley, 922 (*Beaufort*)
- Dolbeare, Abigail: married Elisha Hinman, 219, 219n., 274
- Dolbeare, George: 219
- Dolbeir, —: 460
- Doliber, William: 209
- Dolliber, Thomas: 480
- Dolphin*, Continental Navy Cutter: purchased at Folkstone, England, 631; loading munitions and fitting out at Le Havre, 631, 650-52, 766; capture planned, 631, 631n., 650-52; to carry dispatches to America, 631, 668, 671; to sail with Wickes' squadron, 755, 759, 811, 863; French crew members refused to sail, 766, 770, 770-71; at Pellerin, 769-70, 770n., 770-71, 771n.; in Loire River, 857 mentioned, 848n. (Joseph Hynson; Samuel Nicholson)
- Dolphin*, Maryland Navy Schooner: ordered to Baltimore, 438; to receive new men, 948; mentioned, 31, 32, 974 (William Paterson; Richard Coward)
- Dolphin*, packet boat: 829
- Dolphin*, brig: 707
- Dolphin*, brig: captured by *Unicorn*, 163
- Dolphin*, schooner: captured by *Roebuck*, 393, 1056 (William Raddon)
- Dolphin*, sloop: captured and burned by *Emerald*, 113-14, 1054 (William Beard; Jonathan Clark)
- Dolphin*, sloop: master's bond, 325-26 (Caleb Green)
- Dominica, West Indies: privateer operations off, 70, 342, 461, 488; British warships cruising off, 78, 79; prizes carried into, 283, 318, 489, 491, 699, 900, 966, 975, 976, 1030; *Seine* condemned, 450, 902; inward bound vessels, 339, 360, 971, 998; outward bound vessels, 613, 699, 1045; mentioned, 131, 451, 490, 778, 801, 903
- Donaldson, Arthur: concerning chevaux de frise in Delaware River, 102, 181-82
- Donegal, Ireland: 861
- Donnahu [Donahoe], Thomas: 45
- Donnelly, Edward: 47

- Doran, Patrick: 46
Dorothy, brigantine: libeled, 309; tried, 465n. (John Pennell)
Dorothy, vessel, from Honduras: 570 (M'Donnough)
Dorr, Harbottle: 391
Dorsey, Dr. Nathan (Surgeon, Continental Navy): 238, 875
Dorsey, Thomas (Capt., Continental Army): 58
Dorsius, John (Continental Agent, Charleston): from: Continental Marine Committee, 442-43; mentioned, 255, 937
Dotten, Elisha: 1032
Dougherty, Henry (Capt., Pennsylvania Navy): ordered to ballast *Delaware*, 277; ordered to fit out *Montgomery* as guard ship, 915; resigned commission, 915n. (*Montgomery*)
Dougherty, John: 329n.
Douglas, Alexander (Master's Mate, R.N.): 681
Douglas, Billy (Lt., R.N.): appointed to command, 77; mentioned, 905 (*Antigua*)
Douglas, Sir Charles (Capt., R.N.): concerning standing orders, 312, 313, 408-09, 524, 633-34, 982; made baronet by George III, 523; officer appointments, 983; concerning discipline, 1000 (*Isis*)
Douglas, Sir James (V. Adm., R.N.): convened court martial on Stair Douglas, 681; ordered to raise reinforcements, 753, 808; recommended that *Rising States* be taken into Royal Navy, 805; relieved of duty as Commander of Portsmouth, 840-41; from: Lords Commissioners of Admiralty, 567-68; Philip Stephens, 496-97, 515, 733, 794; mentioned, 557, 558, 605, 820
Douglas, Stair (Capt., R.N.): concerning prisoners, 496, 513, 515, 724; ordered to North American fisheries, 599; court martialled, 667-68, 681, 733, 733n. (*Squirrel*)
Douglass, — (Lt., R.N.): 394
Douglass, John (Lt., R.N.): 127
Douglass, Nathan: 1022
Douglass, Richard: 1022
Dousland, Christopher (Capt.): 684 (*Christopher*)
Dove, schooner: 131 (James Miller)
Dove, schooner: captured by *Tartar*, 287 (Flynn [Flinn])
Dove, sloop: captured by *Galatea*, 433, 1061 (Abraham Topain)
Dover, England: *Dolphin* purchased at, 631, 671; inward bound vessels, 613; mentioned, 546, 568, 737, 802, 842, 844, 861
Dover, Alexander: 413
Dow, — (Capt., Continental Army): 187
Dow, Elijah: 22
Downer, Dr. Eliphalet (Surgeon, Continental Navy): concerning treatment as prisoner, 723, 735n., 770, 770n.
Downer, Silas: 420
Downes, The, England: 504, 639, 642, 802, 829
Downing, William: 789
Downs, Joseph: 961
Dowse, William [Nathaniel] (Capt.): 855, 855n., 878 (*Mercer*)
Doyle, — (Capt.): 795 (*Gurney*)
Doyle, Laurance: 44
Doyle, Thomas: to: Maryland Council of Safety, 31-32
D'Oyly, Christopher: from: Philip Stephens, 712
Dragon, Pennsylvania Navy Guard Boat: 277, 307 (Benjamin Thompson)
Dragon, Virginia Navy Row Galley: building at Chickahominy, 257, 363, 363n., 413, 422
Drake, HMS (formerly *Resolution*): renamed, 740 (George Burdon)
Draper, John: 177
Drew, — (Capt.): 866, 866n., (*Effingham*)
Drew, William: 159
Drinkwater, James: 479
Drinkwater, John: 108
Driscoll [Dricoll], Dennis: 219
Driver, schooner: captured by *Seaford*, 82-83 (Gres. Greenough)
Druid, HM Sloop: convoy duty to Antigua, 268; to Leeward Islands, 498-99; to join Young's squadron, 499; to St Christopher, 903; mentioned, 383, 1029 (Peter Carteret)
Drunton, Norway: 819
Duane, James: 243
Dublin, Ireland: inward bound vessels, 800, 815, 816; outward bound vessels, 377, 625, 628, 658, 807, 840, 850; mentioned, 849, 850, 854
Dubourgh, Dr. —: 537
Dubouché, Alexander (Capt.): 126-27 (*Hercules*)
Ducey, John (Capt.): 843 (*Friendship*)
Duckingfield, ship: 805 (Foster)
Duckworth, John Thomas (Lt., R.N.): court martial of, 152-53, 362
Duer, William: 328
Duffaut, Jean B. (Capt.): 1055 (*Les Graces*)
Duffy [Durfy], Daniel: 45
Dugard, Samuel (Capt.): 84, 141, 142n., 797, 837 (*Woodbridge*; *Marblehead*)
Dujat, —: 939
Duke of Cumberland, British packet boat: captured: *Port Au Prince*, 528
Duke of Leinster, ship: captured by *Rover* 157, 157n., 850; libeled, 309 (Patrick North)
Duke of York, British Army Victualler: 90n. (Joseph Graham)
Dukes County, Massachusetts: 1002
Dumaresq, Thomas (Capt., R.N.): from:

- James Young, 382-83; mentioned, 64, 78, 95, 364, 902, 950 (*Portland*)
- Duncan, — (Capt.): 625, 688 (*Generous Friend*)
- Duncan, — (Capt.): 574 (*Jenny*)
- Duncan, Henry (Capt., R.N.): commanded naval detachment on Danbury Raid, 409, 990; relinquished command of *Eagle*, 485, 486; mentioned, 136, 366-67, 484-85
- Duncan, William: 44
- Dungeness, Scotland: 705
- Dunham, Cornelius: 144
- Dunham, Meisha: 527
- Dunkerque, France: American trade source, 116, 521; prize port for *Surprize*, 495, 839 841-42, 842, 846, 861, 869, 880; *Surprize* fitted out at, 825, 827, 828, 829, 849, 880; Treaty of Utrecht violated at, 880; map of, 873*; mentioned, 543, 570, 629, 642, 671, 758, 802, 834
- Dunlap, James: 480
- Dunlap, James, Jr.: 481
- Dunmore, Lord [John Murray, 4th Earl of Dunmore: to: Lord George Germain, 618-19; mentioned, 385, 564
- Dunn, Benjamin (Capt., Continental Navy): from: Continental Marine Committee, 367; mentioned, 137, 381n. (*Surprise*)
- Dunn, John: 53
- Dunnose, France: 621
- Dunreath*, ship: recaptured by *Brune*, 1054 (James Creighton)
- Duplicie, — (Capt.): 453
- Dupont, —: 543-44
- Dupuy, John (Continental Agent, Mole St. Nicolas): from: Continental Marine Committee, 471-72; mentioned, 380, 441, 929
- Durand*, British Army Transport: in *Somerset* convoy, 740 (William Webb)
- Durling, Joseph: 906
- Durnford, George: 649
- Dusave [Dufoue], John: 876
- Dutch West Indies: American privateers welcomed, 69; mentioned, 71, 274, 665
- Dutchess of Mortimer*, French ship: arrived in America, 399, 399n., 418, 419n., 424 (Pierre de Campe)
- Duval, Stephen: 25
- Duxberry, Robert: 240
- Dwyer [Dyer], Michael (Capt.): 202 (*Endeavor*)
- Dwyer, Thomas (Capt.): 998 (*Endeavor*)
- Dyar, John: 907
- Dyers Island, Rhode Island: 152
- Dyson, John, owner of *Wilmington*: 896, 908n.
- Eagin, George: 240
- Eagle*, HMS: Journal: 136, 366-67, 486; at New York, 136, 328, 363, 366-67, 486; Curtis named to command, 485; mentioned, 231, 257, 409 (Henry Duncan; Roger Curtis)
- Eagle*, Massachusetts Privateer Schooner: captured: *Earl Percy*, 140n.; mentioned, 116 (Barzilla Smith; Elijah F. Payne)
- Eagle*, Pennsylvania Navy Armed Boat: as guard boat at Cape Henlopen, 315, 328, 329n. (Daniel Murphy)
- Eagle*, brigantine: captured by *Massachusetts* and *Tyrannicide*, 771-72, 788, 819; prize cargo transferred to *Favorite*, 788, 788n., 806; returned to England with paroled prisoners, 773, 773n., 818-19, 819 (Samuel Holloway)
- Eagle*, ship: captured by *Galatea*, 221, 1061 (George Johnson)
- Earl, William (Master, Continental Navy): 49, 118
- Earl of Besborough*, British packet boat: 559 (David Maitland)
- Earl Percy*, schooner: captured by *Eagle*, 140n. (Nathaniel Atkins)
- Earle, Thomas, owner of *Leghorn Galley*: 539
- East Creek, N.J.: inward bound vessels, 1056
- East Florida: attack from Savannah, 734, 981-82
- East Greenwich, R.I.: Continental Navy fire sloop burned at, 109, 319; mentioned, 158, 305
- East India Company: 619
- East Indies: 730, 775
- East River, Va.: 77
- Eastern Shore, Md.: 234
- Eastern Shore, Mass.: 931
- Eden, William: from: George Lupton, 758-60, 860-61; Edward Smith, 630-31, 631n.; Philip Stephens, 767, 853; Lord Stormont, 806; mentioned, 631n., 838
- Edenton, N.C.: source of supply for Virginia Navy Board, 487; inward bound vessels, 32
- Ederick, Francis: 1031
- Edes, Benjamin (Editor, *Boston Gazette*): from: William C. Meserve and Robert Neall, 117-18
- Edgar, James: 45
- Edie, Arthur: memorial on confiscation of *Port Henderson*, 646, 646n.
- Edie & Laird: from: Skinner & Fenwick, 657
- Edinburgh, Scotland: 488
- Edmundson [Edmontson], Archibald: 43, 48
- Edward*, schooner: captured by *Emerald*, 23, 136, 136n., 1053 (Samuel Arnold)
- Edwards, George (Midn., R.N.): appointed as lieutenant on *Hind*, 77
- Edwards, James (Seaman, Continental Navy): 49, 119
- Edwards, James (Capt.): 932 (*Swift*)
- Edwards, Pierpont, & Co., owners of *Wooster*: 1020
- Edwards, Samuel: 315-16

- Edwards, William: 128
 Edwins, John: 240
Eendracht, Dutch dogger: halted and searched for contraband, 714
Effingham, Continental Navy Frigate: timber for, 31, 31n.; fitted out at Philadelphia, 665; needed men, 702 (John Barry)
Effingham, Pennsylvania Navy Row Galley: blankets for, 9; supply of cordage to be provided, 245; officer appointment for, 256, 277; mentioned, 307 (Hugh Montgomery)
Effingham, brig: captured by *Valiant*, 866, 866n. (Drew)
 Egg Harbor, N.J.: See Little Egg Harbor
 Elbe River, Germany: 864, 871
 Elbert, Samuel (Col., Continental Army): 268
 Elder, Robert (Capt.): 371n. (*Henrietta*)
 Elderkin, Bela (Lieut., Connecticut Marines): appointed to *Oliver Cromwell*, 319
 Elderkin, Luther (Midn., Connecticut Navy): requested discharge, 134-35; to: Jonathan Trumbull, 134-35, 184-85; Connecticut Council of Safety, 134-35
 Eldrad, Thomas (Capt.): 309 (*Placentia*)
 Eldridge, George (Capt.): 1053 (*Juno*)
Elephant, HM Storeship: lost from *Thames* convoy, 230, 295, 523; arrived in New York from Halifax, 954, 989 (Benjamin Bechinoe)
Elf, HM Sloop: in Yarmouth Road, 605
 Eliot, Samuel (Connecticut Agent in Massachusetts): concerning care of prize *Grog*, 181, 377; cargo lists of prizes, bark *Lydia* and schooner *Anna*, 994n.; concerning libeling of prize *Anna* and cargo, 339, 377, 994n.; to: Jonathan Trumbull, 339, 339n., 352-53, 424-26; from: Jonathan Trumbull, 361, 438-39, 465-66; mentioned, 339n., 377, 994n.
Elizabeth and Mary, ship: 595 (Peter Young)
Elizabeth, British Ordnance Transport: arrived in the Downs, 802 (John Toone)
Elizabeth, brigantine: 305n. (Joseph Lippitt)
Elizabeth, schooner: recaptured by *Hawke*, 82-83 (J. Bankson)
Elizabeth, ship: recaptured by *Milford*, 163, 1062 (William Garnett)
Elizabeth, ship: captured and libeled by *Sturdy Beggar*, 173n., 193, 193-94, 287; sold, 342 (Joseph Snowball)
Elizabeth, ship: captured by *Rattle Snake* and *General Mifflin*, 701 (Thorpe)
Elizabeth, ship: in *Bienfaisant* convoy, 858 (Hughes)
Elizabeth, ship: grounded en route to Norway, 819 (Welsh)
Elizabeth, sloop: captured by privateers, 461 (William Peirut)
Elizabeth [*Elesabeth*], snow: sent to West Indies, 28 (Pierre Riphaigne)
Elizabeth's Blessing, ship: captured by American privateer, 705 (Boze)
 Elizabethtown, N.J.: 745
 Elk River, Md.: outward bound vessels, 1056
 Ellege [Ellidge; Ellis], Floria [Flowra]: 44
 Ellegood, John [Jacob Elligard] (Lt. Col., British Army): 619
 Ellery, William: to: William Vernon, 942; from: Esek Hopkins, 98-99, 99-100, 387; mentioned, 65, 171, 275, 328, 411, 965
 Elliot, George (Capt., Virginia Navy): 35, 35n. (*Safeguard*)
 Elliot, Robert: 1032
 Elliott, John (Lieut., Continental Marines): 589, 589n.
 Elliott, Simon (Capt.): 88, 88n., 1055 (*Wolf*)
Ellis, ship: 724n. (Henley)
 Ellis, Dr. Benjamin (Surgeon, Connecticut Navy): 377, 377n.
 Ellis, John: 481, 482n.
 Ellis, Welbore (Treasurer, British Admiralty): 664
 Elmes, Elkanah: 98, 961
Elphinstone, ship: burned by *Sachem*, 394
 Elphinstone, George Keith (Capt., R.N.): named to command *Pearl*, 77, 342, 486n.; mentioned, 69, 80, 403, 424 (*Perseus; Pearl*)
Emerald, HMS: Journal: 23, 35, 58, 113-14, 147-48, 182, 267, 271, 348, 389; off Cape Henry, 35, 113-14, 147-48, 182, 267, 271; entered Chesapeake Bay, 232, 271, 278, 362n.; captured: *Ann*, 348, 348n., 1054; *Charming Nancy*, 147, 148n., 1054; *Dolphin*, 113-14, 1054; *Edward*, 23, 136, 136n., 1053; *Esther*, 1053; *Betsey*, 1053; *Friendship* (Gibbons), 271, 1054; *Friendship* (Houtvat), 267, 427, 427n., 1054; *Industry*, 267, 267n., 1054; *Judith*, 58, 136, 136n., 1053; *Hope*, 1053; *General Mercer*, 182, 1054; *Hannah*, 35, 1053; *Mifflin*, 182, 1054; *Phoenix*, 1053; *Revenge*, 389, 389n., 1054; *Susannah*, 348, 348n., 1054; *Two Friends*, 1053; *Two Sisters*, 148, 148n., 1054; unidentified schooner, 88; mentioned, 486, 954 (Benjamin Caldwell)
Endeavour, HM Armed Brigantine: to cruise with *Antigua*, 79, 80, 905; captured: *Adriana*, 490; mentioned, 383 (Francis Tinsley)
Endeavour, brig: captured by *Rattlesnake*, 202 (Michael Dwyer)
Endeavour, brig: captured by *Rutledge*, 998 (Thomas Dwyer)
 Eneas, William: court martial of, 152-53, 362-63
Enfanton, ship: 355
 England: cartoon, "Poor Old England Endeavoring to Reclaim her Wicked American Children", 600*; letters of marque granted, 715; exchange of prisoners from, 783; relations with France, 176-77,

- 183, 306, 507, 555-56, 615, 626-28, 688, 773, 881, 975; relations with Spain, 446-47, 453-54, 461, 895, 895n.; transports return to, 320; Western Coast unguarded, 868; mentioned 136, 176, 313, 327, 362, 759 954
- English, Alexander (Capt.): 1059 (*Polly*)
- English Channel: route of Irish linen ships, 850, 854; cruise of *Lexington* and *Rising States* in, 763n., 786
- English Harbor, Antigua: British naval vessels at, 77, 78, 79, 80, 268, 295, 902, 903, 904, 905, 950; *Morant* arrived with supplies for Antigua Naval Yard, 77; prize port for British Navy and privateers, 1029; illegal privateers sent prizes into, 63; headquarters of James Young, 90; *Druid* convoy arrived from Cork, 268; *Pearl* arrived, 295; *Flora* off, 371, 383
- Ennery, Comte d' [Victor Thérèse Charpentier], (Gov., St. Domingue): 553, 744
- Enos, John: 330
- Ensigne, David: 925
- Enterprize*, Maryland Privateer Schooner: 139, 213 (George Handy; James Campbell)
- Entwistle, Bertus: 413
- Erskine, Thomas: to: Lord Suffolk, 513-14
- Erskine, Sir William (Brig. Gen., British Army): commanded at Danbury, 455
- Escape*, ship: captured by *Mermaid*, 457, 457n., 1059 (Benjamin Wickes)
- Esopus Creek, N.Y.: *Congress* moved to and fitted out, 121-22, 457
- Estaing, Jean Baptiste, Comte d' (V.Adm., French Navy): ordered to expedite fleet readiness, 515; mentioned, 806
- Esten, John: 385
- Esther*, HM Cutter: ordered to convoy Irish linen ships, 849-50, 854 (Christopher Major)
- Esther*, schooner: captured by *Scarborough*, 478, 479n., 1034 (Rogers)
- Esther*, ship: captured by *Emerald*, 1053 (John Gordon)
- Esther*, ship: purchased for Secret Committee, 36; ordered to South Carolina, 27, 36; ordered to Rappahannock River, 303; mentioned, 218 (John Harvey)
- Esther*, ship: captured by *Phoenix*, 404, 404n. 1055
- Etna*, Pennsylvania Navy Fire Sloop: 277 (William Clark)
- Étoile*, French Flute (Armed Transport): received salute from *Reprisal*, 799 (Jean-François de Keredern de Trobriant)
- Eunice*, brig: 1032
- Eunice*, brigantine: captured by *Boston*, 211, 211n.; libeled, 309 (Charles Anderson)
- Euphrates*, British Navy Victualler: 409
- Evans, —: 94
- Evans, John: 549
- Evans, Leonard: 43
- Evans, Richard: 481, 482n.
- Everitt, Charles Holmes (Lt., R.N.): 89-90, 161, 162, 344 (*Badger*)
- Ewill, Seth (Capt.): 1054 (*Lovely Meriam*)
- Exeter*, HMS: ordered to cruise, 637, 853; challenged by *Robuste* in French waters, 798-99, 812 (Matthew Moore)
- Exeter, N.H.: 356
- Exmouth [Exon], England: 850
- Experiment*, HMS: to be refitted in England, 633-34; anchor salvaged by Americans, 293, 443; captured: *Hannah*, 587, 591, 841; *Polly*, 1062; unidentified brig, 774, 800 (James Wallace; Alexander Scott)
- Experiment*, HM Storeship: recaptured by *Mermaid*, 457n., 487, 1059; libeled, 457n.
- Experiment*, Pennsylvania Navy Row Galley: Harrison named to command, 486; moved to Petty's Island, 458; mentioned, 307 (John Webb; John Harrison)
- Eyre, Benjamin: ordered to build four galleys for army use at New York, 1011-12, 1012n.; to: Continental Congress, 1011-12
- Eyre, Emanuel: reappointed to Pennsylvania Navy Board, 102-03; mentioned, 112, 340
- Eyre, Jehu: concerning supplies for *Washington*, 889
- Eyres, Richard (Capt., Pennsylvania Navy): ordered to release John Nicholson, 277; mentioned, 86, 935, 1004 (*Delaware*)
- Eyries, —: fitted out *Amphitrite* and *Seine*, 618, 727
- Eyries & Le Coureur: 939
- Factor, —: 568, 631
- Fagan, —: 818
- Fairfield, Conn.: British Army near, 92, 453, 466-67, 482, 484
- Fairford, England: 647
- Falcon*, HM Sloop: preparing to careen at Antigua, 77, 80; at English Harbor, 90; ready to sail, 342; officer appointments, 77; Windsor's appointment to command disapproved, 485, 486n.; Linzee transferred to *Camilla*, 77; ordered to convoy, 371; captured: *Charter Street*, 1061; *Industry*, 1060; *Kitty*, 1063; *Sea Flower*, 82-83, 1060; unidentified vessels, 1060, 1061, 1063; mentioned, 287, 287n. (Thomas Windsor; John Linzee)
- Falconer, George (Capt., R.N.): 722 (*Mars*)
- Falmouth*, ship: captured by *Polly*, 837 (Archibald Bogg)
- Falmouth, England: outward bound vessels, 591, 611, 628, 638, 649, 704, 965, 1033; outward bound convoy ready, 611, 704; mentioned, 544
- Falmouth, Mass.: shortage of seamen at, 1038; ships loading at, 167; prizes sent into, 54; mentioned, 17, 189

- Fame*, Pennsylvania Navy Armed Boat: deserters from, 58, 58n. (Thomas Hazelwood)
- Fame*, brigantine: 216-17 (Hugh Lyle)
- Fame*, ship: captured by *Galatea*, 1063 (Nathaniel Bernard)
- Family Trader*, sloop: captured by *Galatea*, 461, 1061 (Benjamin Wainwright)
- Fanny*, Connecticut Privateer Brig: sent six prizes into Dartmouth, 945, 953, 953n.; captured: *Caesar*, 977, 977n., 1021, 1022n.; unidentified vessels, 308-09, 326 (Azariah Whittlesey)
- Fanny*, Massachusetts Privateer Brig: sailed on cruise out of Dartmouth, 1041, 1041n. (John Kendrick)
- Fanny*, brig: arrived at Nantes, 358 (William Tokely)
- Fanny*, schooner: captured by *Porcupine*, 161
- Fanny*, ship: captured by *Tyrannicide* and *Massachusetts*, 850 (Bell)
- Fanny*, sloop: captured and libeled by *Camilla*, 490 (Thomas Ridley)
- Fanshaw, Robert (Capt., R.N.): 737 (*Carysfort*)
- Faries, John: 935
- Farley, William: 429
- Farmer*, ship: captured by *Brune*, 21, 21n., 234, 235n., 1054 (Benjamin Dashiell)
- Farmer, — (Judge, Virginia Admiralty Court): 385
- Farmers General: concerning French loan to America, 532-33, 591-92, 627, 628n., 672; mentioned, 537, 618, 831, 860
- Faulkner, Robert: 593-94
- Faulknor, Jonathan (Capt., R.N.): ordered to cruise off Cape La Hague, 652; from: Philip Stephens, 721-22 (*Royal Oak*)
- Fautrel, N. (Capt.): ordered to load cargo at Charleston, 939-40; ordered to share command with John Paul Jones, 937-38, 939, 940; mentioned, 622n. (*Amphitrite*)
- Favorite*, HM Sloop: at Antigua, 342, 950; cruising in West Indies, 79, 80, 903-04; captured: *Amitie*, 976; mentioned, 383 (William Fooks)
- Favorite*, British Army Transport: captured by *Massachusetts*, 761, 761n. (Christopher Yeomans)
- Favorite*, British Army Transport: in *St. Albans* convoy, 787, 788, 788n. (John Bell)
- Feagan, Daniel: 239, 876
- Fearne, Thomas: 789
- Fears, John: 47
- Feilding, Charles (Capt., R.N.): regarding court martial of *Diamond* gun crew, 152-53, 362-63; furnished intelligence to Howe and Parker, 1049; mentioned, 157, 1048-49 (*Diamond*)
- Felicity*, brig: captured by *Roebuck*, 82-83 (Vincent Simeone)
- Felicity*, brigantine: libeled in Massachusetts, 262 (William Park)
- Fell, Thomas (Lt., Pennsylvania Navy): 277, 307
- Fellows, Gustavus (Capt.): owner and agent of *Speedwell*, 376, 980n.; as Boston Selectman, 391; mentioned, 927
- Fellows, John (Brig. Gen., Massachusetts Militia): from: Enoch Poor, 1039
- Fells Point, Baltimore, Md.: 354
- Felton, Francis: 209
- Fenwick, Ignatius (Capt.): 309 (*Royal Charlotte*)
- Fenwick, R.: 657
- Feray, —: 537
- Ferbon, Pascal (Capt.): 991, 997n., 1055 (*La Marie Françoise*)
- Ferebee, — (Member, North Carolina House of Commons): 432
- Ferguson, Alexander: 219
- Ferguson, James (Capt., R.N.): 21, 117, 196-97, 234, 617, 997 (*Brune*)
- Ferguson, Patrick (Capt., British Army): from: William Cornwallis, 790
- Fernandes, Jaquin: 965
- Fernando, Andrew: 49
- Ferrara, Anthony: 876
- Ferribe, Joseph (Capt.): 320
- Fez, Morocco: 630
- Fielding, Sir John: 610, 652
- Fields [Kettles] Point, R.I.: 98, 190
- Fier*, French ship: captured by *Ridde*, 976 (Larrieu)
- Fileen, Toby: 85
- Filpin, William: 239
- Finch, William Clement (Capt., R.N.): appointed to command *Camel*, 692; promoted to captain, 741; from: William Cornwallis, 709-10, 741; Lords Commissioners of the Admiralty, 548 (*Cygnets*; *Camel*)
- Finlayson, John (Capt.): 1056 (*Good Intent*)
- Finley, Ebenezer: 370
- Fire Brand*, Pennsylvania Navy Armed Boat: 245 (Benjamin Rue)
- Firsley, Francis: 419
- Fisher, —: 108
- Fisher, Henry: manned Pennsylvania signal station at Lewes, 296, 315, 328; reported enemy ship movements in Delaware Bay, 328, 329-30, 341, 920; reported explosion of *Morris*, 329-30; to: Pennsylvania Council of Safety, 112-13; Pennsylvania Navy Board, 329-30; from: Pennsylvania Navy Board, 328, mentioned, 113n., 321n., 330n.
- Fisher, John: 119
- Fisher, Wilfred (Capt.): 351 (*America*)
- Fisher, William (Capt.): 1063 (*Devonshire*)
- Fisher's Island, N.Y.: British warships at, 100, 110-11, 427; mentioned, 167, 933
- Fishkill, N.Y.: 188

- Fisk, John (Capt., Massachusetts Navy) : orders to sail, 105n.; accused of deserting *Cabot*, 359, 359n., 372, 374, 396; to: Massachusetts Board of War, 248-49, 249n., 787-88, 857; mentioned, 132, 142, 142n., 183, 186, 216, 280, 281, 309, 434, 455, 750, 751, 771, 773, 787, 792, 796n., 803, 812, 816, 838, 839, 848, 856, 863 (*Massachusetts*)
- Fisk, Jonathan (Acting Midn., Continental Navy) : 46
- Fiske, John: 45
- Fiske, Squire: 45
- Fitzgerald, Robert: 244
- Fitzherbert, Thomas (Capt., R.N.) : concerning ill-treatment of prisoners, 585; to: Philip Stephens, 517; mentioned, 523, 585n., 678, 831 (*Raisnable*)
- Fitzpatrick, John: to: Donald McPherson, 461; John Stephenson, 414
- Fitzpatrick, Philip: 44
- Fitzsimmons, Thomas: appointed to Pennsylvania Navy Board, 102, 103, 212; applied for embargo in Pennsylvania, 192; mentioned, 221, 346
- Fitzwilliam, Lord: 501
- Flagg, John (Capt.): 952-53 (*Friends Adventure*)
- Flags: American: Grand Union flown: by *Rattle Snake*, 699; by *Rising States*, 823; description of flown: by *Reprisal*, 661; by *Surprise*, 834; by privateer, 805-06, flown below British flag on board *Mercer*, 878; British: as flown by packets, 513, 559; French: as flown on munition ships to America, 540, 612-13; use of, by belligerents, 795-96; insults offered to, 1000; Hamburg: as flown by American ships: 572, Hungary: as flown by American ship at Nieuwpoort, Belgium, 829; Flag of truce: as ruse in Florida expedition, 916; as flown by cartel vessel *Two Pollys*, 303-04, 402; Flag to be identification of Joseph Hynson, 621
- Flanagan, Michael: 98
- Flanagell, Michael: 419
- Flanders, Belgium: 825, 827, 829, 853
- Fleece*, sloop: captured by *Rising States*, 737, 737n., 791, 791n., 848, 848n. (*Fortune*)
- Flint, —: 1044
- Flint, Thomas: 480
- Flintham, John: 38
- Flora*, HMS: court martial on board, 35, 35n.; refitted at English Harbor, 77, 80, 371, 383, 840, 905; recaptured: American prize ordered into Boston, 62; mentioned, 90, 96, 703 (John Brisbane)
- Florence, Italy: Leghorn open to American cruisers, 256, 531; government of: from: Raimondo Niccoli, 682, 853, 669
- Florian*, ship: captured by *Raisnable*, 816 (Dawel)
- Florida*, HM Surveying Sloop: disabled in gale, 968
- Florida, East: conquest of proposed, 689; attack on by Americans, 916-17
- Florida, Straits of: 460, 646n.
- Flushing [Vlissingen], Netherlands: 671
- Fly*, HM Sloop: on convoy duty, 521n., 904-05; ordered to cruise, 79, 80; at Jamaica, 342; captured: *Sturdy Beggar*, 489 (Edward Garner)
- Fly*, Continental Navy Sloop: cruising off Cape May, 224, 224n.; ordered to defend Cape May channel, 367, 367-68, 368-69 (Elisha Warner)
- Fly*, ship: captured by *Phoenix*, 1055 (James Wilson)
- Flynn [Flinn], — (Capt.): 287 (*Dove*)
- Foligné-Deschalonges, François Jerome (Capt.): 957 (*Marquis de la Chalotais*)
- Folkstone, England: *Dolphin* purchased at, 568
- Follet, Isaac (Capt.): 803n. (*Trepassy*)
- Foney, James: 45, 47
- Fooks, William (Lt., R.N.): from: James Young, 382-83; mentioned, 79, 903, 904 (*Favorite*)
- Foot, James (Capt.): 250 (*Sarah and Elizabeth*)
- Ford, James, on pay list of *Spy*: 965
- Ford, Matthew: 277
- Forman, Ezekiel: to: Thomas Johnson, 987-88
- Forrester, Anthony: 47
- Forrester, — (Colonel): 865
- Forster, John (Capt.): to: Richard Caswell, 11-12 (*General Washington*)
- Forster, William (Capt.): 460 (*Belle*)
- Forsythe, — (Capt.): 699
- Fort Ann, N.Y.: 135, 136
- Fort Cumberland, Nova Scotia: 217, 643
- Fort Dauphin, St. Domingue: 957
- Fort Edward, N.Y.: 136
- Fort George, N.Y.: Continental army vessels proposed to be built at, 187-88; mentioned, 135, 156
- Fort Island: See Mud Fort, Pa.
- Fort Miller, N.Y.: 136
- Fort Montgomery, N.Y.: 979-80, 987
- Fort Moultrie, S.C.: 292, 442, 801
- Fort Orange, St. Eustatius: returned salute of *Andrew Doria*, 712n., 743
- Fort Pitt, Pa.: 802, 912
- Fort Royal [Port Royal], Martinique: privateers fitting out at, 355, 943; prize slaver *Apollo* sold at, 852
- Fort Stanwix, N.Y.: 135
- Fort Ticonderoga, N.Y.: 58, 135, 136, 140, 156, 188
- Fort Washington, N.Y.: 57
- Fort Whetstone, Baltimore, Md.: 298-99
- Forth, —: 729
- Forton Prison, Portsmouth, England: authorization for use, 643, 780-81; description of, 694-95; John Newsham appointed keeper, 784n.; rations for prisoners, 804-05;

- monthly report of prisoners requested, 874; ready to receive prisoners, 495, 788, 830-31; crew of *Rising States* first to arrive, 830-31, 831n.; mentioned, 666-67, 737n.
- Fortune*, ship: captured by *Amazon*, 1058 (Andrew Palmer)
- Fortune*, ship (formerly *Swallow*; later *La Diligente*): 859
- Fortune*, sloop: captured by *Badger*, 162
- Fortune, — (Capt.): 737 (*Fleece*)
- Fortune [Miquelon] Bay, Newfoundland: 61
- Fosse du Mardick, France: 835
- Foster, — (Capt.): 805 (*Duckingfield*)
- Foster, John: 251
- Foster, Peter: 131
- Foster, Theodore: 251
- Fotheringham, Patrick (Capt., R.N.): 599 (*Fox*)
- Foudroyant*, HMS: received pressed men on board, 518; prisoners on board, 879; captured: *Alice*, 807, 816; *Lynch*, 866; six prizes, 830; recaptured: *Barbara*, 611n., 816; mentioned, 746, 799, 807 (John Jervis)
- Foukes [Fowke], Yelverton (Capt.): 997-98 (*Priscilla*)
- Fowey*, HMS: off Virginia Capes, 998; in convoy with *Active*, 521, 524; mentioned, 545 (George Montagu; Elliot Salter)
- Fox*, HMS: on convoy duty with *Somerset*, 739; in Montagu's squadron, 599 (Patrick Fotheringham)
- Fox, —: 227
- Fox, Charles James: 599
- Foxen [Foster], William (Capt.): 740 (*Symetry*)
- France: Relations with America: American trade source, 19, 38, 140, 151, 155, 160, 164, 175, 233, 236, 243, 255, 276, 280, 282, 285, 299, 324, 325, 331, 335, 336, 338, 340, 348, 358-59, 379, 394, 395-96, 396-97, 399, 406, 418-19, 424, 434, 451, 455, 626-28, 811, 831, 855, 869; Court of Versailles: concerning recognition of United States, 501, 543, 554, 560, 661, 671-72, 689-90, 755, 844; denied knowledge of *Pacifique* and *Heureux*, munitions ships, 874-75; concerning a declaration of war on Britain, 690-91, 750; mentioned, 615, 937; Treaty of Alliance, 255-56, 508-09, 531, 671-72, 865; source of loan, 235, 243, 306, 533, 671-72, 705-06; American independence considered by, 671-72, 759, 775, 776; use of French ports by American warships, 148, 355, 474-75, 531, 545, 615, 664, 671-72, 773, 820, 834n., 836; prizes sent into French ports,, 355, 474-75, 545; mentioned, 308, 364-65, 396-97, 807; Relations with England: 126-27, 290, 306, 508-09, 529, 555-56, 560, 574, 577-78, 586-87, 604, 607-09, 626-28, 671-72, 689, 691, 726-27, 728-29, 747, 756-57, 759, 762, 773, 775-77, 812, 817-18, 836, 846, 860, 918, 951, 974-75, 1030-31; Relations with Russia: 155, 164; Relations with Spain: possible alliance against England, 508-09; proposed American treaty with, 531; mentioned, 27, 326, 331, 352, 360, 361, 389, 394, 563-64, 665, 666, 763, 834n., 966, 1006
- Francis*, North Carolina Letter of Marque Sloop: captured by *Galatea*, 395, 395n., 1061 (Thomas Baker)
- Francis, Anthony: 43
- Francois (Seaman, Continental Navy): 971
- Franklin*, Washington's Fleet Schooner: 285n., 315n. (John Skimmer)
- Franklin*, schooner: provisioned, 84; ordered to sail, 132 (Samuel Green)
- Franklin*, schooner: appraised, 209 (John Selman)
- Franklin, Benjamin: on board *Reprisal*, 298, 499, 538, 554, 615, 690-91; arrival in France, 31, 40, 326, 628; received at French court, 164; at Versailles, 501; loan from France, 306, 535; loan from Holland, 617, 618n.; aid from Spain, 749, 756, 847; invited to inspect Dutch shipyard, 571, 583, 617, 618n.; privateer activity out of French ports, 514, 836, 840, 847, 937; interviews with Beaumarchais, 552; concerning exchange of prisoners, 615, 645, 646n.; on growth of British Army in America, 559; captured documents concerning, 563, 784; French treaty with America, 255, 535, 544, 671-72; dispatches from America, 75, 146, 266; dispatches sent to America, 745, 784; regarding Conyngham, 846; concerning Wickes and naval affairs, 474-75, 545, 624; to: Conde de Aranda, 749-50; Richard Bache, 861; John Bradford, 810-11; Committee of Secret Correspondence, 508, 634-35; Arthur Lee, 628-29, 699-700; Vergennes, 626-28, 831-32; from: William Bingham, 450-52; Continental Marine Committee, 475; Pierre Buisson de Basseville, 632; George Grand, 617-18; Guirat, the Elder, 610-11; Arthur Lee, 680; Thomas Morris, 815; Nathan Rumsey, 604; David Welsh, 768n., Jonathan Williams, Jr., 601, 635-37, 656, 722-23, 753n.; Patience Wright, 646; mentioned, 290, 324, 335, 360, 404, 495; 502, 507-08, 537, 538, 654, 660, 670, 725, 728, 752, 848 *See also* Continental Congress; American Commissioners in France
- Franklin, Cato: 119
- Franklin, Peter: 45
- Franklin, William Templeton: 726, 848
- Franks, David: 43, 48
- Fraser, — (Capt.): 802 (*Savanna*)
- Frazer, Alexander: 235
- Frazer, Andrew: 835, 844, 846, 872
- Freaser, — (Capt.): 998 (*Adventure*)
- Frederica Wilhelmina, Queen of Holland: sent memorial to George III, 710-11; re-

- called Johannes d'Graaff, Governor of St. Eustatius, 757
- Frederick [Fredericktown], Md.: 291-300
- Frederick the Great, King of Prussia: interested in American trade, 678, 679; mentioned, 756
- Fredericksburg, Va.: *Dragon* building at, 257, 258, 363n., 422
- Freebody, — (Capt.): 460
- Freebody, John (Capt.): 945 (*Generous Friend*)
- Freedom*, Massachusetts Navy Brig: bound to Nantes, 142; entered Nantes, 815, 857; prize crews from, as prisoners, 879; freedom for Negroes serving on board, 930-31, 931n.; captured: *Barbara*, 610, 611n., 800; *Betty*, 793, 793n., 807; *Britannia*, 772, 772n 863, 863n.; *Dispatch*, 793, 793n., 807, 863, 863n.; *John* (burned), 731, 781, 781n., 815; *Lord's Gift*, 807; *Mary*, 731, 781, 781n.; *Penelope*, 731, 731n., 781, 781n., 863, 863n., 1034; *Phoebe*, 793, 793n., 807, 807n., 863, 863n.; *Two Betseys*, 793, 793n., 863, 863n.; *William and Barbara*, 843, 863, 863n.; unidentified vessels, 793n., 800, 807, 815, 843, 863; prizes taken mentioned, 815 (John Clouston)
- Freedom*, Massachusetts Privateer Schooner: petition for commission, 914-15 (James Colven)
- Freedom*, brig: captured by *Beaver*, 82-83 (Joseph Hudson)
- Freeman, Cuff: 961
- Freeman, Samuel: 52
- Freeman's Journal* (Portsmouth, New Hampshire): 1777: 8 Mar., 54; 22 Mar., 164; 26 Apr., 434, 434n.
- French, Robert (Lt., Continental Navy): 973
- French Guiana Company: 976
- French Key, Bahamas: 998
- French West Indies: American privateers welcomed, 69; American trade source, 274, 309; British warships off, 665; inward bound vessels, 463; outward bound vessels, 309, 339; mentioned, 475
- Friends*, ship: captured by American privateer, 701 (Holmes)
- Friends Adventure*, British Victualler: captured by *Washington*, 781 (John Cummings)
- Friends Adventure*, schooner: sailing orders to Baltimore, 2, 131, 341 (Josiah Smith)
- Friends Adventure*, sloop: libeled by citizens of Boothbay Harbor, 952-53 (John Flagg)
- Friendship*, British Army Transport: 683, 684
- Friendship*, British Army Transport: 740 (William Coldstream)
- Friendship*, British Army Victualler: captured by *Independence*, 508; to be sold, 316-17 (Samuel Broomstone)
- Friendship*, Maryland State Brig: illegal sale of, 322; mentioned, 88n., 139, 139n. (John Martin)
- Friendship*, Maryland State Schooner: accounts, at Curaçao, 14, 890-93, 893n; captured by *Emerald*, 271, 1054 (John Gibbons)
- Friendship*, brig: captured by *Dispatch*, 843, 843n. (John Ducey)
- Friendship*, brigantine: captured by *Massachusetts*, 812, 850; sent into Boston, 816 (Wellicott)
- Friendship*, ship: captured by *Emerald*, 267, 1054; recaptured by *Montgomery*, later recaptured by *Lark*, 427, 427n., 1060 (Nicholas Houtvat)
- Friendship*, ship: captured by *Galatea*, 248, 248n., 1061 (William Bateman)
- Friendship*, ship: captured by *Roebuck*, 1056 (Daniel Rhodes)
- Friendship*, British snow: recaptured by *Loyal Nova Scotian*, 613 (Shotten)
- Frith, Joseph (Capt.): 1053 (*Betsey*)
- Frost, William: to: Massachusetts Board of War, 104; mentioned, 54
- Froy, John: 876
- Fry, Richard: 49
- Fry, Samuel: 42, 46
- Fulford, John (Capt., Maryland Militia): 22
- Fullerton, John: 961
- Fumade, Bernard: 676
- Funchal [Funchall], Madeira: American privateers at, 344
- Furlong, Laurence (Lieut., Continental Marines): to: Hector McNeill, 419-20
- Furman, Thomas: 1013
- Furnass, Jonathan: 352
- Furneau, Tobias (Capt., R.N.): 424 (*Syren*)
- Furnel [Fernald; Furnald], William (Capt.): from: William Gardner, 318; mentioned, 356 (*Polly*)
- Furse, James (Capt.): 248, 787n., 819, 820 (*Chaulkley*)
- Gadsden, Christopher (Brig. Gen., Continental Army): 281, 282n.
- Gains, George: from: Jacob Treadwell, 930
- Galagher, Francis: 58
- Galatea*, HMS: Journal: 248, 370-71, 395, 432-33, 439, 458, 909; at Bermuda, 136, 258, 383, 384, 386-87, 395; at New York City, 885, 909n.; captured: *Alston*, 370-71, 371n., 909, 909n., 1061; *Baker*, 1061; *Betsey*, 1063; *Buckskin*, 1063; *Dispatch*, 1061; *Dove*, 433, 909, 909n., 1061; *Eagle*, 221, 1061; *Fame*, 1063; *Family Trader*, 1061; *Francis*, 395, 395n., 909, 909n., 1061; *Friendship*, 248, 248n., 1061; *Good Intent* (Bethel), 1061; *Good Intent* (Burch), 1061; *John*, 439, 909, 909n., 1061; *Lively*, 1063; *Mermaid*, 490, 1061; *Molly*, 433, 909, 909n., 1061; *Neptune*, 1063; *Peggy* (Cochran), 1061; *Peg-*

- gy (North), 1063; *Phoenix*, 458, 909, 909n., 1061; *Proteus*, 433, 909, 909n., 1061; *Revenge*, 1061; *Susannah*, 1061; *Union*, 1063; *Washington*, 1061; *William*, 593; unidentified vessels, 424, 1061; mentioned, 213 (Thomas Jordan)
- Gale, Samuel (Capt.): 1056 (*Content*)
- Gallagher, Bernard (Acting Midn., Continental Navy): 46
- Gallop, William (Capt.): 1056 (*Polly*)
- Galloway, Joseph: 220, 227, 236, 428
- Galt, Nathaniel (Capt., Pennsylvania Navy): 277, 307 (*Argus*)
- Galvez, Bernardo de (Gov., Louisiana): **to:** Thomas Lloyd, 446-47, 895, 948-50, 957; **from:** Thomas Lloyd, 453-54, 910-12; portrait of, 448*; mentioned, 914, 968
- Galway, Ireland: 722
- Gambia River, Gambia: 580
- Gambier, James (Capt., R.N.): 542, 652
- Gamble, William (Lt., Continental Navy): 973
- Gammel, James: 871
- Gannet Rocks, Nova Scotia: 989, 1033
- Gardiners Island, N.Y.: 101, 110, 310-11
- Gardner, Andrew (Capt.): 352, 435-36, 908n., 1007n., 1024 (*Active*)
- Gardner, Barnabas (Capt.): 1055 (*Alexandria*)
- Gardner, Elisha: 465
- Gardner, Henry: 3, 352
- Gardner, Joseph, of Boston: 118
- Gardner, Joseph, of Philadelphia: 270
- Gardner, Dr. Joseph: 399
- Gardner, Uriah (Capt.): 138n., 244, 1056 (*Hanover*)
- Gardner, William: **to:** William Furnel, 318, Robert Morris, 132; William Whipple, 131
- Gardoqui, Joseph, and Sons, Bilbao, Spain: **to:** Arthur Lee, 837-38; Massachusetts Board of War, 797-98; **from:** Massachusetts Board of War, 141-42; mentioned, 680, 691, 692, 786, 862, 906
- Garland, HMS: 312, 313, 524, 633, 951, 983, 1037 (Richard Pearson)
- Garland, British Army Transport: inventory of, 55-56; purchased by Massachusetts Board of War, renamed *Gruel*, 55, 56n. (Levi Preston)
- Garland, George (Capt., Pennsylvania Navy): 236, 1004 (*Chatham*)
- Garner, Edward (Lt., R.N.): **from:** James Young, 382-83; mentioned, 79, 489, 904 (*Fly*)
- Garnett, Henry: **from:** John Dobson, 874
- Garnier, William (Capt., R.N.): **from:** Lords Commissioners of Admiralty, 587-88 (*Southampton*)
- Garonne River, France: 576
- Garret, Michael: 44
- Garrigues, — (Capt.): 441, 897 (*Anne*)
- Garrison, Samuel: 1032
- Gascoigne, William: 789
- Gaspé, Quebec: 460, 528n., 703
- Gaspee, HM Brig: 982, 1037 (Scott)
- Gates, Arnold's Fleet Row Galley: 954 (Frederick Chappell)
- Gates, Horatio (Maj. Gen., Continental Army): **to:** John Hancock, 467; **from:** Enoch Poor, 1035; mentioned, 156
- Gayton, Clark (V.Adm., R.N.): ordered survey of *Lively*, 148-49; ordered convoys to England, 667-68, 877; to be relieved by Sir Peter Parker, 798; **to:** Philip Stephens, 160-61, 344; **from:** George Burdon, 968; James Cooper 343-44; William Judd, 126; Lords Commissioners of Admiralty, 566-67; Philip Stephens, 497-98, 567, 829-30; Robert Woods, 127; mentioned, 222, 342, 548, 565, 588, 668, 685, 1036
- Gazette of the State of South-Carolina* (Charleston): 1777: 9 Apr., 308; 14 Apr., 342; 28 Apr., 460-61; 12 May, 956-57; 15 May, 974; 19 May, 997-98; 26 May, 1033; mentioned, 477n.
- Geddis, William: 221
- Gela, John: 1020
- Gelly, William: 943-44
- General Advertiser and Commercial Register* (Liverpool): 1777: 17 Jan., 518; 11 Apr., 743-44; 18 Apr., 764, 774; 2 May, 774n.; 9 May, 61-62, 819n.; 16 May, 836; 30 May, 878
- General Gates*, ship: captured by *Hope* and *Diligence*, 1063 (Joshua Stone)
- General Howe*, British Navy Victualler: 705
- General Lee*, Maryland Privateer Schooner: 139 (James Phillips)
- General Lee*, Pennsylvania Privateer Sloop: **captured:** *Juno*, 530 (John Chatham)
- General Lincoln*, Massachusetts State Ship: fitting out, 4, 55; ordered to France, 19, 279; mentioned, 338n. (Jacob Cole)
- General Mercer*, Maryland Privateer Sloop: commissioned, 381 (Thomas Timpson)
- General Mercer*, ship: captured by *Senegal*, 1060 (R.M. Richardson)
- General Mercer*, sloop: captured by *Emerald*, 182, 1054 (William Lewis)
- General Mifflin*, Massachusetts Privateer Ship: cruising with *Hancock* and *Boston*, 375, 435-36, 436, 936, 1006, 1007n., 1027, 1027n.; (William Day)
- General Mifflin*, Pennsylvania Privateer Brig: ran aground and bilged, 154, 154n., 207; **captured:** *Elizabeth*, 701 (John Hamilton)
- General Montgomery*, Pennsylvania Privateer Brig: captured by *Levant*, 343, 344n., 677, 707n., 810; mentioned, 1035 (Benjamin Hill; James Montgomery)
- General Putnam*, Massachusetts Privateer Schooner: 97, 97n. (Stephen Mascoll)

- General Washington*, North Carolina Navy Ship: fitting out, 11-12 (John Forster)
- General Washington*, sloop: 324 (Moseley)
- General Wolfe*, brig: 218 (John Wilson)
- Generous Friends*, British Navy Victualler: captured by *America*, 520 (Hill)
- Generous Friends*, British Navy Victualler: 628, 658; manifest of cargo, 625n.; sold, 625, 632n., 641, 687-88, 859; renamed *La Charlotte*, 859 (Duncan)
- Genoa, Italy: 795
- George, brigantine: captured by *Reprisal*, 499, 500n.; sold, 550, 571 (Codd)
- George, brigantine: captured by mutineers, 784, 784n., 801; renamed *True Briton* by crew, 784n. (Gregory Cozens)
- George, schooner: captured by *Milford*, 621
- George, ship: 218 (Thomas Brockway)
- George I, King of England: 777
- George III, King of England: to: Lord North, 844; from: Inhabitants of Bermuda, 447-50; John Robinson, 675-76; Lord Sandwich, 682-83; Count de Welderen, 710-11; mentioned, 495, 777, 822, 909
- George, Isaac: 871
- George, Sampson: 50
- George & Molly*, HM Tender: 800
- George's Bank, Mass.: 478
- Georgetown, S.C.: 25, 989
- Georgia, snow: captured by *Defence*, 76 (Thomas Bolton)
- Georgia: preparations for invasion of East Florida, 268, 916-17; prizes to be sent to, 469; inward bound vessels, 1006; outward bound vessels, 82-83, 998, 1057; mentioned, 546, 715
- Gérard de Rayneval, Conrad Alexandre: from: Silas Deane, 512-13, 679-80, 838-39; mentioned, 501, 509, 744
- Geraue, Rapheles (Midn., Continental Navy): 875
- Germain, Lord George [1st Viscount Sackville]: to: Mariot Arbuthnot, 643-44; George James Bruere, 496, 732; Sir William Howe, 629-30; Lords Commissioners of the Admiralty, 757-58; Patrick Tonyn, 733-34; from: American Commissioners in France, 572-73; George James Bruere, 383-87; Lord Dunmore, 618-19; Lords Commissioners of Admiralty, 548, 672-73, 752, 813-14, 821-22; Patrick Tonyn, 916-17; mentioned, 70, 611, 644, 662, 686, 712, 714, 720, 740, 743, 802, 870, 877
- Germany, Girardot & Co.: 669
- Gerrich, Sam (Capt.): 699 (*Betsey*)
- Gerrish, Cabbot (Capt.): 837 (*Success*)
- Gibbons, John (Capt., Maryland Navy): 14, 890-91, 1054 (*Friendship*)
- Gibbs, George (Capt.): 259
- Gibbs, George Baker (Capt.): 998 (*Nancy*)
- Gibson, William: 173
- Gilbert, — (Capt.): 441, 898 (*Phoebe*)
- Gilbert, Francis (Capt., Pennsylvania Navy): 277, 307, 1015 (*Thunder*)
- Gibraltar, Straits of: 343, 504, 530, 543, 677, 704, 777, 810, 856
- Giles, Eleazer (Capt.): 359, 398 (*Retaliation*)
- Gill, — (Capt.): 858 (*St. Mary Planter*)
- Gill, Moses: 360, 390, 907
- Gillen, [Gillon], John: 44
- Gillilands Creek, N.Y.: 366
- Gillis, — (Capt.): 303 (*James*)
- Gillon, Alexander: 279, 351
- Gillon, Alexander & Co.: to: Massachusetts Board of War, 26; from: Massachusetts Board of War, 338; Samuel Mifflin, 275-77; mentioned, 19, 279
- Gilman, Nicholas: 919
- Kimber, William: 789
- Gist, Mordecai (Col., Continental Army): to: Commanding Officer, Whetstone Fort, 298-99; William Gosnold, 299; William Smallwood, 330; John Stone, 336
- Giurlavi, Gaspar (Capt.): 1054 (*Le Bien Heureux*)
- Glarwin, Matthew: 44
- Glasgow, HMS: Journal: 160, 237, 259-60, 273, 283, 317, 333, 333n., 355, 382, 520-21, 898; convoys transports to Jamaica, 142; cruising off Santo Domingo, 160, 237, 259-60; off Puerto Rico, 273, 283, 317, 333, 355, 382, 898; convoys from Canary Islands, 520-21, 521n.; captured: *Aurora*, 317; *Betsey & Ann*, 273, 273n.; *Henry*, 382; 898; *Juliana*, 259, 260n.; *Providence*, 898; *Sally*, 355, 355n.; *Unity*, 259, 260n.; *Volante*, 283, 283n.; *William*, 160, 160n.; mentioned, 396, 705 (Thomas Pasley)
- Glasgow, Scotland: outward bound vessels, 377, 529, 555, 559, 767, 793, 793n., 801, 807, 861; mentioned, 667, 772, 868
- Gloucester, Virginia Navy Row Galley: building at Pepper Creek, Virginia, 300, 487
- Gloucester, Mass.: 165, 1044
- Gloucester, N.J.: 316
- Gloucester Point, N.J.: 129
- Glover, schooner: 906 (John Harris)
- Glover, John (Brig. Gen., Continental Army): 1018
- Glover, John (Capt.): negotiated prisoner exchange, 303-04, 400-01, 401-02, 418; to: Massachusetts Council, 1043; from: Massachusetts Council, 304, 401-02 (*Two Pollys*)
- Glover, Jonathan: to: Massachusetts Board of War, 84, 397-98, 1017-18; from: Continental Marine Committee, 170; Massachusetts Board of War, 931-32; mentioned, 56, 285, 302, 398, 906, 977

- Glynn, Thomas (Capt.): 173 (*Providence and Mary*)
- Goddet [Godet], Henricus: 93, 296
- Godfrey, Andrew: 108
- Godwin, James (Capt.): 1060 (*Industry*)
- Goeree [Gore], Netherlands: 766
- Goeree Gut, Netherlands: 829, 834
- Golding, —: 542
- Goldsbury, Thomas (Lt., R.N.): 408
- Goldsworthy, John: 815
- Gonet, Charles Pierre (Commissary at Lorient): **from:** de Sartine, 765, 851; mentioned, 791, 797
- Good Intent*, ship: captured by *Galatea*, 1061 (Nathaniel Bethel)
- Good Intent*, ship: captured by *Galatea*, 1061 (David Burch)
- Good Intent*, sloop: captured by *Preston*, 1056 (John Finlayson)
- Goodrich, Bartlet (Capt.): 619 (*Edward Dick*)
- Goodrich, Bridges (Capt.): 619, 1045, 1045n. (*Molly*)
- Goodrich, John, Sr. (Capt.): 619
- Goodrich, William (Capt.): 222, 619, 1045, 1045n. (*Lady Susan*)
- Goodwill*, American Privateer Schooner: captured by *Tamer*, 947
- Goodwin Sands, England: 727
- Gordon, — (Capt.): 563–64
- Gordon, John (Lt., Maryland Navy): 973
- Gordon, John (Capt.): 1053 (*Esther*)
- Gordon, John (Seaman, Continental Navy): 239, 767, 768n.
- Gordon, Robert (Capt.): 90n. (*Maria*)
- Gore, Henry (Capt., R.N.): 599 (*Pegasus*)
- Gorham, Joseph (Lt. Col., British Army): 643
- Gorham, Timothy: 484
- Gorton, Oliver: 50
- Gorton, William: 305
- Gosnold, William (Capt.): **from:** Mordecai Gist, 299; mentioned, 298, 299n. (*Revenge*)
- Gosport, England: 830
- Gosport, Va.: 155
- Gostling, George: **to:** Samuel Seddon, 609
- Goteborg, Sweden: 513, 572
- Gouge, James: 961
- Gould [Gold], Abraham (Lt. Col., Connecticut Militia): 483
- Gourlade, Berard: **to:** Lambert Wickes, 521; mentioned, 525, 536, 862
- Gouverneur, Isaac: 14
- Gower, John Leveson (Capt., R.N.): 866 (*Valiant*)
- Graaff, Johannes d' (Gov., St. Eustatius): removal from office demanded by British, 711, 711n., 712n.
- Grace*, ship: recaptured by *Mermaid*, 1062 (Edward Markham)
- Graces*, ship: captured by *Phoenix*, 997, 1055 (Jean B. Duffaut)
- Gradis, David, & Son: 939
- Graeme, Alexander (Lt., R.N.): 1048 (*Kingsfisher*)
- Grafton, Joseph, Jr.: 932
- Graham, — (Capt., British Army): 733
- Graham, Joseph (Capt.): 90n. (*Duke of York*)
- Graham, Mitchell (Capt., R.N.); **to:** Philip Stephens, 536; **from:** Lords Commissioners of Admiralty, 619–20 (*Thetis*)
- Grand, Chevalier Isaac Jean Georges: **to:** Benjamin Franklin and Silas Deane, 617–18
- Grand, Rodolphe Ferdinand: **from:** Samuel Nicholson, 568–69; mentioned, 543, 546
- Grand Banks, Newfoundland: 504, 506, 530, 598–99, 677, 689, 810
- Grand Cul de Sac, St. Lucia: 976
- Grand Duke of Russia*, British Army Transport: salute from *Diamond* killed men on board, 698; mentioned, 362–63 (John Holman)
- Grand Dutchess of Russia*, British Army Transport: taken into naval service, renamed *Vigilant*, 408 (David Fenton)
- Grand Lahou [La Ho], Ivory Coast: *See* Cape La Hou
- Grandy, [Grant], Amos: 481, 482
- Grannis, John (Capt., Continental Marines): concerning charges against Esek Hopkins, 143–44, 265; examination by Marine Committee, 189–92, 192n.
- Grant, — (Capt.): 998
- Grant, John: 481
- Grant, Samuel: 118
- Grantham, Lord [Thomas Robinson, 2nd Baron Grantham]: **to:** Lord Weymouth, 542–43, 563–64, 577–78, **from:** Lord Weymouth, 586, 645; mentioned, 499–500
- Grasshopper*, HM Sloop: 734 (William Truscott)
- Grasshopper*, British Army Transport: recaptured by *Perseus*, 342 (William Coombes)
- Gratitude*, ship: captured by *Brune*, 1055 (Frederick Lykmes)
- Graves, — (Capt.): 855 (*Dartmouth*)
- Graves, John (Lt., R.N.): 197, 197n., 1029n. (*Camilla*)
- Graves, Samuel (V.Adm., R.N.): 810
- Graves, Samuel (Lt., R.N.): 983 (*Viper*)
- Gravesend, England: 647
- Gray, —: 105
- Gray, Benjamin: 465
- Gray, Ellis: 4, 5, 55, 117, 151, 338, 977

- Gray, James (Lt., Virginia Navy): 77
- Gray, John: to: Massachusetts Board of War, 1034
- Gray, Lewis: 133
- Gray, William (Capt.): 82-83 (*Batchellor*)
- Grayson, James (Capt.): 750, 751, 818 (*Lonsdale*)
- Great Egg Harbor, N.J.: 9, 340
- Great Ripp Shoal, Mass.: 74, 217
- Greathead, Craister (Gov., St. Christopher): 852
- Greely, Jonathan (Capt.): 435, 436, 908n., 1007n. (*Speedwell*)
- Green, —, of Maryland: 171, 244
- Green, Caleb (Capt.): 325-26 (*Dolphin*)
- Green, Frederick: 139
- Green, John: 481, 482n.
- Green, Matthew: 45
- Green, Oliver: 49
- Green, Peter: 129
- Green, Samuel (Capt.): from: Massachusetts Board of War, 132-33; mentioned, 84 (*Franklin*)
- Green, Thomas: to: Massachusetts Council, 33
- Greene, Nathanael (Maj. Gen., Continental Army): to: George Washington, 987
- Greene, Nathanael, prize agent for Continental Navy Seamen: 42, 44, 45, 46, 49, 50, 152
- Greenland: 556, 867
- Greenleaf, Benjamin: 203
- Greenleaf, Joseph: to: Robert Paine, 944; mentioned, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 301
- Greenleaf, William: 18, 38, 923, 1019
- Greenock, Scotland: 784n., 861
- Greenough, Gres. (Capt.): 82-83 (*Driver*)
- Greenough, Thomas: 391
- Greenway, John: 822
- Greenway, Joseph (Lt., Continental Navy): 973
- Greenwich Bay, R.I.: 109
- Greenwood, Miles: 18, 65
- Greggs, George: 238, 876
- Grenada, West Indies: British warships cruising off, 79, 80, 903, 905; British trade with, 900; British troops sent to, 644; American privateers operating off, 70, 176, 177, 260, 372, 413, 478, 489, 698; prizes sent into, 490, 639, 1029; inward bound vessels, 68, 858, 874; outward bound vessels, 698; view of, 261*
- Grenadines, The, West Indies: 79, 80, 260, 903
- Grenville, packet: 268
- Greyhound, HMS: Journal: 274, 324-25, 365, 454-55, 479, 947, 1025; obtained provisions on Fishers Island, 110-11; cruising off Cape Ann, 274, 324-25, 365, 454-55, 479, 924, 944, 947, 1019n., 1025; fired upon by *Rutledge*, 998; chased Massachusetts spy ship into Cape Ann, 1017; arrived at Newport, 1048; captured: *Bersheba*, 1060; *Betsey*, 1060; *Hannah*, 947, 947n., 1060; *Juno*, 1060; *Paris*, 454-55, 455n., 1060; schooner *Polly*, 365, 365n., 1060; sloop *Polly*, 274, 274n., 1060; *Savage*, 1060; *Success*, 397, 397n., 1060; *Tayron*, 479, 479n., 1060; *Timoleon*, 325, 395-96, 396n., 997, 997n., 1060; two unidentified vessels, 455, 1060; mentioned, 121 (*Archibald Dickson*)
- Grice, Francis: 31, 889
- Griffin, George (Capt.): 461 (*Wild Cat*)
- Griffin, Jasper (Capt.): 956 (*Delight*)
- Griffing, Moses (Capt.): 320 (*Betsey*)
- Griffith, Walter (Capt., R.N.): 527-28 (*Nonsuch*)
- Griffiths [Griffies], Richard: 48
- Griffiths [Griffies], William: 44, 48
- Grimaldi, Jeronimo, Marquis de (Spanish Prime Minister): 542, 577-78, 680
- Grimes, John (Capt.): 180n., 435, 436, 908n., 1007n. (*American Tartar*)
- Grindlay [Grinlay], John: 592
- Grinliffe, Enoch: 747
- Grinman, Gideon: 43
- Grinnel, Cambridge: 68
- Grinnell, James Clark (Midn., Continental Navy): 48
- Grinnell, L.: 48
- Grinnell, Richard: 49
- Grinnell, William (Lt., Continental Navy): 46, 263, 266
- Groce, Andrew: 239, 876
- Grog, brig: captured by *Defence*, 181, 376-77, 377n., 392-93, 393n., 424-26, 438, 439; arrived at Plymouth, 897; sold, 1019 (*Corkran*)
- Gross, — (Capt.): 947
- Gross, Simon (Lt., Continental Navy): to: Hector McNeill, 419-20
- Grub, —: 316
- Gruel, Massachusetts State Ship (formerly British Army Transport *Garland*): inventory of, 55-56
- Gruel, Jacques: 771
- Gruel, Jacques, and Co.: to: Massachusetts Board of War, 665-66; mentioned, 10, 19, 105, 204, 338, 352, 532
- Guadeloupe, West Indies: American trade source, 4, 65n., 69, 72, 82-83, 259, 317, 338, 389, 451, 454-55, 479, 947, 997, 1054, 1060; British warships cruising off, 247, 950, 976; American privateers fitting out at, 874; American prizes sent into, 308, 800, 943, 1045
- Guerbin, Wallis: 219
- Guernsey Island, Channel Islands, England: 661, 768
- Guichard, Augustin: 876

- Guilford, Conn.: 482
- Guinea Coast, Africa: American privateer activity off, 677, 810; outward bound vessels, 37, 308-09, 372, 936; mentioned, 586, 641, 735
- Guiraut, —, the Elder: to: Benjamin Franklin, 610-11
- Gunpowder, Continental: for Virginia Navy, 34; for Pennsylvania Navy, 354; for Continental Navy frigates, 177, 293, 318, 356, 360, 391; captured and sent into Boston, 800; Sources: African coast, 539-40, 598; Belgium, 829; France, 15, 26, 72, 74, 141n., 155, 164, 175, 188, 233, 235, 236, 243, 255, 321, 324, 325, 329, 331, 331n., 335, 379, 394, 394n., 395-96, 396-97, 399, 406, 418-19, 434, 451, 521, 534, 540, 561, 593, 622, 631; 650-52, 665, 727, 742-43, 766, 817, 997, 1017, 1053 1056, 1060; Guadeloupe, 65, 65n., 72, 82-83, 338, 389, 451, 454-55, 997, 1060; Havana, 645, 680, 926; Holland, 557; Martinique, 5-6, 87, 280, 280n., 283-84, 284n., 287, 298, 346, 369, 391, 391-92, 665, 670, 801, 1036, 1053; New Orleans, 680, 802, 912; St. Croix, 71, 1053; St. Domingue, 87, 414n., 490, 543, 622, 622n., 631, 727, 1056; St. Eustatius, 609, 665, 700, 1061; St. Martin, 37, 71; Sweden, 513-14, 572
- Gurney, ship: captured by Americans, 795 (Doyle)
- Guthrie, Alexander (Capt.): 154 (*Peace & Plenty*)
- Gwynn Island, Va.: 117
- Hackensack, N.J.: 656
- Hacker, Hoysteed (Capt., Continental Navy): concerning court martial of Richard Marvin, 263, 266; appointed to command *Columbus*, 980; ordered to cruise, 56, 980; from: Marine Committee, 980; mentioned, 44, 45, 49, 50, 118 (*Providence*; *Columbus*)
- Hacker, John: 50, 118
- Hacker, Samuel: 50
- Hackett, James: to: William Whipple and Matthew Thornton, 345
- Haddock, Roger (Master, Continental Navy): concerning charges against Esek Hopkins, 189; withdraws accusation against Hopkins, 143, 144n.
- Haddonfield, N.J.: Admiralty Court at, 403, 403n.
- Haerlem, HM Armed Vessel: recaptured: *Marquis of Kildare* and *Olive*, 997, 997n. (John Knight)
- Hague, The, Netherlands: 833
- Haines, Joseph (Lt., R.N.): named to command, 433 (*Albany*)
- Haines, Thomas: 239
- Hains, William (Capt.): appointed to command, 167 (*Union*)
- Hale & Dunn: built *Resolution* and *Viper*, 307
- Haley [Heley], Thomas: 239, 767, 768n.
- Half Moon, N.Y.: 136
- Halifax, HM Brig: Master's Log: 254, 466-67, 996-97; as support on Danbury Raid, 466-67; anchored in Oyster Bay, Long Island, 996 (William Quarmer)
- Halifax, brig: recaptured by *Milford*, 163 (Richard Hinckly)
- Halifax, N.C.: 271, 272
- Halifax, Nova Scotia: British warships at, 73, 202, 234, 335, 345, 408, 433, 1047; prisoner exchange at, 108, 167, 401-02, 418; cartels sent to, 51, 140, 157, 216, 269; cartel sailed from 157; Admiralty Court, 285, 778; Naval Dockyard: shipwrights ordered to, 734; *Cabot* surveyed at, 1047; prizes sent into, 163, 164n., 211, 250, 294, 393, 463, 570, 613, 1047; inward bound vessels, 37, 140, 211, 304, 327, 460, 639, 683, 687, 703n., 743, 982, 989, 1045, 1047; outward bound vessels, 20, 33, 131, 211, 427, 638, 954, 971, 997, 1037, 1045; mentioned, 312, 313, 315, 359, 375, 508, 622, 931, 983, 1033, 1043
- Hall, George Abbot (Commissioner, South Carolina Navy Board): concerning replacement of *Defence*, 194, 968
- Hall, John (Master, Continental Navy): 827
- Hall, John (Lt., on board *Montgomery*): 246
- Hall, John (Private, Continental Marines): 961
- Hall, John, supercargo on board *Aurora*: 548, 555, 559
- Hall, Lyman: to: Roger Sherman, 981-82
- Hall, Samuel: 1023
- Hall, William (Lt., South Carolina Navy): ordered to prepare *Notre Dame* for sea, 921-22; from: South Carolina Navy Board, 921-22
- Hallam, Samuel: 44
- Hallet, —: fitted *Montgomery* for last cruise, 933
- Hallet, John Allen (Capt., Massachusetts Navy): 202, 305, 305n., 391-92, 400 (*Republic*)
- Hallock, William (Capt., Continental Navy): 72 (*Lexington*)
- Hamburg, Germany: American trade source, 866; inward bound vessels, 825, 829; mentioned, 864
- Hamelton, Ralph: 159
- Hamilton, David: appointed to superintend shipyard at Charleston, 477
- Hamilton, John (Seaman on board *Montgomery*): 246
- Hamilton, John (Capt.): 154, 207 (*General Mifflin*)
- Hamilton, Sir John (Capt., R.N.): from: Philip

- Stephens, 650-52; mentioned, 608, 693 (*Hector*)
- Hamilton, Peter: 119
- Hamilton, William (Lieut., Continental Marines): 45
- Hammon, John: 481
- Hammond, Larkin (Capt.): arrived in France, 690, 721, 747, 756; requested business advice from Thomas Morris, 674-75; mentioned, 730n., 752 (*Jenifer*)
- Hamond*, Antigua Privateer Sloop: 64
- Hamond, Andrew Snape (Capt., R.N.): Autobiography: 257, 321; Narrative: 149-50, 330-31; appointed commodore in Delaware, 61; to: Charles Phipps, 1028-29; James Young, 26; mentioned, 69, 72, 80, 197, 197n., 233, 295, 371, 394, 407, 424, 778, 992 (*Roebuck*)
- Hamoze [Ammores], England: 577, 613, 628, 730, 739
- Hampden*, Continental Navy Brig: command offered to Ezekiel Burrough, 294; repairs made, 28, 34, 34n., 56, 142; ready for sea, 294; fired on at Bristol Ferry, Rhode Island, 1025; mentioned 205 (Ezekiel Burroughs)
- Hampshire*, Continental Navy Brig (renamed *Ranger*): 1016 (John Roche) *See also Ranger*
- Hampton, Va.: *Hero* galley at, 422; *Revenge* at, 258; inward bound vessels, 34, 298; outward bound vessels, 855n.; mentioned, 158, 222, 1016
- Hancock*, Continental Navy Frigate: fitting out at Boston, 36, 104, 105, 105n., 293, 318, 356, 359-60, 375-76, 389-90, 390, 391, 400, 400n., 404, 405, 416, 434-36, 436n., 452, 463, 885, 923, 924-25, 925n., 936, 964, 970; supplies for, 117; at Cape Ann, 209, 249; gunpowder for, 177, 293, 318, 356, 360, 391; desertion from, 419; Army deserters on board, 964, 995; courts martial held on board, 404-05, 925; ordered to cruise against *Milford*, 400, 400n., 416, 621, 944; sailed with *Boston* and Massachusetts privateers 1006-07, 1007n., 1007-09, 1018, 1023-24, 1040, 1043-44, 1049; mentioned, 51, 178, 242, 357, 995 (John Manley)
- Hancock*, Washington's Fleet Schooner: 285n. (Samuel Tucker)
- Hancock*, Pennsylvania Navy Row Galley: 192 (Thomas Moore)
- Hancock, John: to: Esek Hopkins, 223; from: John Bradford, 36, 155-56, 209, 249, 284-85, 854-55; Jeremiah Powell, 924-25; Jonathan Trumbull, 21; George Washington, 234-35; mentioned, 10, 19, 92, 100, 151n., 332, 359, 411, 677, 1041
- Hancock, Thomas (Boatswain, New York Navy): 207
- Hancorn, Richard (Master's Mate, R.N.): 101
- Hand, Recompence: 238
- Handy, George (Capt.): 139 (*Enterprise*)
- Handy, James (Capt.): 139 (*Harlequin*)
- Handy, John (Capt., Maryland Navy): 948
- Handy, Joseph (Capt.): 139, 222, 1063 (*Buckskin*)
- Hannah*, British Horse Transport: 684 (George Heslop)
- Hannah*, British brig: captured by *Charming Sally*, 340, 340n., 360, 361n., 527, 528n. (Henry Bailey)
- Hannah*, brig: captured by *Experiment*, 587n., 591, 591n., 841
- Hannah*, brigantine: captured by *Portsmouth*, 434
- Hannah*, schooner: prize account of, 158-59, 159n.; captured by *Montgomery*, 427 (William Wilkinson)
- Hannah*, schooner: 52, 52-53 (John Rider)
- Hannah*, schooner: captured by *Badger*, 161
- Hannah*, ship: captured by *Diamond* and *Greyhound*, 1060
- Hannah*, sloop: captured by *Emerald*, 35, 1053 (Lot Price)
- Hannah, John: 63
- Hannah and Elizabeth*, schooner: captured by *Badger*, 161
- Hanover*, brig: captured by *Lexington*, 238, 239, 745, 760n., 767-68, 783; recaptured by original crew, 767-68, 768n. (Robert Pollock)
- Hanover*, ship: captured by *Preston*, 138, 138n., 1056 (Uriah Gardner)
- Hanover, Benjamin: 481
- Hanover Planter*, British ship: 520 (John Nelson)
- Hanson, Joshua: 480
- Happy Couple*, ship: captured by *Unicorn*, 393, 394n., 1059 (David Lawrence)
- Haraden, Jonathan (Capt., Massachusetts Navy): received medicine chest, 54, 84; concerning pay, 132; concerning capture of *Cabot*, 280-81, 359, 359n., 372, 374, 848-49, 857; to: Massachusetts Board of War, 248-49, 750, 796, 806; from: Massachusetts Board of War, 105; portrait of, 106*; mentioned, 141, 183, 248, 751, 787, 792, 796n., 812, 818, 852, 959, 959n. (*Tyrannicide*)
- Harbor Island, Bahamas: 1063
- Harding, R. Collins (Capt.): 1059 (*Dispatch*)
- Harding, Richard: 1050
- Harding, Seth (Capt., Connecticut Navy): appointed to command *Oliver Cromwell*, 319, 320; to recruit for *Oliver Cromwell*, 1027; to: Jonathan Trumbull, 962, 986, 1027; from: Jonathan Trumbull, 964, 978-79;

- mentioned, 144, 339, 361, 366, 908, 936, 1022 (*Defence*; *Oliver Cromwell*)
- Hardy, — (Capt.): 858 (*Peggy*)
- Hardy, George: 50
- Hardy, Ishmael (Capt.): 36n., 144n., 157n., 211, 309 (*Lady Washington*)
- Hardy, John (Lt., R.N.): appointed to *Snake*, 950
- Hardy, Joseph (Midn., Continental Navy; Capt., Continental Marines): 44, 46, 119, 263, 266
- Harlem*, ship: captured by *Brune*, 1063
- Harlem River, N.Y.: 231
- Harlequin*, Maryland Privateer Schooner: settlement of prize accounts of 357, 357n.; mentioned, 139 (William Woolsey; James Handy)
- Harlow, Isaac (Capt.): 1063 (*Lyon*)
- Harlow, Samuel (Capt.): 1054 (*Winyaw*)
- Harmonie*, brigantine (formerly *Hibernia*): 859
- Harmony*, ship: captured by *Pearl*, 394, 1057 (James Briggs)
- Harrietta*, British Army Transport: 644 (Thomas Randall)
- Harrington, England: 878
- Harrington, John: 1050
- Harrington, William: 1050
- Harriot*, packet: 645 (Weymes Orrock; Samuel Spargo)
- Harris, — (Lt., R.N.): 684
- Harris, Benjamin (Capt.): 353 (*Sally*)
- Harris, George (Purser, R.N.): 163
- Harris, John (Capt.): 906 (*Glover*)
- Harris, John (Capt., Virginia Navy): from: Richard Harrison, 918 (*Musquetto*)
- Harris, John (Lieut., Continental Marines): to: Hector McNeill, 419–20
- Harris, John, Jr. (Mate on board *Glover*): 906
- Harris, Robert (Lt., Continental Navy): 589, 589n.
- Harris, Thomas: 375, 918
- Harris, Thomas, and Co.: to: Massachusetts Council, 350–51
- Harris, William: 49
- Harrison*, Washington's Fleet Schooner: 262n. (William Coit)
- Harrison, — (Capt.): 863–64 (*Mary*)
- Harrison Benjamin, Jr.: 255
- Harrison, John (Capt., Pennsylvania Navy): appointed to command *Repulse*, 307; appointed to command *Experiment*, 486; mentioned, 277, 476 (*Repulse*; *Experiment*)
- Harrison, John, Inventor of Chronometer: 673–74
- Harrison, Nicholas: 1039
- Harrison, Parker Innes (Acting Lt., R.N.): 983
- Harrison, Richard: to: John Harris, 918;
- Maryland Council of Safety, 116, 364–65; mentioned, 346
- Harslet, Robert: 480
- Hart Edward: 238, 876
- Hartford, Conn.: 305
- Hartley, Samuel: from: Selectmen of Boston, 400; mentioned, 391–92
- Harvey, — (Capt.): 309 (*Independence*)
- Harvey, — (Midn., R.N.): 13
- Harvey, John (Lt., R.N.): ordered to capture *Dolphin*, 652; from: Lords Commissioners of Admiralty, 849 (*Speedwell*)
- Harvey, John (Boy, Continental Navy): 239 876
- Hartwell, Barry (Capt.): 68, 275, 276, 277 (*Sally*)
- Hartwell, Broderick (Capt., R.N.): 831n. (*Blenheim*)
- Harward, William: 822
- Harwich, England: 820, 825, 828, 829, 830, 834, 841
- Haskill, Joseph (Capt.): 490, 1057 (*Champion*)
- Haskins, Dr. Jonathan (Surgeon on board *Charming Sally*): Journal: 527–28, 831 831n., 834, 871
- Hastings, — (Capt., British Army): 456
- Hastings, Henry: 789
- Haswell, Robert (Lt., R.N.): 161 (*Hornet*)
- Hatch, Joseph (Capt.): 1053 (*Mary*)
- Hatch, Joseph (Seaman on board *Dalton*): 836
- Hatch, Walter (Capt.): 250, 304, 401 (*Hope*)
- Hatter, John (Capt.): 646n., 666 (*Hope*)
- Hattery, Thomas: 317
- Havana, Cuba: Spanish naval strength at, 1036; source of American arms 645, 680, 926; American prizes to be sent into, 469–70; inward bound vessels, 433, 1005; outward bound vessels, 1058; mentioned, 460, 778
- Haverfordwest, England: 509, 511
- Havre, Le, France: American munitions source, 451, 540, 561; *Amphitrite* sailed from, 434, 519, 693, 817, 1017; *Dolphin* delivered to, 546, 547; *Dolphin* fitting out at, 725, 730; *Dolphin* sailed from, 650–52, 766; *Seine* sailed from, 175, 693, 817; inward bound vessels, 602; outward bound vessels, 230, 714, 725, 727, 811; mentioned, 547, 620, 842
- Hawes [Hawse], Thomas: 286n.
- Hawk*, brig: captured by *Porcupine*, 161
- Hawk*, schooner: captured by *Defence* and libeled, 1019
- Hawke*, HM Sloop: at Antigua, 79, 90; arrived Spithead, England 61–62, 68–70, 77; captured: *Batchellor*, 82–83; *Elizabeth*, 82–83;

- recaptured: *Penguin*, 82-83; mentioned, 78 (Robert Cooper)
- Hawke*, Massachusetts Privateer Brig: cruising with *Hancock* and *Boston*, 325, 325n., 375, 435-36, 436, 1006-07, 1007n. (Jonathan Oakes)
- Hawke*, Massachusetts Privateer Schooner: captured: *Betty*, 309, 464-65 (John Lee)
- Hawke*, cartel vessel: at Salem, 18, 157 (Joseph Ross)
- Hawke*, schooner: captured by *Lee*, and libeled, 397, 398n., 932-33 (Daniel Collins)
- Hawker, James (Capt., R.N.): ordered to convoy, 95-96; from: James Young, 95-96; mentioned, 80, 409, 557n. (*Mermaid*)
- Hawkins, Henry: 108, 120, 1048
- Hawkins, James (Capt., Maryland Navy): 987-88 (*Resolution*)
- Hawley, David (Capt., Connecticut Navy): 978 (*Schuyler*)
- Hay, Edward (Gov., Barbados): from: Lord Howe, 388; mentioned, 904
- Hay, William (Capt., R.N.): concerning ill treatment of prisoners, 706-07, 707n.; from: George Murray, 676-77; mentioned, 810 (*Alarm*)
- Hayes, John: 98
- Hayes, Stephen: 44
- Hayne, Thomas (Lt., R.N.): 753 (*Porpoise*)
- Haynes, William (Capt.): to: Massachusetts Board of War, 1038 (*Union*)
- Hazard*, HM Sloop: 844 (James Orrock)
- Hazard*, HM Tender: 1036 (Quearn)
- Hazard*, sloop: captured by *Lyon*, 457n., recaptured by *Mermaid*, 457n., 1059
- Hazard*, John (Capt.): 82-83, 1057 (*Speedwell*)
- Hazelwood, John (Capt., Pennsylvania Navy): imposed discipline, 30; concerning navigational obstructions, 112; commander of fire rafts and fire boats, 212-13; named as second in command of Pennsylvania Navy, 346; officers refused orders, 910; from: Pennsylvania Navy Board, 307, 915, 920, 981; mentioned, 9, 237, 354, 429
- Hazelwood, Thomas (Capt., Pennsylvania Navy): 58 (*Fame*)
- Head of Elk, Md.: 235, 299, 430
- Hearn, Richard: 442
- Heath, William (Maj. Gen., Continental Army): to: John Langdon, 293; John Manley, 964; from: John Langdon, 356; John Manley, 186-87, 405; George Washington, 315
- Heber de St. Clement, —, merchant, Rochford, France: 939
- Hecla*, Pennsylvania Navy Fire Ship: 443 (Thomas Perkins)
- Hector*, HMS: cruising orders, 620; to capture *Dolphin*, 650-52; captured: *Thomas Koulikan*, 607, 608; unidentified Danish brigantine, 693 (John Hamilton)
- Hector*, Massachusetts Privateer Brigantine: commissioned, 202-03 (Zachariah Burchmore)
- Heirs, William: 239
- Hell Gate, N.Y.: 455
- Hellene*, brig: 488 (Jones)
- Hellevoetsluys, Netherlands: destination of *Prince of Orange*, 825, 828, 829, 830; mentioned, 834
- Helme, Arthur (Capt.): 309 (*Three Friends*)
- Helme, Rowse: 252
- Hemmens, William: 239
- Hempstead, Joshua (Capt.): 320
- Hemsley William: 139
- Henderson, Alexander (Capt., Pennsylvania Navy): to search for deserters, 291, 291n.; concerning officer appointments, 353-54; resigned his commission, 910; mentioned, 31 (*Dickinson*)
- Henderson, William: 1039
- Henley, — (Capt.): 724n. (*Ellis*)
- Henley, David: nominated to Navy Board of Eastern District, 920
- Henrietta*, British Army Transport: 371, 371n. (Robert Elder)
- Henry*, Virginia Navy Row Galley: received provisions on board, 258; ordered to cruise Mobjack Bay, 267; complaint against, 370; listed as fit for duty, 422; mentioned, 446 (Robert Tompkins)
- Henry*, Pennsylvania Privateer Sloop: captured by *Glasgow*, 382, 898 (Amos Weeks)
- Henry, John (Lt., R.N.): named to command, 408 (*Vigilant*)
- Henry, Patrick (Gov., Virginia): to: Richard Caswell, 247; Thomas Johnson, 431-32; from: Thomas Johnson, 422, 476-77; Richard Henry Lee, 290-91, 963; George Washington, 235n., 1049; portrait of, 423*
- Henry & Ann*, brig: libeled, 51 (Robert Farra)
- Hepden, William (Capt.): 740 (*Hopewell*)
- Herbert, Caleb: from: Virginia Navy Board, 95
- Herbert, Charles: Journal: 528-29, 529n., 536, 549, 570, 577, 585, 594, 613-14, 628, 730, 744, 764-65, 781-82, 795, 836, 879-80; as prisoner on board: *Raisonable*, 528-29, 529n.; *Belleisle*, 536, 549, 570; *Torbay*, 577; *Burford*, 585, 594, 613-14, 628, 730, 744, 764-65; in Royal Hospital, Plymouth, 764-65, 781-82, 795, 836, 879-80; allowed privileges as prisoner, 613-14, 628; ill with smallpox, 764-65, 781-82, 795, 836, 879-80
- Herbert, John: 414
- Hercules*, French ship: boarded by *Antelope*, 126-27 (Alexander Dubrouch)

- Hereaud, Jean (Capt.): 164, 622, 1017 (*Le Mercure*)
- Hero, Virginia Navy Row Galley: refitting, 34; at Hampton, 422; mentioned, 222 (George Muter)
- Hero, sloop: captured by *Juno*, 393, 394n., 1058 (James Latham)
- Herrick, Jonathan: 481
- Heslop, George (Capt.): 684 (*Hannah*)
- Hessian Troops: *See* Army, British
- Hester, ship: recaptured by *Liverpool*, 163
- Hetty, sloop: captured by *Phoenix*, 997, 1055 (Francis Saltus)
- Hetty, British snow: recaptured by *Unicorn*, 613 (Charles Ross)
- Heureux, ship: fitting out at Marseilles, 855, 855n., 856, 856n. (Pierre Landais)
- Hewes, Joseph: to: Thomas Burke, 67, Richard Caswell, 228, 271-72, 981
- Hewes, Josiah: to: Nicholas Brown, 244; Christopher Champlin, 1032
- Hewes & Smith: 132, 923
- Heyward, Thomas: 328
- Heywood, Benjamin: 869-70
- Heywood, Richard: 370
- Hibernia, brig: captured by *Reprisal*, 625, 658; manifest of cargo, 625n.; sold to merchants of Noirmoutier, 625, 632n.; renamed *Harmonie*, 859 (Jefferson)
- Hichborn, Benjamin: 4
- Hicks, — (Capt.): 592 (*Phillip*)
- Hicks, John: 48
- Hickson, Joseph: 555
- Higgins, Thomas: 1040
- Higgins, William: 964
- Highlands, N.Y.: 206, 235, 291, 987
- Hilbert Joseph: 480
- Hiles, —: 360
- Hill, — (Capt.): 520 (*Generous Friends*)
- Hill, Benjamin (Capt.): 344n., 677, 810 (*General Montgomery*)
- Hill, Benjamin (Lt., R.N.): appointed to command, 692; commissioned as commander, 741n.; from: William Cornwallis, 709-10 (*Bute*)
- Hill, Benjamin (Pilot, Continental Navy): 48
- Hill, James, builder of *Raleigh*: to: William Whipple and Matthew Thornton, 345
- Hill, James: *See* James Aitken
- Hill, Mordicai: 307
- Hill, Stephen: 119
- Hill, Thomas: 819
- Hill, Whitmill: 432
- Hinchinbrook, HM Schooner: to be broken up, 232; mentioned, 231 (Alexander Ellis)
- Hind, HMS: Journal: 149; condition, 71; officer appointments, 77; off Leeward Islands, 79; off St. Eustatius, 80; off St. Christopher, 149; joins Young's Squadron, 383; convoy duty, 460-61, 903; captured: *Amitie*, 976; *Betsey*, 490; *Bite*, 149, 149n., 490; *Hope* (Renon), 82-83; *Hope* (Ross), 82-83; *Jane*, 82-83; *Malyce*, 490; *Sally*, 82-83; *Salt River Packet*, 82-83; *Two Sisters*, 82-83; three unidentified privateers, 63; captures mentioned, 744 (Henry Bryne)
- Hinde, —: *See* James Aitken
- Hines, — (Capt.): 1017, 1018
- Hinghorne, — (Capt.): 593 (*Polly*)
- Hinman, Elisha (Capt., Continental Navy): requested to attend Olney's court of inquiry, 357; report of loss of *Cabot*, 374; convened court martial, 404-05, 908; concerning desertion, 971, 996, 1025; requisitioned munitions for *Alfred*, 915, 951-52, 959; concerning uniform of Continental Navy, 885, 897; married Abigail Dolbeare, 205, 219, 274n.; to: Dudley Saltonstall, 897; from: Continental Marine Committee, 410; mentioned, 120, 142 (*Cabot*; *Alfred*)
- Hispaniola: *See* St. Domingue
- Hitchins, Abijah: 481
- Hixon Joseph: 218
- Hobart, —: 614
- Hobbs, John: 239
- Hodge, Andrew: 9
- Hodge, William: arrived in Paris, 570; purchased *Peacock* in England, 842; to be named as owner of *Surprize* (formerly *Peacock*), 872; searched for cutter to purchase as packet, 629, 671; purchased cutter in England, 755, 842
- Hodges, James (Capt.): 723 (*Creighton*)
- Hodgkin, Thomas: 893
- Hodgkins, John: 983
- Hodgman, Joseph: 152-53, 362-63
- Hogan, James (Purser, Continental Navy): from: Esek Hopkins 34; mentioned, 42, 107
- Hoggins, John: 815
- Holbrook, — (Capt.): 463-64
- Holden, Jeremiah (Master, Continental Navy): 238, 875
- Holden, John: 42
- Holland: British attitude toward, 700, 710-11, 956; preparations for war, 700, 757; claimed neutrality, 71, 796; salute to American warship at St Eustatius, 700; proposed American minister to, 756; possibility of loan to America, 618n.; American trade source, 276, 557, 584, 701-11, 976; Dutch aided Americans in disposition of prizes, 680; *Prince of Orange*, 825, 828, 832, 833-34, 835; engaged in whaling industry, 556-57; mentioned, 635, 666, 830, 844
- Holland, —: 613-14
- Hollingsworth, Jesse: from: Maryland Council of Safety, 125; mentioned, 337, 891

- Holloway Samuel (Capt.): 772, 819
(*Eagle*)
- Holmes, — (Capt.): 701 (*Friends*)
- Holmes, John (Capt.): 35, 35n., 490 (*Betsy*)
- Holmes-Hole, Martha's Vineyard, Mass.: 156
- Holt, William: supplied provisions for Virginia Navy, 174, 175, 258, 414
- Holten, Samuel: 3
- Holy Roman Empire: Congress proposed ministers to, 756
- Homan, Richard: 480
- Honduras: 248, 248-49, 434, 455, 570, 787, 807, 819
- Hood, Samuel (Capt., R.N.): ordered to capture *Dolphin*, 557, 652, 722; to: Philip Stephens, 602-03; from: Lords Commissioners of the Admiralty, 557 (*Courageux*)
- Hooe, Robert Townsend: from: Maryland Council, 1045; mentioned, 139
- Hooper, John: 481
- Hooper, William (North Carolina delegate to Congress): 67, 460
- Hope*, HM Brig: captured: *Independence*, 164n., 210-11; recaptured: *Betsy*, 163; mentioned, 13 (George Dawson)
- Hope*, HM Sloop: captured: *General Gates*, 1063 (Matthew Hindman)
- Hope*, British Ordnance Transport: 285, 285n., 315n. (Alexander Lumsdale)
- Hope*, Massachusetts Privateer Schooner: captured by *Hope*, 250, 250n. (Walter Hatch)
- Hope*, ship (formerly *Port Henderson*): captured by Americans, 646n., 657, 666 (John Hatter)
- Hope*, brig: recaptured by *Lizard*, 163
- Hope*, brigantine: 147
- Hope*, schooner: to be sold, 9
- Hope*, schooner: captured by *Hind*, 82-83 (William Ross)
- Hope*, ship: captured by *Emerald*, 1053 (Ephraim Bartlett)
- Hope*, ship: captured by American privateer, 699 (Price)
- Hope*, Sloop: captured by *Hind*, 82-83 (Arnold Renon)
- Hope*, sloop: captured by *Boreas*, 161
- Hope*, sloop: 305n. (Moses Lippitt)
- Hope, Henry (Maj., British Army): 456
- Hope Island, R.I.: 109
- Hopes, John: 238, 875
- Hopewell*, British Army Transport: 740 (William Hepden)
- Hopkins, Alexander: 919
- Hopkins, Daniel: 360
- Hopkins, Esek (Commo., Continental Navy): concerning prize money, 7, 197-98, 944, 1009; difficulty in manning fleet, 7, 142, 186; squadron in Providence River, 28, 99, 764; proposed creation of Navy Board at Boston, 28, 56; concerning charges against John Paul Jones, 34, 56, 100, 288, 294-95; requested court martial of Jones, 34, 56; conduct in HMS *Diamond* affair, 189-92, 192n., 197, 197n., 965; defense of conduct, 65-66, 98-99, 143-44, 144n.; desire to resign, 99; suspended from command, 206, 223, 358, 358n.; concerning court martial of Richard Marvin, 263-66, 294, 295n.; concerning prisoner exchanges, 108, 120; to: John Bradford, 7n.; Allen Brown, 34; Continental Marine Committee, 28, 56, 142-44, 294-95; William Ellery, 98-99, 99-100, 387, 387n.; James Hogan, 34; John Burroughs Hopkins, 66; Leonard Jarvis, 286, 286n.; John Paul Jones, 7; Joseph Olney, 65-66; Sir Peter Parker, 318-19; Nathaniel Shaw, Jr., 120; Daniel Tillinghast, 152; Abraham Whipple, 66; from: John Hancock, 223; Sir Peter Parker, 319n.; mentioned, 235, 429, 531
- Hopkins, Esek, Jr. (Midn., Continental Navy): 42
- Hopkins, John Burroughs (Capt., Continental Navy): concerning court martial of Richard Marvin, 263, 264, 266; concerning desertion, 1031-32; concerning impressment, 1044; from: Continental Marine Committee, 269; Esek Hopkins, 66; mentioned, 191, 420 (*Warren*)
- Hopkins, William (Lt., Continental Navy): 34, 46
- Hopkinson, Francis: 282, 306, 394, 429
- Horlock, James: 3
- Horlock, Samuel: 165
- Horn, Daniel: 961
- Horn, William (Capt.): 348n., 1054 (*Susanah*)
- Horner, Henry: 555
- Horner, Simon: 555
- Hornet*, HM Sloop: at Jamaica, 342; convoy from Jamaica, 273, 520, 521n.; captured: *Polly*, 161 (Robert Haswell)
- Hornet*, Continental Navy Sloop: captured by *Porcupine*, 454, 454n., 989 (John Nicholson)
- Hornet*, sloop: 443
- Horrogan, John: 217
- Horse Shoe Bank, Chesapeake Bay: 362
- Hortalez, Roderique and Co.: 397n., 507, 595, 606, 939, 941 See Beaumarchais
- Hosmore [Hosmer], — (Capt.): 3
- Hotham, Beaumont: 652, 654
- Hotham, William (Commo., R.N.): flag flown in *Preston*, 197n.; ordered to Chesapeake and Delaware Capes, 232-33; off Cape Henlopen, 270-71; flag transferred to *Roebuck*, then to *Daphne*, 321, 322, 331, 346; squadron wintered in Chesapeake Bay,

- 342; sailed for England on board *Preston*, 617; **from**: Lord Howe, 196-97, 361-62, 485-86; mentioned, 21, 362n., 427-28
- Hound*, HM Sloop: **Journal**: 26, 40-41; off Monte Cristi, 40; on convoy duty, 161; **captured**: *Adventure*, 40, 41n., 162; *Chance*, 26, 41, 41n., 395; *Polly*, 26, 26n., 41, 161 (James Robertson)
- House of Commons, Parliament: 581-82, 844
- Housen, James: 894
- Houtvat, Nicholas (Capt.): 1054 (*Friendship*)
- Howard, — (Midn., R.N.): 108, 120
- Howard, Caleb: 50
- Howard, Charles Wallace: 246
- Howard, Mary: 246
- Howard, Thomas: 246
- Howard, William: 479
- Howe*, British Army Transport: 683, 684
- Howe, Edward (Capt.): 801 (*William and Mary*)
- Howe, Lord [Richard Howe, 4th Viscount Howe] (V.Adm., R.N.): concerning Bermudian vessels, 387, 449, 496; concerning courts martial, 153n., 362-63; concerning exchange of prisoners, 65, 108, 120; concerning pilots for Delaware River, 220, 227, 236; expected to attack Philadelphia, 219; requested ships from Sir George Collier, 643; sent ships to Antigua for refitting, 80; disposition of vessels weakened the fleet, 741, 745; at New York, 311-15; at St. Lawrence, 1037; squadron augmented, 675-76, 679, 683, 778, 781, 809; concerning recognition signals, 685; prize list of May 22, 1777, 1053-63; **to**: W. Mathew Burt, 388; Edward Hay, 388; William Hotham, 196-97, 361-62, 485-86; Basil Keith, 388; Lord Macartney, 388; Valentine Morris, 388; Cornthwaite Omanney, 327-28; Sir Peter Parker, 362-63; Richard Pearson, 311-15; Philip Stephens, 230-34, 295, 407-09, 484-85, 989-90, 991n.; **from**: Lords Commissioners of Admiralty, 685-86, 720-21, 739-40; Maximilian Jacobs, 925-26; Daniel Madden, 216; Sir Peter Parker, 1048-49; Philemon Pownoll, 982-83; Philip Stephens, 521-24, 633-34, 634, 737-39, 742-43, 763-64, 798; sea chest of, 314*; mentioned, 197n., 257, 258, 321, 356, 427-28, 605n., 713, 740, 745, 753, 917, 953, 954n., 962n., 1001, 1017, 1063
- Howe, Tyringham (Capt., R.N.): 136, 523 (*Thames*)
- Howe, William (Lieut. Gen., British Army): concerning prisoner exchange, 65; expected to order Army out of New York, 219, 389, 467, 839, 1049; concerning Florida, 231-32, 917; planned raid on Peekskill arsenal, 234; planned raid on Danbury, Connecticut, 409; recruits for, 790, 1049; reinforcements, 881; supplies sent to, 548, 757-58, 953; supply ships attacked, 512, 953, 953n.; **to**: Basil Leith, 388; Edward Hay, 388; W. Mathew Burt, 388, Valentine Morris, 388; Lord Macartney, 388; **from**: George Germain, 629-30; mentioned, 38, 675, 694, 728, 982, 1037
- Howell, —: 171, 244
- Howland, James (Capt.): 95, 95n., 904 (*Betsy*)
- Howlands Ferry, R.I.: 157, 158
- Hubble, Samuel: 238, 876
- Hubley, John: 102
- Huddle, John: 137
- Hudson, Charles (Capt., R.N.): **to**: Sir Peter Parker, 152-53 (*Orpheus*)
- Hudson, John (Capt.): 90n. (*Union*)
- Hudson, Jonathan: 564n.
- Hudson, Joseph (Capt.): 82-83 (*Freedom*)
- Hudson River: navigational obstructions in, 57, 979-80, 987; British transports in, 231; used in feint for Danbury Raid, 453; British warships in, 196-97, 409, 455, 467, 486; Continental row galleys in, 962; mentioned, 22, 135, 234, 235, 323, 1048, 1049
- Hudson's Bay: 867
- Hudson's Straits, Canada: 599
- Hughes, — (Capt.): 858 (*Elizabeth*)
- Hughes, David: 476
- Hughes, Richard (Capt., R.N.): 812n. (*Centauro*)
- Hughes, Samuel: 476
- Hughes' Works, cannon founders: 476, 955-56
- Hull, England: 538, 554
- Hull, Mass.: 167, 1006
- Hume, Robert (Lt., Continental Navy): 973
- Humfries, Lewis: 1039
- Humphrey, — (Capt.): 1056 (*Molly*)
- Humphreys, Joshua: 227-28
- Humphries, John: 460
- Hungerford*, British Army Transport: 13 (John Teap)
- Hunt, Abraham (Capt., Continental Army): 1034-35
- Hunt, Ebenezer: 613-14
- Hunter*, HM Sloop: 233, 234 (John Boyle)
- Hunter, James: **from**: Virginia Navy Board, 257; mentioned, 258, 422
- Hunter, John: on *Swallow* when taken, 602, 602n., 615, 615n.; **to**: Lord Stormont, 606-07; mentioned, 640-41
- Hunter, John (Seaman, Continental Navy): 419
- Hunter, John, Jr. (Lieut., Queen's Loyal Virginia Regiment): 619
- Huntington, Benjamin: 1022

- Huntington, Jedediah (Brig. Gen., Continental Army): 453, 484
- Huntington, Joshua (Capt., Connecticut Militia): superintending building of *Confederacy*, 21; from: Barnabas Deane, 21; Oliver Wolcott, 84; mentioned, 305
- Huntington Bay, N.Y.: 254, 482, 484, 1041
- Hunton, Thomas: 258
- Hurlbut, Joseph (Capt.): 402
- Hutchings, —: 258
- Hutchings, John (Member, Virginia Navy Board): 77, 159
- Hutchings, John (Capt.): 1061 (*Dispatch*)
- Hutchins, Mrs. Dorcas: 97, 218
- Hutchinson, Dr. James: Diary: 15–17, 23–25, 59–60, 66–67, 74–76, 86–87, 93–94, 129–30; portrait of, 60*
- Hutchinson, John (Seaman, Pennsylvania Navy): 31
- Hutchinson [Hutchason], John (Capt.): 547, 548, 559, 670 (*Aurora*)
- Hutchinson, Richard: 279
- Hyde, Thomas: 246
- Hyndman, Michael (Lt., R.N.): 53, 90, 337; relieved of command by Joseph Haines, 433 (*Albany*)
- Hynson, Joseph (Capt.): as double agent, 620–21, 621n., 631, 631n., 725, 726, 728, 730, 838n.; proposed to command *Dolphin*, 547, 618, 629, 631, 642; British plan to capture *Dolphin*, 631; to carry dispatches to America, 668; not to serve on dispatch vessel, 725, 730; designated to command *Pacifique*, 854, 854–55, 855n., 856, 856n., 860, 875; from: Silas Deane, 618; mentioned, 568, 732n., 838n. (*Dolphin*; *Pacifique*)
- Ibbetson, John: 789
- Iberville River, Fla.: 911
- Independence*, Continental Navy Sloop: surgeon for, 57; arrived at Martinique, 283; returned to Sinepuxent Inlet, Maryland, 955, 955n., 963, 965, 1036, 1036n.; to cruise off Virginia Capes, 963 (John Young)
- Independence*, Continental Army Row Galley: constructed at New York, 1011–12, 1012n. (Jeremiah Putnam)
- Independence*, Massachusetts Navy Brigantine: recaptured by *Boston*, 164, 164n., 167, 210–11; mentioned, 293 (Simeon Sampson)
- Independence*, Maryland Privateer Sloop: 139 (James Tibbett)
- Independence*, brigantine: captured and libeled by *Boston*, 309 (Harvey)
- Independent Chronicle* (Boston): 1777: 6 *Apr.*, 37–38; 13 *Mar.*, 97; 20 *Mar.*, 156–57; 27 *Mar.*, 210–11; 3 *Apr.*, 262, 262n.; 10 *Apr.*, 308–09, 309–10, 310n.; 17 *Apr.*, 361; 24 *Apr.*, 418–19; 8 *May*, 932, 932–33, 933n.; 15 *May*, 970–71; 22 *May*, 1019–20; 29 *May*, 1040–41; 12 *Jun.*, 762n.; 19 *Jun.*, 395–96, 463, 1033; 3 *Jul.*, 788n.
- Indian River, Del.: 93, 94
- Indians: Lower Creek and Seminole: British presents for, 611, 644, 714, 740; allied with British in East Florida, 917; Delaware: Deane ordered trade goods for in France, 669, 670; to be supplied with ammunition, 802; mentioned, 894
- Industry*, Pennsylvania Navy Sloop: 9, 192 (Thomas Townshend)
- Industry*, French brig: captured by *Emerald*, 61n., 267, 267n., 1054; mentioned, 59–61 (John Jacques)
- Industry*, schooner: sold at Plymouth, 262 (Charles Coffin)
- Industry*, ship: captured by *Thames*, 997, 1058 (Gabriel Sund)
- Industry*, ship: captured by *Merlin*, 1059 (Jacob Allen)
- Industry*, ship: captured by *Falcon*, 1060 (Jacob Godwin)
- Inflexible*, HMS: 528, 950, 951, 986, 1001 (John Schank)
- Ingelson, Jonathan: 970
- Ingersoll, David (Capt.): 397
- Ingraham, Jeremiah (Master's Mate, Continental Navy): 49
- Inninas, Martin: 286n.
- Integrity*, British Army Transport: 327 (William Manning)
- Intelligence reports: British: French intentions, 71, 160, 726–27; received from Cape May, 340–41; American ships fitting out in France, 613, 758–60, 802, 842, 855–56, 860–61, 874–75; American ships in French waters, 651, 660, 725–30, 742–43, 746, 747, 758–60, 860–61; American privateers, 678, 810, 870, 874; American strength in Georgia, 916–17; Continental Navy, 1016–17, 1049; American: Europe preparing for war, 130, 236, 243; French war rumors increasing, 141, 146, 164, 290; embarkation of Hessian troops at New York, 219, 234–35, 389, 467, 1049; false intelligence, 245; lack of, 256, 634–35; British capture dispatches to Franklin, 784, 784n.; possible attack on Boston, 923, 931; ship to reconnoitre Eastern Shore of Massachusetts, 931–32; reconnaissance of British lake fleet, 1039
- Intrepid*, HMS: 101n.
- Intrepid*, ship: 796n.
- Ipswich, Mass.: inward bound vessels, 35, 365, 490; mentioned, 1024
- Ipswich Bay, Mass.: 416
- Ireland: British transports from, 460; American privateers off, 512, 744, 820, 839–40, 849; American warships ordered to cruise off,

- 786, 862; inward bound vessels, 97, 117, 304, 400, 401, 819; outward bound vessels, 68, 104, 340, 392, 403, 455, 472; mentioned, 868
- Irvine, R.: **to:** Lord Suffolk, 556-57
- Irwin, British Army Transport: 639 (James Smith)
- Irwin, Matthew: 1013
- Isabella*, brig: captured by *True Blue*, 592, 592n. (John Grindlay)
- Isis*, HMS: at Spithead/Portsmouth, 506, 523, 539-40, 692, 721; on convoy duty, 634, 649, 683-84, 685, 709-10, 739; mentioned, 313, 593-94, 675, 983 (Charles Douglass; William Cornwallis)
- Isles of Shoals, N.H./Me.: 637, 1024
- Izard, Ralph: **from:** John Lloyd, 590, 702-03
- Jackson, Bartholomew (Capt.): 84 (*Salisbury*)
- Jackson, George, Keeper of Pennsylvania alarm post: 315
- Jackson, George (Deputy Secretary of Admiralty): salary of, 789; **to:** Wakefield, Pratt, & Myers, 854
- Jackson, James (Seaman, on *Satisfaction*): 480
- Jackson, James (Armourer, Continental Navy): 238, 875
- Jackson, John (Seaman, prisoner on *Porcupine*): 1039
- Jackson, John (Seaman, New York Navy): 208
- Jackson, Dr. John (Surgeon, Continental Navy): 241, 241n.
- Jackson, Jonathan: 464
- Jackson, Joseph (Capt.): 3 (*Desire*)
- Jackson, Thomas: 92
- Jackson, Wilson: 31
- Jacobs, Justin (Midn., Continental Navy): 118
- Jacobs, Maximilian (Capt., R.N.): purchased provisions on Fishers Island, 110-11; as prize agent at Halifax, 163; concerning officer appointments, 633; ordered to cruise, 1048-49; **to:** Lord Howe, 925-26; Sir Peter Parker, 152-53 (*Amazon*)
- Jacobs, William: **from:** George Cook, 337
- Jacques [Jaquays; Jackys], Joseph: 48
- Jacques [Jaques], John (Capt.): 61n., 267n., 1054 (*Industry*)
- Jamaica: market compared with Cape François, 73; privateers operating out of, 148, 441; prisoner exchange, 165, 442; Gayton's Squadron at, 342; insurrection of Negroes at, 497-98; pirates at, 549; Sir Peter Parker to relieve Gayton at, 798; lack of American trade, 898-900; British trade with, 900; convoys **to:** *Aeolus*, 564-65; *Bienfaisant*, 858; *Druid* and *Kent*, 498, 499; *Glasgow*, with troops, 142; convoys **from:** *Camel* and *Bute*, 685; *Maidstone*, 460; *Squirrel*, 667, 681; prizes sent into, 62, 90, 160, 332, 454, 454n., 459, 461, 507, 539, 556, 668, 724, 969; inward bound vessels, 68, 207, 252, 360, 376, 377, 528n., 760, 768, 801, 805, 858, 945, 998, 1001n.; outward bound vessels, 74, 219, 250, 539, 545, 638, 646n., 701, 715, 742, 743, 745, 800, 805, 850, 1057, 1062; map of, 899*; mentioned, 76n., 77, 82-83, 98, 127, 161, 187, 433, 468, 469, 520, 548, 578-79, 775, 930
- James, Massachusetts State Schooner: 33 (Amos Rider)
- James, sloop: captured by *Winchelsea*, 999, 999n.
- James, snow: 303, 303n. (Gillis)
- James, —, at Pennsylvania Alarm Station: 316
- James, —, (Capt.): 575 (*Ronals*)
- James, Benjamin: 480
- James, Richard (Capt.): **from:** Massachusetts Board of War, 5-6, 488, 488n. (*Count d'Estaing*)
- James City County, Va.: 267
- James River, Va.: 155, 175, 855
- Jamestown, Va.: 11
- Jamieson, Robert: 207
- Jane, schooner: captured by *Hind*, 82-83 (John Monlose)
- Jane and Ann*, ship: 796n.
- Janet*, brigantine: sunk as Hudson River obstruction, 57
- Jarratt, John: 555
- Jarvis, Francis: 480
- Jarvis, Leonard (Deputy Continental Agent, Dartmouth, Massachusetts): purchased *Active*, 36; ordered to purchase *Mellish* for Board of War, 36; ordered to purchase and fit out three vessels, 198; concerning alteration of *Mellish*, 359, 398; opinion on *Mellish*, 923, 970; **to:** John Paul Jones, 152; **from:** John Bradford, 41, 46n., 345, 415; Continental Marine Committee, 198; Esek Hopkins, 286; John Paul Jones, 944, 1009-10; mentioned, 27, 1018
- Jarvis, Thomas: elected to North Carolina Court of Admiralty, 460
- Jason*, brig: captured by *Brune*, 1054 (Bayonne)
- Jay, John: **from:** Robert Morris, 243
- Jedox, William: 119
- Jefferson, — (Capt.): 625, 658, 688 (*Hibernia*)
- Jenifer*, Continental Packet Schooner: Thomas Morris requested to aid, 674-75; use of as dispatch vessel, 674-75, 690, 725, 730, 730n., 746-47, 747n.; description and paint

- altered, 721; ran aground, departure delayed, 791-92, 792n. (Larkin Hammond)
- Jenifer, Daniel of St. Thomas: **from:** George Cook, 130; Robert Morris, 346; Norton & Beall, 369; Thomas Smythe, 123-25; George Washington, 235n.; mentioned, 889n.
- Jenifer & Hooe: **to:** Thomas Johnson, 963
- Jenkins, Benjamin (Capt.): 1063 (*Lively*)
- Jenkins, Charles (Capt.): 1058 (*Raven*)
- Jenkins, Jonathan: 45
- Jenkins, William (Capt.): 4, 244 (*Perkins*)
- Jenkinson, Jeff: 548
- Jenkinson and Stanley, Scottish junto at Bordeaux, 669
- Jenks [Jenckes], Jonathan: 48
- Jennings, Justin: **to:** Connecticut General Assembly, 908-09
- Jennings, Richard: 323
- Jennis, Peter: 925
- Jennison, William: 961
- Jenny*, ship: captured by *Thames*, 1058 (John Lippitt)
- Jenny*, ship: 574-75 (Duncan)
- Jenny*, sloop: 183 (Carty)
- Jersey*, HM Gondola (formerly Arnold's Fleet *Jersey*): 986 (David Stowe)
- Jersey Island, Channel Islands, England: merchants request convoy to Newfoundland, 676
- Jervis, Henry: 76
- Jervis, John (Capt., R.N.): **to:** Philip Stephens, 799-800, 807; **from:** Lords Commissioners of the Admiralty, 746; mentioned, 866, 879 (*Foudroyant*)
- Jewet, Reverend —: 219
- Joe, Negro seaman: 894
- Joe Flogger Shoals, Delaware Bay: 486
- John*, British Army Transport: recaptured by *Milford*, 638 (John Hunter)
- John*, Maryland Privateer Sloop: 139 (Richard Somervell)
- John*, bark: captured by *Tyrannicide*, 569, 818; purchased by Massachusetts Board of War and renamed *Adams*, 977; mentioned, 5 (William Barrass)
- John*, brig: captured by *Galatea*, 439, 1061 (Christopher Worth)
- John*, brig: captured by *Broome*, 3 (Daniel McKay)
- John*, brig: captured and burned by *Freedom*, 731, 781 (Walker)
- John*, ship: captured by *Alfred*, 703; recaptured by *Milford*, 56n., 82-83, 687 (Edward [John] Watkins; Robert Sanders)
- John*, ship: engaged *Rattlesnake*, 871 (M'Cartin)
- John*, sloop: captured by *Seaford*, 82-83 (John Cockran)
- "John the Painter": *See* John Aitken
- Johns, Aquila (Lt., Continental Navy): concerning cannon for *Virginia*, 955-56; concerning impressment from crew of *Defence*, 336, 336n., 354; in temporary command of *Virginia*, 886n. (*Virginia*)
- Johns, Richard (Capt.): issued Maryland privateer commission, 138, 139 (*Swallow*)
- Johnson*, Maryland Navy Row Galley: fitting out, 967, 967n., 973-74, 947n., 988 (James Belt)
- Johnson, — (Capt.): 858 (*Antigua Planter*)
- Johnson, Andrew, Jr.: 39
- Johnson, Benjamin: 961
- Johnson, Eleazer (Capt.): 360, 517, 831 (*Dalton*)
- Johnson, G.: 324
- Johnson, George (Capt.): 221, 1061 (*Eagle*)
- Johnson, Henry (Capt., Continental Navy): as captain of *Lexington*, 238, 875; concerning capture of *Yankee*, 723; escaped from British, 760; joined Wickes on cruise, 770, 786, 791, 837, 842, 847, 857, 863n.; **to:** American Commissioners in France, 791-92; **from:** American Commissioners in France, 786-87; mentioned, 745, 756, 783, 783n., 797 (*Yankee*; *Lexington*)
- Johnson, Holton (Capt.): **to:** Massachusetts Board of War, 10; mentioned, 352
- Johnson, J.: 893
- Johnson, James Bray: 267
- Johnson, Joshua: 759
- Johnson, Peleg: 49
- Johnson, Peter (Capt.): 395 (*Chance*)
- Johnson, Philip: 267
- Johnson, Robert: 480
- Johnson, Thomas, Jr. (Gov., Maryland): concerning impressment for *Virginia*, 468, 886, 886n.; preparation for expected British attack, 299-300; **to:** Continental Marine Committee, 973; Patrick Henry, 422, 476-77; Robert Morris, 245-46, 966-67; **from:** George Cook, 336, 948; Thomas Coursey, 171-72, 927-28; Ezekiel Forman, 987-88; Patrick Henry, 431-32; Jenifer & Hooe, 963-64; Lux & Bowly, 894; Robert Morris, 887-89; James Nicholson, 421, 430-31, 915-16; William Paca, 1026-27; Benjamin Rumsey, 887; W. Smith, 887; Stephen Steward, 967; William Stone, 322-23; Nicholas Thomas, 459; portrait of, 423*
- Johnson, William, of Virginia: 267
- Johnson, William (Capt.): 1040 (*Littleton*)
- Johnston, John (Capt.): 151 (*Prudence*)
- Johnston, Dr. McAdam: 108
- Johnston, Samuel: **to:** Thomas Burke, 382
- Johnston, W. and N.: **from:** (unknown), 632

- Johnston [Johnson], William (Seaman, Pennsylvania Navy): 129
- Jones, — (Col.): 943
- Jones, — (Capt.): 488 (*Hellene*)
- Jones, Abraham (Capt.): 1055 (*Liberty*)
- Jones, Andrew: 18
- Jones, Charles (Lt., Virginia Navy): 224
- Jones, Elijah: 108
- Jones, Ezra: 969
- Jones, Griffith (Capt., Pennsylvania Navy): appointed captain, 22; mentioned, 147 (*Strombolo*)
- Jones, Isaac (Capt.): 378, 1002-03, 1003n. (*Retaliation*)
- Jones, J.: 276
- Jones, James (Lt., R.N.): to: James Young, 1029; from: James Young, 382-83; mentioned, 79, 903, 999 (*Beaver*)
- Jones, John (Capt.): regarding cruise to Cork, 3, 215, 217, 304, 400, 807; mentioned, 97, 117 (*Lord Lifford*)
- Jones, John (Seaman, Continental Navy): 47
- Jones, John Paul (Capt., Continental Navy): concerning back pay to crews of *Alfred* and *Providence*, 7, 28-30, 56, 105-07, 294, 945; concerning proposed Gulf of Mexico expedition, 7, 177-78; concerning proposed court martial of, 34; ordered to cruise by Hopkins, 56; compared with John Peck Rathbun, 100; named to command newly purchased ship, 123, 198, 198n.; concerning illegal capture of *Sea Nymph*, 137, 137n.; original draft for regulation of the Navy, 288; concerning use of *Mellish*, 302, 970; sent to Paris by Secret Committee, 885; ordered to attend court martial, 925; ordered to dual command of *Amphitrite*, 937-39, 940, 941, 941n.; to: John Dobie, 1021; Leonard Jarvis, 944; Robert Morris, 288; from: Esek Hopkins, 7; Leonard Jarvis, 152, 1009-10; Hector McNeill, 925; John Manley, 404-05, 908-09; Continental Marine Committee, 198, 942; Secret Committee, 937-39; Henry Tillinghast, 28-30, 105-07; mentioned, 42, 46, 529n., 897, 1044 (*Alfred*; *Providence*)
- Jones, Nathan (Capt.): 3 (*Sally*)
- Jones, Natty: 259
- Jones, Robinson: 191
- Jones, S.: 276
- Jones, Stephen (Capt.): 796, 850 (*Sally*)
- Jones, Thomas: 399
- Jones, William (Capt.): 1055 (*Adventure*)
- Jones, William (Capt.): 68, 68n., 262 (*Mary*)
- Jones, Willie (Member, North Carolina House of Commons): 432
- Jones' Creek, Del.: 921
- Jons, Thomas: 444
- Jonston, Hughes: 548
- Jordan, Thomas (Capt., R.N.): 248, 258, 370, 383, 386, 387, 395, 424, 432, 439, 458, 593, 909 (*Galatea*)
- Joseph, brig: captured illegally by *Eagle*, 132, 923n. (Emperor Mosely)
- Joseph, brigantine: captured by *Surprize*, 825, 829, 846; ordered returned to owners, 846 (Robert Kelly)
- Joseph, sloop: captured by *Juno*, 163
- Joseph I, King of Portugal: 750, 886
- Judd, William (Capt., R.N.): to: Clark Gayton, 126; from: Peter Rainier, 126-27; mentioned, 161, 280, 414, 1020 (*Antelope*)
- Judith, schooner: captured by *Emerald*, 58, 136, 136n., 1053 (Mark Burnham)
- Judson, Beach: 527
- Juilliott, ship: 593 (*Calvert*)
- Juliana, sloop: captured by *Glasgow*, 259, 260n.
- Juno, HMS: arrived at Newport, 121; to cruise with *Amazon*, 1048; captured: *Chance*, 158, 1058; *Dinah*, 163; *Hero*, 158, 393, 1058; *Joseph*, 163; unidentified vessel, 1058 (Hugh Dalrymple)
- Juno, British Army Transport: 740 (Robert Smith)
- Juno, schooner: captured by *Antelope*, 161
- Juno, ship: captured by *General Lee*, 530 (Orr)
- Juno, ship: captured by *Daphne*, 1053 (George Eldridge)
- Juno, sloop: captured by *Diamond*, 479, 479n., 1060
- Jutson, James: 880
- Kalb, Johann [Baron de Kalb] (Maj. Gen., Continental Army): 737
- Kanady, Arthur: 429
- Kates, John: 481
- Kattie, British Army Transport: 684 (William Robertson)
- Kay, Isaac: 9
- Keaise, Nathan: elected to North Carolina Admiralty Court, 460
- Keith, armed ship: captured: unidentified pirate vessel from Martinique, 549
- Keith, Sir Basil (Gov. Jamaica): from: Lord Howe and William Howe, 388
- Keith, Benjamin: 118
- Keith, William: 239, 876
- Kelley, William: 48
- Kelly, Robert (Capt.): returned to France to secure release of *Joseph*, 846; mentioned, 825, 829 (*Joseph*)
- Kennebec River, Me.: inward bound vessels, 274, 638; mentioned, 28
- Kennedy, — (Capt.): 743 (*Ann*)
- Kent, HM Armed Ship: convoyed from Cork,

- 268, 498, 499; arrived at Port Royal, 344
(Joseph Tathwell)
- Kent County, Md.: 987
- Kentisbear [Kentular; Kentish], — (Capt.):
613, 625, 658, 688 (*Polly and Nancy*)
- Kentle, William: 108
- Kentrick, John (Capt.): 1041 (*Fanny*)
- Kenyon, John: 346
- Keppel, Augustus, Lord (V.Adm., R.N.):
199
- Keppel, George (Capt., R.N.): from: William
Cornwallis, 709–10, 799, (*Swift*)
- Kerby [Karby], Timothy: 129
- Keredern de Trobriant, Jean François de,
Comte de (Capt., French Navy): exchanged
salutes with *Reprisal*, 799; to: Gabriel de
Sartine, 799 (*Étoile*)
- Kersaint, Comte de [Armand Guy de
Coëtnempren] (Lt., French Navy): 974
(*Favorite*)
- Kettles Point, R.I.: See Fields Point,
R.I.)
- Key, Philip: to: Richard Lee, 389
- Keys, George (Capt.): 570 (*Nancy*)
- Killen, John: 46
- Killingsworth, British Army Victualler: 62
(Thomas Powditch)
- Killybegs, Ireland: 861
- Kimball, Timothy: 481
- Kimber, Richard (Boatswain, R.N.): 983
- King, —, cannon founder, Philadelphia:
228
- King, —, prize master from *Revenge*:
131
- King, Benjamin (Capt., Maryland Navy):
named to command, 421 (*Plater*)
- King, David: 575
- King, James: 45
- King, Nathaniel (Capt.): 1033
- King, Richard (Capt.): 461
- King George*, ship: purchased by Pennsylvania
Navy as fire ship, 9 (Edmund Williams)
- King Road [President Road], Boston Harbor,
Mass.: 302
- King Tammany* [Taminy], North Carolina
Navy Brigantine: 272 (Sylvanus
Pendleton)
- King William County, Va.: 95
- Kings County, R.I.: 251, 253
- Kingsfisher*, HM Sloop: 1048 (Alexander
Graeme)
- Kingston, Jamaica: 460, 989
- Kingston, R.I.: 350
- Kingston Bay, St. Vincent: 903, 905
- Kinnaer, James (Lt., R.N.): 707
- Kinnear [Kineer], Joseph: 129
- Kinsale, Ireland: 819, 839, 851, 869
- Kirkland, James: 129
- Kirkpatrick, James (Lt., Pennsylvania Navy):
256, 277, 307
- Kite, George: 789
- Kitty*, HM Tender: 820 (John Moore)
- Kitty*, brig: captured by *Falcon*, 1063 (Samuel
Nichols)
- Kiver, John (Capt.): 514
- Knies [Knives], Michael (Midn., Continental
Navy): 42
- Knight, John (Lt., R.N.): 231, 997
(*Haerlem*)
- Knight, Richard: 207
- Knight, Simon: 85
- Knobles, Amos: 1032
- Knock, James: 961
- Knowles, Charles (Lt., R.N.): agent for
transports, 617
- Knowsley, George, & Co.: from: Ranson &
Delamain, 565–66
- Knox, Henry (Brig. Gen., Continental Army):
to: George Washington, 987
- Knox, Samuel (Boatswain, on *Satisfaction*):
480
- Knox, Thomas: 249, 995
- Knox, William: to: Philip Stephens, 611, 686,
714, 740, 870; from: Clark & Milligan,
877–78; Philip Stephens, 644
- La Blanche, — (Lieut., French Army):
991
- Labrador, Canada: 599
- La Cother, Matthew (Lt., Continental Navy):
827
- Laden, John: 98
- Lady Keith*, HM Armed Schooner: 62 (Francis
L'Montais)
- Lady Washington*, Continental Army Row
Galley: to aid in obstruction of Hudson
River, 979, 987n., mentioned, 1011–12 (Robert
Cooke; Abraham Lewis)
- Lady Washington*, Rhode Island Privateer
Sloop: captain appointed, 36n.; captured:
Weathrill, 133, 133n., 142, 144n., 157
(Ishmael Hardy)
- Lady Washington*, ship: captured by *Lark*,
1060 (William Preston)
- Lady's Adventure*, British Army Transport:
engaged *Oliver Cromwell*, 343 (James
Cooper)
- Lafayette, Adrienne de Noailles de: from:
Gilbert du Motier, Marquis de Lafayette,
1046–47
- Lafayette, Gilbert du Motier, Marquis de:
sailed for America in *Victoire*, 728, 735,
866; to: Adrienne de Noailles de Lafayette,
1046–47; portrait of, 736*; mentioned, 744
- Lafine, —: 918
- Lafitte, Pierre: to: Massachusetts General
Court, 242
- Lagehrie, Guillaume: 876
- La Grangy, Elie: 876

- Laing*, British Navy Victualler: 858 (Roderick Wilson)
 Lake, Samuel: 1032
 Lake Borgne, La.: 968
 Lake Champlain.: Battle of Valcour Island, 156; British move south on, 524, 1035; British reinforcements sent to, 633; Skeffington Lutwidge to command all British forces on, 951n., 983, 1037; list of British ships on, 986, 1037n.; mentioned, 366, 1000, 1038
 Lake George, N.Y.: Continental Army building and fitting out ships on, 135-36, 187-88, 528; British forces on, 524; British reinforcements sent to, 633; Americans expected to defend, 1038; mentioned, 366, 1000, 1037n.
 Lake Pontchartrain, La.: 968
 La Maire, James (Capt.): 912
La Marie Françoise, sloop: captured by *Brune*, 997, 997n., 1055 (Pascal Ferbon)
 Lamb, John (Col., Continental Army): at Danbury, Connecticut, 483, 484
 Lamb, Thomas: 896n.
 Lamb, William: 357
 Lambert [Lambard], Joseph (Capt.), agent for *Revenge*: ordered sale of *Royal Charlotte*, 969; to: George Williams, 18
 Lambert, Luke: 54
 Lamentin [Lamontan] Bay, Martinique: 355
 La Motte-Picquet, Toussaint-Guillaume de (Capt., French Navy): 817 (*Robuste*)
 Lampheer, James (Capt.): 1063 (*Betsy*)
Lamulant, French ship: captured by *Winchelsea*, 999, 999n.
 Lancake, —: 165
 Landais, Pierre (Capt., Continental Navy): 856, 856n., 860, 860n. (*Heureux*)
 Lander, Peter (Capt.): 969, 969-70, 1007n. (*Sturdy Beggar*)
 Land's End, England: 851
 Lane, Isaac: 85
 Lane, William: 239, 768n.
 Langdon, Samuel: 239
 Langdon, John (Continental Agent, New Hampshire): concerning charter of *Amphitrite*, 2; concerning Continental accounts, 41, 131, 341, 991; concerning supplies for *Raleigh*, 41, 472, 895; concerning John Paul Jones in dual command of *Amphitrite*, 937; considered for Navy Board, Eastern Dept., 920; concerning *Ranger*, 1016, to: James Bowdoin, 151; William Heath, 356; Robert Morris, 140-41; Richard Peters, 81; Josiah Smith, 2; from: Continental Marine Committee, 341; William Heath, 293; Secret Committee, 254-55, 939-41; Thomas Thompson, 241; William Whipple, 146, 379-80, 945-46, 1013; mentioned, 132, 243, 318, 338, 398
 Langdon, John (Capt.): sold *Content* to Massachusetts Board of War, 104; mentioned, 1060 (*Success*)
 Langford, Edward: 481
 Langley, James: 35
 Langley, Martin: 50
 Langworthy, Jonathan: 108
 Langworthy, William: 45
 Lansing, John, Jr. (Lieut., Continental Army): concerning illegal impressment, 381; to: Isaiah Robinson, 381
 Laphry, Robert: 906
 Lareval, John: 876
Lark, HMS: provisioned at Fishers Island, 110-11; captured: *Lady Washington*, 1060; *Sophia*, 1060; recaptured: *Friendship*, 427, 427n., 1060 (Richard Smith)
Lark, brig: captured by *Oliver Cromwell*, 966
 Lark, John: 419
 Larkin, Dennis: 76
 Laroque, —: 959
 Laroy, John: 480
 Larrieu, — (Capt.): 976 (*Fier*)
 Larson, Lawrence: 1004
 La Salle, Andrew (Capt.): 976 (*St. Antoine*)
 Lash [Lusk; Lush], John (Capt.): 529, 529n. (*Molly*)
 Las Palmas, Canary Islands: 520, 521n.
 Latham, James (Capt.): 286n., 394n., 1058 (*Hero*)
 Lathrop, Elisha (Capt.): 320 (*Ranger*)
 Laugiew, Henry (Capt.): 389n., 1054 (*Revenge*)
Laurel, ship: captured: unidentified schooner, 742 (Samuel White)
 Laurens [Lawrence], Henry (Vice President of South Carolina): 200
 Lauzeau, —: 991
 Law, Allen: 219
 Law, William: 219
 Lawford, George: 96, 371, 383
 Lawford, Samuel: from: George Logan, 292-93
 Lawrence, Augustin (Maj., New York Militia): superintended construction of frigate *Congress*, 121; mentioned, 57
 Lawrence, Charles (Capt., Pennsylvania Navy): 328n. (*Salamander*)
 Lawrence [Lorraine], Daniel (Mid., Continental Navy): 49
 Lawrence, David (Capt.): 394n., 1059 (*Happy Couple*)
 Lawrence, Henry (Master's Mate, Continental Navy): 238, 875
 Lawrence, John: 919
 Lawrence, T.: 649
 Lawrence, Thomas: 1013
 Lawson, —: 833

- Lay [Ley], Elias (Capt.): 427 (*Boston Packet*)
- Lazard, Clement: 991
- Leach, John (Capt.): granted privateer commission, 417 (*Trenton*)
- Leadbetter, Increase: 961
- Learned, Jedidiah: 177
- Leaycraft, John (Lt., New York Navy): 207
- Leaycraft, Wynant (Capt.): recommended to command, 979 (*Shark*)
- Le Baron, —: 939
- Le Bavonne, Jacque: 877
- Le Bessuis, Dr. John: 76
- Leblanch, Lewis: 961
- Le Bras, — (Capt.): 360, 549
- Le Brun, Jean Baptiste (Capt.): protested seizure of his ship, 881, 881n. (*Aimable Dorothee*)
- Le Chancelier, —: 815
- Lechmere, William (Lt., R.N.): 617
- Le Conte, —: 939
- Ledyard, Ebenezer: 402
- Lee, HM Sloop: 986 (Alexander Broughton)
- Lee, Continental Privateer Schooner (formerly Washington's Fleet): ready for sea, 36, 73-74; ordered to cruise, 209, 302-03; captured: *Hawke*, 398n., 399, 932; mentioned, 92, 178, 178n. (Daniel Waters; John Skimmer)
- Lee, Georgia Navy Row Galley: 268, 268n., 917 (Braddock)
- Lee, Arthur (American Commissioner in France): concerning loan from France, 306; concerning naval affairs, 474-75, 940; appointment as Commissioner, 495, 507-08, 508; concerning trade agreement with Farmers General, 591-92; concerning proposed American Admiralty Court in Chafarinas Islands, 630, 645; mission to Germany, 756, 864; requested permission for American ships to take prizes into Spanish ports, 758-59; expected to visit London, 759; to: Committee of Secret Correspondence, 507-08, 582, 691-92; Silas Deane, 680; Benjamin Franklin, 680; Richard Henry Lee, 645; from: Continental Marine Committee, 475; Benjamin Franklin, 628-29, 699-70; Joseph Gardoqui, 837-38, 838n.; mentioned, 255, 290, 525, 538, 544, 756, 807
- Lee, Charles (Maj. Gen., Continental Army): 61, 332, 585, 614, 656, 807
- Lee, Downing: 481
- Lee, John (Capt.): libeled *Betty*, 309, 464-65 (*Hawke*)
- Lee, Joseph: 202
- Lee, Nathaniel: 480
- Lee, Richard: from: Philip Key, 389
- Lee, Richard Henry: named to Marine Committee, 281, 282n.; to: American Commissioners in France, 941; Patrick Henry, 290-91, 963; John Paul Jones, 937-39; John Langdon, 939-40; Robert Morris, 10; John Page, 40; John Peck Rathbun, 410-11; Rhode Island Council of War, 275; from: Arthur Lee, 645; mentioned, 281, 282n., 328
- Lee, Thomas Sim: from: Josiah Polk and Edward Lloyd, 299-300
- Lee, William (Continental Agent, Nantes, France): 474, 475, 938
- Leech, Nathan: 97
- Leech, Robert: 969
- Leeds, Jonathan (Lt., Connecticut Navy): 377, 377n.
- Leeds, William (Capt.): 101
- Leeward Islands: disposition of Young's Squadron at, 902-05; privateers off, 576, 900-01; convoys to: *Aeolus*, 564-65; *Druid*, 498-99; inward bound vessels, 701, 802; outward bound vessels, 781; mentioned, 371, 382-83, 490, 499, 668, 685, 704, 775, 821
- Lefevre, — (Capt.): 795 (*Dillon*)
- Leffingwell, Christopher: 110
- Leger, Edward: 1040
- Leghorn, Italy: open to Americans on neutral basis, 531; inward bound vessels, 795; mentioned, 256
- Leghorn Galley*, British ship: captured by *Wasp*, 520, 539, 546, 546n., (Alexander McDonald)
- Legue, Charles: 876
- Leguier, —: 87
- Leighton, John (Capt.): 1059 (*Smack*)
- Leith, Scotland: 758, 819
- Leopard*, schooner: 947 (Gross)
- Le Port, —: purchased prize ship *George*, 550
- Lester, — (Capt.): 21
- Lesters, Ben: 657
- Lesters, Isa: 657
- Levant*, HMS: captured: *General Montgomery*, 343-44, 344n., 706-07, 707n. (George Murray)
- Levesy, Peter: 481
- Lewes [Lewistown], Del.: 94, 328, 1057
- Lewes Town Creek, Del.: 328
- Lewis, Virginia Navy Row Galley: 422 (Celey Saunders)
- Lewis, schooner: 442, 443 (John Stevens)
- Lewis, Anthony: 43, 47
- Lewis, Edward: 421
- Lewis, Emanuel: 43
- Lewis, Fielding (Brig. Gen., Virginia Militia): supervised construction of *Dragon*, Fredericksburg, 257

- Lewis, Francis: concerning payment of prize money, 242, 933, 1003; concerning guns for Virginia, 955-56; concerning impressment of men for Virginia, 1026, 1041-42, 1045
- Lewis [Louis], Frederick: 876
- Lewis, James: 120
- Lewis, John (Seaman, on board *Satisfaction*): 481
- Lewis, John (Prize Master on board *Ann*): 339, 352, 360, 361
- Lewis, John (Acting Midn., R.N.): 790-91
- Lewis, Jonathan, pilot of *Alfred*: 42, 107
- Lewis, Jonathan (Capt.): 427
- Lewis, Mathew: 238, 876
- Lewis, Morgan (Col., Continental Army): from: Philp Schuyler, 135-36
- Lewis, Thomas (Capt.): 952-53
- Lewis, William (Capt.): 182, 1054 (*General Mercer*)
- Lexington*, Continental Navy Brig: captured by *Pearl*, 72; escaped, 72; muster roll, 238-40, 875-77; crewmen imprisoned in England, 800; prisoners brought into France, 857; anchored in Loire River, 857; to cruise with *Reprisal* and *Dolphin*, 770, 786, 811, 837, 847, 863n.; captured by *Alert*, 787n.; captured: *Northam*, 745; *Hanover*, 745, 760, 767-68; *Hanover* retaken, 767-68, 783n. (Henry Johnson)
- Leyden Gazette* (Leyden, Netherlands): 617
- Liberty*, Pennsylvania Navy Sloop: purchased, 57-58 (George Wert)
- Liberty*, Virginia Navy Armed Boat: captain appointed, 224; mentioned, 317n., 1016, 1016n. (James Barron)
- Liberty*, brig: captured by *Cerberus*, 1062 (Solomon Phillips)
- Liberty*, ship: captured by *Brune*, 1055 (Abraham Jones)
- Liberty*, ship: captured by *Culloden*, 784, 806, 806n. (Thomas Sherman)
- Liberty*, sloop: captured by *Racehorse*, 161, 1033 (Thomas)
- Liberty*, sloop: 5 (D. Loring)
- Licit, William: 208
- Liebra*, Spanish Navy Frigate: 1036
- Lightbourn, Paul (Capt.): 461 (*Nanny*)
- Lillibridge, Jonathan: 50
- Lilly, Thomas (Capt., Virginia Navy): 300 (*Liberty*)
- Limozin, Andrew: recommended *Seine*, 537, 546, 547n., 727
- Lincoln County, Me.: 953
- Lindsay, Matthew: 4
- Liney, Adam: 329n.
- Linzee, John (Capt., R.N.): appointed to command *Camilla*, 77, 485, 486n.; reappointed to command of *Falcon*, 485-86, 486n., 1015; mentioned, 80, 195, 300, 321, 347, 388, 444 (*Camilla*; *Falcon*; *Pearl*)
- Linzee, Robert (Capt., R.N.): from: Lords Commissioners of Admiralty, 504-06 (*Surprize*)
- Lion*, Pennsylvania Navy Armed Boat: 1020 (Henry Martin)
- Lions, William: 76
- Lippitt, John (Capt.): 1058 (*Jenny*)
- Lippitt, Joseph (Capt.): 305 (*Elizabeth*)
- Lippitt, Moses (Capt.): 305 (*Hope*)
- Lisbon, Portugal: British prizes sent into, 549, 599, 613; inward bound vessels, 216, 340, 343, 360, 514, 527, 528n., 625, 628, 658, 840, 965; outward bound vessels, 54, 737, 737n., 761, 763n., 777, 791, 793, 793n., 807, 819; view of, 505*; mentioned, 504, 531, 704
- Lisburne, Lord [Wilmot Vaughan, 1st Earl of Lisburne] (Lord Commissioner of the Admiralty): 789 See also Admiralty, British
- Lisle, — (Lieut., British Marines): 127
- Little, James: 996
- Little Egg Harbor, N.J.: inward bound vessels, 75, 87; outward bound vessels, 1059; mentioned, 130, 147, 199, 380
- Little John*, American privateer: captured by British sloop of war off Madeira Islands, 871
- Little John*, schooner: recaptured by *Pearl* and *Perseus*, 82-83, 802, 1056 (William Smith)
- Littlefield, James (Capt.): 82-83, 1059 (*Dartmouth*)
- Littleton*, brig: captured by *Boston* and *Hancock*, 1040 (William Johnson)
- Lively*, HMS: refitting at Jamaica, 148-49; captured: schooner from New England, 956 (Thomas Bishop)
- Lively*, British Army Transport: 740 (Robert Wetherden)
- Lively*, ship: captured by *Galatea*, 1063 (Benjamin Jenkins)
- Lively*, sloop: captured by *Unicorn*, 82-83 (Jonathan Parsons)
- Lively*, brig: to be sold, 36, 38; distribution of shares of, 285; purchased for Secret Committee, renamed *Robert*, 1006, 1006n.
- Liverpool*, HMS: prize payments made to crew, 630; carried Maj. Gen. Clinton to New York, 781; cruising off Cape Henlopen, 778; cruising off Virginia Capes, 998; captured: *Charming Sally*, 1063; *Swan*, 1063; *Union*, 599; *Warren*, 1063; recaptured: *Devonshire*, 1063; *Hester*, 163; *Nevis*, 1063; *Providence*, 1062; mentioned, 643, 798 (Henry Bellew)
- Liverpool*, England: convoy to, requested from Tortola, 590; prize ships sent into, 559, 699, 869, 946; inward bound vessels, 68, 76n., 384, 520, 539, 742, 743, 800, 805;

- outward bound vessels, 339, 376, 638, 639, 687, 703, 731, 743, 801, 871, 1059, 1062; mentioned, 117, 260, 667, 868, 917
- Liverpool Public Advertiser*: 1777: 24 Jan., 515n.
- Livingston, Abraham: 152
- Livingston, D. (Capt.): 258, 1061 (*Washington*)
- Livingston, Dr. Justice (Surgeon, Virginia Navy): 154
- Livingston, Philip: appointed to Marine Committee, 468; mentioned, 939, 940, 941
- Livingston, Robert (New York delegate to Continental Congress): 211, 243
- Livingston, William (Gov., New Jersey): 88
- Livingston, William, Jr. (Register, New Jersey Admiralty Court): 403
- Livingston Manor, N.Y.: 1012
- Lizard*, HMS: to convoy to St. Lawrence River, 808-09; recaptured: *Hope*, 163; mentioned, 643 (Thomas Mackenzie)
- Lizard, The, England: 576, 616, 850, 854, 925
- Lloyd, Edward: to: Thomas Sim Lee, 299-300
- Lloyd, John: to: Ralph Izard, 590, 702-03
- Lloyd, Thomas (Lt., R.N.): concerning need for impressment, 225-26; regarding Oliver Pollock, 913; Spanish claim to Mississippi River, 957; to: Bernardo de Galvez, 453-54, 910-12; Patrick Tonyn, 225; from: Bernardo de Galvez, 446-47, 895, 948-50, 957; mentioned, 433 (*Atalanta*)
- Lloyd's Coffee House, London, England: 835
- Lloyd's Evening Post, and British Chronicle* (London, England): 1777: 2-4 Jun., 81n.
- Lloyd's Neck, N.Y.: 254
- Loader, John (Master Shipwright, R.N.): surveyed *Cabot*, 1047
- Lock, Meveril: 221n.
- Lockart [Locket], Benjamin: 239, 767, 768n.
- Lockhart, John (Capt.): 1053 (*Cornelia and Molly*)
- Lofthouse [Loftus], — (Capt.): 527, 1033 (*Betsey*)
- Logan, George: to: Samuel Lawford, 292-93
- Loire River, France: 601, 637, 817, 856, 857
- London, England: act declaring American men of war to be pirates, 665; merchants request convoys, 676; inward bound vessels, 37, 187, 219, 250, 460, 527, 546, 638, 646n., 706, 791, 793, 793n., 807, 952; outward bound vessels, 37, 54, 67, 68, 83, 131, 133, 142, 211, 275, 324, 326, 649, 701, 704, 731, 760, 781, 792, 795, 796, 802, 805, 850, 1033, 1044; mentioned, 384, 507, 518, 667, 861, 921
- London Chronicle*: 1777: 2-4 Jan., 508; 14-16 Jan., 528; 16-18 Jan., 531; 18-21 Jan., 539; 23-25 Jan., 531n., 545-46; 25-28 Jan., 547; 28-30 Jan., 549-50; 30 Jan.-1 Feb., 559; 4-6 Feb., 538n., 569-70; 8-11 Feb., 577, 581-82; 11-13 Feb., 582, 585; 13-15 Feb., 582n., 591; 18-20 Feb., 97n., 599; 20-22 Feb., 602; 22-25 Feb., 613n.; 25-27 Feb., 613; 27 Feb.-1 Mar., 621, 625-26; 1-4 Mar., 591n.; 4-6 Mar., 630n., 639; 13-15 Mar., 668, 678; 15-18 Mar., 681-82; 18-20 Mar., 698; 20-22 Mar., 693n., 699, 701; 25-27 Mar., 699n., 705n., 721; 27-29 Mar., 715; 1-3 Apr., 733n.; 3-5 Apr., 734n., 742, 743; 5-8 Apr., 740n.; 8-10 Apr., 746n., 754-55, 758; 15-17 Apr., 751n.; 17-19 Apr., 777, 781; 19-22 Apr., 784, 806n.; 24-26 Apr., 794-95; 26-29 Apr., 800-02; 29 Apr.-1 May, 799n.; 6-8 May, 820n., 830; 8-10 May, 831n., 835; 13-15 May, 840n.; 15-17 May, 850; 17-20 May, 773n., 854; 20-22 May, 260n.; 22-24 May, 863-64; 24-27 May, 202n., 260n., 866; 3-5 Jun., 861n.; 14-17 Jun., 274n.; 19-21 Jun., 947n.; 21-24 Jun., 918n.; 26-28 Jun., 922n.; 28 Jun.-1 Jul., 489n.; 1-3 Jul., 488n.; 5-8 Jul., 478n.; 8-10 Jul., 943n.; 22-24 Jul., 1036; 31 Jul.-2 Aug., 1042n.
- London Evening Post*: 1777: 31 May-3 Jun., 260n.; mentioned, 753n.
- London Gazette*: 1777: 8-12 Jul., 21n., 23n., 59n., 61n., 73n., 88n., 111n., 114n., 123n., 136n., 138n., 148n., 150n., 195n., 256n., 257n., 267n., 274n., 301n., 325n., 331n., 335n., 340n., 348n., 365n., 367n., 371n., 389n., 394n., 395n., 396n., 397n., 404n., 414n., 427n., 455n., 457n., 460n., 463n., 479n., 947n., 954n., 962n., 997n., 1053-63
- London Packet, or New Lloyd's Evening Post*: 1777: 17-19 Feb., 575n.; 19-21 Feb., 520n.; 26-28 Feb., 621-22; 5-7 May, 816n.; 14-16 May, 851; 19-21 May, 807-08, 843n., 851n., 852n.; 23-26 May, 866-67
- Londonderry, Ireland: prize ships taken into, 840; inward bound vessels, 625, 658; mentioned, 529
- Londou*, French ship: 680-81 (*Curronat*)
- Long, Beeston: 268, 667
- Long, John, of Maine: 943-44
- Long, John (Private, Continental Marines): 44
- Long Island, N.Y.: 231, 427, 1004
- Long Island Sound, N.Y.: British warships in, 167, 231, 455, 1004; American privateers operating in, 188
- Long Neck Point, Conn.: 996
- Longcroft, Edward (Lt., R.N.): 983 (*Brunswick*)
- Longreach, Thames River, England: 814
- Longstaf, Thomas: 159
- Lonsdale*, British Army Transport: captured by *Tyrannicide*, 750, 750n., 751, 787, 818-19, 959, 959n. (James Grayson)
- Lord, Solomon: 146

- Lord Amherst*, British Ordnance Transport: 878
- Lord Howe*, HM Armed Vessel: arrived at Spithead, 523; Pringle ordered to command, 633 (John Peyton; Thomas Pringle)
- Lord Lifford*, ship: carried repatriates and refugees to England, 97, 117, 217-19, 219n., 807; concerning purchase by John Jones, 807-08; mentioned, 400 (John Jones)
- Lord Stanley*, HM Prison Ship: 202
- Lord Townsend*, British Ordnance Transport: 683, 684
- Lord's Gift*, brig: captured by *Freedom*, 807, 807n.
- Lorient, France: Lambert Wickes concerning available ships at, 526, 544-45; Samuel Nicholson inspected ships at, 525; *Comte de Maurepas* as warship at 535-36, 544-45; *Amphitrite* sailed from, 434, 512, 534, 540, 561, 727; *Reprisal* ordered out of, 616, 687-88, 700, 765; *Reprisal* at, 659, 660, 661, 770, 791; prizes of *Reprisal* not allowed to dock or unload at, 614; *Reprisal* fitted out at, 616, 811; rendezvous of *Reprisal* and *Lexington*, 811; prizes taken into, 31, 588-89, 610, 613, 639, 661, 687-88, 819, 840, 859; inward bound vessels, 590, 862; view of, 522*; mentioned, 519
- Loring, D. (Capt.): 5 (*Liberty*)
- Loring, Ezekiel: 480
- Lothrop, Barnabas (Lieut., Continental Marines): 189
- Lough Foyle, Ireland: 538
- Louis XVI, King of France: Americans seek advice and aid, 560, 689-90; disapproved search of French ships by British warships, 561; ordered American vessels to quit French ports, 664; to: Louis Charles du Chaffault, 603-04; mentioned, 553, 608, 687, 701, 762, 875, 880, 881, 955, 966
- Louisburg, Nova Scotia: 840
- Love*, ship: 611-12 (John Wellen)
- Love, Michael: 329n.
- Lovell, Benjamin, 3rd. (Master, Massachusetts Navy): appointed to *Tyrannicide*, 141; from: Massachusetts Council, 141
- Lovely Meriam*, ship: captured by *Brune*, 21, 1054 (Seth Ewill)
- Lovering, Thomas: 961
- Lovie, George (Acting Lt., Continental Navy): 42, 46
- Low, Richard: 305
- Lowe, —: 648
- Loweist*, schooner: captured by *Badger*, 162
- Lowell, John: 464, 465
- Lowestoffe*, HMS: 830 (William Locker)
- Lowman, John: 1032
- Lowther*, ship: captured by *Cabot*, 187, 319n. (Basil McConnell)
- Loyal Nova Scotian*, Provincial Armed Schooner: recaptured: *Friendship*, 613
- Loyall, Paul: 159n., 370
- Lucretia*, ship: captured by *Chatham*, 1058 (Jacob Serley)
- Lucy*, brig: recaptured by *Amazon*, 163
- Laigne [Lugny], Comte de [Joachim Auguste Saquier] (Capt., French Army): 737
- Lundy Island, England: 879
- Lupton, George: to: William Eden, 758-60, 802, 842, 860-61; mentioned, 762n.
- Lurty, John (Lt., Virginia Navy): appointed to *Dragon*, 363
- Lutwidge, Skeffington (Capt., R.N.): commanding British fleet on Lake Champlain, 951n., 983, 1037, 1038; requested court martial, 983; reported American weakness on Lake Champlain, 1038; to: Philemon Pownoll, 950-51, 1000-01 (*Triton*)
- Lux, William: from: John Bradford, 357; mentioned, 139, 159, 291-92, 330n., 381, 886n.
- Lux & Bowly: to: Thomas Johnson, 894; from: Maryland Council, 898; mentioned, 139
- Lydia*, Maryland State Ship: 87, 125 (John Kilty)
- Lydia*, bark: captured by *Defence*, 339, 339n., 352-53, 353n., 377, 377n.; sent in as prize, 352-53, 353n., 360, 361n.; invoice of cargo, 993-94; ordered sold, 1019-20
- Lydia*, ship: 797 (William Andrews)
- Lydia*, ship: captured by *Harlequin*, 742 (Thomas Dean)
- Lydia*, sloop: captured by *Winchelsea*, 161
- Lydia*, sloop: 8n. (Ezekiel Dennis)
- Lyell, William (Capt., Pennsylvania Navy): appointed to command, 277, 307; mentioned, 444 (*Resolution*)
- Lyford, Thomas (Lieut., New Hampshire Militia): 1039
- Lykmes, Frederick (Capt.): 1055 (*Gratitude*)
- Lyle, Hugh (Capt.): to: Massachusetts Council, 216-17, 217n. (*Fame*)
- Lyman, — (Capt., British Army): 456
- Lyme, — (Capt.): 998
- Lynch*, Massachusetts Packet Schooner: chartered to Secret Committee, 26-27; sailed for France, 26-27, 27n., 209, 759, 760n.; munitions shipped on board, 803; captured by *Foudroyant*, 866 (John Adams)
- Lyndon, G.: 996, 1011
- Lynds, Laben (Master's Mate, Massachusetts Navy): 293-94
- Lyné, Thomas (Boatswain, Continental Navy): 238, 875
- Lynn, Mass.: 170
- Lynn, Adam (Lieut., Continental Army): 912
- Lynn Haven Bay, Va.: 404
- Lynx*, HM Sloop: 871-72 (Francis Parry)
- Lyon*, HM Armed Vessel: 673-74 (Walter Young)

- Lyon*, Connecticut Privateer Sloop: captured by *Mermaid*, 457, 457n., 1059; libeled in New York, 457n. (Timothy Shaler)
- Lyon*, Pennsylvania Navy Guard Boat: officer appointments, 277, 307 (Henry Martin)
- Lyon*, ship: captured by *Mermaid*, 1062 (Ladwick Champlin)
- Lyon*, ship: captured by *Mermaid*, 1063 (Isaac Harlow)
- Lyttelton, Thomas: 496
- Maas River, Holland: 825, 828
- Mabb, William (Capt.): 740 (*Durand*)
- Macartney, Lord George (Gov., Grenada): concerning West Indian privateers, 63; concerning intelligence furnished Lord George Germain, 70; mentioned, 177, 355, 388, 478, 903, 905; from: Lord Howe, 388
- Macartney, John (Capt., R.N.): 156, 157n. (*Ambuscade*)
- Macbride, John (Capt., R.N.): from: Lords Commissioners of Admiralty, 858 (*Bienfaisant*)
- McCaffry [McCaffray], Matthew: 42
- McCall, William: 119
- McCallum, Patrick: 419
- McCarthy, —: 998
- M'Cartin, — (Capt.): 871 (*John*)
- McClain, John (Lt., Pennsylvania Navy): 354
- McClary, New Hampshire Privateer Schooner: 527, 930, 930n., 1016-17 (Robert Parker; Joshua Moore; Thomas Dalling)
- McClellan, Lauchlan (Capt., Pennsylvania Navy): appointed to command, 910n. (*Dickinson*)
- McCloud, Kennet: 43
- McCloud, Norman (Capt.): 97n., 520 (*Nancy and Betsey*)
- M'Cloud, William: 819
- M'Clure, James: 1015
- McClurg, Dr. James: 154
- M'Cobb, William: 952, 953
- McCoy, Mrs. —: 227
- McCoy, David: 329
- McCoyl, Dinnes: 129
- McCrea, Dr. Stephen (Surgeon, Continental Army): 156
- McCreery [McCreary], William: shipped arms and medicine to Van Bibber, 87, 369; shipped Indian trade goods, 669
- Maccubbin, Nicholas, Jr.: 246
- McCulloch [M'Cullough], David (Capt.): 413n., 699 (*Rattlesnake*)
- McCutchin, — (Capt.): 1048 (*Peggy and Suky*)
- M'Dermot, Edward: 185
- McDonald [McDaniel], Alexander (Capt.): 520, 539, 546 (*Leghorn Galley*)
- McDonald [McDonnell], Allan (Lt. Col.): 619
- McDonald, Charles: 44
- McDonald, Mitchel: 381
- McDonald, Robert: 240
- McDonnell, John (Capt.): 304, 401
- M'Donnogh, — (Capt.): 570 (*Dorothy*)
- McDougald, James: 1039
- McDougall, Alexander (Brig. Gen., Continental Army): prepared defense of Hudson River Valley, 235; concerning use of row galleys to defend Hudson River, 962, 987, 1023; to: Continental Marine Committee, 979-80; George Washington, 987
- McDowall, Alexander: 240
- McDowell, Hugh: 429
- McFarland, Andrew: 952, 953
- McFetrich, John (Capt., Pennsylvania Navy): 102 (*Washington*)
- McGlaughlan, Philip: 239, 876
- McGray, John: 207
- Machias, Me.: 217, 294, 943
- Machmaster, William: 815
- McIndo [McIndow; McCundoe], John: 44
- MacIntosh, —: 630
- Mackarel*, British Army Victualler: captured by *Notre Dame*, 69, 299; recaptured by *Perseus* and *Camilla*, 69, 82-83, 150, 150n., 1057 (Coombes)
- McKay, Daniel (Capt.): 3 (*John*)
- Mackay, Mungo: owner and agent of *American Tartar*, 375, 908n.; to: Massachusetts General Court, 179-80
- Mackay, William: agent for *Boston*, 994-95, 1009n.; from: Hector McNeill, 994-95
- McKeel, John (Capt.): commission granted, 139; report of death, 489; mentioned, 173, 193-94, 199, 342, 957 (*Sturdy Beggar*)
- McKenison [McKemson], Andrew: 129
- McKenison [McKemson] James (Lieut., Pennsylvania Marines): 129
- McKenison, Thomas: 129
- McKenison, William: 129
- McKinley, John: to: Caesar Rodney, 921
- McKnight, James (Lt., Pennsylvania Navy): appointed to *Strombolo*, 86, 277, 307
- McLain, — (Capt.): 965
- McLaughlin [McLocklin], John: 44
- M'Lean, Archibald: 784, 784n., 801
- McLellan [McClannin], Arthur (Capt.): on muster roll, 84-85; at Point-à-Pitre, Guadeloupe, 72, 305; to: Massachusetts Board of War, 72; mentioned, 200, 202 (*Boston*)
- McLellan, Samuel (Capt.): 81 (*Prince Frederick*)
- McLine, John: 139
- McMillan, Iver (Capt.): 990 (*Success*)
- McMullen, Patrick: 43, 48
- M'Neal, — (Capt.): 794 (*Amelia*)
- McNeal [McNeil], John (Master's Mate, Continental Navy): 46
- McNeill, Archibald (Capt.): 395 (*Cannon*)
- McNeill, Daniel (Capt.): commission granted, 350-51; mentioned, 435, 436, 1007n., 1024 (*America*)

- McNeill, Hector (Capt., Continental Navy): Journal: 1006-07, 1018, 1021, 1023-24, 1027, 1031, 1040, 1043-44; concerning fitting out *Boston*, 96, 436n., 1007-09; concerning desertions, 98; refused to sail with Manley, 184, 281, 885; concerning defects in management of Navy, 282; Olney's court of inquiry, 357, 372-74; preparations for cruise with *Hancock*, 360, 365, 400, 405, 416, 434-36; ordered to put Marblehead cannon ashore, 418; challenged by *Milford*, 452; sailed with *Hancock* and Massachusetts privateers, 1006-07, 1007n., 1007-09, 1018, 1021, 1023-24, 1027, 1031, 1040, 1043-44, 1049; to: John Bradford, 96; Continental Marine Committee, 1007-09; John Paul Jones, 925; William Mackay and Jonas Minott, 994-95; from: John Manley, 357, 415, 995, 1040; officers of *Boston*, 419-20; mentioned, 180, 318, 407, 696n., 698, 1007n., 1017, 1034 (*Boston*)
- McPherson, ship: 1016 (Rogers)
- McPherson, Donald: from: John Fitzpatrick, 461
- M'Quistin, Joseph: 207
- McReur, — (Capt.): 1053 (*Black Rover*)
- McVicar, Torquil: 183
- Madame Island, Nova Scotia: 676
- Madden, Dr. —: 401
- Madden, Daniel: to: Lord Howe, 216; Massachusetts General Court, 215-16
- Maddox, —: 221
- Madeira Islands: American privateers reported at Madeira, 343-44, 811-12; *Levant* ordered to cruise against privateers at, 676; *Blonde* and *Bienfaisant* ordered to convoy to, 612, 858; inward bound vessels, 520, 871; outward bound vessels, 113, 207, 805, 1054; mentioned, 193
- Madelaide Is., Newfoundland: 599
- Madeler, Luke: 876
- Madrid, Spain: 499, 630, 680, 730
- Magdalen*, HM Schooner: requested conversion to river service, 983 (William Ley)
- Magdalene*, schooner: captured by *Porcupine*, 461, 461n.
- Magnanime*, HMS: 734
- Magothy River, Md.: 221
- Magrall, Joseph: 991
- Maidstone*, HMS: convoy duty from Jamaica, 160-61, 273, 344, 460 (Alan Gardner)
- Maitland, David (Lt., R.N.): appointed to command, 559; from: Lords Commissioners of Admiralty, 559 (*Earl of Besborough*)
- Major, Christopher (Lt., R.N.): 849-50 (*Esther*)
- Makins, Thomas: 159
- Malbone, —: 120
- Malcolm, William: to: New York Convention, 57
- Malhebron, Joseph: 990-91
- Malyce*, schooner: captured by *Hind* and libeled, 490 (John Baptist)
- Man, John: 790
- Man, Robert (V.Adm., R.N.): from: Philip Stephens, 809-10; mentioned, 343
- Manchac, La.: 414
- Manchester, Mass.: 1057
- Manchester, — (Capt.): 569 (*Reynolds*)
- Mandell [Maundell; Mudell], — (Capt.): 781 (*Mary*)
- Manley, Virginia Navy Row Galley: Saunders appointed to command, 369, 916; Robert Bolling appointed as lieutenant, 174 (Joel Sturdivant; William Saunders)
- Manley, John (Capt., Continental Navy): preparation for cruise, 117, 177, 178, 242, 318, 360, 375-76, 400, 400n., 416, 463, 885, 907, 914-15, 918, 923; concerning ill will between McNeill and Manley, 184, 281; court of inquiry for Joseph Olney, 374, 374n.; named to command squadron, 405, 434-36, 1006-07; supplied with gold lace, 407; concerning funds for *Hancock* and *Boston*, 436n.; challenged by *Greyhound* and *Diamond*, 452, 944, 1017; challenged by *Milford*, 621; called inferior to James Nicholson in ability, 888; preferred mutiny charges, 925; sailed with squadron, 1006-07, 1007n., 1049; intelligence received, 1018; to: William Heath, 186-87, 405; Elisha Hinman, 357; John Paul Jones, 404-05, 908; Hector McNeill, 357, 415, 995, 1040; John Roche, 357; from: William Heath, 964; Joseph Olney, 357; mentioned, 51, 107, 419, 1040 (*Hancock*)
- Manley, John (Deputy Continental Agent, Newport): to: Rhode Island Council of War, 1044; mentioned, 45
- Manley, Mrs. John: 995
- Mann, Joab: 45
- Manning, Thomas (Master, Continental Navy): 241, 241n.
- Manset, Me.: 249
- Mansfield, —: 654
- Mansfield, Giles (Capt.): 167 (*Mary*)
- Mansfield, Isaac: 465
- Mantua Creek, N.J.: 137
- Maps: American charts needed by French, 534; sailing charts, 546, 702, 708; Maps of: Antigua, 412*; Devonshire, England, 785*; Dunkerque, France, 873*; Kingston and Port Royal, Jamaica, 889*; New Orleans, Louisiana, 960*; St. Christopher, 334*; Williamsburg, Virginia, 201*; World, endsheets
- Marblehead*, Massachusetts State Ship: 141-42, 142n., 797, 837 (Samuel Dugard)
- Marblehead*, Mass.: exchange of prisoners at, 108, 167; cannon for *Boston* from, 418; privateers fitting out at, 592, 1017, 1018, 1049; privateers sailing with Manley's squadron, 1018, 1049; prizes sent into, 376,

- 397, 399, 592; inward bound vessels, 20, 104, 351, 1017; outward bound vessels, 142, 906, 1049, 1056, 1060, 1063; mentioned, 170
- Marcarille, —, cannon founder at Boston: 1016
- Marchant, Henry (Rhode Island delegate to Continental Congress): 28, 252, 264
- Margaret [*Margaretta*], brig: captured by *Satisfaction*, 20, 20n., 309, 482n., 602, 657 (John Biddlecomb)
- Margeson, John (Acting Lt., Continental Navy): 42, 46, 301, 372
- Margueritte, snow (formerly *Betty*): captured by *Reprisal* and sold to Berard Frères, 859
- Maria, HM Schooner: 986 (John Starke)
- Maria, British Army Victualler: 90n., (Robert Gordon)
- Maria, ship: captured by Americans, 781 (Welch)
- Marian, ship: 877
- Marianne [*Mariana*], schooner: arrived in Virginia, 271; captured by *Unicorn*, 1059 (Mark Towell)
- Marie, John: 199
- Marie-Galante Island, West Indies: 1060
- Marines, British: on board *Portland*, 78; sent on shore after *Cabot's* crew, 396; rumored to have cut Washington's supply line in New Jersey, 802
- Marines, Continental: on *Alfred*, 43, 44, 45, 46; on *Andrew Doria*, 1013; on *Boston*, 961; on *Cabot*, 372, 374, 396; on *Columbus*, 118–20; on *Lexington*, 238–40, 875–77; on *Providence*, 48; on *Raleigh*, 241; on *Warren*, 189–92
- Marines, Connecticut: dissatisfied with service, 145–46; recruitment of, 366
- Marines, Maryland: recruitment for *Conqueror*, 22, 32
- Mark, —: 649
- Markham, Edward (Capt.): 1062 (*Grace*)
- Markham, James (Capt., Virginia Navy): 214 (*Page*)
- Marl, Thomas: 86
- Marlin, Thomas: 239, 876
- Marquand, Joseph: to: Massachusetts Council, 399
- Marquis de la Chalotais, French ship: took *St. George* into Fort Dauphin for *Sturdy Beggar*, 956–57; mentioned, 650 (François Foligné-Deschalonges)
- Marquis of *Kildare*, brig: captured by *Haerlem*, 81, 997, 997n. (Robert Pollet)
- Marquis of *Rockingham*, British Army Transport: captured by *Sturdy Beggar*, 71; recaptured by *Perseus* and *Camilla*, 71, 82–83, 150, 150n., 1057 (Isaac Pocock)
- Marquise, — (Capt.): 135
- Mars, HMS: prisoners on board, 723; mentioned, 722 (George Falconer)
- Mars, Massachusetts Privateer Ship: petition for commission, 1024 (Thomas Truxtun)
- Marseilles, France: *Pacifique* and *Heureux* fitting out at, 856, 856n., 860, 861n., 874; outward bound vessels, 543, 639
- Marsh, John (Capt.): 952, 953
- Marsh, Joseph: concerning purchase of sloop *Liberty* for Pennsylvania Navy, 57–58; reapointed to Navy Board, 102, 103; concerning sites for fire rafts, 112; mentioned, 221
- Marshall, Andrew (Capt.): 131, 182, 1054 (*Mifflin*)
- Marshall, James: 1050
- Marshall, John: 315–16
- Marshall, Samuel (Capt., R.N.): from: Lords (Commissioners of Admiralty, 503, 811–12; mentioned, 844 (*Arethusa*))
- Marshfield, England: 618
- Marston, Benjamin: Diary: 140, 140n.
- Marston, John: 357, 415
- Marstrand, Sweden: American trade with, 513–14; inward bound vessels, 572
- Marthas Vineyard, Mass.: British warships at, 156, 681; mentioned, 377, 1048
- Martin, —, of Salem, owner of *John*: 818
- Martin, —, owner of *St. Antoine*: 976
- Martin, — (Capt.): 843 (*William and Barbara*)
- Martin, Aaron: 49
- Martin, Daniel: 417, 908n.
- Martin, Henry (Capt., Pennsylvania Navy): recommended for appointment to command, 277, 307; mentioned, 1020 (*Lyon*)
- Martin, James: 139
- Martin, John (Capt., Maryland Navy): 87, 139, 199, 323 (*Friendship*)
- Martin, Josiah (Royal Gov., North Carolina): 872
- Martin, Josiah (Carpenter on board *Rising States*): 769
- Martin, Robert (Lt., Continental Navy): to: Continental Marine Committee, 972–73
- Martindale, Sion (Capt., Washington's Fleet): 546n. (*Washington*)
- Martinique, West Indies: American trade source, 4, 5, 141, 287, 298, 305, 346, 391–92, 418–19, 454, 454n., 490, 491, 670, 801, 955, 1036, 1036n.; French support of privateers at, 68–69, 355–56; British warships cruised off, 79, 80, 176, 608; privateers operating out of, 81, 176–77, 183, 260, 430, 478, 488, 874, 900, 918, 943; reported death of governor, 332; Americans protected at, 528n., 754–55; Marquis de Bouillé took office as governor, 974–76, 1031; prizes sent into, 62, 176, 183, 268, 326, 333, 355, 413, 429, 461, 487, 943, 945, 966, 998; inward bound vessels, 82–83, 87, 123, 176, 199, 207, 233, 296, 297, 303, 320, 335, 461, 922, 963, 966, 976, 989, 1025; outward bound vessels, 61n., 82–83, 115,

- 207, 226, 247, 267, 270, 280, 287, 298, 308, 320, 333, 355, 451, 801, 966, 976, 1053, 1054, 1055, 1061, 1062; mentioned, 87, 88, 192, 278n., 369, 459
- Marvin, Richard (Lt., Continental Navy): made charges against conduct of Esek Hopkins, 189; court martial of, 263-66, 294, 295n.
- Mary, schooner: 815 (John Robart)
- Mary, schooner: captured by *Pearl*, 394, 1057 (Jean Tennet)
- Mary, schooner: captured by *St. John*, 506-07, 539
- Mary, schooner: captured by *Boreas*, 175, 175n.
- Mary, ship: captured by *Daphne*, 1053 (Joseph Hatch)
- Mary, ship: captured by *American Revenue*, 68, 68n.; sent to New Bedford and libeled, 68, 262; mentioned, 215, 216 (William Jones)
- Mary, slaver: captured by *Puissance*, 81, 308, 863-64 (Harrison)
- Mary, sloop: 670, 670n. (Jeremiah Morgan)
- Mary, sloop: captured by *Porcupine*, 161
- Mary, snow: captured by *Freedom*, 731, 781 (Mandell)
- Mary Elizabeth, ship: 520, 539, 665 (Peter Young)
- Maryan, John: 790
- Maryland: export of tobacco increased, 282; maritime districts, 221; anticipated British invasion of, 559; militia: Soldiers Delight Battalion, 31-32; state owned merchantmen: *Brothers*, 87, 88; *Friendship* (schooner), 14, 87, 88n., 890-93, 893n.; *Lydia*, 87, 125; *Molly*, 87, 88; mentioned, 6, 38, 39, 53, 330, 358, 459, 491, 715, 742, 927, 1055, 1059, 1061
- Maryland Council of Safety: Journal: 138, 247, 348, 421, 431; list of privateer commissions granted by, 139; to: John David, 278; John Hancock, 445; Jesse Hollingsworth, 125; Robert T. Hooe, 1045; Lux & Bowly, 898; Maryland Delegates in Congress, 445-46; James Nicholson, 935-36; William Páca, 1041-42, 1045; Henry Schenebeley, 955-56; Joseph Sprigg, 955-56; Stephen Steward, 973-74; John Stull, 956-57; Van Bibber & Harrison, 87-88; George Wells, 988; from: Thomas Doyle, 31-32; Richard Harrison, 116, 364-65; William Páca, 1026-27; Richard Smith, 22; Stephen Steward, 967; mentioned, 123-25, 894, 1050
- Maryland House of Delegates: Journal: 221; creation of Maryland Naval Districts, 221; appointment of officers, 221n.
- Maryland Journal (Baltimore): 1777: 25 Mar., 199-200; 1 Apr., 173n.; 8 Apr., 299; 22 Apr., 403-04; 6 May, 921; 27 May, 1036
- Mascoll, Stephen (Capt.): killed in action, 97, 97n. (*General Putnam*)
- Maskelyne, Nevil (Astronomer Royal): 673
- Mason, Abraham: 244, 444
- Mason, Christopher (Lt., R.N.): 523, 843 (*Dispatch*)
- Massachusetts, Massachusetts Navy Brig: Journal: 186, 248, 751, 771-72, 773, 787, 792-93, 803, 812-13, 816, 838, 839, 848-49, 856-57; supplies for, 54; pilotage bill, 104; to cruise with *Tyrannicide* and *Cabot*, 105, 105n., 151n.; advance pay for crew authorized, 132; chased by *Milford*, 183, 185-86, 186, 196, 820; cruising with *Tyrannicide*, 248, 771-72, 773, 787-88, 788n., 792-93, 796n., 803, 806, 806n., 812-13, 816, 819, 838, 839, 848-49, 850; spoke French and Dutch vessels, 793, 812-13; sent *Eagle* to Britain with prisoners, 773; arrived Nantes, 856, 857; captured: *Chaulkley*, 248, 434, 455, 787-88, 788n., 819; *Eagle*, 771-72; *Fanny*, 850; *Favorite*, 787-88, 788n., 796n.; *Friendship*, 850; *Phoenix*, 850; *Sally*, 792-93, 850; *Swift*, 850; *Teresa*, 850; *Trepassy*, 803, 850; *Venus*, 816, 850; mentioned, 52n., 142n., 750, 818, 839, 863, 959n. (John Fisk)
- Massachusetts Bay, Mass.: British warships in, 400, 425; mentioned, 309, 629-30
- Massachusetts Board of War: Minutes: 4-5, 54-55, 84, 104-05, 117, 151, 167, 338, 400, 407, 977, 1001; masts needed, 17; vessels offered for charter to, 17; woollens and medicines needed, 18; contract with Pliarne, Penet & Co., 38-39; purchased and fitted out *Content* (renamed *Union*), 104, 167; issued orders to *Tyrannicide* and privateers, 105, 360, 389-90, 392; transactions with Joseph Gardoqui & Sons, 141-42, 797, 906; concerning salutes to foreign vessels, 167, 180; concerning supplies for Continental Navy shipbuilding, 338; fitting out privateers to sail with Manley, 389-90, 915, 918, 919, 936, 959; *Versailles* to be sold in France, 771; ships sent to procure iron and flour, 923; reconnaissance of Massachusetts coast, 931; state owned merchantmen: *Adams*, 977; *Count d'Estaing*, 5; *Franklin*, 84, 132-33; *General Lincoln*, 4, 19, 55, 279-80, 338, 338n.; *Gruel* (formerly *Garland*), 55-56; *Paris*, 65, 200-02, 305, 454-55, 455n., 1060; *Penet*, 656, 665, 694; *Pliarne*, 19, 19n., 338, 351-52; *Union* (formerly *Content*), 167, 1038; *Versailles*, 666, 693, 694, 771; *Warren*, 90, 148, 148n., 162, 298, 298n.; to: Ebenezer Bradford, 19, 19n.; Nathaniel Carver, 204-05; John Clouston, 142; Jacob Cole, 19, 19n.; Thomas Crafts, 180; Joseph Gardoqui & Sons, 141-42; Alexander Gillon & Co., 338; Jonathan Glover, 931-32; Samuel Green, 132-33; Jonathan Haraden, 105; Richard James, 5-6; Massachusetts Council, 204; Pliarne, Penet & Co., 304; Emanuel Pliarne, 351-52; Amos Rider, 33-34; from: Stephen Bruce, 279-80; John Clouston, 731,

- 772, 793, 863; Tristram Coffin, 65, 200-02; Elias Hasket Derby, 17-18; John Fisk, 248, 787-88, 857; William Frost, 104; Alexander Gillon & Co., 26; Jonathan Glover, 84, 397-98, 1017-18; John Gray, 1034; Jacques Gruel, 665-66; Jonathan Haraden, 248-49, 750, 796, 806; William Haynes, 1038; Richard James, 488; Holton Johnson, 10; Arthur McLellan, 72; Emanuel Pliarne, 38-39; Paul Reed, 148; Littlefield Silsby, 959, 959n.; James Sullivan, 17; James Warren, 6-7 20, 305; mentioned, 392
- Massachusetts Council: Journal: 3-4, 18, 27, 104, 116-17, 132, 166-67, 210, 222-23, 242, 269, 303-04, 365, 391, 417-18, 424, 463-64, 915, 918-19, 923-24, 936, 952-53, 959, 1034-35, 1044; Commissary General to receive powder, 360; concerning fitting out of *Hancock* and *Boston*, 104; embargo partially rescinded, 338, 349; preparations for privateer fleet to sail with *Hancock* and *Boston*, 375-76, 436-37; *Rising Empire* named as Massachusetts Navy Prison Ship, 406; Robert Pierpont appointed Commissary of Prisoners, 407; McNeill ordered to replace two defective cannon, 418; privateers fitted for sea, 436-37; violation of embargo, 463-64; embargo prevented goods on Connecticut ships from leaving Dartmouth, 1021-22; to: Sir George Collier, 400-01; John Glover, 304, 401-02; Benjamin Lovell, 3rd, 141; Secret Committee, 391; from: John Bradford, 73-74, 951-52; George Cabot, 202-03; Ebenezer Cleaveland, 209-10; petition of George Dodge, 464; John Glover, 1043; Thomas Green, 33; Thomas Harris & Co., 350-51; Hugh Lyle, 216-17; petition of Samuel Page, 417; petition of Daniel Martin and Thomas Adams, 417; Joseph Marquand, 399; Massachusetts Board of War, 204; Pierre Riphaigne, 27-28; Isaac Sears & Paschal N. Smith, 1024; Phillip Moore & Archibald Blair, 914-15; mentioned, 26, 356
- Massachusetts General Court: Acts and Resolves: 50-51, 97, 164-66, 180, 203, 217, 293-94, 338, 359-60, 376, 390, 416, 434-36, 436n., 896-97, 931; Reports: concerning privateers sailing with Manley, 389-90; concerning embargo, 896-97; from: John Dean and Mungo Mackay, 179-80; John Harrogan & Patrick McCarthy, 217; Dorcas Hutchinson, 97; Pierre Lafitte & Frederick Delaporte, 242; Laben Lynds, 293-94; Daniel Madden, 215; Uriah Oakes and William Shattuck, 325; Timothy Parsons, 51-52; various privateer owners, 375-76; Peter Rider, 156; John Stoughton, 250; Thomas Woodberry, 349-50; mentioned, 352, 389-90, 907
- Massachusetts House of Representatives: 50, 97, 164, 179, 180, 203, 217, 294, 349-50, 359, 375, 376, 390, 416, 434, 435, 436
- Massachusetts State Fisheries: 943
- Masserano, Prince of: 777, 779
- Massey, Eyre (Maj. Gen., British Army): 234, 643
- Massey, Samuel: appointed to Pennsylvania Navy Board, 102, 103; appointed to committee to fit out Pennsylvania Navy vessels, 192; mentioned, 221
- Masury, James: 97, 97n.
- Mather, —: 414, 461
- Mathew, Francis: 119
- Matholin, Jonathan: 258
- Matlack, Timothy: 103
- Matthewman, Luke (Lt., Continental Navy): 973
- Mauduit du Plessis, Thomas Antoine, Chevalier de (Capt., Continental Army): 141, 141n.
- Maurepas, Jean Frédéric, Comte de: from: Marquis de Noailles, 555-56; mentioned; 516-17, 551, 553, 586, 615, 664, 701, 772, 842, 846
- Maurice [Morris] River, N.J.: 347, 430
- Maxwell, George (Master's Mate, R.N.): 681
- Maxwell, James (Capt., Virginia Navy): concerning building of Continental frigates in Virginia, 159, 370; to superintend building of row galleys at South Quay, 487; to: Charles Thomas, 155
- Maxwell, William: 944
- Maxwell and Loyall: 159n., 370
- Mayberry, Heylin (Capt.): 998 (*Diana*)
- Maybury, George: 218
- Mazarett, John: 154
- Measam, George (Maj., Continental Army): 954
- Mecomb, James: 1044
- Medicine: treatment for smallpox, 392, 781-82, 795; British shipment to Rhode Island, 686; mentioned, 61n., 87, 858
- Mediterranean Sea: British to convoy in, 504-06, 577, 611-12, 703; mentioned, 630, 704
- Meeds, Stephen (Lieut., Continental Marines): 241, 241n.
- Meekings, Joseph: 890, 892
- Meier, John: 246
- Meigs, Return Jonathan (Col., Continental Army): 1028
- Mejerda, Morocco: 645
- Melilla, Morocco: 630, 645
- Mellally, Michael (Lt., Connecticut Navy): discharged from *Oliver Cromwell*, 133-34, 310, 311n.
- Mellish, former British transport: to be purchased for Secret Committee, 27, 36, 41; prize shares due to crew of *Alfred* from 42-46; stores taken before libeling; 152, 1010; to be fitted as cruiser, 177,

- 345, 359, 398, 415; purchased by Marine Committee, 211, 302, 303; captured by *Alfred*, 234, 622, 702, 703, 743, 1003; concerning money on board when captured, 944, 1009-10; John Paul Jones accused of theft from, 944, 1009-10; not serviceable as warship, 970; libeled, 1003; mentioned, 218
- Melzard, Thomas: 481
- Mencitue, Gifford: 1050
- Menoire, —: 976
- Mercer, ship (formerly *Earl of Errol*): 878 (Nathaniel [William] Dowse)
- Mercer, —: 823
- Mercier, John (Capt., South Carolina Navy): from: Edward Blake, 25; mentioned, 324, 349 (*Beaufort*)
- Merkle [Myrtle], Johannes Philip: 532, 635
- Mercure*, French ship: arrived at Portsmouth with powder and arms, 140-41, 141n., 151, 155-56, 156n., 164, 235, 254, 856, 1017; sailed from Le Havre, 533-34, 571, 595, 622; recommended for purchase, 533-34; to return to France with masts and spars, 939-40, 1017; mentioned, 650, 708 (Jean Heraud)
- Mercure De France* (Paris): 1777: *Feb.*, 500
- Mercury*, HMS: in convoy to New York, 739, 1040, 1040n.; mentioned, 163, 531 (James Montagu)
- Mercury*, ship: captured by *Rover*, 794; recaptured by *Richmond*, 956 (William Seaton)
- Mercury*, ship: captured by *Oliver Cromwell*, 966
- Meredith*, British Army Victualler: taken into Royal Navy, 917
- Meredith*, —: 199
- Merle, Peter: 876
- Merlin*, HM Sloop: off Charleston, 432; off Cape Fear, 295, 942, 956, 1033; landed prisoners at Cape Fear, 942, 956; to join Hotham's squadron, 362; captured: *Dispatch*, *Industry*, and *Polly*, 1059 (William C. Burnaby)
- Mermaid*, HMS: refitting at Antigua, 77, 80; moored in English Harbor, 90; ordered to convoy to New York, 95-96, 409, 430; sailed from Antigua, 342; captured: *Clarissa*, 1059; *Dartmouth*, 82-83, 1059; *Escape*, 457, 457n., 1059; *Hazard*, 457n., 1059; *Lyon* (privateer), 457, 457n., 1059; *Lyon* (Champlin), 1062; *Lyon* (Harlow), 1063; recaptured: *Experiment*, 457n., 1059; *Grace*, 1062; *Two Betseys*, 863n. (James Hawker)
- Mermaid*, ship: 343 (Bowie)
- Mermaid*, sloop: captured by *Galatea* and condemned, 490, 1061 (John [George] Bishop)
- Merrick, William Augustus (Lt., R.N.): 248, 386-87
- Merrihew [Merihew], James: 45
- Merritt, Samuel: 108
- Merserve, William C.: to: Benjamin Edes, 117-18
- Meservy, Phillip: 1035
- Messina, Italy: 825, 829
- Metuchen [Metomkin], N.J.: 214
- Middleton, —, pilot: 336
- Middleton, Arthur: 1027
- Middleton, Gilbert: 139, 246
- Middleton, William: 47
- Middletown, Conn.: 933
- Miffin*, Connecticut Navy Schooner: to be sold, 1041 (Timothy White)
- Miffin*, ship: captured by *Emerald*, 182, 1054; mentioned, 131 (Henry Marshall)
- Miffin, Samuel: to: Alexander Gillon & Co., 275-77
- Miffin, Thomas (Brig. Gen., Continental Army): ordered row galleys to be built for New York, 1011-12, 1012n.; mentioned, 1013
- Milbanke, Mark (Capt., R.N.): from: Lords Commissioners of Admiralty, 820-21 (*Princess Royal*)
- Miles, William (Capt.): 346
- Milford*, HMS: Journal: 73, 196, 228-30, 345; Sir William Burnaby appointed to command, 345; desertion from, 361; cruising in Massachusetts Bay, 400; in Ipswich Bay, 416; chased *Alfred*, 685; prisoners on board: from *Yankee Hero*, 210; impressed from prison ship, 1043; prize list of *Milford*, 621, 637-39, 681; captured: *Bella*, 1062; *Cabot*, 163, 183, 183n., 185-86, 186, 195-96, 228, 230n., 280-81, 302, 335, 357, 359, 374, 396, 820, 929, 1062; *Elizabeth*, 163, 1062; *Two Sisters*, 73, 73n., 163, 1062; *Venus*, 163; *Yankee Hero*, 1044; unidentified vessels, 405, 508; recaptured: *John* (Sanders), 56n., 687; *John* (Watkins), 82-83; mentioned, 702 (Henry Mowat; Andrew Barkley; William Burnaby)
- Milford*, British Army Transport: 327 (William Levett)
- Milford Haven, England: 511, 879
- Mill Creek, Long Island, N.Y.: 1028
- Mill Prison [Old Mill Prison], Plymouth, England: to be readied for American prisoners, 495, 574; description, 694-95; authorized for use, 780-81; William Cowdry appointed keeper, 783-84; rations for prisoners, 804-05; monthly report of prisoners required, 874; Jonathan Haskins, first American entered, 871; mentioned, 643, 666-67, 730, 788, 870, 879
- Millar, Noah (Capt.): 1059 (*Clarissa*)
- Miller, —: 1013
- Miller, Elias: 48
- Miller, James (Capt.): 131 (*Dove*)
- Miller, John: 481
- Miller, Philip: 354
- Miller, Richard: 85
- Miller, Thomas (Capt.): 508 (*Olive Branch*)

- Miller, William: 1039
 Milligan, Jacob: 268, 998, 1033 (*Rutledge*)
 Milligan, John (Capt., R.N.): from: Lords Commissioners of Admiralty, 753-54, 611-12 (*Blonde*)
 Millon, Murdock: 240
 Mills, James: 420
 Milton, —: 270
 Mindin, France: 817
Minerva, HMS: 578-80 (John Stott)
Minerva, brig: captured by *Sphynx*, 208-09, 209n. (Joseph Dean)
Minerva, brigantine: 291-92, 427 (John Winning)
 Mingo, William: 50
 Minorca: 592
 Minors, Richard (Capt.): 461 (*Rutledge*)
 Minott, Jonas Clark: appointed agent for *Boston's* crews, 994-95, 1009n.; from: Hector McNeill, 994-95
 Miquelon Bay, Newfoundland: See *Fortune Bay*, Newfoundland
 Miquelon Island: See *St. Pierre & Miquelon Islands*
 Mispillion [*Mushmellion*], Creek, Del.: 315, 921
 Mississippi River: British warships in, 433, 968; closed to British, 447, 750, 911, 949; rumored attack on West Florida from, 548; British ships seized by Spanish, 911, 968; French ships seized by British, 975; outward bound vessels, 802; mentioned, 802, 878
 Mitchel, Henry: purchased *Royal Charlotte*, 969
 Mitchell [Mihhel], Andrew: 129
 Mitchell, James, of Londonderry: 276
 Mitchell, James (Seaman, South Carolina Navy): 894
 Mitchell, John (Seaman, Continental Navy): 1050
 Mitchell, John (Capt., Pennsylvania Navy): 112, 1036 (*Ranger*)
 Mobjack Bay, Va.: 267
 Moffat, Matthew (Capt.): 998 (*Royal George*)
 Molder, Andrew: 49
 Mole St. Nicolas, St. Domingue: American trade source, 332, 380-81, 441-42; prizes sent into, 471-72; inward bound vessels, 87, 320; outward bound vessels, 73, 320, 388, 414n., 723, 1056, 1058, 1063; mentioned, 929
 Molesworth, James: confession of, 219-20, 220n., 226-27; mentioned, 236
 Molloy, Anthony James Pye (Lt., R.N.): court martial of, 101, 101n.; named to command *Senegal*, 485; commanded landing craft on Danbury Raid, 990 (*Thunder*; *Senegal*)
Molly, British Army Collier: concerning capture by *Alfred*, 529, 529n., 538; prize-master turned ship over to British, 538, 840 (John Lash)
Molly, Dunmore's Fleet Sloop: 564, 564n. (Bridger Goodrich)
Molly, Maryland State Sloop: privateer commission granted, 139; accounts for fitting out, 957-59; mentioned, 88n. (Thomas Conway)
Molly, brig: captured by *Badger*, 161
Molly, schooner: captured by *Galatea*, 433, 1061 (Benjamin Cox)
Molly, ship: captured by *Preston*, 1056 (Humphrey)
Molly, ship: captured by *Phoenix*, 1055 (Uriah Atkins)
 Mona Island, Puerto Rico: British warships cruising off, 333, 333n.; mentioned, 260
Monarca, Spanish Navy Ship: 1036
Monarch, HMS: prisoners on board, 724, 724n.; seized *Aimable Dorothee*, 881, 881n.; mentioned, 746, 747 (Joshua Rowley)
 Monely [Monley], John: 45, 47
 Monk, Sir James (Attorney General of Canada): taken prisoner on *Mellish*, 703, 743
 Monks [Munks], James: 128
 Monro, John: 403n.
 Montagu, George (Capt., R.N.): presented to George III, 545; named to command *Romney*, 550; ordered to North American fisheries, 599 (*Fowey*; *Romney*)
 Montagu, James (Capt., R.N.): 531 (*Mercury*)
 Montagu, John (V.Adm., R.N.): hoisted flag in *Romney* as Commander in Chief and Governor of Newfoundland, 550; from: Lords Commissioners of Admiralty, 598-99, 698, 751; Philip Stephens, 657; mentioned, 545, 676, 686, 751n.
 Montaudouine, —, merchant at Nantes: 692
 Montauk Point, Long Island, N.Y.: 1040
 Monte Cristi, Hispaniola: British warships off, 26, 40, 89, 115, 125, 175, 395; munitions shipped from, 947; outward bound vessels, 947
 Montégut, — (Capt.): 976 (*Nancy*)
Montgomery, Continental Navy Frigate: at Esopus Landing, New York, 457; stationed above chain across Hudson River, 987, 987n. (John Hodge)
Montgomery, New York Navy Sloop: accounts of, 159, 159n.; payroll of, 207-08; used by Maryland as troop transport, 208; distribution of prize money to crew of, 242-43; ordered into Connecticut River for safety, 1003; ordered not to enlist any Connecticut men, 1003; captured: *Hannah*, 427; *Minerva*, 427; recaptured: *Friendship*, 427, 427n. (William Rogers)
Montgomery, Pennsylvania Navy Ship: to deliver ballast to frigate *Delaware*, 277, 277n.; to be fitted as guardship, 915; Dougherty resigned command, 915n.;

- William Allen appointed to command, 915n. (Henry Dougherty; William Allen)
- Montgomery, Maryland Privateer Schooner: 139, 246, 246-47, 278 (Robert Polk; John Burnell)
- Montgomery, Massachusetts State Ship (formerly *Nancy*): captured by *Albion*, 707, 747, 747n., 764, 834, 834n. (Joseph Rowe)
- Montgomery, Rhode Island Privateer Sloop: 722 (Thomas Rутtenber)
- Montgomery, Hugh (Capt., Pennsylvania Navy): 9, 245 (*Effingham*)
- Montgomery, James (Capt.): 1035 (*General Montgomery*)
- Montgomery, Thomas: 413
- Montgomery, William (Capt.): 574 (*Caron*)
- Montgomery & Brown: 413
- Monthieu, Jean Joseph de: 534, 537, 732, 770, 783
- Montreal, Quebec: 950
- Montserrat, West Indies: privateers operating out of, 413; British trade with, 900; mentioned, 12
- Monvielle, Peter Mitchell: 311, 311n.
- Moody [Moodie], John (Capt.): refloated *Betsey* after grounding by prize crew, 249n.; to repair *Betsey*, 358; from: John Bradford, 19-20; mentioned, 215, 223, 1059 (*Betsey*)
- Moore, ship: captured by *Daphne*, 1053 (George Collis)
- Moore, — (Capt.): 372 (*St. George*)
- Moore, Anthony: 420
- Moore, John: 44
- Moore, Joshua (Capt.): 527
- Moore, Matthew (Capt., R.N.): from: Lords Commissioners of the Admiralty, 853; mentioned, 812 (*Exeter*)
- Moore, Michael: 42
- Moore, Phillip: owner of *Freedom* and *Rising States*, 823, 914-15
- Moore, Ralph (Capt.): 87 (*Brothers*)
- Moore, Thomas (Capt., Pennsylvania Navy): 192 (*Hancock*)
- Morant, British Army Transport: 77 (Samuel Carter)
- Morant, Jamaica: 567
- Morel [Morela], Benjamin: to: Silas Deane, 872
- Moreton, — (Midn., R.N.): 704
- Moreton, Lady: 705
- Moreton, Lord: 704
- Morey, Elisha, Jr.: 45, 46
- Morey, James: 45
- Morgan, sloop: sold, 147
- Morgan, —, owned warehouse at Bristol, England: 647, 648
- Morgan, —, merchant: 414, 461
- Morgan, — (Capt.): 461
- Morgan, Jeremiah (Capt.): 670, 670n. (*Mary*)
- Morin, Stephen (Capt.): concerning conduct during capture of *Seine*, 451-52, 955; mentioned, 175, 491, 622 (*Seine*);
- Morison Island, Mass.: 479
- Morlaix, France: 786
- Morning Chronicle, and London Advertiser: 1777: 2 May, 72
- Morony [Marany], William (Capt.): commission granted, 417; mentioned, 435, 436, 908n., 1007n. (*Buckram*)
- Morris, ship (formerly *Success*): chased ashore by *Roebuck* and blew up, 321, 321n., 322, 322n., 335-36, 379, 394, 394n., 888, 889n., 1056; concerning salvage of cargo, 346, 346n. (James Anderson)
- Morris, Charles, Jr.: 929, 1034
- Morris, Gouverneur: concerning use of row galleys, 1023; to: Continental Congress, 962
- Morris, Josh: 479
- Morris, Lawrence: 316
- Morris, Robert: regarding loss of *Morris*, 346, 346n.; concerning purchase of *Mellish* and *Active*, 415; views on privateering, 429; views on impressment, 887-88; to: American Commissioners in France, 219, 941; William Bingham, 224, 429; John Bradford, 211; John Jay, 243; Daniel of St. Thomas Jenifer, 346; Thomas Johnson, 887-89; John Paul Jones, 937-39, John Langdon, 939-41; Pennsylvania Council of Safety, 57; James Robinson, 223-24; from: John Bradford, 36, 177-78, 274, 350, 923; Silas Deane, 762-63; William Gardner, 132; Thomas Johnson, 245-46, 966-67; John Paul Jones, 288; John Langdon, 140-41; Richard Henry Lee, 10; Oliver Pollock, 912-14, 914n.; mentioned, 275, 303, 411, 440, 450, 471, 670, 811, 926
- Morris, Samuel, Jr.: appointed to Pennsylvania Navy Board, 102, 103
- Morris, Thomas: at Nantes, 474, 475; irregularities in business dealings, 532; shipped arms on board *Mercure*, 534; sold *Reprisal's* prizes, 625, 755; withheld payment of prize money, 797; refused *Lynch* permission to carry cargo to America, 792; dispatches to, found on board *George*, 784; to: American Commissioners in France, 526, 694; Committee of Secret Correspondence, 674-75; Benjamin Franklin, 815; mentioned, 597, 624, 660, 670, 862-63, 938
- Morris, Valentine (Gov., St. Vincent): concerning privateering in West Indies, 63, 333; from: Lord Howe, 388; mentioned, 388, 903, 905
- Morrison, George: 239, 876
- Morrison, James (Lt., Pennsylvania Navy): 129
- Morristown, N.J.: 656, 745
- Morton, Perez: 43, 44, 45, 47, 48
- Mosear, Francis: 480
- Moseley, — (Capt.): 324 (*General Washington*)

- Moseley, Emperor (Capt.): 132 (*Joseph*)
Moseley, Sampson: elected to North Carolina Court of Admiralty, 460
Moses, Joshua: 45, 47
Moses, Myer: **from:** South Carolina Navy Board, 114
Mosquito, Continental Navy Schooner: 403, 403n. (Thomas Albertson)
Mother Kill [Motherkiln] Creek, Del.: 315
Motrony, Jeremiah: 44
Moulpied, Nicholas de (Capt.): 878 (*Betty*)
Moulton, Bartholomew: 961
Moulton, Charles (Capt.): 262 (*True Love*)
Moultrie, William (Brig. Gen., Continental Army): 89n.
Mount Desert Island, Me.: 226, 230, 478, 638, 952
Mounts Bay, England: 707
Mowat, Henry (Lt., R.N.): 393, 478, 621-22, 943-44, 1034 (*Milford*; *Scarborough*)
Mowbray, — (Capt.): 917, 1033 (*Rebecca*)
Moylan, James: 726, 727, 860
Mud Fort, Pa.: 103, 138, 226 *See also* Mud Island
Mud Island, Pa.: 9, 103, 138, 226, 316, 981, 1013
Muir, John: 139
Mulgrave, Lord [Constantine John Phipps, 2nd Baron Mulgrave] (Capt., R.N.): **from:** Lords Commissioners of Admiralty, 503; mentioned, 503n. (*Ardent*)
Muligan, Jacob (Capt.): 308 (*Rutledge*)
Mulkaha, Michael: 1035
Mulland, John: 129
Mullen, Patrick: 329n.
Mulzard, Peter: 1032
Mumford, — (Capt.): 298
Mumford, Thomas: **to:** Connecticut General Assembly, 1021-22
Mumford, William: 326
Munitions: *See* Gunpowder; Ordnance
Munro, — (Capt.): 430
Munro, John (Capt.): 1054 (*Swiftsure*)
Munro, Nathan: 48
Munro, Thomas (Capt.): 1063 (*Neptune*)
Murphy, Daniel (Capt., Pennsylvania Navy): **from:** Pennsylvania Navy Board, 328-29; mentioned, 315, 328, 329n. (*Eagle*)
Murphy, Donald: 129
Murphy, John: 207
Murphy, William: 218, 481, 482n.
Murray, George (Capt., R.N.): **to:** William Hay, 676-77; mentioned, 343, 810 (*Levant*)
Murray, James: 305
Murrus, Madam —: 1001
Musquito, Virginia Navy Brig: 918n. (John Harris)
Muster Rolls/Pay Rolls/Prize Share Lists: *Alfred*, 42-46; *Boston*: marines on board, 961; *Boston*, schooner, 85; British Admiralty Salaried Personnel, 789-90; *Columbus*, 118-20; *Eagle*, 329n.; *Hornet*: as prisoners on board *Porcupine*, 1039-40; *Lexington*, 238-40, 875-77; *Montgomery*, 207-08; *Providence*, 46-48, 49-50; *Raleigh*, 241; *Satisfaction*, 479-82; *Spy*, 964-65
Muter, George (Capt., Virginia Navy): 34, 222, 422 (*Hero*)
Mutiny: encouraged on American ships by British, 946; on board: *Active*, 869-70; *Aurora* (formerly *Oxford*), 547-48, 555, 559, 563, 573, 681-82; *George* (renamed *True Briton*), 784n., 801; *Hancock*, 925; *Mercer*, 855n.; *Molly*, 840; *Reprisal*, 797; *Ronalds*, 575; *Union*, 814-15; on board unidentified ships at Plymouth, 573, 576, 922
Myers [Mayers], George (Lt., Pennsylvania Navy): appointed, 306-07; **to:** Thomas Wharton, 128-29
Myers, Henry: 458
Myrtle, British Army Transport: 740 (William Walker)
Nabob, Dr. Francis: 991
Naby [*Abigail*], schooner: captured by *Unicorn*, 1059 (Stephen [Harman] Atwood)
Nagle, Jacob: 245
Nailor, Nicholas (Master's Mate, Pennsylvania Navy): 129
Nancy, Connecticut Privateer Sloop: **captured:** unidentified brig, 403, 426-27 (William Wattles)
Nancy, Pennsylvania Privateer Brig: **captured:** *Union*, 207, 207n.; unidentified sloop, 207 (George Curwin)
Nancy (renamed *Montgomery*), ship: 218, 764 (John Churchill)
Nancy, ship: captured by *Hancock*, retaken by British ship, 570 (George Keys)
Nancy, ship: captured by *Daphne*, 1053 (Joseph Bennett)
Nancy, ship: captured by *Phoenix*, 1055 (Isaac Taylor)
Nancy, sloop: captured by *Rutledge*, escaped, 998 (George B. Gibbs)
Nancy, French snow: captured by *Beaver*, 975, 976, 1030; French protest seizure, 975 (Montégut)
Nancy and Betsy, ship: engaged by *General Putnam*, 97, 97n., 520 (Norman McCloud)
Nancy & Hannah, brig: 918-19
Nanny, sloop: captured by privateers, 461 (Paul Lightbourn)
Nansemond County, Va.: 39
Nantasket Roads, Mass.: *Mellish* arrived at, 703, 743; Manley's squadron rendezvous in, 925, 995, 1006; cartel from, 1043; inward bound vessels, 302, 318, 703, 743
Nantes, France: American trade source, 10, 19, 105, 142, 173, 206, 232, 233, 338, 352, 644-45, 1013; American ships at, 40, 298, 584, 690, 708, 721, 725, 747, 766, 769, 791, 797, 815, 837, 847, 857, 862; Benjamin

- Franklin arrives at, 40, 298; Continental Navy vessels to fit out at, 474; privateers reported fitting out at, 836; prizes sent into, 326, 538, 539, 554-55, 688, 786, 800, 815, 816; inward bound vessels, 204, 232, 348, 358, 499, 520, 547, 555, 646n., 759, 800, 806, 807, 816, 866, 866n., 869; outward bound vessels, 69, 147, 206, 233, 235, 255, 324, 331n., 360, 544, 801, 842, 1017, 1053; mentioned, 146, 204, 358, 519, 533, 550, 584, 635, 769, 847, 862, 957
- Nanticoke River, Md.: 221
- Nantucket Island, Mass.: inward bound vessels, 37, 394, 638, 977; outward bound vessels, 125, 138, 244, 259, 439, 458, 491, 556, 638, 1056, 1061; mentioned, 244, 1002, 1048
- Nantucket Shoals, Mass.: 74, 409
- Napier, — (Capt.): 820
- Narragansett Bay, R.I.: British warships off, 109-10; *Diamond* aground in, 98-99, 190-91
- Narragansett Beach, R.I.: 101, 996
- Nash, Abner: 432, 446
- Nash, James: 482, 482n.
- Nason, Benjamin: 17
- Nathaniel*, British Army Victualler: 371, 371n. (Samuel Rolles)
- Nautilus*, HM Sloop: fitted out tender, 258; cruising off Bermuda, 383-87; unfit for sea, 395; captured *Mermaid*, 385, 490; mentioned, 222, 258 (John Collins)
- Navassa Island, Jamaica: 343
- Navigational Obstructions: in Delaware River, 31, 102, 112, 137-38, 220, 341; in Hudson River, 57, 987; booms and chains, 585
- Navy, British:
 - Condition of: 682, 745, 748, 756, 836, 847, 867, 989-90, 1038
 - Convoys: Continental plans to disrupt, 269, 468-70, 471; losses to privateers, 372, 495, 504-06, 539, 611-12, 703-04, 777, 900; escorted Irish linen trade, 495, 849-50, 854; planned for future, 499, 567, 757-58; requested by London merchants, 565, 567, 568, 587-88, 668, 676, 733, 867; to avoid Windward Passage, 567; merchant captains disobeyed orders of, 587-88, 733; requested by Liverpool merchants, 590, 676; scattered by weather, 667-68, 761, 761n.; vessels on convoy duty: *Active*, to England, 521, 676; *Aeolus*, to Jamaica, 564-65, 900; *Albion*, to New York, 295; *Amazon*, to Fishers Island, New York, 110; *Apollo*, to Quebec without convoy, 633, 644, 662, 739; *Arethusa*, from Africa, 777, 819; *Ariadne*, to Mediterranean Sea, 703-04, 733; *Badger*, 344, 460; *Beaver*, 520, 521n., 903-04; *Bienfaisant*, to Madeira, 858; *Blonde*, to Mediterranean Sea, 611-12; to Quebec, 739, 752, 753; *Bute*, 683-84, 685, 685n., 709-10, 739, 799; *Camel*, 634, 683-84, 709-10, 739, 741, 799; *Cygnets*, 587-88; *Dispatch*, 739, 787, 788; *Druid*, to England, 498, 499, 903; *Esther*, 849-50, 854; *Fly*, 520-21, 904; *Fowey*, 521, 524, 676; *Fox*, 739; *Glasgow*, to West Indies, 520, 521n.; *Greyhound*, 110; *Hind*, to New York, 460-61; to West Indies, 903; *Hornet*, 520-21, 521n.; *Isis*, to New York, 634, 649, 683-84, 685, 709-10, 739, 790, 799; *Kent*, 498, 499; *Lark*, 110; *Lizard*, to St. Lawrence River, 808-09; *Maidstone*, to England, 460; *Mercury*, 739-40; *Mermaid*, to New York, 95-96; *Minerva*, to Senegal, 578-80; *Pallas*, to Senegal, 592-93; from Jamaica, 498; *Pegasus*, 739; *Porcupine*, 460; *Porpoise*, 752, 753; *Proteus*, 808-09; *Racehorse*, 460; *St. Albans*, to England, 738-39; to New York, 787, 788; *Seaford*, in West Indies, 902-03, 904; *Shark*, to England, 462-63, 901, 904; *Somerset*, to New York, 739-40, 764, 1043, 1049; *Squirrel*, from Jamaica, 667-68, 681, 733n.; *Surprize*, to Mediterranean Sea, 504-06, 578-80; *Swift*, to New York, 634, 683-84, 685, 709-10, 790, 799; *Sylph*, 462, 564-65, 900, 905; *Tartar*, to Quebec, 328, 408, 1037; *Thames*, to New York, 136, 409, 523, 524; *Thetis*, from St. Helena, 619-20; *Wasp*, from Belfast, 849-50, 854; *Weazle*, 578-80; *Winchelsea*, to Bermuda, 460
 - Courts Martial: 26, 26n., 35, 101, 152-53, 153n., 362-63, 667-68, 681, 733, 733n., 820-21, 821n., 983
 - Dockyards: Antigua, 61, 77, 295; Deptford, England, 313, 734, 761; Halifax, 734, 989, 1047; Portsmouth, 495, 541-42, 646-49, 658
 - Lake Champlain: seamen needed on, 311, 313, 633, 982; reinforcements provided on, 312, 318, 713, 1037; shipbuilding on, 951, 986, 1037, 1038; ships on, 986
 - Navy Board: Minutes: 761, 840; supplied recruiters with funds, 511; transports requested from, 644, 757-58; from: William Cornwallis, 506-07; Philip Stephens, 790-91, 805; mentioned, 541, 712
 - Officer appointments: 77, 199, 342, 345, 407-08, 433, 484-85, 485-86, 486n., 550, 580, 738, 741, 754, 900; disallowed by Howe, 484-86
 - Ration allowance: 549
 - Seamen: needed, 225-26, 311, 313, 497, 633, 982; shortage of, 532, 574, 741-42, 900; reinforcements arrived, 234, 312, 318, 713, 734, 753-54, 1037; recruitment, 698, 707, 847, 878; impressment, 199, 225-26, 404, 511, 525, 535, 545, 557, 570, 576, 639, 677, 1043; desertion, 35, 63, 217, 361
 - Ships building: at Deptford, 734; on Lake Champlain, 1037; at St. Johns, 951; need for, 841
 - Ships fitting out: 61, 77, 295, 1037
 - Ship procurement: from Denmark, 682; American ships taken into British Navy, 231, 810; American naval vessels taken into British Navy: *Cabot*, 1047; *Defence*, 257, 330, 331n., 366, 367n., 393; *Raleigh*, 459, 459n., 1058; *Sachem*, 278, 278n., 330, 331n.,

- 367, 367n., 393, 394n., 1057; transports taken into naval service: *Meredith*, 917; *Triumvirate*, 917; *Grand Dutchess of Russia*, 408
- Ships lost: *Brunswick*, 983; *Diligent* (brig), 989, 1033; *Diligent* (sloop), 65n.; *Pomona*, 61, 499; *Racehorse*, 747; *St. Lawrence*, 231
- Sickness: scurvy, 149-50, 233, 540-41; smallpox, 706, 707n., 584-85, 693, 767, 767n., 880; seasickness, 790; among officers, 127, 738; among prisoners, 570, 584-85, 693, 723, 767, 767n., 880
- Squadrons:
- Douglas/Pownoll: in the St. Lawrence, 408-09, 753, 951, 982-83, 1037; state and condition of, 984-85*; on Lake Champlain, 633, 986, 1035, 1038
 - Gayton: at Jamaica, 342, 344, 441; reinforcement of, 342, 564-65; on convoy duty, 460; prizes taken, 161-62
 - Hamond: refitting at Antigua, 197, 197n., 233, 318, 407; in Chesapeake Bay, 295; off Delaware Capes, 321
 - Hotham: ordered to Chesapeake and Delaware Capes, 197, 232, 233; in Delaware Bay, 232, 233, 270-71; in Chesapeake Bay, 232, 342; scurvy reported in, 233
 - Howe: refitting at Antigua, 61, 77, 80, 295, 980; off Bermuda, 258-59; blockaded Chesapeake Bay, 75, 1046; blockaded Delaware Bay, 665, 1032; Delaware River pilot on ships of, 220n., 226-27, 236; on the Hudson River, 197, 409, 453; off New York, 328, 363; illness in squadron, 233, 540-41; reinforcement of, 408, 523, 616, 634, 675-76, 738, 739, 781, 917; disposition of, 407-09; Boston expected attack from, 923, 949; prizes taken by, 127, 1053-63; mentioned, 220, 245, 532, 741
 - Man: in Mediterranean Sea, 577
 - Montagu: at Newfoundland, 549, 598-99
 - Parker: at Rhode Island, 232-33, 523; at Sullivan's Island, 292
 - Young: quality of ships, 71, 80, 297; disposition of, 78-80, 902-05; on convoy duty, 295, 564-65, 900, 901; at Antigua, 342; reinforcement of, 342, 564-65, 611-12, 704, 739; at Barbados, 490, 902-05; vessels purchased for, 900; prizes taken, 82-83, 150, 490-91; mentioned, 90
- Transports: crews enlisted on privateers, 62-64; to Antigua, 62-64, 295; to Fishers Island, 110, 110-11; to Newport, 110, 110-11, 977; to Jamaica, 142; to New York, 230-31, 295, 460-61, 548, 684, 739, 740, 758, 787, 796, 796n., 1043, 1049; to Halifax, 234, 327, 864; from New York, 234-35; with troops, 295, 739-40, 740, 1049; to England, 327, 903, 982-83; to Quebec, 327-28, 408, 524, 712, 1037, 1043; converted to warships, 408, 917; on Danbury Raid, 409, 466-67, 990; to Granada, 611, 644; with horses, 684; captains needed naval discipline, 733n., 738; with storeships and victuallers, 953, 953n.; in St. Lawrence River, 982-83; at Sorel, 951, 1037; lost: *Content*, 104, 1047; *Countess of Eglinton*, 1002; *Favorite*, 761, 761n.; *Friends Adventure*, 781; *Friendship*, 508; *Garland*, 55-56, 56n.; *Melish*, 743; *Molly*, 529, 529n., 840; *Piercy*, 309, 465n., 932; *Polly*, 743; *Renfrew*, 802; *Sally*, 792, 796, 796n., 850; *Teresa*, 850; *Woodcock*, 546
- Navy, Connecticut: money loaned by Continental Congress, 919; officer appointments, 319, 320, 361; accounts, 402-03; pay of *Oliver Cromwell*, 402-03; pay roll: *Spy*, 964-65; prize money, 144; seamen: shortage of, 377; recruitment of, 319, 366, 377, 390, 1027; dissatisfaction of, 133-34, 145, 146, 184-85; retention problems, 310, 377; operations: *Defence*, 426; *Oliver Cromwell*, 986; *Spy*, 53, 306, 426, 426n.; ships fitting out: *Defence*, 426, 466; *Oliver Cromwell*, 134, 962, 964, 1022-23, 1027; ships disposed of: *Miffin* ordered sold, 1041
- Navy, Continental:
- Cannon: needed: 10, 155, 180, 228, 284-85, 293, 302, 306, 379, 380n., 399, 407, 418, 428-29, 472, 474, 475, 922-23, 955-56, 970, 970n.; purchased: 228, 765, 865
 - Condition: 7, 142, 190-91, 294-95, 302-03, 398-99
 - Continental agents' accounts: 41, 895, 1010
 - Court of Inquiry into loss of *Cabot*: 357, 359, 372-74, 396, 398
 - Courts Martial: 34, 56, 189, 263-66, 288, 294, 295n., 404-05, 908, 925, 954, 954n.
 - Discipline: 54, 442, 475
 - Shipyards proposed: 288-90
 - Draft of frigate *Raleigh*: 473*
 - Gunpowder for *Hancock* and *Boston*: 177, 293, 315, 318, 356, 360, 365, 391, 400
 - Hopkins' Squadron blockaded: 34, 98-99, 190, 531, 764
 - Hospitals proposed: 290
 - Marine Committee: See Continental Congress
 - Munitions: shot factory proposed, 926; munitions for *Alfred*, 915, 951-52, 959, 970; for *Boston*, 400; for *Mosquito*, 403, 403n.
 - Muster Rolls/Pay Rolls/Share Lists: *Alfred*, 42-46; *Columbus*, 118-20; *Lexington*, 238-40, 875-77; *Providence* (sloop), 46-48, 49-50
 - Navy Board of Eastern Department: proposed, 56, 184, 288, 294; created, 281, 282, 290n., 379, 379n., 379-80, 919-20, 942, 946
 - Navy Board of Middle Department: created, 282, 282n.; requested return of cannon, 137, 306, 428-29, 429n.; requested ballast for *Delaware*, 277; ordered surgeons and warrant officers to report, 394; requested shot for *Mosquito*, 403; to: Pennsylvania Council of Safety, 137, 306; Pennsylvania Navy Board, 403, 428-29; mentioned, 296
 - Officers: appointments: *Columbus*, 980-81; *Dolphin*, 759; *Hampden*, 294-95; *Providence*

- (sloop), 66, 294-95, 379, 410-11; *Ranger*, 146, 946, 1013; for proposed vessels, 123, 358n.; removal from command: *Ranger*, 146, 146n., 1013, 1016; suspension from command: *Virginia*, 886, 886n., 887, 887-88, 915-16, 935-36, 966, 1026-27; precedence, 367, 394; warrant officers: appointment, 288, 297, 980-81; ordered to report, 394; surgeons, 57, 394
- Operations: *Boston*, 1006-07, 1007n., 1007-09, 1018, 1023-24, 1027, 1031, 1040, 1043-44, 1049; *Delaware*, 295-96, 321; *Hancock*, 209, 249, 400, 400n., 416, 621, 944, 1006-07, 1007n., 1007-09, 1018, 1023-24, 1027, 1040, 1043-44, 1049; *Independence*, 745, 760, 767-68, 770, 783n., 786, 837, 847, 857, 863n.; *Providence* (sloop), 66, 98-99, 109-10, 158, 190-91; *Randolph*, 233, 440-42, 471, 471-72, 702, 897-98; *Reprisal*, 31, 63n., 298, 298n., 360, 361, 361n., 404, 499, 500n., 502, 503n., 538, 539, 550, 554, 565-66, 571, 584, 589, 591, 601, 602, 603, 604, 604n., 606-07, 613, 614, 615, 617, 625, 626n., 628, 632, 639-40, 640, 658-61, 687-88, 755, 765, 799, 811, 857, 859, 862-63, 965; *Sachem*, 93, 224; *Surprise* (lugger), 820, 825, 828-29, 830, 832, 833-34, 835, 844, 847; *Wasp*, 74-76, 76n., 86-87, 93-94, 129-30, 244, 520, 539, 546n.; proposed: to attack British at Newport, 28; frigates *Warren*, *Providence*, and *Trumbull* to intercept British convoys, 269; *Andrew Doria*, *Fly*, and *Surprise* to assist Pennsylvania Navy to clear Cape May Channel, 340-41, 367, 367-68, 368-69, 380, 381n., 394; to attack Jamaica fleet returning to England, 468-70, 471, 471-72
- Pay: for seamen, 223; compared to Continental Army, 972-73; non-payment of: *Alfred*, 7, 28-30, 105-07; *Boston*, 96, 419-20, 434-35, 436n., 1034-35; *Columbus*, 152; *Congress*, 121-22; *Hancock*, 434-36, 436n.; *Providence* (sloop), 7, 30, 56, 120; *Reprisal*, 797
- Prize agents: *Boston*, 994-95
- Prize moneys: distribution, 944-45; non-payment of, *Alfred* and *Providence*, 7, 7n., 41, 42-46, 46-48, 49-50, 152, 197-98, 286, 294, 1007-09, 1018-19
- Regulations: John Paul Jones' recommendations, 288, 288-90, 290n.
- Ropemakers: borrowed from Pennsylvania Navy, 429
- Seamen:
- Shortage of: caused by privateering, 143, 294, 390, 992; in Baltimore, 296-97, 1041-42, 1045, 1050; in Boston, 186-87, 416; in Philadelphia, 897; in Portsmouth, 472, 474-75, 992; in Providence, 7, 28, 142, 184, 191, 269, 358, 1044
 - Recruitment: of petty officers, 297, 471, 475; plan to recruit in Prussian and Swedish ports, 765; for *Dolphin*, 769-70; mentioned, 30, 184, 186-87, 297, 358, 380, 441, 469, 471, 474-75
 - Enlistment: *Columbus*, 191; *Hancock* and *Boston*, 242, 964, 995, 1034-35; of foreign seamen, 769-70, 771, 876-77, 945; of Continental Army deserters, 964, 995, 1034-35; seamen enlisted in Army upon expiration of naval service, 191
 - Impressment: *Andrew Doria*, 381; *Randolph* and *Delaware*, 887; *Virginia*, 336, 336n., 354, 354n., 389, 421, 430-31, 445-46, 459, 468, 885, 886, 887-88, 915-16, 935-36, 966-67, 973, 1026-27, 1041-42, 1045, 1050; *Warren*, 1044; soldiers being disciplined by serving in, 205, 336, 336n.; prisoners forced to serve in *Warren*, 190
 - Mutiny: *Hancock*, 925; *Reprisal*, 797
 - Desertion: 54, 98, 191, 419, 971, 996, 1013-15, 1025, 1031-32
 - Diet of: 419-20
 - Treatment of: 336, 439-40, 442
 - Ships building: *Alliance*, 36, 36n.; *America*, 146, 178, 228, 842, 1017; *Bourbon*, 21, 21n., 574, 574n.; *Confederacy*, 21, 21n., 573-74, 574n., 665; *Raleigh*, 345; *Ranger*, 131, 131n., 146, 146n., 338, 338n., 946; two frigates at Norfolk, 159, 370; 74-gun ship at Boston, 36n., 178, 211, 228, 416; 74-gun ship at Philadelphia, 85-86, 178, 228, 416; 74-gun ship at Portsmouth, 228
 - Ships fitting out: *Alfred*, 36, 142, 184, 274, 302, 410, 915, 951-52, 959, 970, 971, 1001, 1010; *Boston*, 36, 184, 209, 318, 400, 400n., 405; *Cabot*, 36, 151, 184; *Columbus*, 980; *Congress*, 121-22, 987, 987n.; *Delaware*, 10, 227; 277; *Dolphin*, 631, 650-52, 730, 766, 769-70, 770, 782, 849; *Effingham*, 702; *Hampden*, 28, 34, 34n., 56, 142, 294; *Hancock*, 36, 105, 105n., 318, 400, 400n., 404, 405, 416, 885, 924-25, 925n., 936; *Montgomery*, 457, 987, 987n.; *Mosquito*, 403, 403n.; *Providence* (sloop), 109, 294; *Raleigh*, 41, 146, 284-85, 345, 895, 970, 970n., 992, 1016, 1023; *Randolph*, 10, 88-89, 89n., 224, 256, 292-93, 331, 439-40, 442-43, 1046, 1046n.; *Ranger*, 1013, 1016, 1017n.; *Reprisal*, 615, 624, 640; *Repulse*, 429, 429n.; *Resistance*, 1003, 1003n.; *Revenge*, 802, 802n., 842, 842n., 849, 849n.; *Surprise* (sloop), 137; *Surprise* (lugger), 842; *Trumbull*, 30, 366, 366n., 482, 482n.; *Warren*, 420; *Washington*, 321
 - Ships lost: *Cabot*, 163, 183, 183n., 185-86, 186, 195-96, 196, 228, 230, 230n., 280-81, 302, 335, 350, 357, 359, 361, 372-74, 373*, 396, 398, 820, 929-30, 1047, 1062; *Hornet*, 454, 454n., 989; *Sachem*, 278, 278n., 330, 331n., 367, 367n., 393, 394, 394n., 1057; *Surprise* (lugger), 835, 844; *Wasp*, 129-30, 954, 954n.
 - Sickness: 249, 439-40
 - Signals: 684-85
 - Supplies: 117, 151, 152, 155, 241, 419-20, 573-74, 889, 970, 1001, 1010

- Uniforms: officer, 407, 885, 897
- Navy, French: convoy refused by Sartine, 509, 516-17; disposition: at Brest, 164, 290, 602-03, 729; at Toulon, 514-15; in West Indies, 68; readiness of, 164, 245, 508, 532, 749; seamen: from East Indies Fleet, 728; shortage, 762, 769, 770
- Navy, Georgia: shipbuilding, 324, 349; row galleys captured schooner, 308, 733-34; operations against Florida, 268, 268n., 917, 917n.
- Navy, Maryland: cannon, 476-77; officer appointments, 421; pay, 171-72; seamen: shortage, 278, 422, 476, 948, 987-88, 988; recruitment, 22, 130, 278, 431; impressment, 987-88; ships building and fitting out: *Annapolis*, 967 967n.; *Baltimore*, 988, 988n.; *Chester*, 123-25, 927-28; *Conqueror*, 278, 348, 476; *Defence*, 337, 348, 389; *Johnson*, 967, 967n., 973, 973n., 988, 988n.; ships lost: *Resolution*, 87; operations: *Conqueror*, 278 336, 336n., 476, 477n.; *Defence*, 76, 278, 336, 389, 476; *Dolphin*, 348; to cooperate with Virginia Navy, 431, 431-32, 476-77; supplies: 123, 171-73, 337, 348, 422, 894, 898
- Navy, Massachusetts: loan to made by Continental Congress, 919; pay, 19, 132; pilots for Boston Harbor, 164; regulations, 165-66; seamen: shortage, 1038; recruitment, 435-36, 436n.; ships: spy boats purchased, 931, 931-32, 977; ships fitting out, 5, 54, 55, 84, 104; operations: *Freedom*, 807, 815, 857, 879, 930-31, 931n.; *Independence*, 164, 164n., 167; *Massachusetts*, 104, 105, 105n., 142n., 151n., 183, 185-86, 186, 196, 280-81, 302, 359, 359n., 372-74, 396, 434, 455; *Republic*, 305, 305n., 391, 391-92, 400, 418-19, 419n.; *Tyrannicide*, 105, 105n., 183, 185-86, 186, 196, 280-81, 302, 309, 359, 359n., 372-74, 396, 959; prison ship *Rising Empire*, 406-07, 417, 1044; sickness: 391-92, 400; supplies, 17, 54
- Navy, New Hampshire: 390, 919
- Navy, New York: *Montgomery*, 159, 242-43, 933-34, 1003
- Navy, North Carolina: *King Tammany*, 272; *General Washington*, 11-12
- Navy, Pennsylvania: discipline, 30; Navy Board: appointed, 102, 102n., 103; Minutes: 8-9, 22, 30-31, 38, 57-58, 86, 102-03, 111-12, 137-38, 146-47, 181-82, 192, 220-21, 236-37, 244-45, 256, 266-67, 270, 277, 291, 298, 315-16, 329, 340, 346, 353-54, 429, 443-44, 486, 910, 955, 965, 1032-33; to: Continental Marine Committee, 363; Henry Fisher, 328; John Hazelwood, 307, 915, 920, 981; Daniel Murphy, 328-29; John Rice, 340-41, 394-95, 920-21; Isaac Roach, 394-95; Thomas Seymour, 270, 307; Supreme Executive Council, 212-13; John Webb, 458; from: Henry Fisher, 321n., 329-30; Navy Board of the Middle Dept., 403, 428-29; officers: appointments, 22, 31, 58, 86, 213, 220, 256, 270, 277, 306, 307, 346, 353-54, 486, 910n., 915, 1032-33; resignations, 38, 486, 910, 915n., 955; reinstatements, 965; warrant officers, 8, 22, 22n., 102, 111-12, 213, 220, 307; operations: *Chatham*, 236; *Convention*, 340-41, 363, 367, 368, 368n., 369n.; *Delaware*, 340-41, 363, 367, 368, 368n., 369n.; *Dickinson*, 291, 291n., *Eagle*, 328; *Salamander*, 328n.; pay, 9, 181, 307, 443-44; regulations, 112; seamen: shortage, 212, 298; recruitment, 236, 291, 298, 444; impressment, 458, 887; desertions, 31, 53, 58, 58n., 86, 112, 138, 182, 185, 207, 241, 317, 420, 444, 476, 1015, 1020, 1035-36; concerning Army deserters, 192, 291, 291n.; discharges, 277, 329; ropemakers, 429; ships fitting out: *Arnold*, 103; *Convention*, 244, 965; *Delaware*, 22, 103; *Montgomery*, 915; *Porcupine*, 244; *Putnam*, 147; *Strombolo*, 192, 236-37, 307, 340, 363; *Vesuvius*, 102; *Washington*, 102; ships purchased: *King George*, 8-9; *Liberty*, 57-58; signal and alarm posts inspected, 315-16; supplies, 9, 22, 102, 103, 181-82, 192, 244, 244-45, 354
- Navy, Rhode Island: *Spit-Fire*, 8, 100, 157-58, 1010-11; *Washington*, 274, 274n.; mentioned, 390, 919
- Navy, South Carolina: Board of Commissioners: Journal: 25, 114-15, 194-95, 293, 349, 477; to: Edward Allen, 928-29; James Black, 324; John Calvert, 115; Robert Cochran, 114; John Creighton, 477; Edward Darrell, 114; James Dohartee, 349, 922; William Hall, 921-22; John Mercier, 25; Myer Moses, 114; Thomas Pickering, 194-95; John Rutledge, 115, 967-68; Stephen Seymour, 988-89, 1046; Peter Timothy, 477; John Wells, 477; description of *Defence*, 974; officer appointments, 349; operations: *Beaufort*, 25, 324; *Comet*, 378, 928-29; *Notre Dame*, 69, 70n., 299, 539; *Rattle Snake*, 922, 922n.; regulations, 195, 928; seamen: shortage, 988-89, 1046; recruitment, 195, 922, 1046; desertion, 894; shipyard carpenters, 293, 477; ships fitting out: *Beaufort* (row galley), 114, 324, 349; *Beaufort* (sloop), 25, 324; *Notre Dame*, 921-22, 988-89, 1046; concerning fitting out, 324, 922; minimum ship armament of future, 998; ship procurement: replacement of *Defence*, 167-68; ships lost: *Defence*, 257, 330, 331n., 366-67, 367n., 393, 967, 974; shipyard, 115, 293, 477; supplies, 25, 114-15, 477
- Navy, Spanish: state of, 508, 532; increasing strength at Havana, 1036; mentioned, 543, 749
- Navy, Virginia: cannon, 174; discipline: court martial, 125, 125n.; reprimand, 446; Navy Board: Journal: 11, 22-23, 34-35, 77, 94,

- 147, 154, 159, 174-75, 200, 214, 258, 267, 300, 364, 370, 413-14, 446, 487-88, 916; mentioned, 39, 40, 40n.; to: Francis Bright, 1016; Walter Brooke, 225, 317; Eleazer Callender, 363; John Calvert, 125; Caleb Herbert, 95; James Hunter, 257; William Saunders, 369; Charles Thomas, 11, 95, 487, 1045; Wright Westcott, 422-24; officers: Walter Brooke recommended as commander of Navy, 225; appointments: *Dragon*, 363, 363n.; *Liberty*, 224, 225n.; *Manley*, 174, 369, 916; *Patriot*, 224, 255n.; *Safeguard*, 34-35, 154, 159; dismissals, 370, 446; operations: *Henry*, 267, 422; *Hero*, 34, 422; *Lewis*, 422; *Liberty*, 317, 317n., 1016, 1016n.; *Manley*, 422; *Nicholson*, 389; *Norfolk Revenge*, 422; *Northampton*, 422, 1016; *Page*, 422; *Patriot*, 317, 317n., 1016, 1016n.; *Protector*, 113, 113n., 200, 422; *Raleigh*, 364, 369, 422; *Safeguard*, 113, 113n., 422; *Scorpion*, 363, 422-23; to join forces with Maryland Navy and North Carolina Navy, 431, 432, 446, 476-77; pay, 370; prize money, 369; ropewalk, 11n., 23; seamen: recruitment, 11, 35, 113, 147, 154, 214, 258, 487-88; desertion, 222; treatment, 370; discharged, 446; ships building: *Caswell*, 174, 175n., 272, 272n., 432, 446, 487; *Dragon*, 257, 258, 413; *Gloucester*, 300; *Washington*, 174, 175n., 272, 272n., 432, 446, 487; flat boats, 2, 77; row galley on Mattaponi River, 214; row galley at Quarles' Warehouse, 95; fitting out: *Accomac*, 145-46, 1046n.; *Caswell*, 487, 488n.; *Diligence*, 1045-46, 1046n.; *Dragon*, 363, 363n., 422; *Gloucester*, 487; *Henry*, 258; *Hero*, 422; *Norfolk Revenge*, 258; *Raleigh*, 224-25; *Scorpion*, 154; *Washington*, 487, 488n.; ships lost: *Raleigh*, 459, 459n., 942, 998, 1058; shipyards: Blackwater River at South Quay, 22, 174-75, 271-72, 432, 446, 487; Chickahominy River, 22, 94, 154, 267, 413-14; Eastern Shore, 1045-46; Mattaponi River, 214; Pepper Creek, 300; Quarles' Warehouse, 95; supplies, 11, 22, 77, 154, 174, 175, 257, 258, 422-24
- Naze, The, Norway: 844
- Neal, —: 272
- Neall, Robert: to: Benjamin Edes, 117-18
- Necker, Jacques (French Director General of Finance): 729
- Needles, The, England: 604
- Negroes: captured on board: *Apollo*, 852; *Mary*, 81, 308, 863-64; *Piercy*, 932; *St. George* (captured by *Oliver Cromwell*), 966; *St. George* (captured by *Sturdy Beggar*), 372, 957, 966; *Swallow*, 176-77; ship captured by *Rattle Snake*, 413; slaver captured by *Boston*, 37; snow captured by *Fanny*, 308-09, 326; price of, 333, 918; Royal Navy ships reported taking slaves, 579; Jamaica insurrection suppressed, 497; fugitive slaves, 17n.; crewmen on board: *Alfred*, 971; *Columbus*, 118; *Comet*, 894; *Charming Sally*, 527; *Freedom*, 930-31, 931n.; *Lexington*, 239; *Molly*, 959; prize of *Squirrel*, 513, 515; prize of *Phoenix*, 720; brig at Nieuwpoort, 829; Anguilla privateers, 413; Antigua privateers, 63; laborers ashore: ropemaker for Pennsylvania Navy, 429; at Fort Sullivan, 801; at Cochran's Shipyard, South Carolina Navy, 293, 477; servants to Gov. Bruere, 384; to Patrick Barry and James Willing, 913; captain of *Freedom* proposed freedom for slaves on board, 930-31; mentioned: Bristol, rope maker, 429; Black Sam, seaman, 894; Black Will, seaman, 527; Peter Burk, seaman, 513, 515; Benjamin, Cook, Continental Navy, 118; François, Seaman, Continental Navy, 971; Thomas Haines, Seaman, Continental Navy, 239; Joe, seaman, 894; George Rogers, seaman, 894
- Negure, Jean Baptiste, d': 991
- Negus, Sir Francis: 705, 705n.
- Nelson, Alexander (Lieut., Continental Marines): 45
- Nelson, Archibald: 42, 48
- Nelson, Robert (Capt.): 1062 (*Polly*)
- Neptune*, brigantine: 218 (Laurence Barron)
- Neptune*, ship: captured by *Perseus*, 278, 278n., 1057 (Daniel Van Voorhis)
- Neptune*, ship: captured by *Galatea*, 1063 (Thomas Munro)
- Nesbitt, John Maxwell: 137n.
- Neversink, N.J.: 909
- Nevis*, ship: recaptured by *Liverpool*, 1063 (Edward Coffin)
- Nevis*, West Indies: privateers operating out of, 413, 576; mentioned, 12, 13, 952, 1063
- New Bedford [Bedford in Dartmouth] Mass.: privateers fitting out at, 345; *Mellish* at, 359, 970, 1003; source of seamen, 1027, 1048; prizes sent into, 215, 216, 359, 366, 425, 426, 970, 1045; prizes sold at, 1019-20, 1041; inward bound vessels, 305; outward bound vessels, 378, 427, 1053-63; mentioned, 286, 415, 1023
- New Bern, N.C.: 67, 100-01, 159, 981
- New Brunswick, N.J.: 450
- New Castle, Del.: 129
- New Hampshire: arming of *Raleigh* at, 474, 475; prisoner exchanges from, 304, 401; mentioned, 5, 98, 133, 205, 243, 629-30, 715
- New Hampshire Committee of Safety: Minutes: 992
- New Hampshire House of Representatives: Journal: 151
- New Haven, Conn.: 167, 482, 484, 933, 1028, 1059
- New Jersey: British Army in, 231, 266, 523, 881; Continental Army in, 656; militia captured brigantine *Defiance*, 9; mentioned, 171, 389, 715, 1020

- New London, Conn.: British warships off, 101, 110-11, 153-54, 377; *Oliver Cromwell* at, 134, 936; recruitment rendezvous for *Oliver Cromwell*, 366, 936; prizes sent into, 68n., 101, 158, 427; inward bound vessels, 169, 320, 393, 426, 427; outward bound vessels, 68, 160, 393, 427, 638, 1058, 1060, 1062, 1063; mentioned, 361, 1004
- New Orleans, La.: English vessels seized, 414, 911; *Atalanta* off, 453, 968; American munitions source, 645, 680, 802, 806; map of, 960*; mentioned, 433, 692, 802, 806
- New Providence, Bahamas: ships from exempt from capture by Maryland and South Carolina Navy ships, 193, 194-95, 465, 928; hurricane drove American privateer ashore, 530; mentioned, 235, 429, 471
- New York*, Arnold's Fleet Gondola: 954 (Reed)
- New York City, N.Y.: British convoys to, 95-96, 117, 142, 320, 327, 461, 472, 523, 686, 740, 788n., 809, 1037, 1049; British warships at, 245, 331, 363, 753, 909, 989, 990; British troops embark at, 291, 323, 341; British Army at, 796, 839, 881; prizes sent into, 188-90, 233, 234, 260, 287, 347, 353, 457, 457n.; inward bound vessels, 13, 22, 58, 117, 136, 157, 165, 296, 299, 308, 321, 326, 344, 347, 356, 366, 383-84, 386-87, 472, 508, 520, 740, 743, 787, 788, 802, 840, 850, 933, 971, 998, 1040, 1043; outward bound vessels, 61, 62, 82-83, 207, 348, 434, 541, 613, 639, 669, 739, 740, 834n., 864, 963, 978; supplies for, 231, 342, 472; mentioned, 4, 26, 70, 76, 226, 266, 375, 427, 496, 545, 668-69, 807
- New York Gazette*, (New York): 1777: 3 *Mar.*, 21; 10 *Mar.*, 74; 17 *Mar.*, 136; 24 *Mar.*, 188-89; 7 *Apr.*, 287; 14 *Apr.*, 340; 21 *Apr.*, 393-94; 28 *Apr.*, 457; 5 *May*, 909n.; 12 *May*, 954; 19 *May*, 997
- New York Provincial Convention: Journal: 121-22, 242-43, 457, 933-34; price regulation, 171; to provide protection for Congress and *Montgomery*, 457; concerning row galleys in Hudson River, 979, 1023; memorial of William Malcolm, 57; from: Stephen Seaman and Platt Titus, 121; mentioned: 57, 88
- New York [State]: 523, 546, 715
- Newall, — (Capt.): 118
- Newberry, Thomas, Jr.: 218
- Newburyport, Mass.: British warships off, 637, 944; prizes sent into, 465; inward bound vessels, 59, 82-83, 317, 331, 396, 433, 638, 723; outward bound vessels, 84, 403, 479, 517, 638, 639, 764, 1054, 1057, 1059, 1060, 1061; mentioned, 140, 180, 376
- Newcastle, England: 430, 538, 790
- Newcomb, George: 353
- Newell [Nevell] Thomas (Capt.): 82-83, 1057 (*Adventure*)
- Newfield Hill, Conn.: 467
- Newfoundland: John Montagu appointed governor, 550; fisheries patrolled by British Navy, 313, 598-99, 751; British Navy recruiting for lake duty at, 698; inward bound vessels, 746, 772, 788, 795, 803, 806, 812, 819, 843, 850; outward bound vessels, 340, 360, 527, 528n., 699, 800, 850; mentioned, 33, 217, 504, 597, 676, 689, 840
- Newhall, Andres: 480
- Newhall, John: 465
- Newhall, Robert: 480
- Newman*, ship: captured by Americans, 800 (Smith)
- Newman, Charles (Capt.): appointed to *Swallow*, 513; requests crewmen taken by *Reprisal* be released, 606-07, 625, 659-60; to: Lord Stormont, 602; from: Lords Commissioners of Admiralty, 513 (*Swallow*)
- Newman, Ebenezer: 48
- Newman, John: 48
- Newman, William: 961
- Newport, R.I.: British warships off, 121, 152, 531, 810, 962, 1044; British garrison at, 531, 686, 977, 1040; American prisoners at, 210, 318, 353; prisoner exchange at, 91, 249, 304, 400, 401, 978, 1044; prizes sent into, 100, 158, 393, 394n.; inward bound vessels, 375; outward bound vessels, 326, 366, 745; mentioned, 66, 187, 945
- Newport Gazette* (Newport, R.I.): 1777: 13 *Mar.*, 100; 20 *Mar.*, 157-58
- Newry, Ireland: 849, 854
- Newsham, John: 784n.
- Newson [Nuson], Robert (Boatswain, Connecticut Navy): 134-35, 184-85
- Newton, Henry (Collector of Customs, Nova Scotia): from: Richard Bulkeley, 356; mentioned, 356n.
- Nibbs, —: 364
- Niccoli, Raimondo: to: Government of Florence, Italy, 682, 853, 869
- Nicholas*, Dutch ship: stopped by *Dispatch*, 843
- Nicholas, — (Capt.): 280
- Nichols, Nathaniel: 480
- Nichols, Samuel (Capt.): 1063 (*Kitty*)
- Nicholson*, Virginia Navy Armed Boat: 389, 389n. (John Sinclair)
- Nicholson, Benjamin: 193, 342
- Nicholson, George: 47
- Nicholson, James (Capt., Continental Navy): concerning impressment, 354, 354n., 430-31, 445-46, 459, 468, 468n., 887, 887-88, 915-16, 966, 973, 1026-27, 1041-42, 1045; suspended from command, 886, 886n., 887, 887-88, 915-16, 935-36, 966, 1026-27; discharged impressed men, 1041-42, 1045; to: Thomas Johnson, 430-31, 915-16; from: Thomas Johnson, 421; Marine Committee, 296-97; Maryland Council, 935-36; mentioned, 336, 955-56, 956n. (*Virginia*)

- Nicholson, John: 277
 Nicholson, Nail: 240
 Nicholson, Samuel (Capt., Continental Navy): recommended by Wickes for command, 525; instructed to inspect French ships, 525, 535-36, 642; concerning new 36-gun frigate, 526, 730; purchased Folkstone cutter for American service, 546-47, 629; examined 60-gun ship to be fitted as American privateer, 727; given command of *Dolphin*, 759; fitting out *Dolphin*, 782; ordered to sail with Wickes and Johnson, 755, 791, 811, 842, 847; concerning commissions for lieutenants, 766; attempted to recruit men from *Versailles*, 771; to: Silas Deane, 766-67, 847-48; Ferdinand Grand, 568-69; from: American Commissioners in France, 546; Lambert Wickes, 862-63; mentioned, 606, 726, 770, 848n., 857 (*Dolphin*)
 Nicholson, Thomas (Capt.): 82-83, 1057 (*Thomas*)
 Nicholson, Thomas (Capt.): 262, 520 (*America*)
 Nick, John: 44
 Nieuwpoort, Belgium: 825, 828, 829
 Niger, HMS: 305 (George Talbot)
 Niles, Robert (Capt., Connecticut Navy): from: Jonathan Trumbull, 53; mentioned, 306, 426, 964, 978, 993 (*Spy*)
 Ninety-Two, schooner: captured by *Phoenix*, 23, 23n., 87, 1055 (Jeremiah Rogers)
 Nisbett, William D.: 200
 Nixon, John: 282, 306, 394, 403, 429
 Noah, Edward: 481
 Noailles, Louis Marie, Marquis de (French Ambassador to Great Britain): attempts to stop LaFayette, 735; to: Comte de Vergennes, 741-42, 762, 774-77, 812; Comte de Maurepas, 555-56; Lord Weymouth, 607-09; from: Comte de Vergennes, 561, 574, 701, 880-81
 Noble, —: 155
 Noble, John: 3
 Nocke [Nocake], Joseph: 48
 Noirmoutier, Ile de, France: 601, 632, 688, 859
 Nolken, Baron of (Swedish Ambassador to Great Britain): 572
 Nonsuch, HMS: American prisoners pressed into service on, 535; ordered to Howe's Squadron in America, 634, 738; captured four prizes, 830; American prisoners on board, 857 (Walter Griffith)
 Norderoerne, Faeroes [Nordfaro]: 827-28
 Nore, England: 752, 814, 829
 Norfolk, Virginia: 835
 Norfolk, Lord [Edward Howard, 9th Duke of Norfolk]: 572
 Norfolk Revenge, Virginia Navy Row Galley: ordered to Portsmouth, 258; court martial on board, 125; fit for duty, 422 (John Calvert)
 Norsheep, Stephen: 43
 North, Edward (Capt.): 1063 (*Peggy*)
 North, Lord [Frederick North, 2nd Earl of Guilford]: received packet of American documents taken in *Aurora*, 563; on American treason on the high seas, 569; reinforced Howe's Squadron in America, 675-76; on subjugation of Americans, 682; ordered Lt. Col. Smith to work with double agent Joseph Hynson, 725; from: George III, 844; sketch of, 845*
 North, Patrick (Capt.): 157n., 309, 850 (*Duke of Leinster*)
 North Carolina: importation of salt, 32; instructions to agents in West Indies, 32, 32n.; exportation of tobacco, 282; row galleys for coastal defense, 446; prizes sent into, 37, 326, 469; inward bound vessels, 33, 52, 68n., 395, 439, 997, 997n.; outward bound vessels, 59, 149, 149n., 320, 413, 490, 1051, 1055, 1062; mentioned, 20, 39, 380, 715
 North Carolina Senate: Journal: 432, 446, 460
 North Island, South Carolina: 1047n.
 North Sea: 867
 Northam, British Army Transport: captured by *Lexington*, 239, 240n., 745, 760, 760n. (Richard Westcott)
 Northampton, Virginia Navy Brig: cordage for, 11; ordered on shakedown cruise, 1016; fit for duty, 422 (Francis Bright)
 Northampton County, Va.: 200
 Norton, brig: seized at New Orleans by Spanish, 414, 913 (William Pickles)
 Norton, John H., & Beall: to: Daniel of St. Thomas Jenifer, 369
 Norwalk, Conn.: British Army near, 455, 466-67, 482, 483, 990
 Norwich, Conn.: *Confederacy* building at, 21, 21n.; mentioned, 305, 320, 426, 962, 996
 Norwich, England: 649
 Nossa Senhora [*Nostre Signora*] de *Caravillos*, Portuguese ship: boarded by American privateer, 773
 Notre Dame, South Carolina Navy Brigantine: taking on stores at Nantes, 539, 539n.; ordered to cruise, 921-22, 989; recruiting men for, 1046; captured: *Mackarel*, 69, 70n.; unidentified British Navy Victualler, 299; mentioned, 114, 988 (Robert Cochran; Stephen Seymour)
 Nottingham, British Ordnance Transport: 234, 408, 903
 Nova Scotia: Council: 356n.; convoy to, 327; Vice-Admiralty register of prizes, 163; inward bound vessels, 952; mentioned, 639
 Nowlan, Richard: 961, 1035
 Noyes, Joseph (Col., Rhode Island Militia): 251, 253
 Nutting, Robert: 481
 Nye, John: 45, 47

- Oakes, Jonathan (Capt.): 325, 435, 436, 1007n.
(*Hawke*)
- Oakes, Uriah: 325
- Oakly, William (Lt., R.N.): 814 (*Union*)
- Oar, James: 240
- O'Brian, —: 385
- O'Brian, John: 1035
- O'Brien, Jeremiah (Capt.): 36
- O'Brien, Mary: 218
- O'Brien, Sarah: 227
- Ocean, HMS: prisoners on, 764; Lord Shuldham's flagship, 764 (John Laforey)
- Ocracoke Inlet, N.C.: defense of, 160, 446
- Ocracoke Island, N.C.: 272, 300, 942
- Offly, Daniel: 421
- Ogden's Ferry, Pa.: 226
- O'Hara, — (Capt.): 592 (*Spence*)
- Ohio River: 548, 912
- Oiseau, ship: captured at Dominica, 976 (Charpentier):
- Old Defence, Connecticut Navy Brig: 979 (Daniel Deshon)
- Old Mill Prison: *See* Mill Prison, Plymouth, England
- Old Road, St. Christopher: 78, 371
- Old York, Me.: 479
- Oliphant, David: 275, 277
- Oliphant, William: 275, 277
- Olive, ship: captured by *Unicorn*, 158, 393, 1059 (Jehiel Tinker)
- Olive, sloop: captured by *Harlem*, 997, 997n. (Nehemiah Welbore)
- Olive Branch, British Army Victualler: captured: unidentified ship, 508 (Thomas Miller)
- Olive Branch, ship: captured by *Phoenix*, 335, 335n., 1055 (Aaron Andrews)
- Oliver, ship: captured by *Amazon*, 111, 111n., 169n., 393, 394n., 1058 (John Bulkley)
- Oliver, Thomas: 480
- Oliver, Thomas, Jr.: 482, 482n.
- Oliver Cromwell, Connecticut Navy Ship: crew dissatisfied with inactivity, 133-34, 310; fitting out, 134, 366, 962, 964; blockaded at New London, 153-54; accounts, 153-54, 402-03, 1022-23; concerning quality of officers, 184-85; fired salute, 205-06; Coit relieved of command and crew discharged, 319; Harding appointed to command, 319, 361; preparations for cruise, 366, 936; sailed for New Bedford to complete manning, 1027: captured: unidentified ships, 936; mentioned, 986 (William Coit; Seth Harding)
- Oliver Cromwell, Massachusetts Privateer Brigantine: 463 (William Coles)
- Oliver Cromwell, Pennsylvania Privateer Ship: operating out of Martinique, 83, 487; engagement with *Lady's Adventure*, 344n.; captured by *Beaver*, 999, 1029; captured: *Apollo*, 966; *Champion*, 917; *Lark*, 966; *Mercury*, 966; *St. George*, 966; unidentified ships, 917; mentioned, 278 (Harmon Courter)
- Olney, Isaac (Lieut., Continental Marines): 119
- Olney, Joseph (Capt., Continental Navy): defended actions in capture of *Cabot*, 183, 183n., 185-86, 195-96; escaped capture when ship was taken, 302, 396; requested court of inquiry, 357, 372; acquitted, 359, 374, 398; to: John Manley, 357; from: Esek Hopkins, 65-66; mentioned, 142, 151, 178, 178n., 1062 (*Cabot*)
- Ormanney, Cornthwaite (Capt., R.N.): from: Lord Howe, 327-28; mentioned, 312, 408, 1037 (*Tartar*)
- O'Nealle, Daniel: 114, 115, 477
- Onslow, Richard (Capt., R.N.): 843, 843n. (*St. Albans*)
- Oporto, Portugal: 504, 611, 704
- Oraisore, — d': 929
- Orchard, William: 481
- Ord, George (Capt.): 177 (*Retaliation*)
- Ord, John, Jr. (Capt.): 320, 413n., 429 (*Security*)
- Orde, John (Lt., R.N.): 257
- Ordnance, Continental: shipment in smaller quantities would reduce losses, 175-76; destroyed at Peekskill by British, 234; French embargo detains shipments, 500, 537, 543, 560; requested by Commissioners in France, 509; French cannon and munitions must be shipped in French ships, 512-13, 627, 665; denied from Sweden, 572; quality of weapons checked in France, 594; seized by British from Dutch, 609; requested for use of *Alfred*, 951-52; captured on board: *Fly*, 1055; *Fortune*, 1058; Guineaman, prize of *Haerlem*, 800; *Haerlem*, 1061; *Paris*, 1060; *Phoenix*, 1053; *Williams*, 573; vessels seized on African coast, 506; sources: Belgium, 829; France, 65, 72, 140, 141, 141n., 151, 155, 164, 175, 176, 192, 204, 206, 226, 233, 243, 285, 291, 321, 321-22, 324, 325, 325n., 329, 331, 331n., 332, 335, 336, 379, 394, 396-97, 399, 406, 418, 419, 424, 434, 451, 489, 520, 531, 534, 537, 540, 543, 551-52, 561, 571, 593, 595, 622, 622n., 623n., 626-28, 631, 665, 727, 742-43, 803, 806, 807, 811, 817, 902, 955, 1017, 1036; Guadeloupe, 65, 72, 454-55, 1060; Holland, 87, 557, 584, 590, 714, 865, 870; Martinique, 5-6, 226, 280, 280n., 283-84, 284n., 287, 296, 298, 305, 346, 391-92, 418-19, 670, 801, 918, 955, 1036, 1036n.; St Croix, 326; St. Dominigue, 132, 332; St. Eustatius, 296, 369, 382, 383, 389, 665, 700, 705; St. Lucia, 918; St. Thomas, 88, 1053, 1055, 1058; Spain, 543, 586, 645, 760, 910, 926; Sweden, 306, 565, 572, 765, 865; mentioned, 851, 868
- Orne, Azor: 920
- Orrock, James (Lt., R.N.): 844 (*Hazard*)
- Osborne, John (Capt.): 869 (*Active*)
- Osgood, John: 92
- Ostend, Belgium: 656, 689

- Ostrich*, HM Sloop: purchased, 566-67 (Peter Rainier)
- Oswald, Eleazer (Lt. Col., Continental Army): 484
- Othello*, ship: captured by *Unicorn*, 1058 (George Sweet)
- Otter*, HM Sloop: 950 (Matthew Squire)
- Ourry, George (Capt., R.N.): 739 (*Somerset*)
- Oury, —: 840
- Overfalls, Delaware Bay: 129, 992
- Owens, Francis: 239
- Owl's Head, Me.: 249, 260, 268
- Oxford*, British Army Transport: renamed *Aurora*, 548n., 555, 559 (James Stewart)
- Oyster Bay, N.Y.: 1041
- Paca, William: to: Thomas Johnson and Maryland Council, 1026-27; from: Maryland Council, 1041-42, 1045; mentioned, 246
- Pacifique* (formerly *Thomas Koulikan*), French ship: fitting out at Marseilles, 855, 855n., 856, 856n. (Joseph Hynson)
- Packer, Jacob: 1039
- Packton [Blackton], Henry: 317
- Paddock, David (Capt.): 244 (*Olive Branch*)
- Paddock, Seth (Capt.): 722
- Page, Virginia Navy Row Galley: 422 (James Markham)
- Page, John: to: St. George Tucker, 323-24; from: Richard Henry Lee, 40
- Page, Samuel: 417
- Paimboeuf, France: 533, 596, 766, 769, 771, 847, 857
- Paine, Robert Treat: from: (unknown), 930-31; Joseph Greenleaf, 944-45; mentioned, 472, 474
- Painter [Pynter], John: 42, 47
- Pallas*, HMS: on convoy duty, 498, 592-93; mentioned, 506-07, 513, 515, 598 (William Cornwallis; Richard Cotton)
- Palliser, Sir Hugh (R. Adm., R.N.) (Lord Commissioner of the Admiralty): 789
- Palmer, — (Capt.): 101
- Palmer, Andrew (Capt.): 1058 (*Fortune*)
- Palmer, Asa (Capt.): 979, 986, 986n. (*America*)
- Palmer, John (Lieut. of marines, on *Revenge*): Journal: 12, 89, 130-31
- Palmer, John (Seaman, Continental Navy): 44
- Palmer, Joseph (Brig. Gen., Massachusetts Militia): 359
- Palmer, Thomas (Capt.): 141 (*Betsey Frigate*)
- Palmerston, Lord [Henry Temple, 2nd Viscount Palmerston] (Lord Commissioner of the Admiralty): 789
- Palms, Richard (Capt., Continental Marines): to: Hector McNeill, 419-20
- Pamphilion, Thomas: 459
- Pancass, —: 306
- Pankett, Lewis (Gunner, Pennsylvania Navy): 329n.
- Pankett, Peter: 329n.
- Panns, Peter: 287n.
- Pantoflett, John: 890
- Param, Antigua: 575
- Paris*, Massachusetts State Ship (formerly *Friends*): ordered to be sold at Martinique, 65, 200-02; captured by *Diamond* and *Greyhound*, 454-55, 455n., 1060 (Tristram Coffin)
- Paris, France: American Commissioners at, 40, 146, 164, 255, 474, 501; mentioned, 635, 637, 690, 725, 770, 783
- Paris, John: 876
- Park, William (Capt.): 262 (*Felicity*)
- Parker, George: 240
- Parker, Harry: 789
- Parker, Sir Hyde, Jr. (Capt., R.N.): knighted, 197; mentioned, 23, 58, 88, 108, 127, 233, 335, 404, 414, 459, 778, 997, 1046 (*Phoenix*)
- Parker, James: 619
- Parker, Sir Peter (R. Adm., R.N.): concerning prisoner exchanges, 91, 107-08, 120, 167, 286, 318-19, 319n., 400; letter of agency of, 427-28; concerning Rhode Island expedition, 523, 531; reported scurvy among his ships, 540-41; to relieve Gayton in command of Jamaica Station, 798, 829; promoted to Rear Admiral, 829; to: Nicholas Cooke, 107-08, 335; Esek Hopkins, 319n.; Lord Howe, 1048-49; from: Richard Braithwaite, 152-53; Toby Caulfield, 152-53; Archibald Dickson, 152-53; Charles Feilding, 152-53; Esek Hopkins, 318-19; Lord Howe, 362-63; Charles Hudson, 152-53; Maximilian Jacobs, 152-53; John Symons, 152-53; mentioned, 231, 232, 292, 617, 758, 801, 945, 1049
- Parker, Robert (Capt.): 397, 418, 419n., 434, 435-36, 930n., 1016 (*Portsmouth*)
- Parker, Thomas, of Boston: 465
- Parker, Thomas (Private, Continental Marines): 961
- Parker, Thomas (Capt.): 82-83 (*Perseverance*)
- Parker, Timothy (Lt., Connecticut Navy): 319
- Parkinson, Martin [William] (Capt.): 837 (*Polly*)
- Parrey, Anthony (Lt., R.N.): 820, 844 (*Alderney*)
- Parry, —: 1017
- Parry, — (Capt.): 701 (*Beas*)
- Parry, Francis (Lt., R.N.): to: Philip Stephens, 871-72 (*Lynx*)
- Parsons, — (Capt.): 304, 401
- Parsons, James: 459
- Parsons, Jonathan (Capt.): 82-83 (*Lively*)
- Parsons, S.: 959
- Parsons, Timothy: to: Massachusetts General Court, 51-52

- Partridge, Benjamin: 895
 Partridge, George: 359
 Pasley, Thomas (Capt., R.N.): 160, 237, 259, 273, 283, 317, 333, 333n., 355, 382, 520, 898 (*Glasgow*)
 Passy, France: 629, 728
Patagon, Spanish packet: 1005 (Josef Perez)
 Patapsco River, Md.: 221
 Paterson, John (Brig. Gen., Continental Army): 405
 Patience Island, R.I.: 98-99
 Patret [Patouret; Peteril], Peter: 43, 47
Patriot, Virginia Navy Armed Boat: 224, 317n., 1016, 1016n. (Richard Barron)
 Patterson, William (Gunner's Mate, on *Satisfaction*): 480
 Patterson [Petterson], William (Sgt., Pennsylvania Marines): 128
 Patterson, William (Capt.): 130, 348, 364-65, 459 (*Dolphin*)
Patty and Peggy, ship: 531
 Patuxent River, Md.: 221, 389, 948
 Paul, Stephen: to: William Whipple and Matthew Thornton, 345
 Pawtuxet, R.I.: 98
 Pay Rolls: *See* Muster Rolls
 Payne, Elijah Freeman (Capt.): 116 (*Eagle*)
 Payne, Merriman (Lt., Virginia Navy): 34, 39
 Payne, Michael: 271, 981
 Payne, Thomas (Capt.): 746 (*Sparks*)
Peace and Plenty, Virginia State Schooner: 154 (Alexander Guthrie)
Peacock, lugger: renamed *Surprize*, 825, 827, 828, 872n. (John Beach)
 Pearce, John: 50
 Pearce, Nathaniel (Capt. of marines, on *Satisfaction*): 480
 Pearce, Nathaniel, Jr.: 481
 Pearce [Pierce], Richard: 48
Pearl, HMS: sent to Antigua, 72; refitting at English Harbor, 77, 80, 90, 150, 413; Wilkinson died, 77, 287, 295, 342; Elphinstone assumed command, 77, 342, 486n.; sailed with *Camilla*, 260, 300; sailed for Delaware Capes, 318, 342; arrived at Cape Henlopen, 321; on patrol off Delaware Capes, 347, 361, 407, 430, 991-92, 1025, 1026, 1028-29; Linzee appointed to command, 1015; captured: *Anna Maria*, 260, 1057; *Batchelor*, 260, 1057; *Betsy*, 82-83; *Chance*, 1057; *Harmony*, 321, 394, 1057; *Lexington*, 72, 100; *Mary*, 394, 1057; *Speedwell*, 195, 195n., 260, 461, 1056; *Willing Maid*, 300, 301n., 1057; unidentified vessels, 1056, 1057; recaptured: *Little John*, 82-83; mentioned, 295 (Thomas Wilkinson; George K. Elphinstone; John Linzee)
 Pearson, —: 316
 Pearson, Richard (Seaman, Massachusetts Navy): 818
 Pearson, Richard (Capt., R.N.): senior officer in St. Lawrence River, 315, 327, 408, 524; turned over command to Pownoll, 951; ordered Lutwidge to command of fleet on Lake Champlain, 983, 1037; from: Lord Howe, 311-15; mentioned, 234 (*Garland*)
 Peck, Samuel: 185
 Peckham [Packman], Samuel: 48
 Peckham, William (Carpenter, Continental Navy): 49
 Peekskill, N.Y.: British troops landed at, 196-97, 211, 234, 453, 456, 656
Pegasus, HM Sloop: 599, 739 (Hamilton Gore)
Peggy, ship: awaiting disposition by Congress, 285, 285n., 303, 923 (James Kennedy)
Peggy, ship: 858 (Hardy)
Peggy, ship: captured by *Galatea*, 1061 (John Cockran)
Peggy, ship: captured by *Galatea*, 1063 (Edward North)
Peggy, sloop: captured by *Roebuck*, 82-83, 1056 (Alexander Thompson)
Peggy and Suky, sloop: 1048 (McCutchen)
 Peirce, Benjamin (Capt.): 74, 217 (*United States*)
 Peirce, Giles (Capt.): 1062 (*Success*)
 Peirce, John, Jr.: to: Jonathan Trumbull, 366
 Peirce, Matthew: 177
 Peirut, William (Capt.): 461 (*Elizabeth*)
Pelican, HM Schooner: with *Favourite* off Granada and St. Vincent, 79, 80, 183; stopped Martinique privateer, 183; ordered to search Dutch ships out of St. Eustatius, 383; at Antigua, 905, 950; captured: *Catharine*, 490; *St. Guillaume*, 82-83 (John Ardesoif)
 Pelleren, Peter: 876
 Pellerin, Le, France: 769-70
 Peltier [Pelletier] du Doyer, —: shipped goods on *Mercur*, 254, 534, 939; fitting out *Thérèse*, 586, 596-97, 732, 769, 770; loaned money to Jonathan Williams for arms purchase, 811
 Peltroe, Andrew: 480
 Penbrick [Penlerick], William (Capt.): 218 (*Providence*)
 Pendall, Thomas: 46
 Pendleton, Nathaniel (Capt.): 82-83 (*Two Sisters*)
Penelope, brig: captured by *Freedom*, 731, 731n., 781, 863n., 1034 (William Bootle)
Penet (formerly *Charming Sally*), Massachusetts State Brigantine: arrived at Nantes, 656, 665; to sail to Boston, 694 (Nicholas Bartlett)
 Penet, Pierre: 526, 532, 595, 604, 811
 Penet & Pliarne: *See* Pliarne, Penet and Co.
Penguin, brig: recaptured by *Hawke*, 82-83 (John Carne)
 Penn, John: 460

- Penn, Richard: 419
 Pennant, —: 590
 Pennell, John (Capt.): 309, 543 (*Dorothy*)
 Pennock, William (Capt.): to: Elias Hasket Derby, 73
 Pennsylvania Council of Safety: Minutes: 8; from: Continental Navy Board of Middle District, 137, 306; Henry Fisher, 112-13; Robert Morris, 57; mentioned, 9, 113n.
Pennsylvania Evening Post (Philadelphia): 1777: 1 Mar., 9; 4 Mar., 31; 8 Mar., 58; 11 Mar., 53; 15 Mar., 86; 20 Mar., 138; 25 Mar., 182, 199; 29 Mar., 185, 207; 8 Apr., 298; 10 Apr., 316-17; 15 Apr., 317; 24 Apr., 420-21; 26 Apr., 444; 29 Apr., 476; 8 May, 935; 10 May, 389; 15 May, 268; 22 May, 1004, 1015, 1020; 24 May, 1013-15; 29 May, 1035-36; 3 Jun., 658; 19 Jul., 989; 5 Aug., 723, 723-24, 834
Pennsylvania Gazette (Philadelphia): 1777: 5 Mar., 9; 12 Mar., 31; 26 Mar., 206-07; 2 Apr., 256; 23 Apr., 394; 30 Apr., 487; 14 May, 954; 28 May, 395
Pennsylvania Journal (Philadelphia): 1777: 12 Mar., 93; 19 Mar., 154; 23 Apr., 411-13; 30 Apr., 486-87; 14 May, 965-66; 28 May, 308, 333-35, 355-56; 4 Jun., 942; 18 Jun., 936
Pennsylvania Packet (Philadelphia): 1777: 4 Mar., 31; 18 Mar., 112, 147; 8 Apr., 298; 29 Apr., 403, 403n.
 Pennsylvania Supreme Executive Council: Minutes: 102, 212-13, 220-21, 270, 277, 306-07; reappointed State Navy Board, 102, 102n., 103; recommended appointment of John Hazelwood as Commodore of Pennsylvania Navy, 212-13; proposed embargo on vessels sailing from Philadelphia until State Navy ships are manned, 212-13; requested Navy Board recommend officers, 220; appointed naval officer for Port of Philadelphia, 270; appointed naval officers, 277, 306-07; from: officers and crew of *Putnam*, 128-29; mentioned, 113n., 192
 Penobscot Bay, Me.: 249n.
 Penrose, Samuel: 31, 889
 Pensacola, Fla.: 161, 339, 645, 692, 750, 877, 998
 Penthièvre, Duc de [Jean-Louis de Bourbon] (Adm., French Navy): 815
 Penton, Henry (Lord Commissioner of the Admiralty): 789
 Penzance, England: 851
 Pepper Creek, Va.: 300
 Percy, Lord Hugh [Baron Percy] (Maj. Gen., British Army): 945
Perfect, French schooner: captured by *Camilla*, 388-89, 389n., 1058 (Étienne Cadenet)
 Perfect, Thomas: 47
Perkins, brigantine: captured by *Franklin* and *Hancock*, 4 (William Jenkins)
 Perkins, Jabez, Jr. (Capt.): 320
 Perkins, John (Capt.): 947 (*Britannia*)
 Perkins, Thomas (Private, Continental Marines): 961
 Perkins, Thomas, of Virginia: 147
 Perkins, Thomas (Capt., Pennsylvania Navy): 443 (*Hecla*)
 Perrit, —: 596
 Perry, Henry: 1032
 Perry, Jacob: 961
 Perry, Oliver: 49
Perseus, HMS: Journal: 256, 277-78, 346-47, 991-92; seized illegal Antiguan privateers, 64; Phipps assumed command, 77, 486n.; refitting at English Harbor, 77, 90, 295; ordered to Antigua, 80; captured prizes enroute to Antigua, 100, 393; assisted in capture of *Defence*, 256, 256n., 257, 330, 331n., 366-67, 367n., 393, 974; sailed for Delaware Capes, 318, 342; off Cape Henlopen, 346-47, 348, 388, 407, 430, 974, 1015; at Reedy Island, 991-92; captured: *Adventure* (sloop), 82-83, 1057; *Adventure* (snow), 82-83, 1057; *Champion*, 490, 1057; *Neptune*, 277-78, 278n., 1057; *Ranger* (with *Camilla*), 82-83; *Roby*, 403n.; *Sachem*, 278, 278n., 367, 367n., 393-94, 394n., 1057; *Speedwell*, 82-83, 1057; *Union*, 1057; recaptured: *Grasshopper*, 342; *Little John* (with *Pearl*), 82-83; *Mackarel*, 69, 82-83, 150, 150n., 1057; *Marquis of Rockingham*, 71, 82-83, 150, 150n., 1057; *Thomas*, 82-83, 1057; (George K. Elphinstone; Charles Phipps)
Perseverance, sloop: captured by *Portland*, 81-82 (Thomas Parker)
 Perth, Scotland: 843
 Perth Amboy, N.J.: 744
 Peters, Emanuel: 1032
 Peters, Joseph: 925
 Peters, Nicholas: 286n.
 Peters, Richard: from: John Langdon, 81
 Peters, Thomas: 208
 Petersburg, Va.: 369
 Petersfield, England: 649
 Petrie, Samuel: 759
 Pettys Island, N.J.: 458
 Peverall Point, England: 604
 Peyton [Paton], John (Lt., R.N.): 633
 Phelps, Abijah: 961
 Philadelphia, Pa.: defense of, 10, 137; Continental frigates building at, 100, 228, 292-93, 321, 545, 665; Continental Congress returned to, 155; Pennsylvania Navy vessels fitting out at, 192; embargo of port recommended, 192; British attack expected, 219, 245, 379, 1049; *Randolph* sailed from, 224; Admiralty Court at, 328; port closed, 1032; prizes sent into 137n., 207, 520, 743; inward bound vessels, 61, 61n., 72, 82-83, 89, 94, 113, 123, 129-30, 138, 189, 206, 207, 244, 259, 270, 273, 287, 371, 388, 394, 487, 539, 591, 631, 699, 727, 742, 997; outward bound vessels, 20, 82-83, 123, 147, 216, 271, 273,

- 278n., 287, 320, 340n., 359, 393, 394, 398, 413, 414n., 454n., 457, 491, 677, 702, 722, 741, 746, 759, 837, 989, 998, 1053, 1054, 1056, 1057, 1058, 1061; mentioned, 75, 99, 178, 217, 246, 272, 289, 303, 332, 345, 350, 430, 546, 661, 670, 764
- Philbrook, Joel: 96†
- Phile, Dr. Frederick: 270
- Philip*, ship: 592 (Hicks)
- Philip, Samuel: 129
- Phillips, Alexander (Boatswain, Continental Navy): 49
- Phillips, Gideon: 50
- Phillips, M.: 50
- Phillips, Peter: 1039
- Phillips, William: **from**: Continental Marine Committee, 169; mentioned, 170, 303n.
- Phillips, — (Capt.): 977
- Phillips, Jacob: 108
- Phillips, James (Capt.): 139 (*General Lee*) ;
- Phillips, Thomson (Capt.): 68
- Phillips, William: 222, 338
- Phipps, Charles (Capt., R.N.): appointed to command *Perseus*, 77, 486n.; reappointed to command *Camilla*, 1015n.; **from**: Andrew Snape Hamond, 1028–29; mentioned, 64, 80, 256, 277, 346–47, 991 (*Camilla; Perseus*)
- Phipps, David (Lt., Continental Navy): 120
- Phipps [Phillips], Solomon (Capt.): 1062 (*Liberty*)
- Phoebe*, brigantine: captured by *Freedom*, 793, 793n., 807, 863n.; sent into Boston, 807n., 863n. (Nicholas Devereaux)
- Phoebe*, sloop: 441, 897–98 (Gilbert)
- Phoenix*, HMS: Journal: 23, 58–59, 88, 335, 404, 414, 459; cruising off Virginia Capes, 23, 58–59, 88, 362, 404, 414, 459, 1046; prisoners on, 108, 120, 414, 459; arrived at New York, 127, 136; returned to station at Capes, 197, 232–33, 295, 335; assisted *Emerald* in capture of *Ann*, 348; assisted *Thames* in capture of *Raleigh*, 459, 998; **captured**: *Adventure*, 1055; *Alexandria*, 1055; *Betsy* (Churchward), 58–59, 59n., 1055; *Betsy* (Shockley), 414, 414n., 1055; *Billy and Mary*, 459, 459n., 997, 1055; *Esther*, 404, 404n., 1055; *Fly*, 1055; *Hetty*, 997, 1055; *Les Graces*, 997, 1055; *Molly*, 1055; *Nancy*, 1055; *Ninety-Two*, 23, 23n., 1055; *Olive Branch*, 335, 335n., 1055; *Royal George*, 1055; **recaptured**: *Three Friends*, 1055; *Wolf*, 88, 88n., 1055; *York*, 1062; unidentified vessels, 1055; mentioned, 720, 802 (Hyde Parker, Jr.)
- Phoenix*, Massachusetts Privateer Sloop: 309, 309n., 339–40, 340n. (Joseph Cunningham)
- Phoenix*, schooner: captured by *Galatea*, 458, 1061 (Elisha Coffin)
- Phoenix*, ship: captured by *Emerald*, 1053
- Phoenix*, ship: captured by *Tyrannicide* and *Massachusetts*, 850 (Davis)
- Picardy, France: Chamber of Commerce: **to**: Gabriel de Sartine, 795–96
- Pickering, Thomas (Capt., South Carolina Navy): **from**: South Carolina Navy Board, 194–95; mentioned, 97–98, 200, 331n., 367n., 393, 974, 1056 (*Defence*)
- Pickering, Timothy, Jr. (Judge, Massachusetts Maritime Court of the Middle District): 464, 465, 933, 933n.
- Picket, John (Seaman, Continental Navy): 44
- Pickett, John, of Boston: 118
- Pickett, William: 118
- Pickles, William (Capt.): 414, 913 (*Norton*)
- Picquet de la Motte, Comte de: *See* La Motte Picquet
- Pidgeon*, sloop: captured by *Roebuck*, 82–83 (Smith)
- Piercy*, British Army Victualler: tried and sold, 309, 465n., 932; mentioned, 802 (Simon Rogerson)
- Pieris, —: 991
- Pierpont, Robert: appointed Commissary of Prisoners in Massachusetts, 407, 417; mentioned, 166, 210
- Pigot, William (Midn., R.N.): 213
- Pillegar [Pennigar], Daniel: 45
- Pine, Michael: 44
- Pinkerton, William: 479
- Pinkham, — (Capt.): 37
- Pinnock, William (Lt., on *Mars*): 1024
- Piscataqua [Portsmouth Harbor], N.H.; inward bound vessels, 807, 959, 997, 997n.; outward bound vessels, 2, 527, 528n., 802; mentioned, 1049
- Pitcher, Jonathan (Lt., Continental Navy): received prize money, 42; appointed to temporary command of *Providence*, 66, 294–95; on court martial of Richard Marvin, 263, 266 (*Providence*)
- Pitt, — (Master, Continental Navy): 825
- Pitt, Thomas: 820
- Pizzoni, Giambattista (Venetian Ambassador to Great Britain): **to**: Venetian Government, 572; mentioned, 572n.
- Placentia*, brigantine: libeled, 309, 465n. (Thomas Eldred)
- Plat, Daniel: 208
- Plater*, Maryland Navy Armed Boat: 421 (Benjamin King)
- Platt, Ebenezer: 404
- Pliarne*, Massachusetts State Ship: sailing orders, 19, 19n.; cargo for, 338, 351 (Ebenezer Bradford)
- Pliarne, Emmanuel Michael: **to**: Massachusetts Board of War, 38–39; **from**: Massachusetts Board of War, 351–52; mentioned, 10, 19, 204, 279, 656
- Pliarne, Penet & Co.: **from**: William Aylett,

- 173-74; Massachusetts Board of War, 204
 Plum Gut, N.Y.: 110
 Plum Island, N.Y.: 101, 111
 Plumkit, Abraham: 961
 Plunkett, John: 207
Plymouth, schooner: 305 (Isaac Bartlett)
Plymouth, England: British warships at, 503, 511, 523, 558, 576, 617, 620, 744, 764, 781, 794, 808-09, 834, 858, 982; American prisoners sent into, 528-29, 530, 535, 871; Mill Prison reopened, 574, 643, 666, 694-95, 781, 788, 874, 880; prizes sent into, 360, 403, 517, 527, 528, 591, 774, 816, 841, 866; inward bound vessels, 840; outward bound vessels, 795, 839
Plymouth, Mass.: prizes sold at, 140, 262, 378, 1002, 1019; Maritime Court at, 262, 378, 1002; prisoners at, 304, 401; prizes sent into, 405, 424, 426, 438, 897; inward bound vessels, 6, 20; outward bound vessels, 35, 52, 214, 358; mentioned, 223, 281
 Pocock, Isaac (Capt.): 82-83, 1057 (*Marquis of Rockingham*)
 Pocomoke River, Md.: 221, 1050
 Point Judith, R.I.: 249, 358, 923
 Pointe-à-Pitre, Guadeloupe: prizes sent into, 65, 308; inward bound vessels, 65, 65n., 72, 975
 Pointe au Fer, N.Y.: 951, 1000, 1038
 Poland, Peter: 129
 Pole, Edward: 102
 Polk, Josiah: to: Thomas Sim Lee, 299-300
 Polk, Robert (Capt): 139, 246 (*Montgomery*)
 Pollard, William: 31, 31n., 889
 Pollock, Oliver: to: Andrew Allen and Robert Morris, 912-14; mentioned, 914n.
 Pollock, Robert (Capt.): 745 (*Hanover*)
 Pollock, William: 240
Polly, British Army Transport: in *Somerset* convoy, 740
Polly, British Army Transport: captured by Americans, 743 (Denny)
Polly, Pennsylvania Privateer Brig: captured: *Falmouth*, 837 (Martin Parkinson)
Polly, brig: captured by *Badger*, 162, 956 (Paul Preston)
Polly, brig: captured by *Albany*, 338, 463, 463n. (Nathaniel Atkins)
Polly, brig: captured by *Experiment*, 1062 (Robert Nelson)
Polly, schooner: captured by *Hound*, 26, 26n., 41, 41n., 161
Polly, schooner: captured by *Greyhound*, 365, 365n., 1060
Polly, ship: captured by *Hornet*, 161
Polly, ship: in *Pallas* convoy, 593 (Cornwall)
Polly, ship: in *Pallas* convoy, 593 (Hinghorne)
Polly, ship: captured by *Preston*, 1056 (William Gallop)
Polly, ship: captured by *Merlin*, 1059 (Alexander English)
Polly, ship: captured by *Diamond* and *Greyhound*, 274, 274n., 1060 (Charles Colehan)
Polly, sloop: 262, 262n. (Sibeline White)
Polly, sloop: 7-8 (Joseph Tillinghast)
Polly, sloop: 320 (Isaac Champlin)
Polly, sloop: 318, 356 (William Furnel)
Polly, sloop: captured by *Beaver*, 491 (Thomas Dickinson)
Polly and Nancy, ship: captured by *Reprisal*, 588-89, 607, 613, 658; manifest of, 625n.; sold, 625, 632, 632n.; renamed *Victorieux*, 859 (Kentisbear)
 Pomeroy, Robert (Lt., Continental Navy): 973
Pomona, HM Sloop: 61, 499 (Thomas Eastwood)
 Ponsoby, — (Capt.): 819 (*Prince George*)
 Poole, England: inward bound vessels, 602; outward bound vessels, 588, 589, 613, 625, 628, 658, 825; mentioned, 657
 Poole, Anthony: 961
 Poor, Enoch (Brig. Gen. Continental Army): to: John Fellows, 1039; Horatio Gates, 1035
Popeshead, schooner: libeled, 403n.
Porcupine, HM Sloop: Journal: 222, 273, 454, 461; commissioned, 221; on convoy duty, 273, 460; captured: *Fanny*, 161; *Hawk*, 161; *Hornet*, 454, 454n., 989; *Magdalene*, 461, 461n.; *Mary*, 161 (Thomas Cadogan)
Porcupine, Pennsylvania Navy Armed Boat: 244, 420 (Robert Tatnell)
Porpoise, HM Sloop: 633, 712, 713, 739, 752, 753, 754 (Thomas Haynes)
 Port au Paix, St. Domingue: 724, 724n.
Port-au-Prince, schooner: captured by *Betsey* and *Duke of Cumberland*, 527, 528
Port-au-Prince, St. Domingue: American trade source, 147, 331, 1055; inward bound vessels, 115, 147, 433; outward bound vessels, 126, 1004, 1055
 Port Dauphin, St. Domingue: 8
Port Henderson, ship: seized by Americans at Charleston and renamed *Hope*, 646, 646n., 657 (Henry Aitkin)
 Port Louis, France: *Reprisal's* prizes sent into, 603, 614, 658, 659, 859; mentioned, 521, 862
 Port Penn, Del.: 341
 Port Roseway, Nova Scotia: 73
 Port Royal, Jamaica: British warships at, 148-49, 222, 280, 344, 1020, 1036; merchants fit out private armed ship *Keith*, 549; *Southampton* convoy bound for, 588; *Squirrel* convoy sailed from, 667; prizes sent into, 41n., 956, 989; mentioned, 507, 1039-40
 Portandick de Kalverdans [Portenderick], Senegal: 578
 Porten, Sir Stanier: from: John Robinson,

- 612-13; Philip Stephens, 844; mentioned, 844n.
- Porter, John (Capt.): 807, 816 (*Alice*)
- Porter, Robert: 4
- Porter, Timothy: 4
- Porter, William: 286n.
- Portland*, HMS: Journal: 35, 95, 950; off Barbuda, 35, 70, 78, 80, 95, 902; fired upon *Albany*, 54; seized illegal Antiguan privateer, 64; William Young appointed first lieutenant, 77; captured: *Betsy* (schooner), 35, 35n., 490; *Betsy*, 95, 95n., 490; *Dolphin*, 364, 364n., 491; *Perseverance*, 81-82; *Prince Frederick*, 81-82; *Raven*, 71, 81-82; *Savannah*, 802; *Three Friends*, 81-82; mentioned, 383, 408, 485, 486n. (Thomas Dumaresq)
- Portland, England: 592
- Portsmouth*, New Hampshire Privateer Ship: to cruise with *Boston* and *Hancock*, 435-36; captured: *Hannah*, 434; *Rebecca*, 418, 434; *Truit*, 434, 1016 (Robert Parker)
- Portsmouth, England: *Thames* convoy sailed from, 136; Dockyard: fire set in ropehouse, 299, 404, 535, 541-42, 610, 646-49, 652-53, 654, 658; view of, 655*; British warships at, 506, 511, 599, 649, 733n., 821, 851; prisoners sent into, 513, 515; Forton Hospital reopened as prison, 643, 694-95, 780, 781, 788, 830-31, 874; prizes sent into, 806, 822, 866, 866n.; outward bound vessels, 591, 787, 788
- Portsmouth, N.H.: *Raleigh* fitting out at, 54, 407, 475; 74-gun ship of the line building at, 228; gunpowder sent to Boston for Continental frigates, 318, 356, 360; *Ranger* building at, 338, 338n.; prizes sent into, 434, 434n., 761n.; inward bound vessels, 140, 151, 155, 156n., 164, 235, 254-55, 399, 406, 406n., 418, 419n., 434, 434n., 856; outward bound vessels, 131, 182, 937, 940, 942, 1054; mentioned, 17, 170, 284, 302, 764-65, 952, 953
- Portsmouth, Va.: 34, 258
- Portugal: war with Spain expected, 40; relations with America, 236, 689, 762, 822; British convoys to, 503, 504-06, 539, 611-12, 703-04, 858; HM Sloop *St. John* mistaken for American privateer and seized by authorities of, 598, 598n.; American privateers not allowed to use ports of, 750, 773, 886; American privateers off, 677, 773, 810; insurance rates on trade from rise in London, 846
- Potomac River, Md./Va.: 10, 36, 125, 221
- Potomach*, Maryland Privateer Sloop: 139 (Francis Speake)
- Potter, John, of Rhode Island: 249
- Potter, John (Private, Continental Marines): 961
- Potter, Thomas: 43, 48
- Pottsgrove, Pa.: 185
- Poughkeepsie, N.Y.: Continental frigates fitting out at, 121, 121-22
- Poulze, —: 860
- Powditch, Thomas (Capt.): 62 (*Killingsworth*)
- Powell, Jeremiah (Pres., Massachusetts Council): to: John Hancock, 924; from: John Glover, 1043; mentioned, 391
- Powell [Trowell], John: 44, 47
- Power, James (Master, R.N.): 454n.
- Powers, William (Capt.): prizemaster of *Sally*, 100-01, 101, 159-60; from: Nathaniel Shaw, Jr., 101
- Pownalborough, Me.: 51
- Pownoll, Philemon (Capt., R.N.): appointed to command, 520-30; ordered to Quebec with Burgoyne, 633, 695-96, 712-13, 739; senior officer in St. Lawrence River, 951n., 986; to: Lord Howe, 982-83; Lord Sandwich, 1037-38; Philip Stephens, 1036-37; from: John Burgoyne, 644, 662, 696-98, 703, 704-05; Lords Commissioners of the Admiralty, 712-13; Skeffington Lutwidge, 950-51, 1000-01; Lord Sandwich, 529-30, 530n. (*Apollo*)
- Pownoll, Mrs. —: 705
- Pratchell, James (Capt.): 539, 554, 566, 604 (*Vine*)
- Praud, —: 588-89
- Preble, Jedediah: 405
- Prejent, Cotiney [Coetiry] de: fitting out privateers at Martinique, 177, 355, 429, 943
- Prentice, John, II (Lt., Connecticut Navy): 319
- Prescott, —: 998
- Prescott, Richard (Maj. Gen., British Army): 945, 978n.
- Pressey, James: 42, 47
- Preston*, HMS: Journal: 123, 138, 270-71; on patrol at Cape Henlopen, 21, 123, 138, 197, 197n., 270-71; to Chesapeake Bay, 232; at Delaware Capes with *Brune*, 233, 617; outbreak of scurvy on, 233; to New York to refit, 233, 331, 361; captured: *Batchelor*, 1056; *Content*, 1056; *Good Intent*, 1056; *Hanover*, 138, 138n., 1056; *Molly*, 1056; *Polly*, 1056; *Rangér*, 1056; *La Rose*, 123, 123n., 1056; *Runfast*, 1056 (Samuel Uppleby)
- Preston, Edward: 465
- Preston, John: 391
- Preston, Paul (Capt.): 956 (*Polly*)
- Preston, William (Capt. of marines, on *America*): 351
- Preston, William (Capt.): 1060 (*Lady Washington*)
- Preudhomme de Borre, Philippe-Hubert, Chevalier de (Brig. Gen., Continental Army): 141, 141n.
- Price, — (Capt.): 699 (*Hope*)
- Price, John: 481
- Price, Joseph: 869-70
- Price, Lot (Capt.): 35, 1053 (*Hannah*)

- Prince Frederick*, brig: captured by *Portland*, 82-83 (Samuel McLellan)
- Prince George*, British Army Transport: 684 (John Bartholomew)
- Prince George*, ship: captured by *Rising States*, 819 (Ponsonby)
- Prince of Orange*, British packet boat: captured by *Surprize*, 820, 828, 829, 830, 833, 834, 842, 844, 847 (William Story)
- Prince of Wales*, HMS: 794n. (Samuel Barrington)
- Prince William*, British Army Transport: 13 (Henry Milford)
- Prince Edward Island, Canada: *See* St. John's Island
- Prince Rupert's Bay, Dominica: 78, 902
- Prince, — (Capt.): 73
- Prince, Charles: 49
- Prince, Job (Capt.): 375, 907, 936, 1049 (*Betsey*)
- Princess Amelia*, HMS: 733n. (Digby Dent)
- Princess Royal*, HMS: 821 (Mark Milbanke)
- Princess Royal*, British Army Transport: recaptured by *Milford*, 638 (Archibald Duthie)
- Princeton, N.J.: battle of, 128, 656
- Pringle, John: from: *George Woolsey*, 192-93, 278; mentioned, 677
- Pringle, Thomas (Capt., R.N.): from: Lords Commissioners of the Admiralty, 703-04; mentioned, 633, 983 (*Lord Howe*; *Ariadne*)
- Priscilla*, South Carolina Privateer Schooner: 997 (Yelverton Fowkes)
- Prisoners, of Americans: cartels, 3-4, 33, 51, 65, 140, 157, 249, 269, 303-04, 401-02, 418; exchange proposed, 3-4, 33, 51, 65, 140, 157, 165, 166-67, 190, 210, 249, 303-04, 400-01, 401, 402, 418, 442, 605-06, 624-25, 629, 837; on Continental Navy vessels, 190, 605, 624-25, 629, 660, 703, 743; on State Navy vessels, 377, 878, 933; parolled, 3-4, 165, 401, 596, 605-06, 658-59; released, 389, 773, 788, 793, 793n., 800, 815, 825-27, 828, 857, 878; *Rising Empire* commissioned as Massachusetts prison ship, 222-23, 406-07, 417; treatment of, 93, 140, 195, 222-23, 304, 406-07, 410, 411, 417, 862, 938; mentioned, 361, 769, 924, 933, 995, 1044
- Prisoners, of British: cartels, 18, 107-08, 108-09, 121, 286, 286n., 287n., 335, 401, 401-02, 978; exchanges, 41n., 91, 108, 120-21, 121, 167, 210, 215-16, 217-19, 250, 271, 286, 286n., 287n., 335, 605, 646n., 659, 664, 916; illness among, 570, 577, 580-81, 694-95, 706-07, 707n., 724, 724n., 725n., 730, 744, 764-65, 767, 781-82, 795, 809, 836, 857-58, 880; imprisonment of, 210, 723, 724, 734, 794, 841, 1039-40, 1043; in Mill and Forton Prisons, 495, 574, 677, 779-80, 788, 804-05, 831, 831n., 832, 841, 870, 874, 878, 879, 880; on British warships 26, 108, 120, 210, 214, 256, 271, 333n., 335, 348, 355, 365, 367, 395, 414, 459, 496, 513, 515, 528-29, 530, 535, 580-81, 585, 587, 594, 706-07, 707n., 723, 724, 724n., 725n., 764, 767, 794, 800, 831, 831n., 857-58, 878, 879, 880, 1039-40, 1044; on prison ships, 202, 970-71; treatment of; 117-18, 210, 424, 484, 497, 528-29, 529n., 577, 585, 594, 723, 724, 724n., 734, 734-35, 764-65, 831n., 857-58, 942; mentioned, 569, 613-14, 628, 718, 956, 998
- Pritchard, Paul: 293
- Pritchard, Richard: 1039
- Prittridge, Reuben: 479
- Privateering, American: caused shortage of seamen for Continental Navy, 143, 294, 390, 992; Commissioners in France requested privateer commissions for French ships, 256, 532, 538-39, 582, 886; American privateers allowed to bring prizes into New Orleans, 912; American privateers permitted to enter Spanish ports with prizes, 759; affected insurance rates on British trade with Portugal, 846; British intelligence concerning, 629-30, 677, 678, 728, 729-30, 810, 837, 870, 874; British newspapers concerning, 500, 836, 847; types of British ships taken with their valuations, 538; concerning French ships as American privateers, 514, 529, 612-13, 772-73, 836; British Navy cruising against, 503, 504-05, 558, 576, 578-79, 598, 601-02, 611-12, 619-20, 637, 721-22, 746, 746-47, 758, 768-69, 793-94, 798-99, 799-800, 807, 809-10, 811-12, 812n., 823, 831, 841, 849-50, 851, 853, 854, 858, 866; forced closure of business houses in London, 921; concerning American privateers entering French ports with prizes, 554, 603-04, 701, 840, 851, 880-81; revised blank commissions and bonds issued, 934; off Antigua, 715; in the Bahamas, 530, 997-98; off Barbados, 70, 308, 699, 701, 977; in Bay of Biscay, 707, 708-09, 731, 737, 760-61, 763, 768, 768-69, 794, 798-99, 819, 823, 837, 843, 853; in Danish West Indies, 22, 69, 71, 744; off Dominica, 70, 131, 342, 461, 488, 971; off Grenada, 68, 70, 176, 177, 260, 372, 413, 478, 489, 698, 874, 936; off Ireland, 512, 515, 556, 722, 744, 818, 849-50, 851; off Madeira Islands, 193, 343-44, 520, 676, 805, 811-12, 871; operating out of Martinique, 62, 68, 69, 71, 73, 83, 96, 173n., 176-77, 183, 192-93, 193n., 193-94, 199, 287, 297, 308-09, 320, 326, 333-35, 355-56, 371, 372, 382, 413, 429, 429n., 430, 461, 478, 487, 488, 699, 701, 743-44, 754-55, 852, 871, 874, 900-01, 918, 936, 943, 945, 953, 953n., 957, 966, 977n., 999, 1041, 1042; off St. Christopher, 68, 343, 743-44, 971-72; off St. Eustatius, 69, 71, 150, 318, 356, 411-13, 947, 971-72; off St. Lucia, 83, 260, 355, 917, 943, 1029; off St. Vincent, 70, 177, 611, 999; off Spain and Portugal, 499, 517, 528n., 538, 542-43,

- 563-64, 599, 699, 746, 773, 777, 810, 855; off Tobago, 68, 260, 333, 917; in West Indies, 549, 571, 733n., 747
- Privateering, Connecticut: privateers: *America*, 945, 986, 986n.; *American Revenue*, 37, 67-68, 68n., 100-01, 159-60, 215-16, 251-54, 254n., 262, 275-76, 311, 326, 377, 426, 466, 466n., 919; *Fanny*, 83, 297, 308-09, 326, 945, 953, 953n., 977, 977n., 1021, 1041; *Lyon*, 457, 457n., 487, 487n., 1059; *Nancy*, 320, 403, 426-27, 455; *Ranger*, 320; *Revenge*, 12, 12n., 89, 130-31, 1045, 1045n.; *Wooster*, 1020
- Privateering, Maryland: *Baltimore Hero*, 83, 139, 743-44, 864; *Betsey*, 139, 369; *Buckskin*, 139, 222, 1063; *Enterprize*, 139, 213; *General Lee*, 139; *General Mercer*, 381; *Harlequin*, 139, 357, 357n.; *Independence*, 139; *John*, 139; *Montgomery*, 139, 246, 246-47, 247, 278; *Potomack*, 139; *Rebecca & Sally*, 139; *Revenge*, 298-99, 299n., 330, 331n.; *Sturdy Beggar*, 71, 83, 139, 173, 192-93, 193n., 193-94, 199, 278, 287, 342, 372, 489, 535, 957, 966; *Swallow*, 138, 139
- Privateering, Massachusetts: John Adams concerning, 282, 927; privateers permitted to depart, 203, 338, 376, 398; preparations for privateers to cruise with *Hancock* and *Boston*, 359-60, 375-76, 389-90, 390, 416, 417, 434-36, 436n., 437-38, 452, 463, 923, 924-25; nine privateers on cruise with *Hancock* and *Boston*, 1006-07, 1007n., 1017, 1018, 1021, 1023-24, 1024n., 1027, 1049; privateers: *Active*, 352, 375, 435, 436, 908n., 1024, 1024n.; *America*, 262, 350, 375, 435, 436, 918, 1006-07, 1007n., 1024, 1024n.; *America* (sloop), 521; *American Tartar*, 179-80, 375, 435, 436, 908n., 1006-07, 1007n., 1018, 1023-24, 1049; *Boston*, 13, 37, 164n., 211, 217n., 309, 398, 528n., 1032; *Buckram*, 417, 435, 436, 908n., 1006-07, 1007n.; *Dalton*, 360, 517, 529n., 530, 585n., 730, 831; *Eagle*, 116, 140n.; *Fanny*, 1041, 1041n.; *Freedom*, 914-15; *General Mifflin*, 375, 435, 436, 936, 1006-07, 1007n., 1027; *General Putnam*, 97, 97n.; *Hawke* (brig), 325, 325n., 375, 435, 436, 1006-07, 1007n.; *Hawke* (schooner), 309, 464-65; *Hector*, 202-03; *Hope*, 250; *Lee*, 73-74, 92, 178, 178n., 209, 302-03, 397, 398n., 399, 932; *Mars*, 1024; *Oliver Cromwell*, 463; *Phoenix*, 309, 309n., 339-40, 340n.; *Reprisal*, 204, 204-05; *Retaliation*, 359, 398; *Retrieve*, 638; *Revenge*, 309, 932, 969-70; *Rising States*, 680-81, 681n., 707, 708-09, 731, 737, 760-61, 763, 763n., 768, 768-69, 791, 804n., 819, 822-25; *Rover*, 157, 157n., 303n., 308, 309, 956; *Satisfaction*, 20, 37, 54, 54n., 309, 375, 435, 436-37, 437-38, 479-82, 482n., 602, 602n., 649, 650n., 907, 919, 925n., 1006-07, 1007n., 1017, 1021; *Speedwell*, 376, 435, 436, 908n., 1006-07, 1007n.; *Sturdy Beggar*, 1006-07, 1007n., 1021; *Trenton*, 417; *True Blue* (schooner), 592, 592n.; *True Blue* (sloop), 262; *Union*, 599; *Warren* (Coas), 166n., 250; *Warren* (Thorndike), 613, 613n.; *Washington* (brigantine), 33, 309, 542-43, 543n., 613, 895-96, 896n., 908n.; *Washington* (schooner), 399-400; *Willing*, 376
- Privateering, New Hampshire: *McClary*, 930, 930n., 1016-17; *Portsmouth*, 397, 418, 419n., 434, 435, 436, 1016
- Privateering, North Carolina: shortage of seamen, 11-12; applications for commissions, 981; privateers: *Francis*, 395, 395n., 1061; *General Washington*, 11-12
- Privateering, Pennsylvania: *Betsey*, 320; *Chance*, 520; *General Lee*, 530; *General Mifflin*, 154, 154n., 207, 701; *General Montgomery*, 343-44, 344n., 677, 706-07, 707n., 810, 1035; *Henry*, 382, 898; *Nancy*, 207, 207n.; *Oliver Cromwell*, 83, 278, 343, 344n., 413, 461, 487, 917-18, 918n., 936, 966, 999, 1029; *Polly*, 837, 853; *Rattlesnake*, 83, 202, 413, 413n., 429, 430, 461, 487, 699, 701, 871, 936, 966, 999, 1013; *Retaliation*, 73, 83, 176-77, 183, 874; *Security*, 83, 320, 413, 413n., 429, 461, 487; *Spitfire*, 83
- Privateering, Rhode Island: improper granting of commissions, 274-75; privateers: *America*, 378, 1002-03; *Charming Sally*, 309, 340, 360, 403, 527-28, 528n., 879, 879n., 880; *Diamond*, 262; *Lady Washington*, 36, 36n., 133, 133n., 142, 144n., 157, 157n., 309; *Montgomery*, 722, 744, 839-40, 851, 861; *Retaliation*, 1002-03; *Revenge*, 262; *Rover*, 722, 744, 839-40, 861; *United States*, 74, 217; unnamed privateer, 308, 996
- Privateering, South Carolina: improper granting of commissions, 269-70; many privateers operating out of Charleston, 758; privateers: *Chance*, 26, 41, 41n., 395; *Cotesworth-Pinckney*, 1033; *Priscilla*, 997-98; *Rutledge*, 268, 308, 998, 1033
- Privateering, British: in West Indies: at Antigua, 62-64, 150, 342, 411-13, 461, 715, 721, 821-22, 900-01, 1030; at St. Christophers, 63, 64, 342, 413; at St. Vincent, 63, 333; at Tortola, 64, 342, 413, 1033; effect on desertion from Royal Navy, 63-64, 900; Act of Parliament authorizing, 572, 662-64; applications for letters of marque, 621, 678, 742, 754, 854; instructions to commanders of letters of marque and reprisal, 715-20; French reaction to British letters of marque and reprisal, 742, 762; ships fitting out at London, 758
- Privateering, French: at Martinique and St. Lucia, 81, 260, 308
- Prize Agents: Connecticut, *See* Nathaniel Shaw, Jr.; Georgia, *See* John Wreath; Maryland,

- See William Lux; Massachusetts, *See* John Bradford; New Hampshire, *See* John Langdon; New York, *See* Jacobus Van Zandt; North Carolina, *See* Richard Ellis, Cornelius Harnett, Robert Smith; Pennsylvania, *See* John Nixon, John Maxwell Nesbitt; Rhode Island, *See* Daniel Tillinghast; South Carolina, *See* Levinus Clarkson, John Dorsius *See also* Admiralty Courts
- Prize lists: British: Young's (10 Mar., 1777), 82-83; Gayton's (20 Mar., 1777), 161-62; Young's (30 Apr., 1777), 490-91; HMS *Milford* (9 Dec., 1776), 637-38; Howe's (22 May, 1777), 1052-53; Continental: Continental Navy ship *Alfred* (12 Nov.-16 Dec., 1776), 702-03
- Proby, —: 1038
- Proby, William (Capt.): 433, 1061 (*Proteus*)
- Procter, John (Master, Massachusetts Navy): 793
- Proctor, Thomas (Col., Continental Army): 227
- Protector*, Virginia Navy Row Galley: provisions, 175; ordered to protect the Eastern Shore, 113, 113n., 200; fit for duty, 422 (John Thomas)
- Proteus*, HMS (formerly East Indiaman *Talbot*): ordered to Quebec with military supplies and seamen reinforcements, 633, 712, 713, 739, 752, 808-09, 813-14; ordered to West Indies to convoy homeward bound vessels, 739, 1001n.; mentioned, 1001 (Hugh Robinson)
- Proteus* [*Porteus*], ship: captured by *Galatea*, 433, 1061 (William Proby)
- Prouse, Richard: 1047
- Providence*, British Army Transport: 740 (Richard Ware)
- Providence*, British Army Transport: 740 (James Watson)
- Providence*, Continental Navy Frigate: to assist in proposed attack on Rhode Island, 28; blockaded in Providence River, 34, 98-99; crew at half-strength, 142, 191; prisoners on, 190; court martial on, 263-66; ordered to Boston to complete manning, 275; money still owed to workmen on, 1010, 1010n.; mentioned, 66 (Abraham Whipple)
- Providence*, Continental Navy Sloop: prize money due crew because of John Paul Jones' failure to submit muster roll, 7, 7n., 198, 294, 944; to take part in proposed attack on Rhode Island, 28; ordered to take crew and supplies off *Hampden*, 34; list of officers and men entitled to prize shares, 46-48, 49-50; Pitcher assumed temporary command, 66, 294-95; ordered to Conimicut Point to stop boats going to Newport with intelligence, 66; skeleton crew on, 66, 142; attacked *Diamond*, 98-99, 190-91; covered attack on *Cerberus* by two fire ships, 109-10, 158; pay owed to David Phipps, 120; supplies, 152; nearly manned, 294; Rathbun named to command, 397, 410-11; **captured**: *Sea Nymph*, 137n. (Jonathan Pitcher; John Peck Rathbun)
- Providence*, brigantine: recaptured by *Liverpool*, 1062 (William Penbrick)
- Providence*, schooner: captured by *Glasgow*, 898, 898n.
- Providence*, ship: 611 (Robert Crawford)
- Providence*, sloop: captured by *Albany*, 163
- Providence*, R.I.: Continental ships at, 34, 34n., 109, 158, 184, 190, 531, 764, 980; prisoner exchanges at, 108, 108-09, 120-21, 215, 286, 287n., 335, 353, 1044; British attack expected, 294; prizes sent into, 546, 547; outward bound vessels, 575, 724, 1053; mentioned, 55, 99, 133, 157, 281, 302, 308, 945
- Providence and Mary*, brigantine: captured by *Sturdy Beggar*, 173, 192-93, 193n., 199, 287; libeled, 173 (Thomas Glynn)
- Providence Gazette* (Providence, R.I.): 1777: 1 Mar., 8; 29 Mar., 223; 5 Apr., 274; 12 Apr., 326; 26 Apr., 183, 185-86, 195-96, 209, 215, 226, 230, 268-69, 284, 301, 357, 372-74; 10 May, 945; 24 May, 1025; 31 May, 1048
- Providence River*, R.I.: 34, 34n., 98-99, 109, 158, 184
- Prudence*, brigantine: 151 (John Johnston)
- Prudence Island*, R.I.: 925, 1048
- Prussia: regarding treaty of commerce with, 678-79, 756, 864; trade with America, 678-79; proposal to send minister to, 756, 864; proposed source of supplies and seamen for Continental Navy, 765
- Public Advertiser* (London): 1777: 1 Jan., 499-500; 2 Jan., 506; 6 Jan., 512; 9 Jan., 516; 13 Jan., 521; 15 Jan., 520; 17 Jan., 530; 18 Jan., 535; 20 Jan., 538; 23 Jan., 541-42; 29 Jan., 549; 30 Jan., 554; 31 Jan., 556; 3 Feb., 563; 14 Feb., 574; 17 Feb., 593; 25 Feb., 610; 26 Feb., 613; 27 Feb., 592; 5 Mar., 637-39; 6 Mar., 644-45; 8 Mar., 652-56; 11 Mar., 662-64, 664-65; 12 Mar., 649-50; 14 Mar., 676; 15 Mar., 678; 18 Mar., 687; 20 Mar., 698; 24 Mar., 705; 28 Mar., 722; 7 Apr., 747; 19 Apr., 767-68; 28 Apr., 794; 29 Apr., 76n.; 30 Apr., 805-06; 8 May, 611n., 832; 12 May, 839-40; 13 May, 833-34, 841; 14 May, 846; 15 May, 847; 20 May, 854; 22 May, 528n.; 27 May, 866n., 871; 30 May, 855n.; 31 May, 879; 23 Jun., 843n.; mentioned, 753n.
- Puissance*, Martinique Privateer Sloop: **captured**: *Mary*, 81
- Purdie's *Virginia Gazette*: *See* *Virginia Gazette* (Purdie's)

- Purdy, Nicholas: 240
 Purviance, Michael: 429
 Purviance, Robert: to: Nicholas Cooke, 171; Massachusetts Board of War, 1050; mentioned, 2, 20, 139, 208, 341
 Purviance, Samuel: to: Nicholas Cooke, 171; Massachusetts Board of War, 1050; mentioned, 2, 20, 139, 208, 341, 956
 Purwagner, Solomon: 208
Putnam, Continental Army Row Galley: 1011-12
Putnam, Pennsylvania Navy Floating Battery: officers and crew, to: Supreme Executive Council, 128-29, 129n.; officers and men took part in Trenton/Princeton campaign, 128-29; anchor for, 147; grape shot and blocks for, 244, 245n.; officer appointments, 306-07 (William Brown)
Putnam, Rhode Island Privateer Brig: captured by *Portland*, 668 (Christopher Whipple)
 Pye, Roger (Capt.): 300, 1057 (*Willing Maid*)
 Pye, Sir Thomas (Adm., R.N.): relieved Sir James Douglas as Commander in Chief, Portsmouth, 840-41
 Pye, Rich & Wilkinson: 870
 Quade, —: 737
 Quarles', King William County, Va.: 95
 Quearn, — (Lt. R.N.): 1036 (*Hazard*)
 Quebec City, Quebec: British ships laid up at, 312, 633; *Tartar* convoy to, 327; Burgoyne bound to, 495, 696, 703, 739, 742, 764; British warships at, 633, 926, 951, 982-84; Burgoyne arrived at, 885; Philemon Pownoll senior officer present at, 1036-37; inward bound vessels, 523, 712, 731, 750, 751, 752, 787, 792, 796n., 809, 818, 837, 839, 850, 852, 959, 1036-37, 1043; outward bound vessels, 68, 546, 613, 638; mentioned, 808
 Quebec Province, Canada: 313, 713, 819
Queen, HMS: prisoners on, 774, 800, 831, 857, 880 (John Robinson)
 Queens Creek, Va.: 422
 Quiberon Bay, France: 604n., 607
 Quigley, Aaron: 47, 239, 876
 Quinn, Walter: 49
 Quynn, Allen: 893, 1050
Racehorse, HM Sloop: taken into Continental Navy as *Surprise*, 137; tried, 220; prize money distributed, 409-10; captured by *Andrew Doria*, 747, 747n. (William Jones)
Racehorse, HM Sloop: Cotes assumed command, 280; on convoy duty, 460; captured: *Liberty*, 161; mentioned, 26 (Thomas Cadogan; James Cotes)
Rachel, British Army Transport: 13 (Thomas Rounding)
 Rackwell, — (Capt.): 850 (*Teresa*)
 Radcliff, —: 477
 Raddon, William (Capt.): 393, 1056 (*Dolphin*)
 Radford, William: 1040
 Raffil, Peter: 49
 Ragland, Samuel: 222
Rainbow, HMS: Journal: 335; prisoners pressed on, 1043 (George Collier)
 Rainier, Peter (Lt., R.N.): to: William Judd, 126-27
 Rainsford Island, Mass.: 400
 Raison, Mathew: 876
Raisnable, HMS: prisoners on, 528-29, 530, 536, 585, 585n., 730, 831; to reinforce Howe's Squadron, 634; to reconnoiter Gulf of St. Lawrence, 678, 738; captured: Dalton, 517, 529n., 585n., 831; mentioned, 523, 587 (Thomas Fitzherbert)
Raleigh, HM Brig (formerly Virginia Navy Brig *Raleigh*): 1046
Raleigh, Continental Navy Frigate: fitting out at Portsmouth, 41, 146, 284-85, 345, 475, 1016, 1023; desertion from, 54; accounts, 146, 895; cannon needed, 155, 302, 379, 399, 407, 472-74, 922-23, 970, 970n.; provisions, 241; draft of, 473*; manning, 474, 992 (Thomas Thompson)
Raleigh, Virginia Navy Brig: fitting out, 77; sailing orders, 364, 369; procedures to be followed in taking prizes, 369; fit for duty, 422; captured by *Thames*, 459, 459n., 942, 998, 1058 (Edward Travis)
 Ramsey, —: 414
 Randal, Joseph: 353
 Randle, John (Judge of Admiralty Court, St. Georges, Bermuda): 385
Randolph, Continental Navy Frigate: cannon for, 10, 292-93; refitting at Charleston, 89, 89n., 224, 256, 292-93, 331, 439-40, 442-43, 1046, 1046n.; sailed from Delaware Bay, 233; fitting out at Philadelphia, 292-93, 665; to convoy to St. Domingue, 440-42, 897-98; ordered to destroy privateers and Royal Navy vessels, 441; ordered to intercept Jamaica convoy, 471, 471-72; convoyed merchant ships out of Chesapeake Bay, 702 (Nicholas Biddle)
Ranger, HM Sloop: ordered to cruise off Dunkerque, 620, 652, 849; mentioned, 535 (Edward Yates)
Ranger, Continental Navy Sloop: building at Portsmouth, 131, 131n., 146, 146n., 338, 338n., 946, 946n.; officer appointments, 146, 946, 1013; Roche relieved of command, 146, 146n., 946, 1013; cannon for, 379, 380n.; originally named *Hampshire*, 1016, 1017n. (John Roche)

- Ranger*, Pennsylvania Navy Row Galley: descriptions, 112, 1035-36 (John Mitchell)
- Ranger*, Connecticut Privateer Brig: 320 (Elisha Lathrop)
- Ranger*, brig: captured by *Antelope*, 414, 414n.
- Ranger*, schooner: captured by *Camilla* and *Perseus*, 82-83, 490, 1058; libeled, 490 (William Davis)
- Ranger*, ship: recaptured by *Phoenix*, 1055 (James Renown)
- Ranger*, ship: captured by *Preston*, 1056 (John Sandford)
- Ranger*, sloop: captured by *Antigua*, 273, 273n., 491; tried and condemned, 491 (Daniel Bigelow)
- Rankin, — (Capt.): 1033 (*Cotesworth-Pinckney*)
- Rankin, James: 43
- Rankin, Latham (Capt.): 857, 858n.
- Ranson, H.: 566
- Ranson and Delamain: concerning ship *Vine*, 640; to: George Knowsley & Co., 565-66; Lord Stormont, 680
- Rappahannock River, Va.: inward bound vessels, 175, 271, 303; outward bound vessels, 1060; mentioned, 27
- Raritan River, N.J.: 231
- Rathbun, John Peck (Lt., Continental Navy): recommended by Hopkins for promotion, 99-100; named to command sloop *Providence*, 379, 410-11; from: Continental Marine Committee, 410-11; mentioned, 30, 42, 45, 46, 105, 142 (*Providence*)
- Rathel, Kirby (Lt., South Carolina Navy): 200
- Rattle Snake*, South Carolina Navy Schooner: guns from, 25; provisions, 115; crew and officers to be transferred to *Notre Dame*, 988-89; mentioned, 922n. (Stephen Seymour)
- Rattlesnake*, Pennsylvania Privateer Schooner: at Martinique, 81; operating in West Indian waters, 413, 413n., 429, 430, 487; engagement with *John*, 871; mistaken report of, 999; payment of prize money, 1013; captured: *Betsey*, 699; *Elizabeth*, 701; eleven unidentified transports from Cork and two Guineamen with slaves, 413, 429, 430, 936, 966 (David McCulloch)
- Raven*, HM Sloop: 232 (John Stanhope)
- Raven*, ship: captured by *Thames*, 394, 1058 (Charles Jenkins)
- Raven*, ship: captured by *Portland*, 71, 82-83 (Joseph Stackpole)
- Rawdon, Francis (Lt. Col., British Army): 617
- Rawlings, Thomas (Capt.): 75, 129-30, 147 (*Sally*)
- Rawlins, Thomas (Seaman, Pennsylvania Navy): 1004
- Raye, Anthony: 870
- Raynor, John (Capt., R.N.): to: Philip Stephens, 605; mentioned, 604 (*Bristol*)
- Ré, Ile de, France: 751
- Rea, Daniel: 55
- Read, James: 107
- Read, John (Barrack Master, Fort Island): 103
- Read, John (Purser, R.N.): 428
- Read, Oliver: 286n., 1059
- Read, Thomas (Capt., Continental Navy): 321 (*Washington*)
- Readden, James: 1032
- Reading, Conn.: 483
- Reading, Pa.: 619
- Rebecca*, HM Armed Sloop: engaged *Cotesworth-Pinckney*, 917, 1033 (Mowbray)
- Rebecca*, British Horse Transport: 684 (John Walter)
- Rebecca*, brig: captured by *Portsmouth*, 434; libeled, 434n. (George Witherington)
- Rebecca and Sally*, Maryland Privateer Boat: 139 (Thomas Russell)
- Reed, — (Capt.): 864 (*Ann*)
- Reed, — (Continental dispatch carrier): 283
- Reed, — (Secretary to Sir Peter Parker): 91
- Reed, Andrew: 952-53
- Reed, John (Chaplain, Continental Navy): concerning charges against Esek Hopkins, 143, 144n., 189
- Reed, Paul (Capt.): to: Massachusetts Board of War, 148; mentioned, 132, 148n. (*Warren*)
- Reed, Robert (Seaman, R.N.): 152-53, 362-63
- Reed, Robert (Seaman, Pennsylvania Navy): 129
- Reed, William: 45
- Reedy Island, Del.: 129, 197, 702, 991
- Reeves, John: 152-53, 362-63
- Regan, — (Capt.): 793n., 807 (*Dispatch*)
- Rehoboth Bay, Del.: 94
- Reid, James (Capt., R.N.): 541 (*Sphynx*)
- Reid, Robert (Capt.): 218 (*Countess of Eglington*)
- Reiley, Terence: 325-26
- Reilly, William: 239, 870
- Reily, Timothy: 129
- Remembrancer, The*: 1778: Vol. V, 177n., 854n.
- Renfrew*, British Army Transport: captured by Americans, 802 (James Somerville)
- Rennals, — (Capt.): 169
- Renon, Arnold (Capt.): 82-83 (*Hope*)
- Renown*, HMS: Journal: 109-10; in Narragansett Bay, 109-10, 121; prisoners on, 109, 1044 (Francis Banks; Robert Deans)
- Renown, James (Capt.): 1055 (*Ranger*)
- Reprisal*, Continental Navy Brig: carried Franklin to France, 31, 298, 298n., 404, 615, 628; arrived at Nantes, 31, 539, 565-66,

- 571, 613; prisoners on, 605, 606-07, 624, 651-61; prisoner exchange, 606-07; entered Lorient with prizes, 613, 617, 632, 639, 674; ordered to leave French coast, 614, 615, 632, 674; careening and cleaning needed, 615, 624, 640; obtained clearance papers from Farmers General, 632; disposition of prizes, 639-40, 658-61, 687-88; at Lorient, 640, 687-88; Baltic Sea cruise disapproved, 641; sale of prizes, 755, 859; mutiny on for nonpayment of wages, 797; exchanged salutes with *Étoile*, 799, 799n.; formation of American Squadron in European waters, 811, 857, 862-63; replenished ordnance stores, 837; anchored in Loire River, 857; **captured**: *Betty*, 625, 626n., 658-61, 859; *Generous Friends*, 625, 626n., 658-61, 859; *George*, 499, 500n., 550, 571; *Hibernia*, 625, 626n., 658-61, 859; *Polly and Nancy*, 588-89, 606-07, 613, 625, 626n., 658-61, 859; *Swallow*, 298n., 360-61, 361n., 589, 602, 625-26, 626n., 658-61, 859; *Vine*, 499, 500n., 502, 503n., 538, 554, 565-66, 571, 604, 604n. (Lambert Wickes)
- Reprisal*, Massachusetts Privateer Sloop: 204, 204-05 (Nathaniel Carver)
- Republic*, Massachusetts Navy Sloop: arrived from Martinique with munitions, 391-92, 418-19, 419n.; crew ill with smallpox, 391-92; fumigated, 400; mentioned, 305n. (John Allen Hallet)
- Repulse*, Continental Navy Xebec: fitting out, 429, 429n. (Peter Bruster)
- Repulse*, Pennsylvania Navy Row Galley: Harrison appointed to command, 277, 307; desertion, 476; mentioned, 486 (John Harrison)
- Resistance*, Continental Navy Brig: fitting out at New London, 1003, 1003n. (Samuel Chew)
- Resolution*, Pennsylvania Navy Armed Boat: Lyell appointed to command, 277, 307; desertion, 444 (William Lyell)
- Resolution*, Maryland schooner: missing, 87 (John Carey)
- Resolution*, ship: 858 (Welch)
- Resolution*, snow: captured by *Charming Sally*, 527, 528n. (Francis Barnard)
- Resolution*, armed ship: purchased by Royal Navy and renamed *Drake*, 740
- Respass, Thomas: 460
- Retaliation*, Massachusetts Privateer Brigantine: **captured**: *Alfred*, 359, 398 (Eleazer Giles)
- Retaliation*, Pennsylvania Privateer Brig: operating out of Martinique, 176-77; **captured**: *Swallow*, 176, 183; *Venus*, 177, 874 (George Ord)
- Retaliation*, Rhode Island Privateer Sloop: assisted in capture of *Countess of Eglinton*, 1002-03 (Isaac Jones)
- Retrieve*, Massachusetts Privateer Sloop: captured by *Milford*, 638 (Joshua Stone)
- Revenge*, Continental Navy Cutter: purchased by William Hodge, 802, 802n. (Gustavus Conyngham)
- Revenge*, Connecticut Privateer Sloop: John Palmer's *Journal*: 12, 12n., 89, 130-31; **captured**: *Adventure*, 1045, 1045n.; unidentified schooner, 130-31, 1045 (Joseph Conkling)
- Revenge*, Maryland Privateer Schooner: enlistment of deserters, 298-99, 299n., 330, 330n. (William Gosnold)
- Revenge*, Massachusetts Privateer Sloop: **captured**: *Royal Charlotte*, 309; sold, 932, 969-70 (Benjamin Dean)
- Revenge*, Rhode Island Privateer Sloop: **captured**: *Thomas*, 262 (Joseph Sheffield)
- Revenge*, Virginia schooner: captured by *Galatea*, 1061 (Samuel Towles)
- Revenge*, sloop: captured by *Emerald*, 389, 389n., 1054 (Henry Laugiew)
- Reves, Henry (Capt.): 320 (*Cullendine*)
- Rex, Charles (Gunner, R.N.): 152-53, 362-63
- Reynolds*, ship: 569 (Manchester)
- Reynolds, Francis (Capt., R.N.): 558 (*Augusta*)
- Reynolds, Nathaniel: 428
- Rhinebeck Flats, N.Y.: 211
- Rhode Island (state): recruiting in, 474; effect of Danbury raid on, 457; shipbuilding in, 506; outward bound vessels, 669; mentioned, 118, 232, 362, 591, 616, 617, 702, 715-20, 743, 978n., 1010
- Rhode Island Council of War: loaned money to Continental Navy to fit out *Warren*, 269, 420; fitted out *Diamond* as trading ship, 1048, 1048n.; **from**: Continental Marine Committee, 275; John Manley, 1044; mentioned, 7, 8, 8n., 215, 249, 269, 326
- Rhode Island General Assembly: Governor authorized to issue privateer commissions and letters of marque, 274-75; difficulty in manning Continental warships, 275; **from**: Uriah Stone, 1010-11; mentioned, 98, 99, 100, 187
- Rhode Island Militia: proposed attack on Aquidneck, 28, 100, 142; concerning libel on *Two Brothers*, 251-54; need for on Continental warships, 275
- Rhodes [Rhodse], Daniel (Capt.): 246, 1066 (*Friendship*)
- Rice, John (Capt., Pennsylvania Navy): concerning desertions, 185; concerning ordnance for *Convention*, 921; resigned commission, 955; reinstated, 965; **from**: Pennsylvania Navy Board, 340-41, 394-95, 395n., 921; mentioned, 86, 244, 443-44 (*Convention*)
- Rice, Joseph: 329
- Rice, Thomas (Master's Mate, Connecticut Navy): 964

- Richards, Francis (Lt., R.N.): to: Philip Stephens, 820
- Richards, Henry: 28
- Richards, John: 45
- Richards, William (Capt., Pennsylvania Navy): concerning supplies for Pennsylvania Navy ships, 9, 86, 102-03, 244, 245
- Richardson [Richards], James: 548, 555
- Richardson, R.M. (Capt.): 1060 (*General Mercer*)
- Richardson, Robert (Capt.): 463 (*Oliver Cromwell*)
- Richardson, William (Capt.): 50, 546 (*Woodcock*)
- Richelieu [Sorel] River, Quebec: 982, 983, 1037
- Richmond*, HMS: recaptured: *Mercury*, 956; mentioned, 234 (John Gidoin)
- Richmond, Va.: 154
- Ricketts, William: 48
- Riddle*, British Privateer Ship: captured: *Fier*, 976
- Rider, Amos (Capt.): from: Massachusetts Board of War, 33-34; mentioned, 20 (*Britannia*; James)
- Rider, Barnabas: 45
- Rider, John (Capt.): from: James Warren, 52-53; mentioned, 52 (*Hannah*)
- Rider, Joseph: 45
- Rider, Peter: to: Massachusetts General Court, 156
- Ridgefield, Conn.: British raid on, 456, 483
- Ridgely, Charles (Capt.): 323
- Ridgely, Richard: 354, 458, 891
- Ridley, Thomas (Capt.): 490 (*Fanny*)
- Riley, James: 1040
- Ring, Joseph: 869-70
- Ringgold, Thomas: 319
- Rio Pongo*, brig: 218 (Walter Cherry)
- Riphaigne [Tephaigne; Teuhaigne], Pierre (Capt.): to: Massachusetts Council, 27-28 (*Elisabeth*)
- Rising Empire*, Massachusetts Navy Brigantine: as prison ship, 222-23, 406-07, 417 (Ezra Watson)
- Rising States*, Massachusetts Privateer Brigantine (formerly British Army Transport *Anabella*): Log: 680-81, 707, 708-09, 731, 737, 760-61, 763; captured by *Terrible*, 768, 768-69, 794, 804n., 819, 822, 823; to be purchased by Royal Navy, 805; deposition of Thompson, 822-25; purchased from Boston Prize Court, 823; crew sent to Forton Prison, 831, 831n.; captured: *Fleece*, 737, 768, 791; *Prince George*, 819; unidentified vessels, 708-09, 761, 763, 763n., 768; mentioned, 840, 848 (James Thompson)
- Ritche, Walter: 871
- Ritchie, Robert: appointed to Pennsylvania Navy Board, 102, 103, 212; mentioned, 192
- Roach, Isaac (Capt., Pennsylvania Navy): from: Pennsylvania Navy Board, 394-95; mentioned, 22, 340, 341, 395n. (*Delaware*)
- Roanoke, N.C.: 446
- Robarts, John (Capt.): 815 (*Mary*)
- Robb, Charles: 619
- Robbins, Jonathan: 42
- Robbins, Thomas: 210
- Robecq, Prince de, Montmorency (Gov., French Flanders): to: Comte de Vergennes, 834-35; mentioned, 853
- Robert*, Continental Brig (formerly *Lively*): purchased by Secret Committee, 1006, 1006n.; manning, 923; ordered to Georgia to load rice for France, 350, 415, 1006; captured by *Diamond* and *Greyhound*, 1025, 1025n. (William Tant)
- Roberts, Dr. —: 6-7, 20
- Roberts, Eliphalet (Capt., Connecticut Marines): 133, 310, 319
- Roberts, James: 45
- Roberts, Thomas: 305
- Roberts, William: 43, 47
- Robertson, James (Capt., R.N.): 26, 40, 161, 162 (*Hound*)
- Robertson, Lewis (Lt., R.N.): 603
- Robertson, R.: 42
- Robertson, William (Capt.): 684 (*Kattie*)
- Robeson, Andrew: 220
- Robin, William: 49
- Robins, Francis (Capt.): 348n., 1054 (*Ann*)
- Robins, Samuel (Capt.): 1055 (*Three Friends*)
- Robins, Samuel: 307
- Robins, Thomas: 1044
- Robins Reef, Hudson River: 366
- Robinson, —: 649
- Robinson, Henry: 819
- Robinson, Hugh (Capt., R.N.): from: Lord Commissioners of the Admiralty, 808; mentioned, 808, 1001, 1001n. (*Proteus*)
- Robinson, Isaiah (Capt., Continental Navy): concerning bounty for capture of *Racehorse*, 220; concerning illegal impressment for Continental Navy, 381; from: Continental Marine Committee, 367-68, 380-81, 897-98; John Lansing, Jr., 381; mentioned, 394, 705 (*Andrew Doria*)
- Robinson, James (Capt., Continental Navy): from: Continental Marine Committee, 93, 223-24; mentioned, 278n., 331n., 367n., 393, 1057 (*Sachem*)
- Robinson [Robertson], James (Seaman, Continental Navy): 44, 47
- Robinson [Robertson], James (Seaman, Pennsylvania Navy): 129
- Robinson, John (Capt., R.N.): 800 (*Queen*)
- Robinson, John (Secretary to Lords Commissions of Treasury): regarding munitions loading in France for America, 612-13, 742; to: George III, 675-76; Sir Stanier Porten, 612-13; from: Philip Stephens, 678; Thomas Wooldridge, 564

- Robinson, John (Seaman, Continental Navy): 44
- Robinson, John (Private, Continental Marines): 48
- Robinson, Mark (Capt., R.N.): 820-21 (*Worcester*)
- Robinson, Nathaniel (Capt.): 1056 (*Turtle*)
- Robinson, R., agent for *Alfred*: 44
- Robinson, Robert (Seaman, Continental Navy): 1040
- Robinson, Robert (Private, Continental Marines): 46
- Robinson, Robert (Clerk, Admiralty): 789
- Robinson, Thomas: 1013
- Robinson [Robertson], William (Seaman, Pennsylvania Navy): 129, 329n.
- Robinson, William (Seaman, on *Northam*): 240
- Robson, John: 44
- Robuste*, French Navy Frigate: 812 (Toussaint Guillaume de La Motte-Picquet)
- Roby*, brig: libeled, 403, 403n. (William Howland)
- Roche, —: 521, 521n.
- Roche, John (Capt., Continental Navy): removed from command of *Ranger*, 146, 146n., 946, 1013, 1016; superintending building of *Ranger*, 338, 379; sat on Olney's court of inquiry, 372-74; from: John Manley, 357 (*Ranger*)
- Rochefort, France: 538, 939
- Rochefort, Lord: 777
- Rochelle, La, France: ammunition source for Americans, 540; privateers reported fitting out at, 836; outward bound vessels, 539, 554; mentioned, 786, 939
- Rockingham County, N.H.: 953
- Rodman, Daniel: 996, 1011
- Rodney, Caesar: from: John McKinley, 921; mentioned, 346n.
- Roe, William: 482, 482n.
- Roebuck*, HMS: Master's Log: 35, 257; desertion, 26, 35; refitting at Antigua, 35, 61, 77, 80, 90, 197n.; seized French brig, 62; officer appointment, 77; present at capture of *Sachem* by *Perseus*, 277; sailed from Antigua, 318, 342; as Hotham's temporary flagship, 321, 331, 346; off Delaware Capes, 321, 347, 407, 430, 444; chased *Morris* on shore, 321, 322, 329, 331, 394, 394n.; in Chesapeake Bay, 920; in Delaware Bay, 992, 1026; captured: *Adventure*, 82-83, 1045 1056; *Defence*, 256, 256n., 257, 330, 331n., 366, 367n., 393, 974, 1056; *Dolphin*, 393, 1056; *Felicity*, 82-83; *Friendship*, 1056; *Peggy* 82-83, 1056; *Pidgeon*, 82-83; *Rose*, 1056; *Turtle*, 1056; mentioned, 61, 113, 233, 277, 361, 371, 408, 1015 (Andrew Snape Hammond)
- Rogers, —: 1034
- Rogers, — (Capt.): 1016 (*McPherson*)
- Rogers, Alexander: 1022, 1023
- Rogers, Andrew (Capt.): 1061 (*Charter Street*)
- Rogers, George: 894
- Rogers, James: 46, 48
- Rogers, Jeremiah (Capt.): 23n., 1055 (*Ninety-Two*)
- Rogers, Nicholas: to: Silas Deane, 331-32
- Rogers, Rufus: 119
- Rogers, William, prize agent for Nathaniel Shaw, Jr.: 311
- Rogers, William, of Marlboro, Massachusetts: 242
- Rogers, William (Capt., New York Navy): accounts of prize *Hannah*, 158-59, 159n.; on *Montgomery* pay roll, 207; libeled *Minerva*, 291-92; arrived at New London from cruise, 427; requested payment of prize money, 1003; mentioned, 933 (*Montgomery*)
- Rogers, William (Lt., Pennsylvania Navy): 277, 307 (*Vulcano*)
- Rogerson, Simon [Simeon Rogers] (Capt.): 309, 802 (*Piercy*)
- Roland, —, shipbuilder at Brest: 526n.
- Roland, — (Capt.): 427
- Rolland, —: 918
- Rolles, Samuel (Capt.): 371n. (*Nathaniel*)
- Rollo, John: 720-21
- Romaine*, French ship: 537, 543
- Romney*, HMS: Montagu appointed to command, 550; to patrol North American fisheries, 599, 751n. (George Montagu)
- Ronalds, Robart: 129
- Ronals*, ship: captured by Antiguan privateer, 375 (James)
- Rook, Benjamin: 316
- Rose*, HMS: unfit for sea, 232; in Hudson River as diversionary force, 409; mentioned, 810 (James Reid)
- Rose*, schooner: captured by *Antigua*, 259, 259n., 491; tried and condemned, 491 (Solomon Bunker)
- Rose*, ship: captured by *Preston*, 123, 123n., 1056 (Augustin Couster)
- Rose*, ship: captured by *Roebuck*, 1056 (Joseph Costin)
- Rose Island, Fla.: 968
- Roseau, Dominica: prizes sent into, 280, 699, 902, 976; convoy to, 903, 904; mentioned, 280
- Ross, Charles (Capt.): 613 (*Hetty*)
- Ross, George (Capt.): 723 (*Zachariah Bailey*)
- Ross, Joseph (Capt.): 18 (*Hawke*)
- Ross, William: 981
- Ross, William (Capt.): 82-83 (*Hope*)
- Rosse Island, Ireland: 861
- Rostant [Roustant], John: 876
- Rothmahler, Job: 115
- Rotterdam, Netherlands: American trade source, 87, 369, 609; inward bound vessels, 763, 834; outward bound vessels, 609
- Roubeau, Antoine: 990

- Rougie, Stephen: 199
- Rousaux [Rousseaux; Rouso], John (Acting Midn., Continental Navy): 875, 876
- Rover, Massachusetts Privateer Sloop: arrived in Massachusetts, 308; captured: *Diana*, 621; *Duke of Leinster*, 157, 157n., 309; *Mercury*, 956; recaptured: *James*, 303n. (Abijah Boden; Simon Forrester)
- Rover, Rhode Island Privateer Sloop: cruising off Ireland, 722 (John Horne)
- Row, John (Landsman, Continental Navy): 239, 876
- Rowe, John: 109
- Rowe, Joseph (Capt.): 747, 764, 834, 834n. (*Montgomery*)
- Rowland, Ellis: 44
- Rowland, Francis (Capt.): 1057 (*Anna Maria*)
- Rowlby, —: 704–05
- Rowley, Joshua (Capt., R.N.): from: Lords Commissioners of the Admiralty, 746 (*Monarch*)
- Roy, John: 876
- Royal American, privateer: attacked *Lonsdale*, 818
- Royal Charlotte, ship: libeled and sold, 309; purchased, 932, 932n., 969; disposal of cargo, 18 (Ignatius Fenwick)
- Royal Convert, HM Gondola: 986 (Ponsonby Cox)
- Royal George, Antiguan Privateer Schooner: captured by *Rutledge*, 998 (Mathew Moffat)
- Royal George, ship: captured by *Satisfaction*, 54, 54n., 482n., 649, 650n.; libeled, 309 (Peter Young)
- Royal George, ship: captured by *Phoenix*, 1055 (Jeremiah Burrows)
- Royal Hospital for Sick Seamen, Haslar, England: used for sick prisoners at Forton Prison, 643, 723, 724
- Royal Hospital for Sick Seamen, Plymouth, England: used for sick prisoners at Mill Prison, 643, 730, 764–65, 767, 781–82, 795, 809, 836, 879–80; description of, 781–82
- Royal Naval Hospital, Antigua: 78
- Royal Naval Hospital, St. Johns, Newfoundland: 686
- Royal Oak, HMS: ordered to intercept American vessels at Havre de Grace, 620; ordered to halt *Dolphin*, 650–52; ordered to halt *Jenifer*, 721–22; chased unidentified ship with cargo of munitions, 727 (Jonathan Faulknor)
- Royal Oak, ship: 746 (Topley)
- Royal Scepter, British Army Transport: 13 (Stokes)
- Ruddock, Edward (Carpenter, Continental Navy): 301
- Rue, Benjamin (Capt., Pennsylvania Navy): 245 (*Fire Brand*)
- Ruffman, Frederick: 48
- Rulle Cour, —, de: 630
- Rum Cay, Bahamas: 17n.
- Rumsey, Benjamin (Member, Continental Marine Committee): to: Thomas Johnson, 887; mentioned, 328, 1027
- Rumsey, Nathan (American agent, Nantes, France): to: Benjamin Franklin, 604; William Rumsey, 690–91; mentioned, 565–66, 595, 604, 656
- Rumsey, William: from: Nathan Rumsey, 690–91
- Runfast, ship: captured by *Preston*, 1056 (Nehemiah Somes)
- Russell, Alexander: 876
- Russell, Joseph: 1041
- Russell, Thomas (Capt.): 139 (*Rebecca & Sally*)
- Russell, Dr. William (Surgeon, Continental Navy): 57
- Russell, William (Lt., on *Oliver Cromwell*): 463
- Russell, William (Capt.): 118, 1054 (*William*)
- Russell and Clap: 1041
- Russia: relations with France, 155, 164; relations with America, 236; Congress proposed sending minister to, 756
- Russia Company: 843–44
- Rust, Stephen (Midn., Continental Navy): 49
- Rutgers, Anthony (Capt., New York Militia): 57
- Rutledge, South Carolina Privateer Sloop: captured: *Diana*, 998; *Endeavour*, 998; *Nancy*, 998, 1033; *Royal George*, 268, 308, 998; unidentified schooner, 308, 998 (Jacob Milligan)
- Rutledge, sloop: 461 (Richard Minors)
- Rutledge, John (Pres., South Carolina): from: South Carolina Navy Board, 967–68; mentioned, 270, 270n., 323
- Ryan, Patrick: 1039
- Ryan, Stephen: 44
- Ryley, James: 476
- Saba, West Indies: 389
- Sabaden [Sabedene], Visant: 876
- Sabin, Jonathan: 30
- Sachem, Continental Navy Sloop: ordered to St. Eustatius, 93; carried dispatches to Martinique, 224; captured by *Perseus*, 278, 278n., 330, 331n., 367, 367n., 393–94, 394n., 1057 (James Robinson)
- Sachems Head, Conn.: 482
- Safeguard, Virginia Navy Row Galley: officer appointments, 34–35, 39, 154, 159; ordered to Cherryton, 113, 113n.; mentioned, 35n., 422 (George Elliot)
- Sag Harbor, Long Island, N.Y.: 1028
- St. Albans, HMS: on convoy duty, 738, 787, 843n.; mentioned, 739, 764 (Richard Onslow)

- St. Andrews*, ship: 877
- St. Ann*, schooner: captured by *Winchelsea*, 161
- St. Ann*, schooner: captured by *Badger*, 162
- St. Antoine*, French ship: 976 (Andrew LaSalle)
- St. Augustine*, Fla.: ordnance sent to, 611; American attack abandoned, 268, 733; convoys to, 740; inward bound vessels, 37, 67, 308, 356, 781; outward bound vessels, 257, 527, 998, 1054; mentioned, 332, 732, 1033
- St. Bartholomew*, West Indies: 71
- St. Christopher* [St. Kitts], West Indies: privateers at, 64, 342, 413, 971-72; British warships cruising off, 78, 149, 330; view of, 334*; British trade with, 900; convoys from, 12, 96, 901, 902, 903, 904; convoys to, 565, 902, 903, 904, 971-72; prizes sent into, 82-83, 318, 490, 922, 954, 976; inward bound vessels, 82-83, 142, 157, 199, 211, 268, 434, 781, 794; outward bound vessels, 68, 215; mentioned, 308, 333-35, 343, 712n., 743, 943
- St. Croix*, West Indies: British warships off, 71; American trade source, 71, 123, 259, 326, 427, 433, 479, 744, 1053, 1055, 1061; American ships at, 553-54, 744; inward bound vessels, 82-83; outward bound vessels, 22, 82-83; mentioned, 305, 956
- St. Domingue*, Hispaniola: American trade source, 8, 8n., 17, 23, 73, 87, 90, 132, 271, 298, 320, 331-32, 332, 380-81, 388, 393, 394, 395, 414n., 440-41, 442, 490, 543, 622, 631, 638, 723-24, 724n., 727, 817, 897-98, 929, 956, 989, 997, 997n., 999, 1055, 1056, 1057, 1058, 1059, 1061, 1063; British warships cruising off, 89-90, 115, 395; French warships at, 68; *Randolph* and *Andrew Doria* ordered to cruise off, 440-42, 471-72, 897-98; transshipment point for munitions to America, 512-13, 540, 543, 595, 693, 727, 732, 770, 782-83; governor of, 552-53, 744; inward bound vessels, 115, 283, 607, 633, 680; outward bound vessels, 82-83, 158, 631, 638, 1055, 1056, 1058; mentioned, 89, 226, 355, 956, 989
- St. Eustatius*, West Indies: American trade source, 32, 76, 81-82, 87, 93, 116, 175, 199, 267, 273, 273n., 274, 276, 296, 348, 364n., 369, 382, 383, 388, 389, 395, 430, 461, 490, 491, 609, 700, 705, 711, 711n., 712n., 801, 1053, 1054, 1056, 1059, 1060, 1061; British warships off, 71; British warships ordered to halt and search vessels from, 383, 590, 609; salute given to *Andrew Doria* at, 711n., 712n.; American privateers operating out of, 150, 318, 411-13, 743, 936, 972; prizes sent into, 413, 429; inward bound vessels, 278n., 609, 744; outward bound vessels, 774, 793, 813; mentioned, 224, 331, 332, 459, 757n.
- St. George*, brig: captured by *Oliver Cromwell*, 966
- St. George*, ship: captured by *Sturdy Beggar*, 372, 957 (Moore)
- St. George's*, Bermuda: 383, 385
- St. George's Bank*, Newfoundland: 1048-49
- St. George's Bay*, Grenada: view of, 261*; mentioned, 183, 903, 905
- St. Guillaume*, French sloop: captured by *Pelican*, 82-83 (Pierre Davide)
- St. Helena*, British Army Transport: 644 (Daniel Witherden)
- St. Helena Island*: 619-20
- St. Helens*, England: 557, 621, 651, 710, 751n.
- St. James*, brig: 357, 357n.
- St. Jean* [St. Johns], Quebec: 951
- St. John*, HM Armed Sloop: taken into Royal Navy, 539; captured: *Mary*, 539; seized by Portuguese authorities, 598, 598n. (Alexander Agnew)
- St. John*, French ship: considered for purchase by Continental Navy, 519, 536; dimensions of, 519, 536; inventory of, 525; renamed *Comte de Maurepas*, 535
- St. John Island* [Prince Edward Island], Canada: 234, 313, 689
- St. John River*, New Brunswick/Mc.: 599
- St. John's*, Antigua: British warships at, 90, 95, 273, 462, 903, 904; privateers operating out of, 63; prizes sent into, 721; convoys from, 63, 462; inward bound vessels, 90, 95, 268, 371; outward bound vessels, 462; mentioned, 411, 575
- St. John's*, Newfoundland: inward bound vessels, 772; outward bound vessels, 527; mentioned, 504, 676, 686
- St. Johns River*, Fla.: 917
- St. Lawrence*, HM Schooner: ordered to be broken up, 231
- St. Lawrence*, Gulf of: 678, 696, 738
- St. Lawrence River*: British warships in, 311-13, 327, 408-09, 524, 633, 712-13, 753-54, 808-09, 984-85*, 1036-37; mentioned, 315, 951n., 982, 1001n.
- St. Louis du Sud*, St. Domingue: 343
- St. Lucia*, West Indies: privateers operating off, 81, 260, 355-56, 943, 1029; prizes sent into, 355, 874, 917; inward bound vessels, 82-83, 874; outward bound vessels, 365, 393, 1058, 1060, 1061; mentioned, 744, 976, 999
- St. Malo*, France: prisoners of *Reprisal* at, 596, 602; prizes sent into, 588-89; outward bound vessels, 520, 540, 813
- St. Martin*, West Indies: American trade source, 37, 149n., 214, 259, 490, 491, 591; British warships off, 71
- St. Mary*, brig: 414, 414n.
- St. Mary Planter*, ship: 858 (Gill)
- St. Marys River*, Fla./Ga.: 308, 733
- St. Marys River*, Md.: 948

- St. Nazaire, France: 544-45, 791, 847
- St. Pierre, Martinique: American trade source, 116, 305, 463; privateers operating out of, 355-56; munitions source, 391; prizes sent into, 488; inward bound vessels, 175, 463, 699; mentioned, 489
- St. Pierre and Miquelon Islands: false clearances to, 5, 69, 226, 283, 451, 597, 613; British warships off, 313, 738, 975; inward bound vessels, 82-83, 247, 280, 344, 490, 638, 751, 813; mentioned, 955, 976
- St. Sebastian, Spain: 692, 798, 862
- St. Thomas, West Indies: British warships off, 71; American trade source, 111, 155, 167, 169, 195, 273, 300, 394n., 490, 554, 1033, 1053, 1054, 1055, 1057, 1058; outward bound vessels, 82-83
- St. Thomas Packet, sloop: libeled, 262 (Anderson)
- St. Valery-sur-Somme, France: 795
- St. Vincent, West Indies: American privateers operating off, 70, 177; British warships at, 79-80, 999; British ordnance shipped to, 611, 644; British trade with, 900, 903, 905, 1029; prizes sent into, 701; inward bound vessels, 871; outward bound vessels, 638
- Salamander*, Pennsylvania Navy Armed Boat: 328n. (Charles Lawrence)
- Salem, Mass.: prisoners at, 18, 28, 33, 216; Committee of Correspondence; from: Thomas Spry, 65; mentioned, 51; privateers fitting out at, 97, 592, 788, 851, 857, 1049; privateer *Revenge* sold at, 932, 932n., 969-70; prizes sent into, 18, 216, 303, 818, 850; inward bound vessels, 97n., 142, 393, 433, 947, 962; outward bound vessels, 97, 157, 196, 301, 302, 396, 637, 638, 819, 1049, 1059, 1060, 1061; mentioned, 73, 280, 308, 350, 376, 1017
- Sales, John: 45
- Salicie, Foresain: 991
- Salisbury, Massachusetts State Ship: 84 (Bartholomew Jackson)
- Salisbury, ship: 796n.
- Salisbury, John: 49
- Sally, British Army Transport: captured by *Massachusetts* and *Tyrannicide*, 792, 796, 796n., 850; sent into Boston, 792 (Stephen Jones)
- Sally, Pennsylvania Navy Ammunition Sloop: 9, 9n. (Martin Wirt)
- Sally [*Salley*], brigantine: captured by *American Revenue*, 37, 38n., 68, 68n., 100-01, 159-60, 275-76 (Barry Hartwell)
- Sally, brigantine: carried munitions from France, 192, 192n., 206, 691 (Hugh Stocker)
- Sally, brig: 353 (Benjamin Harris)
- Sally, brig: captured by *Hind*, 82-83 (John Davis)
- Sally, schooner: captured by *Scarborough*, 393
- Sally, ship: captured by *Daphne*; 331, 311n., 1053
- Sally, ship: 15-17, 23-25, 59, 61, 66-67, 74-76 (Thomas Rawlings)
- Sally, sloop: captured by *Unicorn*, 108, 1059 (John Sandford)
- Sally, sloop: captured by *Glasgow*, 355, 355n.
- Salt Kettle, Bermuda: 386, 387
- Salt River Packet*, sloop: captured by *Hind*, 82-83 (J. Spencer)
- Salter, John (Capt.): 68 (*Two Brothers*)
- Salter, Richard (Capt.): 952-53
- Saltonstall, Dudley (Capt., Continental Navy): fitted out *Trumbull*, 366; from: Continental Marine Committee, 269; Elisha Hinman, 897; mentioned, 885 (*Trumbull*)
- Saltonstall, Gilbert: 30
- Salts, Francis (Capt.): 1055 (*Hetty*)
- Sampson, L: 85
- Sampson, Nathaniel: 961
- Sampson, Simeon (Capt., Massachusetts Navy): recommended for Continental service, 184; exchange of, 184, 304, 401; mentioned, 164n., 293 (*Independence*)
- Samuel*, ship: 699 (White)
- San Damas* [*St. Damar*], Spanish Navy Frigate: 1036
- San German [St. Jermain], Puerto Rico: British warships off, 273, 283, 317, 355, 382, 898
- San Jose* [*St. Joseph*], Spanish Navy Ship: 1036
- San Lúcar de Barrameda [St. Lucar], Spain: 699, 843
- San Pedro* [*Poderose*], Spanish Navy Ship: 1036
- Sancier, John: 876
- Sanders, Augustus: 48
- Sanders, Robert (Lt., Continental Navy): 42, 56, 56n.
- Sandford, John (Capt.): 1056 (*Ranger*)
- Sandford, John (Capt.): 108, 1059 (*Sally*)
- Sandford, Lawrence (Capt.): 82-83, 1045, 1056 (*Adventure*)
- Sandford, Phenix: 108
- Sands, Charles (Capt.): 841-42
- Sandwich*, HM Tender: 950
- Sandwich, Lord [John Montagu, 7th Earl of Sandwich] (Lord Commissioner of the Admiralty): concerning annual income, 764, 789; concerning capture of *Prince of Orange* packet, 847, 847n.; ordered *Apollo* to carry Burgoyne to Canada, 662; to: George III, 682-83; Philemon Pownoll, 529-30; from: John Burgoyne, 695-96; Philemon Pownoll, 1037-38; mentioned, 605n., 675, 695n., 696, 777, 856 See also Admiralty, British
- Sandy Hook, N.J.: British warships off, 335, 439, 458, 909; mentioned, 487, 1048
- Sandy Point, St. Christopher: 743

- Santa Barbara*, Spanish snow: captured by *Liverpool*, 778, 779n. (R.D. Gonzalez)
- Santa Clara*, Spanish Navy Frigate: 1036
- Santa Rosa*, Spanish Navy Sloop: 1036
- Sarah & Elizabeth*, ship: captured by *Warren*, 165, 166n., 250 (James Foot)
- Saratoga, N.Y.: 135, 136
- Sargeant, — (Capt.): 85
- Sargent, Ephraim: 419
- Sargent, Winthrop (Agent, Washington's Fleet): from: Continental Marine Committee, 170
- Sargent, Winthrop (Capt., Continental Army): 915
- Sargenton, —: 976
- Sarly, — (Capt.): 670
- Sartine, Antoine Gabriel de (Minister of Marine, France): concerning Wickes and prizes, 551, 639-40, 729; relations with Silas Deane, 728; ordered departure of Wickes, 765; Beaumarchais requested seamen from, 769; ordered arrest of Conyngham, 835; to: Louis Charles Du Chaffault, 816-17; Charles Pierre Gonet, 765, 851; Comte de Vergennes, 852, 859; from: Jean Francois de Keredern de Trobriant, 799; Picardy Chamber of Commerce, 795-96; mentioned, 512-13, 550, 561, 729, 875
- Satisfaction*, Massachusetts Privateer Sloop: to sail with Manley's squadron, 375, 435, 436, 437-38, 907-08, 925, 925n., 1007n., 1017; prize shares, 437-38, 479-82, 482n.; received ordnance, 919; shortage of seamen, 1017; parted from Manley's squadron, 1021; captured: *Margaret* [*Margaretta*], 20, 20n., 37, 482n., 602, 602n.; *Royal George*, 54, 54n., 309, 482n., 649, 650n. (John Wheelwright; John Stevens)
- Saugatuck, Conn.: 483-84
- Saunders, James (Capt.): 740 (*Stag*)
- Saunders, William (Capt., Virginia Navy): appointed to command, 369, 916; from: Virginia Navy Board, 369 (*Manley*)
- Savage*, ship: captured by *Diamond* and *Greyhound*, 1060
- Savage*, sloop: captured by *Unicorn*, 1058 (Nathaniel Atkin)
- Savage, Samuel Phillips: portrait, 168*; mentioned, 6, 17, 19, 20, 26, 34, 38-39, 65, 105, 133, 142, 148, 180, 204, 205, 249n., 280, 305, 338, 352, 397-98, 665-66, 787-88, 797-98, 857, 932, 1050 See also Massachusetts Board of War
- Savage, Thomas (Member, South Carolina Navy Board): 293, 894
- Savanna*, ship: captured by *Portland*, 802 (Fraser)
- Savannah, Ga.: defense of, 268, 404, 916; outward bound vessels, 1056; mentioned, 350n.
- Sawyer, Jonathan: 481, 482n.
- Sawyer, Robert (Capt., R.N.): from: Lords Commissioners of Admiralty, 576, mentioned, 812n. (*Boyne*)
- Saybrook, Conn.: 482
- Sayers, Ezekiel: 965
- Sayward, Theodore: 311
- Scanlan, Jeremiah: 119
- Scarborough*, HMS: Journal: 393, 478-79, 989; at Cranberry Island, 943; captured: *Betsy*, 455, 455n.; *Esther*, 478, 479n., 1034; *Sally*, 393; unidentified schooner, 478 (Henry Mowat)
- Schank, John (Lt., R.N.): 1001 (*Inflexible*)
- Schenebeley, Dr. Henry: from: Maryland Council, 955-56
- Schenectady, N.Y.: 135
- Scheveningen [Scheviling], Netherlands: 829, 833
- Schouwen [Scowen], Netherlands: 867
- Schulenberg, Louis Rodolph, Baron de (Minister of War, Prussia): trade agreement with America, 756; to: American Commissioners in France, 678-79
- Schuyler, Philip (Maj. Gen., Continental Army): to: Morgan Lewis, 135-36; Isaac Seaman, 188; Jacobus Wynkoop, 187-88; mentioned, 381
- Schuyler's Island, N.Y.: 1035
- Schuylkill River, Pa.: 137, 1035
- Schweighauser, Jean Daniel: 358, 692
- Scilly Islands, England: 517, 794, 803-04, 807, 843, 866n.
- Scollay, John: 391, 400, 1001
- Scorpion*, HM Sloop: unfit for sea, 232; with convoy, 384; Tollemache relieved of command, 633 (John Tollemache; Samuel Reeve)
- Scorpion*, Virginia Navy Sloop: medical supplies, 154; to supply other Virginia Navy vessels, 422-24; mentioned, 363, 422 (Wright Westcott)
- Scot, —, of Scot, Dover & Bell: 413
- Scot, Dover & Bell Co.: 413
- Scotch Cove, Long Island, N.Y.: 996
- Scotland: 868
- Scott, — (Lt., R.N.): 982 (*Gaspee*)
- Scott, James: 76
- Scott, John (Brig. Gen., New York Militia): 457
- Scurry, Peter: 1039
- Sea Flower*, schooner: captured by *Falcon*, 82-83, 1060 (Thomas Crocker)
- Sea Nymph*, brig: 137, 137n. (Francis Trimmingham)
- Sea Nymph*, sloop: captured by *Badger*, 161
- Seabrook, Thomas: 403
- Seaford*, HMS: Journal: 116, 247; to cruise in Caribbean, 78-79, 80; on convoy duty, 78-79, 900, 902-03, 904; to search Dutch ships, 383; captured: *Driver*, 82-83; *John*, 82-83 *Seine*, 331n., 489, 489n., 491, 900,

- 901, 902; unidentified vessels, 247, 333, 491; **recaptured**: unidentified vessels, 116, 308; mentioned, 950 (John Colpoys)
- Seakonnet Channel, R.I.: 1048
- Seaman, Isaac (Capt., Continental Army): **from**: Philip Schuyler, 188
- Seaman, Stephen: **to**: New York Convention, 121
- Sears, — (Capt.): 32
- Sears, Dr. Ezra (Surgeon, Continental Navy): 119
- Sears, Isaac: **to**: Massachusetts Council, 1024
- Seaton, William (Capt.): 794, 956 (*Mercury*)
- Seaward, Stephen: 122
- Seddon, Samuel: concerning prisoners, 832; **from**: George Gostling, 609; mentioned, 548
- Security*, Pennsylvania Privateer Schooner: **captured**: nine transports and two slave ships, 413, 413n. (John Ord, Jr.)
- Seegar, Philip (Purser, R.N.): 681
- Seine*, French ship (formerly *Andromide*): arrived at Martinique, 175, 955, 1036n.; captured by *Seaford*, 280, 280n., 283, 284n., 331, 331n., 450-51, 489, 489n., 491, 818n., 900, 901, 902, 966; release demanded, 283, 955, 966; tried and condemned at Dominica, 450, 491, 900, 901, 902; renamed *Seine*, 543, 544n.; sailed from Le Havre with munitions, 571, 595, 622, taken into Royal Navy and renamed *Snake*, 950, 950n.; mentioned, 226, 537, 727, 817 (Stephen Morin)
- Seine River, France: 637
- Selham, John: 424
- Sellers, James (Lt., Continental Navy): 189
- Sellers, Thomas: 221n.
- Sellivan, Florance: 429
- Selman, Archibald: 209
- Selman, John (Capt.): 209 (*Franklin*)
- Senegal*, HM Sloop: Molloy appointed to command, 101n., 485; in Long Island Sound, 254, 455; on Danbury Raid, 409, 466-67; Curtis relieved of command, 486; off Virginia Capes, 1046; **captured**: *General Mercer*, 1060 (Roger Curtis; Anthony Molloy)
- Senegambia [Gambia]: 578
- Seon, William (Capt.): 1056 (*Batchelor*)
- Septentrion*, Spanish Navy Frigate: 1036
- Serfety, Banj [Benjamin]: 906
- Sergeant, Jonathan Dickinson: 154, 328
- Serle, Ambrose: *Journal*: 127, 206; **to**: Lord Dartmouth, 266
- Serley, Jacob (Capt.): 1058 (*Lucretia*)
- Servent, Richard (Lt., Virginia Navy): 224
- Setúbal [St. Ubes], Portugal: 602
- Sever, William: 315n.
- Seville, Spain: 543, 855
- Sevon, Dr. John: 218
- Sewall, David: 3
- Seymour, Stephen (Capt., South Carolina Navy): appointed to command *Notre Dame*, 988-89; ordered to recruit for *Notre Dame*, 1046; **from**: South Carolina Navy Board, 988-89, 1046; mentioned, 922, 922n. (*Rattle Snake*; *Notre Dame*)
- Seymour, Thomas (Commo., Pennsylvania Navy): concerning fire vessels, 112, 270; concerning manning, 245, 266-67, 291; **from**: Pennsylvania Navy Board, 266-67, 270, 307; mentioned, 86, 181, 236, 346
- Shaafer, Jacob: 185
- Shackford, Josiah (Lt., Continental Navy): 241, 241n.
- Shaler, Timothy (Capt.): 457n., 487, 487n. (*Lyon*)
- Shannon River, Ireland: 556
- Shark*, HM Sloop: condition of, 71, 268; at English Harbor, Antigua, 79, 90; on convoy duty, 268, 462-63, 904; ordered to search all Dutch ships, 383; mentioned, 63 (John Chapman)
- Shark*, Connecticut Navy Row Galley: manning, 962, 1023; mentioned, 979, 987, 987n. (Wynant Leacraft)
- Sharon, Conn.: 908
- Sharp, — (Capt.): 177, 874 (*Venus*)
- Sharp, Jonathan: 855n.
- Shattuck, William: 375
- Shaw, — (Capt.): 1057
- Shaw, John: 108
- Shaw, Joseph: 1050
- Shaw, Nathaniel, Jr. (Continental Agent, Connecticut): owner of *American Revenue*, 68, 68n., 377; concerning pay account of *Oliver Cromwell*, 402-03; provisioned *American Revenue*, 466, 466n.; supplied *Oliver Cromwell*, 962, 964; account against *Oliver Cromwell*, 1022-23; to receive stores from *Mifflin*, 1041; **to**: John Bradford, 1003; William Powers, 101; John Wright Stanley, 100-01; **from**: Hitchens Boden, 919; John Bradford, 358; Samuel Champlin, Jr., 67-68; Esek Hopkins, 120; John Wright Stanley, 159-60; Jonathan Trumbull, 366, 426
- Shaw, Samuel (Midn., Continental Navy): 143-44, 144n., 189
- Shaw, Simon: 479
- Sheafe, Jacob: 151
- Sheehy, Thomas (Capt.): 218 (*Hawke*)
- Sheepscot, Me.: 707
- Sheerness, England: 693, 723
- Sheffield, Joseph (Capt.): 262 (*Revenge*)
- Sheffield, Samuel: 996
- Shepard, William (Col., Continental Army): 995
- Sheppard, —: 227
- Sherborne*, HM Cutter: 328, 328n. (Thomas Gaborian)
- Sherburne, Thomas: 961
- Sherman, Roger (Connecticut delegate to Continental Congress): **to**: Jonathan Trumbull, 306; **from**: Lyman Hall, 981-82; mentioned, 328
- Sherman, Thomas (Capt.): 784 (*Liberty*)

- Shetland Islands: 625, 628
 Shewen, Richard Philip (Lt., R.N.): **from:**
 Lords Commissioners of Admiralty, 509-11
 Shields, James: 238, 875
 Shiels, William: 98
 Shillingford, Robert: 42
 Shillingstone, John (Capt.): 932 (*Anna*)
 Shine, John: 208
 Shiphand Point, N.Y.: 254
 Shirley, Thomas (Gov., Dominica): 63, 902,
 904, 955
 Shockley, George (Capt.): 414n., 1055 (*Betsy*)
 Shoemaker, Anthony: 858n.
 Shores, Peter (Lt., Continental Navy): 241,
 241n.
 Shotten, — (Capt.): 613 (*Friendship*)
 Shulldham, Lord Molyneux (V. Adm., R.N.):
 returned to England, 605n.; appointed Com-
 mander in Chief at Plymouth, 700-01; **from:**
 Lords Commissioners of Admiralty, 700-01;
 Philip Stephens, 800, 809, 814-15, 841,
 857-58, 870, 879; mentioned, 199, 720, 744,
 744n., 870
 Shute, Adam: 1040
 Sibley, George: **from:** George Stancombe,
 588-89
 Sierra [Souisa], — (Secretary of Russia
 Company): **from:** Philip Stephens, 843-44,
 871
 Sierra Leona, Africa: 117, 539, 580, 598
 Silliman, Gold Selleck (Brig. Gen., Con-
 necticut Militia): in command at Danbury,
 482, 483-84; received stores from *Miffin*,
 1041
 Silliwey, John: 961
 Silsbee, Nathaniel (Capt.): 17, 18
 Silsby [Sibley], Littlefield: **to:** Massachusetts
 Board of War, 959; mentioned, 750
Silver Eel, British Army Transport: 712, 753
 (Thomas Moore)
 Sime, John (Capt.): 90n. (*Adventure*)
 Simeone, Vincent (Capt.): 82-83 (*Felicity*)
 Simmons, — (Capt.): 394 (*Harmony*)
 Simmons, Jeremiah (Capt., Pennsylvania
 Navy): 103, 291, 329 (*Arnold*)
 Simmons, Leeson (Capt.): 315
 Simonet, James (Capt.): 309, 464-65 (*Betty*)
 Simonton, — (Capt.): 87, 118
 Simpkin [Simkins], Nicholas (Midn., Con-
 tinental Navy): 238, 767-68, 768n.
 Simpson, Charles: 108
 Simpson, Thomas (Capt.): 952-53
 Sims, James: 961
 Sinclair, John (Capt., Virginia Navy): 389,
 389n. (*Nicholson*)
 Sinepuxent, Md.: *General Miffin* ran aground
 off, 154, 207; *Independence* arrived with
 munitions at, 955, 955n., 963, 1036, 1036n.;
 outward bound vessels, 1055; mentioned,
 340, 963n.
 Sing, Abraham: 47
 Sinnex [Sinney], James: 44, 48
 Sippen, Joseph (Capt.): 684 (*Atlantic*)
 Sisson, Benjamin: 109
 Sitgreaves, Thomas: 460
 Skarlet, John: 481
 Skenesborough, N.Y.: 136
 Skillings, Richard: 84
 Skimmer, John (Capt.): received privateer
 commission, 73-74, 92; libeled *Hawke*, 932;
 mentioned, 4, 36, 178, 178n., 397, 399
 (*Lee*)
 Skinner, Courtland (Brig. Gen., British
 Army): 227
 Skinner, James: 317
 Skinner, William (Seaman, Connecticut Navy):
 965
 Skinner, William (Capt., Virginia Navy):
 173-74 (*Congress*)
 Skinner & Fenwick: **to:** Edie & Laird, 657
 Slade, John: 42, 46
 Sligo, Ireland: 861
 Sloan, Jonathan (Gunner, Continental Navy):
 118
Smack, schooner: captured by *Unicorn*, 1059
 (John Leighton)
 Smallwood, William (Brig. Gen., Continental
 Army): **from:** Mordecai Gist, 330
 Smedley, Samuel (Capt., Connecticut Navy):
 refitting *Defence*, 426, 465-66; libeled *Anna*,
 932; **to:** Jonathan Alden, 181; Jonathan
 Trumbull, 376-77; mentioned, 339, 353, 360,
 361, 366, 377n., 392, 406n., 424-25, 438,
 897 (*Defence*)
 Smith, —: arrived at Philadelphia, 1013
 Smith, —: nominated for Navy Board of
 the Eastern District, 920
 Smith, —: officer on *Charming Sally*, 871
 Smith, — (Capt.): of packet from Falmouth,
 1033
 Smith — (Capt.): 82-83 (*Pidgeon*)
 Smith, — (Capt.): 800 (*Newman*)
 Smith, — (Capt.): 593 (*Two Sisters*)
 Smith, Andrew: 98
 Smith, Clement: 238, 875
 Smith, Ebenezer: 208
 Smith, Edward (Lt. Col., British Army): rela-
 tions with Joseph Hynson, 725-30, 730n.;
to: William Eden, 630-31
 Smith, Elias (Capt.): application for privateer
 commission, 895-96, 896n.; mentioned, 33,
 309, 543n., 908n. (*Washington*)
 Smith, Francis (Brig. Gen., British Army):
 158
 Smith, George (Member, South Carolina Navy
 Board): 114, 194
 Smith, Isaac: appointed to settle Washington's
 Fleet prize accounts, 170, 303n., 399n.; **to:**
 John Adams, 178, 308; **from:** Continental
 Marine Committee, 169
 Smith, James, of Curaçao: 15
 Smith, James (Capt.): 613 (*Thomas and
 William*)
 Smith, James (Capt.): 639 (*Irwin*)

- Smith, John (Lt., Connecticut Navy): appointed to *Oliver Cromwell*, 319; mentioned, 134, 153
- Smith, John (Lt. on *America*): 351
- Smith, Dr. John (Surgeon, British Army): 619
- Smith, John, of Philadelphia: 31
- Smith, John (Quartermaster, Continental Navy): 119
- Smith, John Henry: 226
- Smith, Joseph: 961
- Smith, Josiah (Capt.): from: John Langdon 2; mentioned, 131, 342 (*Friends Adventure*)
- Smith, Josiah (Member, South Carolina Navy Board): 114, 293
- Smith, Josiah, passenger on *Montgomery*: 834, 834n.
- Smith, N.L.: 649
- Smith, Nathaniel: 208
- Smith, Oliver: 49
- Smith, Paschal N.: to: Massachusetts Council, 1024
- Smith, Phineas: 857-58, 858n.
- Smith, Richard (Capt., R.N.): 110-11 (*Lark*)
- Smith, Richard (Sgt., Maryland Marines): to: Maryland Council of Safety, 22
- Smith, Richard (Seaman on *Boston*): 85
- Smith, Robert (Capt.): 740 (*Juno*)
- Smith, Robert, owner of *Joseph*: 132
- Smith, Roger (Member, South Carolina Navy Board): 114, 293
- Smith, Dr. Samuel: 834
- Smith, Samuel, prize agent for sloop *Providence*: 50
- Smith, Thomas: 927
- Smith, William (Capt.): 82-83 (*Little John*)
- Smith, William (Former Chief Justice, Province of New York): Memoirs, 211
- Smith, Dr. William (Surgeon, Continental Army): 9
- Smith, William, pilot of *Massachusetts*: 104
- Smith, William, on *American Tartar*: 285-86, 286n.
- Smith, William, prisoner on *Porcupine*: 1039
- Smith, William (Maryland delegate to Continental Congress): appointed to Marine Committee, 468; to: Thomas Johnson, 887; mentioned, 139
- Smith, William, & Co.: 139
- Smith's Island, Va.: 67, 67n.
- Smyth, Thomas: to: Daniel of St. Thomas Jenifer, 123-25
- Snake*, HM Sloop (formerly *Seine*): purchased, 567n., 950, 950n. (William Young)
- Snow, Isaac (Lt. on *America*): 350, 351
- Snowball, Joseph (Capt.): 193, 342 (*Elizabeth*)
- Socidix, Jeffrey: 50
- Solliers, —: 976
- Solomans, David: 103
- Sombrero Island, West Indies: 998
- Somerfall, Richard (Capt.): 461
- Somers, John, Jr.: 9
- Somers, Richard (Col., New Jersey Militia): 403n.
- Somersell, Richard (Capt.): 139 (*John*)
- Somerset*, HMS: ordered to reinforce Howe's Squadron, 634, 675, 764; on convoy duty, 707, 739-40, 764, 1040n., 1043-44; mentioned, 587, 743 (George Ourry)
- Somerville, James (Capt.): 802 (*Renfrew*)
- Somes, Nehemiah (Capt.): concerning *Active*, 352, 375, 908n.; mentioned, 1056 (*Runfast*)
- Sophia*, ship: captured by *Lark*, 1060 (Joseph Caney)
- Sorel River: See Richelieu River
- Souder, John (Capt.): 275
- South Carolina: ports open for prizes, 20, 38, 469; trade, 26, 27, 282; British warships cruising off, 72, 100; exchange of prisoners from, 353; prizes sent into, 427, 781, 922; inward bound vessels, 36, 97, 256, 351, 353, 355, 378, 455, 724, 999, 1025; outward bound vessels, 82-83, 156, 175, 320, 353, 389, 393, 413, 441, 455, 461, 478, 479, 487, 666, 759, 784, 806n., 998, 1034, 1058, 1059, 1060, 1061, 1063; mentioned, 87, 645, 916, 989
- South-Carolina and American General Gazette*, (Charleston): 1777: 13 Mar., 104; 3 Apr., 268; 24 Apr., 424; 1 May, 894n.; mentioned, 477n.
- South Kingston, R.I.: 251, 923
- South Quay, Va.: row galleys building at, 174, 272, 487; *Albion* purchased at, 39, 40
- Southampton*, HMS: on convoy duty, 587-88; mentioned, 590 (William Garnier)
- Southampton, England: inward bound vessels, 761, 763n., 768, 819; mentioned, 646
- Southampton, Long Island, N.Y.: 1028
- Souther, Daniel (Capt., Massachusetts Navy): 51, 52n. (*Massachusetts*)
- Southerland, John: 44, 47
- Southouse, Edward: 152, 1009
- Southward, George (Capt.): 831n., 857-58, 858n.
- Southwark, England: 541
- Southwark, Pennsylvania: 228
- Southwold, England: 833
- Spafford, Elijah: to: Connecticut Council of Safety, 145-46
- Spain: war likely with Portugal, 40; possible effect of entry into war, 909, 989; ports open for American prizes, 236, 256, 474, 531, 545, 699-700; relations with America, 256, 508-09, 750, 759, 801, 949-50; American trade source, 276, 708; relations with England, 504-06, 539, 611-12, 703, 910-12, 948-50; proposed American treaty with France, 516-17, 531; Arthur Lee in Madrid, 582, 756, 864; Franklin appointed minister to, 756; mentioned, 677

- Spanish River, Nova Scotia: 234
 Spann, Thomas: 446
 Spargo, Samuel (Capt.): 645 (*Harriot*)
 Sparks, ship: 746 (Thomas Payne)
 Spau, Michel (Capt.): 976 (*Amitié*)
 Speake, Francis (Capt.): 139 (*Potomack*)
 Speake, Joseph (Lt., Virginia Navy): 154, 159
Speedwell, HM Sloop: in English Channel, 620, 652, 849; mentioned, 790-91 (John Harvey)
Speedwell, Pennsylvania Navy Sloop: 31 (Joseph Wade)
Speedwell, Massachusetts Privateer Brigantine: articles of agreement, 908n.; to sail with Manley's squadron, 376, 435-36, 436-37, 1006-07, 1007n. (Jonathan Greely)
Speedwell, schooner: captured by *Pearl*, 195, 195n., 1056 (John Brynen)
Speedwell, ship: captured by *Perseus*, 82-83, 1057 (John Hazard)
Speedwell, sloop: 335 (William Bently)
 Speedwell, Mass.: 637
 Spence, ship: 592 (O'Hara)
 Spence, Douglas (Lt., Pennsylvania Navy): 306-07
 Spencer, Lord Charles (Lord Commissioner of the Admiralty): 789
 Spencer, J. (Capt.): 82-83 (*Salt River Packet*)
 Spencer, Joseph (Maj. Gen., Continental Army): requested Hopkins to halt shipping to Newport, 66; concerning proposed attack on Rhode Island, 100, 142-43; to: Jonathan Trumbull, 977-78; from: Archibald Crary, 287; mentioned, 28
Sphynx, HMS: captured: *Minerva*, 208-09, 209n., 1062; unidentified brig, 997; mentioned, 541 (James Reid; Anthony Hunt)
Spitfire, Rhode Island Navy Row Galley: covered landing on Rhode Island, 8, 157-58, 1010-11 (Isaac Tyler)
Spit-Fire, Pennsylvania Privateer Schooner: 81
 Spithead, England: convoys to, 462, 523; prisoners sent to, 497, 744, 769, 831; convoys from, 499, 523, 564-65, 704, 739, 740, 752, 764; impressed men sent to, 518, 557; prizes sent into, 651, 794, 803-04, 891; Royal Navy ships at, 722, 744, 746, 747, 812; inward bound vessels, 61, 462, 531, 616-17; mentioned, 503, 637, 696, 808, 853
Splatt, schooner: 461 (Jacob Wyatt)
 Split Rock, N.Y.: 1035
 Spooner, Ephraim (Agent, Washington's Fleet): to: Jonathan Trumbull, 392-93; mentioned, 262, 425, 438
 Spooner, Walter (Lt., Continental Navy): 42
 Spooner, Walter (Member, Massachusetts Council): 203
 Sprague, Laban: 961
 Spriggs, Charles: 789
 Spriggs, Joseph: from: Maryland Council, 955-56
 Spriggs, William: 49
 Springer, Durfy: 43
Springfield, British Army Transport: sailed to St. Augustine, 644, 714, 740 (William Armstrong)
 Springfield, Mass.: 822
 Spröggel, Ludwig (Muster Master General, Pennsylvania Navy): 111-12
Spry, schooner: captured by *Antigua*, 214, 214n., 491; tried and condemned, 491 (William Yardsley)
 Spry, Thomas (Midn., R.N.): to: Salem Committee of Safety, 65; mentioned, 91, 140, 400
Spy, Connecticut Navy Schooner: ordered to Maryland and Virginia, 53, 426, 426n.; payroll, 964-65; mentioned, 306 (Robert Niles)
 Squire, Stephen: 965
Squirrel, HMS: prisoners on, 496, 513, 515, 724; on convoy duty, 498, 667-68; to patrol North American fisheries, 599; court martial of captain, 681, 733n.; captured: *Betsey & Sally*, 724n., (Stair Douglas)
 Stackpole, Joseph (Capt.): 82-83 (*Raven*)
 Stag, British Army Transport: 740 (James Saunders)
 Stancombe, George: to: George Sibley, 588-89
 Standley, George N.: 419
 Stanford, R.: 85
 Stanley, John Wright: to: Nathaniel Shaw, Jr., 159-60; from: Nathaniel Shaw, Jr., 100-01; mentioned, 101
 Stanton, — (Capt.): 101
 Stanton, Alexander: 76
 Stanton, Joseph (Col., Rhode Island Militia): 251-54
 Staples, Enoch (Capt.): 1020 (*Wooster*)
 Staret, — (Capt.): 104 (*Content*)
 Stark, Isaac: 44
 Starr, Jonathan: 1022
 Start Point, England: 557, 576, 843
 Staten Island, N.Y.: 234
Steady Friends, brigantine: 913 (Joseph Calvert)
 Stearns, Isaac: 48
 Stearns, Jonathan: 98
 Stearns, William: 239, 767, 768n.
 Steel, — (Capt.): 801
 Steenback, Barnabas: 43
 Stephens, Philip (Secretary of Admiralty): to: John Amherst, 535, 549, 580-81, 587, 677, 707-08, 747, 774; Commissioners of the Land Tax, 789-90; Commissioners for Sick and Hurt Seamen, 584-85, 832, 874; William Cornwallis, 684-85, 692; Sir James Douglas, 496-97, 515, 681, 733, 794; William Eden, 767, 853; Jona. Faulknor, 721-22; Clark Gayton, 497-98, 567, 829-30; Sir John Hamilton, 650-52; Lord Howe, 521-24, 633-34, 634, 737-39, 742-43, 763-64, 798; William Knox, 644; Robert Man, 809-10; John Montagu, 657; Navy Board, 790-91, 805; Christopher d'Oyly, 712; Sir Stanier Porten, 844; John Robinson, 678; Molyneux Shuldham, 800, 809, 814-15, 841, 857-58, 870, 879; Mr. Sierra, 843-44;

- James Young, 498-99, 553-54, 590; **from:** John Amherst, 528n.; Henry Bellew, 777-78; William Cornwallis, 539-40; Thomas Fitzherbert, 517; Clark Gayton, 127n., 160-61, 344; Mitchell Graham, 536; Samuel Hood, 602-03; Lord Howe, 295, 407-09, 484-85, 989-90, 991n.; John Jervis, 799-800, 807; William Knox, 611, 686, 714, 740, 870; Francis Parry, 871-72; Philemon Pownoll, 1036-37; John Raynor, 605; Francis Richards, 820; George Vandeput, 616-17; James Wallace, 810; James Worth, 547-48, 869-70; James Young, 62-64, 68-70, 70-72, 77-78, 90, 268, 900-01, 901; mentioned, 513, 741, 764, 789, 854, 871
- Stephenson, —: 108
- Stephenson, John: **from:** John Fitzpatrick, 414
- Sterling, Henry: 44
- Sterling, John: 49
- Stevens, James: 894
- Stevens, John (Capt.): 20, 37, 54, 309, 479, 602, 650n. (*Satisfaction*)
- Stevens, John (Capt.): 442 (*Lewis*)
- Stevens, Sylvester: 480
- Stevens, William (Capt.): 340n., 1053 (*Bolton*)
- Stevenson, Archibald: 853
- Stevenson, Cornelius: 87, 93, 296
- Steward, Stephen: applied for letter of marque for *Chase*, 458; **to:** Thomas Johnson and Maryland Council, 967; **from:** Maryland Council, 973-74
- Steward, William: 45
- Stewart, David: 139
- Stewart, James, of Ireland: 217
- Stewart, James, of Pennsylvania: 236
- Stewart, John (Seaman, Continental Navy), on *Providence*: 47
- Stewart, John (Seaman, Continental Navy), on *Lexington*: 239, 876
- Stewart, Richard: 965
- Stewart, Walter (Lt. Col., Continental Army): 227
- Stickney, John: 399
- Stillman, Allyn (Capt.): 427 (*Prudence*)
- Stillman, George (Lieut., Continental Marines): 189
- Stillwater, N.Y.: 136
- Stival, —: 872
- Stocker, Hugh (Capt.): 192n., 206, 691 (*Sally*)
- Stockholm, Sweden: 514
- Stockman, Joseph (Capt.): 399-400 (*Washington*)
- Stockwell, John: 119
- Stoddard, Samuel: **to:** Connecticut Council of Safety, 145-46
- Stoddart, — (Capt.): 613 (*Swan*)
- Stone, — (Commissary of Prisoners): 91
- Stone, Amos: 1032
- Stone, John (Col., Continental Army): **from:** Mordecai Gist, 336
- Stone, Joshua (Capt.): 1063 (*General Gates*)
- Stone, Nathaniel (Capt.): 104 (*Martha*)
- Stone, Thomas (Master, R.N.): 929
- Stone, Uriah: 1010-11
- Stone, William (Capt.): **to:** Thomas Johnson, 322-23
- Stonehouse, William: 761
- Stoney, George (Lt., R.N.): 724
- Stonington, Conn.: inward bound vessels, 1058; outward bound vessels, 111, 167, 169n., 394n., 427; mentioned, 101
- Storer, Ebenezer: commissioner to settle prize accounts of Washington's Fleet, 170, 303n., 399n.; **from:** Continental Marine Committee, 169
- Storey, —: 507
- Stork*, HM Sloop: 566-67 (Francis L'Montais)
- Stormont, Lord [David Murray, 7th Viscount Stormont]: concerning English-French relations, 164, 593, 608, 774, 777, 966; concerning English vessels taken, 565-66, 588, 646n., 835, 842, 852, 853; concerning exchange of prisoners, 624-25, 659, 664, 734-35n.; concerning Lambert Wickes, 661, 729; concerning American prizes in French ports, 671-72, 840; **to:** William Eden, 806; Comte d' Vergennes, 687-88; Lord Weymouth, 501-02, 502-03, 514-15, 540, 550, 550-53, 584, 591-92, 595, 603, 614-15, 639-41, 693-94, 714, 735-37, 735n., 772-73, 846, 846-47, 855-56, 874-75; **from:** American Commissioners in France, 605, 734-35; John Barton & Co., 745-46, 783, 837; John Hunter, 606-07; Charles Newman, 602; Ranson & Delamain, 680; Lord Weymouth, 529, 571-72, 586-87, 645-46; mentioned, 404, 500n., 735n., 846
- Story, William (Capt.): 828, 829, 830, 833-34 (*Prince of Orange*)
- Stott, John (Capt., R.N.): **from:** Lords Commissioners of Admiralty, 578-80 (*Minerva*)
- Stoughton, Mass.: 365
- Stoughton, Ester: 250
- Stoughton, John: **to:** Massachusetts General Court, 250
- Stoutly, Robert: 925
- Stratford Point, Conn.: 466
- Stratton, Henry: 222
- Strombolo* [*Strumbello*], Pennsylvania Navy Fire Ship: Jones appointed to command, 22; officer appointments, 86, 277, 307; fitting out, 237 (Griffith Jones)
- Strong, Matthew: 981
- Stuart, Charles (Maj., British Army): 456
- Studham, James: 286n.
- Stull, John (Col., Maryland Militia): **from:** Maryland Council, 955-56
- Sturdivant, Joel (Capt., Virginia Navy): 174, 369, 369n., 916 (*Manley*)
- Sturdy Beggar*, Maryland Privateer Brigantine: refitting at Martinique, 81, 192-93, 193n.; letter of marque granted, 139; captured by *Fly*, 489; captured: *Elizabeth*, 173n., 193-94, 342; *Marquis of Rockingham*, 71; *Providence*

- and *Mary*, 173; *St. George*, 957, 966; mentioned, 278, 535 (John McKeel)
- Sturdy Beggars*, Massachusetts Privateer Schooner: 1006-07, 1007n., 1021 (Peter Lander)
- Success*, British Ordnance Transport: 990 (Iver McMillan)
- Success*, schooner: captured by *Cerberus*, 1062 (Giles Peirce)
- Success*, ship: captured by *Diamond* and *Greyhound*, 397, 397n., 1060
- Success*, ship: captured by *Diamond*, 1060 (John Langdon)
- Success*, ship: 526, 595 (James Anderson) *See also Morris*
- Success*, ship: captured by *Reprisal*, 591 (Wright)
- Success*, ship: 837-38 (Cabot Gerrish)
- Suckey*, brig: captured by *Badger*, 162
- Suffolk, Lord [Henry Howard, 12th Earl of Suffolk]: **to**: Lords Commissioners of Admiralty, 513, 609n., 629, 666-67, 714, 761, 788; Count de Welderen, 757; **from**: Lords Commissioners of Admiralty, 497n., 642-43, 694-95; Thomas Erskine, 513-14; R. Irvine, 556-57; Paul Wentworth, 630; portrait of 562*; mentioned, 497, 515, 530, 561, 590, 601, 675, 767
- Suffolk County, Mass.: 310, 352, 365
- Sugar Islands: *See* West Indies
- Sullivan, James: **to**: Massachusetts Board of War, 17
- Sullivan, Timothy: 218
- Sullivan's Island, S.C.: 801, 945
- Sunbury, Ga.: 916, 917
- Sund, Gabriel (Capt.): 1058 (*Industry*)
- Sunderland, England: 790
- Surinam [Dutch Guiana]: prizes sent into, 699; outward bound vessels, 35, 182, 208, 394, 490, 843, 1054, 1057, 1062, 1063; mentioned, 68
- Surprise* (formerly *Racehorse*), Continental Navy Sloop: fitting out at Philadelphia, 137; to join Pennsylvania Navy row galleys, 367, 368-69; ordered to Cape Francois, 381n. (Benjamin Dunn)
- Surprize*, HMS: convoy duty, 504-06, 578-80; to protect Newfoundland fisheries, 598-99 (Robert Linzee)
- Surprize* (formerly *Peacock*), Continental Navy Luger: purchased in England and fitted out at Dunkerque, 825, 839, 842; taken into custody at Dunkerque, 835; crew imprisoned, 844, 847, 860, 872; prizes to be returned, 853, 869, 872, 872n.; captured: *Prince of Orange*, 495, 820, 828-29, 830, 832, frontispiece*; *Joseph*, 825, 829, 846; mentioned, 834 (Gustavus Conyngham)
- Susannah*, schooner: captured by *Galatea*, 1061 (Tes. M'Kenzie)
- Susannah*, ship: captured by *Emerald*, 348, 348n., 1054 (William Horn)
- Susquchanna River, Md.: 221
- Sutton, Andrew (Carpenter, on *Satisfaction*): 480
- Sutton, James (Capt.): 1062 (*Betty*)
- Sutton, William: 890, 892
- Swallow*, British Packet Boat: captured by *Reprisal*, 298, 298n., 360-61, 361n., 589, 596, 602, 623-25, 625n., 626, 646, 658; Newman appointed commander, 513; sold, 624; renamed *Fortune* and later renamed *Diligente*, 859; mentioned, 602n., 615 (Charles Newman)
- Swallow*, Maryland Privateer Sloop: 138, 139 (Richard James)
- Swallow*, schooner: 349-50
- Swallow*, sloop: captured by *Retaliation*, 183 (Hyndman)
- Swan*, HM Sloop: refitted at New York City, 232; on Danbury Raid, 409, 455, 466 (James Ayscough)
- Swan*, British Horse Transport: 684 (John Dale)
- Swan*, ship: captured by *Liverpool*, 1063
- Swan*, ship: 613 (Stoddart)
- Swan, William: 965
- Swansea, Mass.: 56, 142
- Sweden: relations with America, 529, 572; munitions source, 765, 865; mentioned, 875
- Sweet, George Dunbar (Capt.): 1058 (*Othello*)
- Sweetland, Richard: 98
- Swift*, HM Sloop: on convoy duty, 634, 683-84, 685-86, 685n., 739, 741, 790, 799 (George Keppel)
- Swift*, ship: captured by *Tyrannicide* and *Massachusetts*, 850 (Clark)
- Swift*, snow: captured by *Defence*, 376-77, 377n., 405, 406n., 424-26; libeled and sold, 932, 1019 (James Edwards)
- Swift, Daniel: 108
- Swiftsure*, ship: captured by *Brune*, 1054 (John Munro)
- Swiney, William (Lt., R.N.): appointed lieutenant on *Portland*, 77, 900; mentioned, 79, 155, 214, 259 (*Antigua*)
- Sylph*, HM Sloop: on convoy duty, 462, 564-65, 900, 905; mentioned, 383, 554, 568 (James Dacres)
- Symetry*, British Army Transport: 740 (William Foxen)
- Symons, John (Capt., R.N.): **to**: Sir Peter Parker, 152-53; mentioned, 158, 319 (*Cerberus*)
- Syren*, HMS: 909 (Tobias Furneaux)
- Taaff, Christopher: 421
- Tabor, Noel: 42
- Talbot*, East Indiaman: renamed *Proteus*, 814
- Talbot, John: 108
- Talbot County, Md.: 459
- Tallman, William: **from**: Jared Tracy, 305
- Talman, Samuel (Capt.): 1062 (*York*)
- Tamer*, HM Pink: captured: *Goodwill*, 947; unidentified vessels, 947

- Tangier, Morocco: 543
 Tant [Taunt], William (Capt.): 350, 1006, 1025, 1025n. (*Robert*)
 Tarr, John: 210, 1044
Tartar, HMS: arrived at Quebec, 327-28, 408, 1037; **captured**: *Dove*, 287; mentioned, 312 (*Cornthwaite Ommanney*)
Tartar, British Army Victualer: captured by American privateer and recaptured by crew, 613, 613n. (William Bussel)
 Tate, Robert: 397
 Tatnall, Robert (Capt., Pennsylvania Navy): 244, 420 (*Porcupine*)
 Taunton, England: 648
 Taylor, Benoni: 49
 Taylor, Isaac (Capt.): 1055 (*Nancy*)
 Taylor, Jacob (Capt.): to: Jared Tracy, 214; mentioned, 947
 Taylor, John: 203
 Taylor, William: 119
Tayron, schooner: captured by *Diamond* and *Greyhound*, 479, 479n., 1060
 Tebout, Tunis: 114
Tempête, French ship: captured by *Brune*, 1054 (*Jean Baptiste*)
 Temple, Lord: 652
 Ten Broeck, Abraham (Pres., New York Convention): from: John Broome, 1003
 Tenants Harbor, Me.: 269, 269n., 284
 Tenerife, Canary Islands: 156
 Tennant, — (Capt.): 394 (*Mary*)
 Tennant, Franklin: 43
 Tennant, James (Lt., Virginia Navy): 125, 125n.
 Ter Horst, Hendrick (Capt.): 609 (*Twee Gebroeders*)
Teresa, British Army Transport: captured by *Tyrannicide* and *Massachusetts*, 850 (*Rackwell*)
 Terrel, Michael: 152-53, 362-63
Terrible, HMS: Journal: 768; ordered to cruise off Spain and Portugal, 601-02; prisoners on, 831; **captured**: *Rising States*, 768, 768-69, 794, 804, 804n., 805, 819, 821, 823 (*Richard Bickerton*)
 Tew, Enos: 49
 Tew, James (Maj., Rhode Island Militia): from: Nicholas Cooke, 978; mentioned, 353
 Tew, Joab: 50
Thames, HMS: on convoy duty, 136, 295, 409, 523, 524; at New York, 196, 230; ordered to Delaware Capes, 233; off Cape Henlopen, 270-71, 322, 347, 348; **captured**: *Bolton*, 340, 349n.; *Industry*, 997, 1058; *Jenny*, 1058; *Nancy*, 270; *Raleigh*, 459; 459n., 942, 1058; *Raven*, 394, 1058 (*Tyringham Howe*)
 Thames River, England: press gangs on, 639; mentioned, 404, 723, 858, 881
 Tharber, Seth: 108
 Thaxter, Adam Wallace (Lt., Continental Navy): 49, 263, 266
 Thayer, George (Master's Mate, Continental Navy): 877
 Thayer [Fair], Nathaniel (Capt.): 117, 118 (*Dispatch*)
Thérèse, French ship (formerly *Comte de Vergennes*): renamed *Thérèse*, 732n., 769; to sail for St. Domingue, 595, 609-10, 732, 752-53, 753n.; sailed for St. Domingue, 782-83, 817-18
Thetis, HMS: with East India Company ships, 619-20; **captured**: *Active*, 403; *Triton*, 536 (*Mitchell Graham*)
 Thew [Chew], Theunis (Lt., New York Navy): 207
Thomas, ship: reported captured and carried into Providence, 547 (*Bell*)
Thomas, ship: recaptured by *Unicorn*, 108, 262, 1059 (*Collison*)
Thomas, snow: recaptured by *Perseus*, 82-83, 1057 (*Thomas Nicholson*)
 Thomas, —, of Boston: 5
 Thomas, —, of Philadelphia: 226
 Thomas, — (Capt.): 1033 (*Liberty*)
 Thomas, Charles (Capt., Virginia Navy): building public ropewalk at Warwick, 23; to furnish cordage for ship yard, Gosport, 155; ordered to furnish cordage and rigging for: *Accomac*, 1045-46, 1046n.; *Albion*, 95; *Diligence*, 1045-46, 1046n.; *Gloucester*, 487; *Northampton*, 11; row galleys, 22; from: James Maxwell, 155; Virginia Navy Board, 11, 95, 487, 1045-46; mentioned, 11n.
 Thomas, Elias: 48
 Thomas, John (Lt., Virginia Navy): 175, 200 (*Protector*)
 Thomas, Joseph: 227
 Thomas, Nicholas: to: Thomas Johnson, 459
Thomas and William, brig: captured by *Warren* and recaptured by *Unicorn*, 163, 613, 613n. (*James Smith*)
Thomas Koulikan, French ship: captured by *Hector*, 607; French protested illegal seizure of, 608
 Thompson, —: 574
 Thompson, Alexander (Capt.): 82-83, 1056 (*Peggy*)
 Thompson, Alexander (Capt.): 113 (*Albion*)
 Thompson, Benjamin (Capt., Pennsylvania Navy): 277, 307 (*Dragon*)
 Thompson, Charles (Capt., R.N.): 115, 125, 161, 175 (*Boreas*)
 Thompson, George: 222
 Thompson, James (Capt.): appointed to command, 823; deposition of, 822-25; mentioned, 681n., 768, 791, 819 (*Rising States*)
 Thompson, James (Sgt., Pennsylvania Marines): 129
 Thompson, John (Gunner, Continental Navy): 238, 875
 Thompson, Peter: 1039
 Thompson, Thomas (Capt., Continental Navy): concerning desertion, 54; concerning management of the Navy, 282; superintending

- building of *Raleigh*, 345; ordered to sail, 472-75; concerning procurement of cannon for *Raleigh*, 475, 970, 1016; accounts of *Raleigh*, 895; concerning *Mellish*, 970; **to**: John Langdon, 241; **To Whom It May Concern**, 54; **from**: Continental Marine Committee, 472-75 (*Raleigh*)
- Thompson, William (Capt.): 371n., 1061 (*Alston*)
- Thomson, Alexander: 163
- Thomson, David: 31
- Thomson, Reuben: 50
- Thomson, Samuel: 329n.
- Thoreau, John Faroe: 480
- Thorn, — (Maj., British Army): 456
- Thorndike, Israel (Capt.): 613n. (*Warren*)
- Thornton, James: 961
- Thornton, Matthew [Edward]: **from**: James Hacket, James Hill and Stephen Paul, 345
- Thorpe, — (Capt.): 701 (*Elizabeth*)
- Three Friends*, brig: captured by *Tyrannicide*, 217n.; libeled, 309 (Arthur Helme)
- Three Friends*, brigantine: 151 (Jacob Sheafe)
- Three Friends*, schooner: captured by *Portland*, 82-83 (J. Dickeson)
- Three Friends*, ship: captured by Americans, 701 (Thomas Chivers)
- Three Friends*, ship: captured by *Phoenix*, 1055 (Samuel Robins)
- Three Friends*, sloop: captured by *Orpheus*, 393, 394n., 1058 (Benjamin Clisson)
- Thunder*, HM Bomb Vessel: Journal: 101; off New York, 101; unfit for duty, 232, 485; mentioned, 101n. (Anthony Molloy)
- Thunder*, Pennsylvania Navy Armed Boat: officer appointments, 277, 307; desertion, 1015 (Francis Gilbert)
- Thunderer*, HM Radeau: 986 (John Falconer)
- Thurber, Grinnel: 119
- Thuring, Samuel: 896n.
- Thurston, Edward: 45n.
- Tibbett, James (Capt.): 139
- Tibbetts, Nathaniel: 480
- Ticonderoga, N.Y.: reinforced by Americans, 81, 366, 528, 951, 1038; British movements toward, 951, 1000, 1038; mentioned, 954, 1035, 1039
- Tiffin, —: 959
- Tiletson, James (Capt.): 536 (*Triton*)
- Tiley, Samuel (Carpenter, Continental Navy): 42
- Tilley, James: 962, 964
- Tillin Head, Ireland: 855n.
- Tillinghast, Daniel (Continental Agent, Rhode Island): received loan to fit out *Warren*, 420, 919; **to**: Allen Brown, 34; John Brown, 187; **from**: Esek Hopkins, 152; Continental Marine Committee, 980-81; mentioned, 42, 43, 44, 45, 46, 47, 48, 55, 107, 107n., 249, 1011
- Tillinghast Dr. Henry Hendren (Surgeon, Continental Navy): **to**: John Paul Jones, 28-30, 105-07; mentioned, 42-46
- Tillinghast, Joseph (Capt.): 8 (*Polly*)
- Tillinghast, William: 8
- Timoleon*, brigantine: captured by *Greyhound*, 325, 325n., 395-96, 396n., 997, 997n., 1060 (Joseph Blaid)
- Timothy, Peter: **from**: Virginia Navy Board, 477; mentioned, 477n.
- Timpson, Thomas (Capt.): 381 (*General Mercer*)
- Tindall, James: 44
- Tinker, Jehiel (Capt.): 1059 (*Olive*)
- Tinker, Stephen (Capt.): 101 (*American Review*)
- Tinsley, Francis (Lt., R.N.): ordered to cruise, 79, 905; **from**: James Young, 382-83; mentioned, 754-55 (*Endeavour*)
- Tisdale, William: 460
- Tisick, Lucas: 828n.
- Titchfield, England: 542, 649
- Tittermary, John: 146, 429
- Titus, Platt: **to**: New York Convention, 121
- Titus, Timothy: 208
- Tobago, West Indies: British trade with, 900; *Hind* to convoy to, 903; American privateers operating off, 917; *Oliver Cromwell* captured off, 1029; inward bound vessels, 68, 176, 183, 275, 903, 917, 1029; outward bound vessels, 260, 333; mentioned, 1042
- Tobin, Patrick: 1035
- Tokely, William (Capt.): 358 (*Fanny*)
- Tolkenon, Joseph: 208
- Tollemache, John (Capt., R.N.): relieved of command, 384, 633 (*Scorpion*)
- Tolliver, —: 155
- Tomkins, Gilbert: 45
- Tomkins, Robert (Capt., Virginia Navy): ordered to cruise, 267; complaints of dereliction of duty, 370; reprimanded by Navy Board, 446; to be discharged, 446; mentioned, 258 (*Henry*)
- Tonyn, Patrick (Gov., East Florida): **to**: Lord George Germain, 916-17; **from**: Lord George Germain, 733-34; mentioned, 232
- Toone, John (Capt.): 802 (*Elizabeth*)
- Topham, Henry: 77
- Topley, — (Capt.): 746 (*Royal Oak*)
- Toppen, Abraham (Capt.): 433, 1061 (*Dove*)
- Topping, Jesse: 548
- Topsham, England: outward bound vessels, 975, 803, 806, 812
- Torbay*, HMS: prisoners on, 577, 585, 730, 857; ordered to cruise, 587 (Henry St. John)
- Torbay, England: prizes sent into, 784n.; inward bound vessels, 576
- Tormentor*, Pennsylvania Navy Armed Boat: 53, 58n., 138 (James Brown)
- Torney, John: 210, 1044
- Torrey, George (Acting Master's Mate, Continental Navy): 404-05, 908
- Tortola, West Indies: privateers operating out of, 64, 342, 413, 461, 1033; convoys from,

- 462, 590, 901, 905; prizes sent into, 318, 461, 490, 954, 976; inward bound vessels, 71, 434
Tortuga, West Indies: 41
Toulon, France: 514, 543, 593, 856
Towell [McDonald], Mark (Capt.): 271, 678, 1059 (*Marianne*; *Carolina Packet*)
Towers, Robert: 22
Towl, James: 429
Towel [Fowles], Samuel (Capt., Virginia Navy): 1061 (*Revenge*)
Town Harbor, Bermuda: 383
Townsend, Mass.: 90
Townsend, Thomas (Capt., Pennsylvania Navy): 9, 192 (*Industry*)
Townshend, — (Ensign, Queen's Loyal Virginia Regiment): 619
Tracy, Jared (Capt.): to: William Aylett, 947-48; William Tallman, 305; Joseph Trumbull, 37, 178; from: Jacob Taylor, 214
Tracy, John: 464
Tracy, Nathaniel: 464
Traffarn [Traffar], Charles: 43, 47
Tramasse, Mrs. —: 610
Trask, Adin: 48
Trask, Ebenezer: 48
Traverse, John: 48
Travis, Champion (Col., Virginia Militia): 159
Travis, Edward (Capt., Virginia Navy): fitting out *Raleigh* for cruise, 224, 225; ordered to cruise, 364, 369; mentioned, 942, 998 (*Raleigh*)
Treadwell, Jacob: to: George Gains, 930
Treaty of Amity and Commerce: rumored between France and America, 71, 516-17; proposed, 255, 531, 561-63, 865; to include Spain, 563
Trenton, sloop: 417 (John Leach)
Trenton, N.J.: battle of, 128, 616, 665, 725, 744
Trepassy [*Trapasey*], ship: captured by *Massachusetts* and *Tyrannicide*, 803, 803n., 806, 850 (Elias Coombs)
Trevett, John (Lieut., Continental Marines): Journal: 109; mentioned, 49
Trial, ship: captured by *Massachusetts* and *Tyrannicide*, 850 (Brown)
Trimingham, Francis (Capt.): 137, 137n. (*Sea Nymph*)
Trinité, Martinique: 975, 976
Trinity Harbor, Newfoundland: 657
Triscot, Ebenezer: 465
Triton, HMS: crew transferred to Lake Champlain fleet, 524, 633; no supernumeraries on, 951; hauled into St. Lawrence River after winter, 983, 1037 (Skeffington Lutwidge)
Triton, brig: 27, 303, 923
Triton, ship: captured by *Thetis*, 536 (James Tiletson)
Triumvirate, British Army Transport: 917 (William Hine)
Trois Rivières, Quebec: 983
Tronson du Coudray, Philippe-Charles-Jean-Baptiste (Maj. Gen., Continental Army): 230, 331, 332, 519, 537, 543, 708, 727
Trott, Philip (Lt., R.N.): 956
True, Samuel: 47, 239
True Blue, Massachusetts Privateer Schooner: captured: *Isabella*, 592, 592n. (William Coles; John Buffinton)
True Blue, Massachusetts Privateer Sloop: captured: *Felicity*, 262 (Oliver Allen)
True Briton, ship (formerly *George*): 784n. (Archibald M'Lean)
True Love, British Treasury Ship: libeled, 262 (Charles Moulton)
Truit, snow: captured by *Portsmouth*, 434; libeled, 434n. (William Canning)
Truman, John (Gunner, Continental Navy): 189
Trumbull, Continental Navy Frigate: seamen for, 30; fitting out, 366, 366n.; at Saybrook, 482n. (Dudley Saltonstall)
Trumbull, Jonathan (Gov., Connecticut): to: William Coit, 320; Samuel Eliot, 361, 438-39, 465-66; John Hancock, 21; Seth Harding, 964, 978-79; Robert Niles, 53; Nathaniel Shaw, Jr., 366, 426; from: Hezekiah Able, 145-46; Benedict Arnold, 482; William Coit, 133-34, 153-54, 205-06, 310-11; Silas Deane, 861; Luther Elderkin, 134-35, 184-85; Samuel Eliot, 339, 352-53, 424-26; Seth Harding, 962, 986, 1027; Robert Newson, 184-85; John Pierce, Jr., 366; Roger Sherman, 306; Samuel Smedley, 376-77; Joseph Spencer, 977-78; Ephraim Spooner, 392-93; Samuel Stoddard, 145-46; Jared Tracy, 178; mentioned, 181, 1003
Trumbull, Joseph (Commissary Gen., Continental Army): from: Jared Tracy, 37; mentioned, 53, 392, 930
Truxtun, Thomas (Capt.): 1024 (*Mars*)
Tryal, Antigua Privateer Vessel: impressed crew from transport *Benjamin* on, 63 (Jardin)
Tryal, ship: captured by *Amazon*, 1058 (Joseph Bass)
Tryal, sloop: captured by *Diamond* and *Unicorn*, 962, 962n., 1060 (H. Archer)
Tryon, William (Royal Gov., N.Y.; Maj. Gen., British Army): commanded British troops on Danbury raid, 383, 409, 455
Tuck, Joseph: 45
Tuckahoe River, N.J.: 9
Tucker, Benjamin: 480
Tucker, Harry: 259
Tucker, Henry: to: St. George Tucker, 258-59
Tucker, Jacob, prisoner of British: 286n.
Tucker, Jacob (Seaman, on *Satisfaction*): 481
Tucker, John, of London: 790
Tucker, John (Seaman, Connecticut Navy): 965
Tucker, Jonathan (Capt.): 1059 (*Betsy*)
Tucker, Nathan: 45
Tucker, Richard: 58

- Tucker, St. George: **from:** Henry Tucker, 258–59; John Page, 323–24
- Tucker, Samuel (Capt., Continental Navy): appointed captain in Continental Navy, 122–23, 123n., 198, 198n.; commission, 124*; approved prize *Alfred*, 359, 359n., 398; no ship procured for command, 923; mentioned, 141–42, 285, 358, 797 (*Benjamin*)
- Tufts, Cotton: **to:** John Adams, 416
- Turks Islands, Bahamas: 37, 259, 344, 936, 956, 997
- Turnbull, George (Lt., R.N.): 983, 1001, 1037
- Turnbull, William: 152
- Turner, James: 45, 48
- Turner, Joseph: 50
- Turner, Thomas: 329n.
- Turner, William (Boatswain, on *Aurora*): 559
- Turtle, ship: captured by *Roebuck*, 1056 (Nathaniel Robinson)
- Tuscany: Congress proposed sending minister to, 756
- Twee Gebroeders*, Dutch ship: 609, 609n. (Hendrick Ter Horst)
- Two Betseys*, brig: captured by *Freedom*, 793, 793n.; recaptured by *Mermaid*, 863n. (Matthew Boosen)
- Two Brothers*, schooner: 84
- Two Brothers*, schooner: sold, 147 (Robert Burton)
- Two Brothers*, schooner: captured by *American Revenue*, 68; tried, 250–54 (John Salter)
- Two Brothers Island, N.Y.: 1048
- Two Friends*, ship: captured by *Emerald*, 1053 (Thomas Cartwright)
- Two Pollys*, cartel sloop: at New London, 134; in Massachusetts, 303–04, 401, 402n., 418 (John Ayers; John Glover)
- Two Sisters*, schooner: captured by *Emerald*, 148, 148n., 1054 (Renie Davis)
- Two Sisters*, schooner: captured by *Hind*, 82–83 (Nathaniel Pendleton)
- Two Sisters*, ship: captured by *Milford*, 73, 73n., 163, 1062
- Two Sisters*, ship: in *Pallas* convoy, 593 (Smith)
- Tyler, Isaac [Israel] (Capt., Rhode Island Navy): 8, 1010 (*Spit-Fire*)
- Tyler [Tiler], Samuel: 45
- Tyler, Solomon: 1050
- Tynemouth, England: 82–83, 850
- Tyrannicide*, Massachusetts Navy Brig: supplies, 5, 54, 55, 84; at Martinique and St. Lucia, 81; ordered to sail, 105, 105n.; pay, 132; Benjamin Lovell appointed Master, 141; on cruise with *Massachusetts* and *Cabot*, 151n., 183, 185–86, 186, 196, 302; cruising with *Massachusetts*, 248, 771, 773, 787, 803, 816, 838, 839; deserted *Cabot*, 359n., 372, 374, 396; separated from *Massachusetts*, 848, 857; returned to Boston, 852; **captured:** *Chaulkley*, 819; *Fanny*, 850; *Favorite*, 788, 788n., 796, 796n.; *Friendship*, 850; *John*, 977n.; *Lonsdale*, 750, 787, 818, 959; *Phoenix*, 850; *Sally*, 792, 796, 796n., 850; *Swift*, 850; *Teresa*, 850; *Three Friends*, 309; *Trepassy*, 850; *Trial*, 850; *Venus*, 812–13, 850; mentioned, 216, 217n. (Jonathan Haraden)
- Tyson [Tyres; Tyron], William: 43, 47
- Underhill, William (Capt., Virginia Navy): 1046n. (*Accomac*)
- Unicorn*, HMS: off Cape Henry, Virginia, 249; **captured:** *Betsey* (Moody), 249, 249n., 1059; *Betsy* (Tucker), 1059; *Dolphin*; 163; *Happy Couple*, 393, 394n., 1059; *Lively*, 82–83; *Marianne*, 1059; *Naby*, 1059; *Olive*, 158, 393, 1059; *Othello*, 1058; *Sally*, 108, 1059; *Savage*, 1058; *Smack*, 1059; *Tryal*, 1060; *William*, 1059; **recaptured:** *Hetty*, 613; *Thomas*, 108, 1059; *Thomas and William*, 163, 613, 613n. (John Ford)
- Union*, HM Tender: 814–15 (William Oakley)
- Union*, HM Tender: prisoners on board, 547–48 (Collingwood)
- Union*, British Army Transport: 684 (Andrew Bryson)
- Union*, British Navy Victualler: 90n. (John Hudson)
- Union*, Massachusetts State Ship (formerly *Content*): captain appointed by Massachusetts Board of War, 167; difficulty in manning, 1038 (William Haynes)
- Union*, Massachusetts Privateer Sloop: captured by *Liverpool*, 599 (*Isaac Somes*)
- Union*, sloop: captured by *Nancy*, 207, 207n.; sold, 199
- Union*, French ship: captured by *Perseus*, 1057 (Jean Collineaux)
- Union*, ship: captured by *Galatea*, 1063 (Eba Waters)
- United States*, Rhode Island Privateer Sloop: **captured:** *Venus*, 217 (Benjamin Peirce)
- Unity*, British Ordnance Transport: 90n., 230, 295, 409 (Joseph Dixey)
- Unity*, schooner: captured by *Porcupine*, 723–24, 724n. (Seth Clark)
- Unity*, schooner: arrived at Boston, 947 (Bennet)
- Unity*, sloop: captured by *Glasgow*, 259, 260n.
- Uppleby, Samuel (Capt., R.N.): 123, 197, 197n. (*Preston*)
- Ushant, France: British warships off, 642, 652, 571, 746; mentioned, 210, 793, 853
- Uzald, Azariah (Capt.): 27, 165 (*Julius Caesar*)
- Vache, Ile à, St. Domingue: 343
- Vail, Christopher: Journal: 1028
- Valentine*, snow: **captured:** unidentified ships, 260 (Allen)
- Valentine, Joseph: 108
- Valiant*, HMS: **captured:** *Effingham*, 866, 866n. (John Gower)
- Van Bibber, Abraham: 87, 116, 139, 323, 346
- Van Bibber and Crockett: 87

- Van Bibber and Harrison: **from:** Maryland Council of Safety, 87-88; Virginia Navy Board, 369; mentioned, 14, 957-59
- Van der Kaulen, Pieter: 859
- Van Voorhis [Vorhus], Daniel (Capt.): 278n., 1057 (*Neptune*)
- Van Zandt, James (alias of George Lupton): 758-60, 802, 842, 860-61
- Vandeput, George (Capt., R.N.): **to:** Philip Stephens, 616-17 (*Asia*)
- Vangilder [Vangelder], Ezekiel: 47
- Vanlip, —: 859
- Vannes, France: 550, 596, 859
- Varlo, Philip: 822
- Vassel, Anthony: 876
- Vaughan, Edward: 1013
- Vaughan, Thomas (Lt., Continental Navy): 1015
- Vavator, Richard (Lt., R.N.): 693 (*Orford*)
- Venice, Italy: government of: **from:** Giambattista Pizzoni, 572; mentioned, 131, 649
- Venus, HMS: commissioned, 649, 743 (William Williams)
- Venus, Spanish Navy Frigate: 1036
- Venus, brigantine: captured by *Hawke* and recaptured by *Milford*, 163, 638
- Venus, ship: captured by *Massachusetts* and *Tyrannicide*, 812, 850; released with captured passengers and prisoners, 816 (Brown)
- Venus, ship: captured by *Eagle*, 218 (George Collas)
- Venus, ship: captured by *United States*, 74, 219 (John Peacock)
- Verden, John (Capt.): 1057 (*Chance*)
- Vergennes, Comte de [Charles Gravier]: presented with articles of proposed treaty, 508, 531; concerning American privateers in French ports, 514, 529, 603, 614-15; concerning prizes sent into French ports, 515, 550-51, 603, 614-15, 639-40; distrusted by Stormont, 639-40; Franco-American trade to continue, 640, 831; audiences with William Carmichael, 728; on Lafayette's departure for America, 735; **to:** American Commissioners in France, 508-09, 559-61, 626-28, 628n., 689-90; Beaumarchais, 561, 650, 749, 769, 817-18; Silas Deane, 500, 744-45, 747-48, 765; Silas Deane and Benjamin Franklin, 831-32; Marquis de Noailles, 741-42, 762, 774-77, 812; Prince de Robecq, 834-35; Sartine, 852, 859; Lord Stormont, 687-88; mentioned, 255, 502, 552, 572, 679, 691, 714, 772, 846
- Vernon, William: appointed to Navy Board of Eastern Dept., 885, 919, 920, 946; **from:** William Ellery, 942
- Versailles, Massachusetts State Ship (formerly *Venus*): arrived at Nantes, 666, 694; sold, 771 (Joseph Chapman)
- Versailles, France: 501, 502, 550, 561, 664
- Vesey, Joseph (Master, Continental Navy): reported on Hopkins' actions concerning *Diamond*, 65-66, 66n., 98, 99; concerning loss of *Cabot*, 301, 372; mentioned, 46
- Vesey, Josiah: 419
- Vesuvius, Pennsylvania Navy Fire Brig: 102 (John Christie)
- Viaud, Jean Aimé: 859
- Victoire, French ship: purchased by Lafayette, 735, 1046 (Le Boursier)
- Victorieux, brigantine (formerly *Polly and Nancy*): 859
- Victory, HMS: 199
- Vigilant, HM Sloop (formerly *Grand Duchess of Russia*): 408 (John Henry)
- Villers, — de (French Navy Commissary, Dunkerque): 835
- Vine, ship: captured by *Reprisal*, 31, 298, 499, 500n., 539, 691; cargo sold and ship detained, 403-04, 550, 554-55; owners ignorant of ship's location, 502, 515; in hands of American agent, 566; owners requested return of ship, 538, 554-55, 571-72; captain claimed reimbursement for loss, 604, 604n. (James Pratchall)
- Viper, HM Sloop: crew transferred to Lake Champlain fleet, 524, 633; hauled into St. Lawrence after winter, 983, 1037; ordered to Trois Rivières, 983 (Samuel Graves)
- Viper, Pennsylvania Navy Armed Boat: officer appointments, 277, 307; desertion, 1015 (Stephen Beasley)
- Virgin Islands, West Indies: 80
- Virgin-del-Carmen, Spanish ship: 925
- Virginia, Continental Navy Frigate: ordered to Martinique with dispatches, 296-98; impressment for, 336, 336n., 354, 354n., 389, 421, 430-31, 445-46, 459, 468, 885, 886, 886n., 887-88, 1026-27, 1050; to joint Virginia Navy in joint attack, 476; Aquila Johns in temporary command, 886n.; awaiting guns, 955-56, 956n.; mentioned, 330 (James Nicholson)
- Virginia: blockaded by British warships, 6; regulation of trade, 171; export of tobacco increased, 282, 1006; British attack expected, 559; proposed invasion of Florida, 916; state owned merchantmen: *Congress*, 173-74; *Peace & Plenty*, 154; inward bound vessels, 35, 38, 39, 53, 82-83, 88, 131, 148, 182, 335, 351, 382, 389, 458, 529, 538, 918, 997; outward bound vessels, 58, 100, 136, 136n., 155, 305, 348, 349, 427, 490, 582, 831, 848, 855, 947, 1053, 1054, 1058, 1059, 1060, 1061; mentioned 67, 67n., 385, 715, 1050
- Virginia Capes, Va.: *See* Cape Charles; Cape Henry
- Virginia Council of Safety: Journal: 39-40, 113, 159, 174
- Virginia Gazette [Dixon and Hunter's] (Williamsburg): 1777: 14 Mar., 113; 4 Apr., 271; 11 Apr., 324; 30 May, 1046
- Virginia Gazette [Purdie's] (Williamsburg): 1777: 21 Mar., 175; 28 Mar., 221-22; 4 Apr., 271; 9 May, 942

- Vlissingen, Netherlands: 570
 Voisusan, John: 876
Volante, schooner: captured by *Glasgow*, 283, 283n.
 Vreour [Vrecourt], Comte de (Col., Continental Army): 24–25, 25n., 130
Vulcano, Pennsylvania Navy Fire Brig: Brice appointed to command, 86, 277, 307 (William Brice)
Vulture, HM Sloop: 233 (James Feattus)
- Waddee, James (Capt.): 68 (*Athol*)
 Wade, Joseph (Capt., Pennsylvania Navy): 31 (*Speedwell*)
 Wadley, Joseph (Master on board *Washington*): 399
 Wadsworth, Fenn (Maj., Connecticut Militia): 164
 Wadsworth, James (Maj. Gen., Connecticut Militia): 453
 Wadsworth, Jeremiah: 305
 Wain, Benjamin: 481
 Wainwright, Benjamin (Capt.): 258, 461, 1061 (*Family Trader*)
 Wakefield, Pratt, & Myers: from: George Jackson, 854
 Walker, — (Capt.): 781 (*John*)
 Walker, George: 70
 Walker, James: 35
 Walker, John: 298–99
 Walker, Joseph: 548
 Walker, Osgood James: 26, 26n.
 Walker, Thomas (Capt., Maryland Navy): 948, 988, 988n. (*Baltimore*)
 Walker, William (Capt.): 740 (*Myrtle*)
 Wallace, — (Petty Officer, R.N.): 108
 Wallace, — (Capt.): 593 (*Black Prince*)
 Wallace, Charles: requested privateer commission for *General Mercer*, 381; commission granted for privateer *Montgomery*, 246–47, 247
 Wallace, James (Capt., R.N.): concerning treatment of prisoners, 167, 167n.; to: Philip Stephens, 810 (*Experiment*)
 Wallace, Michael: 113
 Wallace, Nicholas: 95
 Walter, John (Capt.): 684 (*Rebecca*)
 Walters, Cornelius: 329n.
 Wanton, George: 50
 Wanton, John (Capt.): 378
 Ward, — (Capt.): 360, 549, 613 (*Argo*)
 Ward, Artemas (Maj. Gen., Continental Army): 315, 926
 Ward, Henry: from: Philip d'Auvergne, 120–21
 Ward, Henry, Jr.: 326
 Ward, Joseph (Col., Continental Army): to: William Whipple, 926–27; mentioned, 281, 927n.
 Ward, Nahum: 2
 Ward, Rufus: 44
 Ward, William: 428
- Wardell, Josh: 287n.
 Wardwell, William (Midn., Continental Navy): 49
 Ware, Richard (Capt.): 740 (*Providence*)
 Warner, Elisha (Capt., Continental Navy): from: Continental Marine Committee, 368–69 (*Fly*)
 Warner, Oliver R. (Capt.): from: William Warner, 977
 Warner, William: to: Oliver R. Warner, 977
 Warren, Continental Navy Frigate: in Providence River, 7, 34, 66, 98–99; to assist in proposed attack on Rhode Island, 28; at Fields Point, 98; at Pawtuxet, 142; manning, 143; complaints against Commodore Hopkins by officers of, 143–44, 144n., 189, 190, 191, 263–66, 387; to be taken to Boston, 275; fitting out, 420; desertions from, 1031–32 (John Burroughs Hopkins)
 Warren, Washington's Fleet Schooner: captured by *Liverpool*, 1063 (William Burke)
 Warren, Massachusetts State Brigantine (formerly *Rosanna*): captured by *Badger*, 89–90, 148, 148n., 162, 298, 298n. (Paul Reed)
 Warren, Massachusetts Privateer Schooner: captured: *Thomas and William*, 613, 613n. (Henry Thorndike; Israel Thorndike)
 Warren, Massachusetts Privateer Schooner: captured: *Sarah and Elizabeth*, 166n., 250 (William Coas)
 Warren, —: 226, 227
 Warren, James: elected to Navy Board, Eastern Dept., 885, 919, 920, 946; to: John Adams, 184, 405–06; 452, 931; Massachusetts Board of War, 6–7, 20, 305; John Rider, 52–53; Mercy Warren, 164; from: John Adams, 192, 235–36, 281–82, 909–10, 920; mentioned, 242, 250, 907, 925
 Warren, Mercy: from: James Warren, 164
 Warren, Nicholas: 35
 Warren, Samuel (Capt., R.N.): from: Lords Commissioners of Admiralty, 828–29 (*Ceres*)
 Warrington, England: 649
Warwick, HMS: 649 (Joseph Norwood)
 Warwick, R.I.: 98, 99, 120, 319
 Warwick, Va.: 11n.
 Warwick Neck, R.I.: *Diamond* aground near, 65–66, 98–99, 190; mentioned, 286
 Warwick Point, R.I.: 109
 Wasby [Wasbie], Jacob: 42
 Washburn, Edmund: 43
 Washburn, Gideon: 98, 961
Washington, HM Brig: 986 (Parker Harrison)
Washington, Continental Navy Frigate: timber for, 31, 31n.; fitting out in Philadelphia, 321, 665; account of supplies for, 889; mentioned, 935 (Thomas Read)
Washington, Georgia Navy Row Galley: 268, 268n., 917 (Hardy)

- Washington*, Pennsylvania Navy Row Galley: supplies for, 102; officer promotion, 307 (John McFetrich)
- Washington*, Rhode Island Navy Row Galley: sunk at Bristol, 274, 274n. (Ebenezer Hill)
- Washington*, Virginia Navy Row Galley: building at South Quay, 174, 175n; for use in North Carolina waters, 272 (Goodrich Boush)
- Washington*, Massachusetts Privateer Brigantine: commission requested, 895-96, 896n.; articles of agreement, 908n.; captured: *Dorothy*, 309, 542-43; *Friendship*, 613; *Placentia*, 309 (Elias Smith)
- Washington*, Massachusetts Privateer Schooner: commissioned, 399-400 (Joseph Stockman)
- Washington*, ship: captured by *Galatea*, 1061 (D. Livingston)
- Washington, George: regarding French-American Alliance, 728; concerning galleys *Lady Washington* and *Shark*, 979; ordered row galleys to be built at New York by Eyre, 1011-12, 1012n.; to: John Hancock, 234-35; William Heath, 315; Patrick Henry, 1049; from: Generals of Continental Army, 987; mentioned, 155, 321, 323, 744-45, 802, 888, 930, 1025
- Washington, John: 479
- Washington's Fleet: concerning prize accounts of, 169-70, 170, 170n.; commissioners to settle all prize accounts, 285, 398, 399n.; mentioned, 122-23, 178, 178n., 209n., 302-03, 315n.
- Wasp*, HM Sloop: on Irish convoy, 850, 854 (Richard Bligh)
- Wasp*, Continental Navy Schooner: off Indian River, Delaware, 74-76, 86-87, 93-94; engaged *Worcester*, 76, 76n., 800; in Delaware Bay, 129-30; lost in storm off Cape Henlopen, 129, 954, 954n.; captured: *Leghorn Galley*, 520, 539, 546, 546n.; unidentified sloop, 93, 244 (John Baldwin)
- Watch Hill Reef, R.I.: 101
- Waterbury, Conn.: 391
- Waterford, Ireland: British warships at, 850; American privateers off, 839; outward bound vessels, 376, 793n.
- Waterman, John (Col., Rhode Island Militia): 120
- Waterman, Nathan: 325-26
- Waterman, William (Capt.): 262 (*Diamond*)
- Waters, Daniel (Capt., Continental Navy): relinquished command of *Lee*, 73; appointed captain in Continental Navy, 122-23; to command newly purchased Continental Navy ship, 122-23, 198, 198n.; no ship command provided, 358, 398, 923; to sail with Manley, 923 (*Lee*)
- Waters, Eba (Capt.): 1063 (*Union*)
- Waters, Thomas (Capt.): 139 (*Baltimore Hero*)
- Waters, William: 961
- Watertown, Mass.: 360
- Watkins, Edward [John] (Capt.): 82-83, 687 (*John*)
- Watkins, William (Capt., Pennsylvania Navy): 207, 421 (*Brimstone*)
- Watling Island, Bahamas: 17n.
- Watson, — (Capt.): 758 (*Congress*)
- Watson, Elkanah: 8
- Watson, Ezra (Capt., Massachusetts Navy): to command prison ship, 406, 417; to prepare ship to receive prisoners, 924 (*Rising Empire*)
- Watson, James (Capt.): 740 (*Providence*)
- Watson, Johannes (Capt., Virginia Navy): 1046n. (*Diligence*)
- Watson, John (Capt.): 684 (*Britannia*)
- Watson, William (Washington's Fleet Prize Agent): to: Jonathan Trumbull, 392-93; from: Continental Marine Committee, 170; mentioned, 262, 438
- Wattles, William (Capt.): 320, 426-27 (*Nancy*)
- Waugh, —: 414
- Way, Nicholas: to: Owen Biddle, 430
- Wayne, Anthony (Brig. Gen., Continental Army): 987
- Weathrill*, ship: captured by *Lady Washington*, 133, 133n., 142, 144n., 157, 157n., 211, 211n., 794; libeled, 309 (Martin Cox)
- Weaver, Nicholas: 49
- Weaver, Thomas (Lt., Continental Navy): 301, 372
- Weaver, William (Master's Mate, Continental Navy): 49
- Weazle*, HM Sloop: to convoy ships of Africa Company, 578-80; mentioned, 498 (Charles Hope)
- Webb, George (Capt., Continental Army): 995
- Webb, John: furnished recruiters with liquor supplies, 147
- Webb, John (Capt., Pennsylvania Navy): resigned commission, 486; from: Pennsylvania Navy Board, 458 (*Experiment*)
- Webb, Nathaniel: 806
- Webb, William: appointed paymaster of Pennsylvania Navy, 8; regarding pay for Paymaster, 307; mentioned, 22, 22n., 38, 86, 102, 103, 137, 147, 236, 245, 291, 443, 444
- Webster John (Boatswain, Continental Navy): 42, 46
- Weeden, George: 45
- Weeks, —: 191
- Weeks, Amos (Capt.): 382, 898 (*Henry*)
- Weeks [Wickes], Benjamin (Capt.): 457n., 1059 (*Escape*)
- Weeks, Isaac: 208
- Weems, David: 139
- Welch, — (Capt.): 858 (*Resolution*)
- Welch, — (Capt.): 781 (*Maria*)
- Welch, David (Lt., Continental Navy): on *Lexington*, 238, 875; lost prize *Hanover* by mutiny, 767-68, 768n., 783, 783n.; to: Benjamin Franklin, 768n.
- Welch, Gilbert: 548

- Welch, Hezekiah (Lt., Continental Navy): to: Hector McNeill, 419-20
- Welch, Thomas: 119
- Welch, William (Master, on board *Freedom*): 914
- Welderen, Count de (Dutch Ambassador to England): to: George III, 710-11; from: Lord Suffolk, 757; mentioned, 757n.
- Wellen, John (Capt.): 611 (*Love*)
- Wellicott, — (Capt.): 850 (*Friendship*)
- Wells, HM Cutter: captured: *Eendraght*, 714 (William Hills)
- Wells, George: building *Annapolis* galley at Annapolis, 988; from: Maryland Council, 988
- Wells, John: from: South Carolina Navy Board, 477, 477n.
- Wells, Richard, Jr.: 9
- Welsh, — (Capt.): 183
- Welsh [Welch], — (Capt.): 610, 611n., 816 (*Barbara*)
- Welsh, — (Capt.): 819 (*Elizabeth*)
- Welsh, James: 31
- Wentworth, George (Capt.): 140, 254, 396
- Wentworth, Joshua (Washington's Fleet Prize Agent): from: Continental Marine Committee, 170
- Wentworth, Paul: to: Lord Suffolk, 630; mentioned, 679n.
- Wereat, John: from: John Bradford, 1006; mentioned, 350, 350n., 415
- Wert [Virt], George (Capt., Pennsylvania Navy): 58 (*Liberty*)
- Wert, Martin (Capt., Pennsylvania Navy): 9n. (*Sally*)
- West, George: 286n.
- West, William (Brig. Gen., Rhode Island Militia): to: Thomas Cooke, 205
- West Florida, HM Sloop: in Pensacola harbor, 968; captured: three unidentified ships, 968 (George Burdon)
- West Florida: Minutes of Governor's Council: 225-26; denied request of *Atalanta* to press seamen in 225-26; rumored attack upon, 548; trade of, 877
- West Indies: American privateers in, 22, 411-13, 478, 571, 676, 747, 840, 867, 874, 900-01; possible loss of British West Indies, 71, 509, 750; American trade source, 160, 276, 346, 347, 349, 381, 391, 426-27, 517-18, 593, 711; British convoys to, 199, 295, 565, 567, 568, 587-88, 840, 858, 900-01, 902-05; hurricane caused damage to, 320 British warships patrolling off French islands, 470, 517-18, 579, 679, 739, 956; British trade in, 471, 579, 1021-22; damage to trade by American privateers, 478, 571, 747, 936; London merchants request convoys from, 565, 567, 568, 587-88, 733; inward bound vessels, 37, 84, 104, 133, 167, 211, 353, 393, 403, 455, 613, 637, 638, 699, 701, 741, 767, 794, 800, 819, 852, 856, 861, 863, 897, 952, 997, 1045; outward bound vessels, 37, 117, 141, 320, 426, 427, 613, 638, 743, 952, 997; mentioned, 116, 393, 663, 1021-22 See individual islands
- Westchester County, N.Y.: 211
- Westcott, Richard (Capt.): prisoner on board *Lexington*, 239; mentioned, 745, 760n. (*Northam*)
- Westcott, Wright (Capt., Virginia Navy): from: Virginia Navy Board, 422-24; mentioned, 363, 413 (*Scorpion*)
- Westerly, R.I.: British warships off, 1041; prizes sent into, 251, 252, 253; mentioned, 996
- Westport, County Mayo, Ireland: 861
- Wetherden [Witherden], Robert (Capt.): 740 (*Lively*)
- Wetmore, William: Diary: 280-281
- Weymouth, Lord [Thomas Thynne, 3rd Viscount Weymouth]: demanded return of ship *Vine*, 403-04, 538; concerning prisoners, 735n.; to: Lord Grantham, 586, 645; Lord Stormont, 529, 571-72, 586-87, 645-46; from: Lord Grantham, 542-43, 563-64, 577-78; Marquis de Noailles, 607-09; Lord Stormont, 500n., 501-02, 502-03, 514-15, 540, 550, 550-53, 584, 591-92, 595, 603, 614-15, 639-41, 693-94, 714, 735-37, 735n., 772-73, 846, 846-47, 855-56, 874-75; Underwriters of *Vine*, 554-55; mentioned, 497, 593, 613, 777, 844, 926
- Wharton, Isaac: 131
- Wharton, John: 282, 306, 394, 403, 429
- Wharton, Thomas, of Philadelphia: 131
- Wharton, Thomas, Jr. (President, Pennsylvania Supreme Executive Council): 103, 128
- Wheeler, James: 481
- Wheeler, William: 1023
- Wheelwright, John (Capt.): 435-36, 437-38, 907, 919, 1007n., 1017 (*Satisfaction*)
- Whetstone Fort, Md.: Commanding Officer: from: Mordecai Gist, 298-99
- Whipple, Abraham (Capt., Continental Navy): with Hopkins on board sloop *Providence* at Warwick Neck, 98-99; regarding charges against Hopkins, 190; as president of court martial, 263-66; from: Esek Hopkins, 66; Continental Marine Committee, 269; mentioned, 808n. (*Columbus; Providence*)
- Whipple, William: to: John Langdon, 146, 379-80, 945-46, 1013; from: Joshua Brackett, 396-97; William Gardner, 131; James Hackett, 345; James Hill, 345; Stephen Paul, 345; Joseph Ward, 926-27; portrait of, 1014*; mentioned, 2, 141n., 243, 275, 411, 939, 940, 941
- Whippy, George: 46
- Whippy, Zebulon (Acting Master, Continental Navy): 46
- White, —, of Boston: 5
- White, Cornelius (Capt.): to: T.J. and W. Cochran, 971-72
- White, David: 481
- White, Ebiather: 108

- White, Henry: 969, 970
 White, Jacob, agent for owners of *Revenge*: 969-70; mentioned, 30
 White, Josh: 969, 970
 White, Samuel, agent for *Satisfaction*: 375, 438, 907
 White, Samuel (Capt.): 699, 742 (*Laurel*)
 White, Timothy (Capt., Connecticut Navy): 1041 (*Mifflin*)
 White, Zebulon: 108
 Whitehaven, England: prizes brought into, 855, 878; inward bound vessels, 855, 878; outward bound vessels, 430, 750, 751, 787, 850, 874, 959
 Whiteman, John: 43
 Whitestone, N.Y.: 455
 Whitfield, Thomas: 329n.
 Whitford, Allen: 481
 Whiting, Thomas: (1st Commissioner, Virginia Navy Board): 11, 35, 95, 159, 225, 257, 317, 363, 364, 369, 370, 422, 424, 446, 487, 488, 1016, 1046
 Whittlesey, Azariah (Capt.): 81, 326, 953n., 977, 1021 (*Fanny*)
 Whorekill Road [Old Kill Road], Del.: 347
 Wicker, William (Capt.): 772, 772n., 795 (*Bri-tannia*)
 Wickes, Lambert (Capt., Continental Navy): at Lorient and Nantes, 519, 526; concerning exchange of prisoners, 605, 628-29, 659-60; concerning disposition of prizes, 606-07, 617, 630, 690-91; ordered to leave France, 616, 630-31, 632, 639-40, 661, 687-88, 729, 765; left Lorient, 674, 791-92; concerning charts, 702, 708; concerning recruitment in France, 771; ordered to cruise with *Dolphin*, 755; concerning proposed cruise with *Lexington* and *Dolphin*, 759, 786-87, 811, 837, 842, 847; to: American Commissioners in France, 518-19, 525-26, 535-36, 589, 595-96, 616, 641-42, 674, 769-70, 791, 797; Committee of Secret Correspondence, 544-45, 623-25; Samuel Nicholson, 862-63; from: American Commissioners in France, 605-06; M. Gourlade, 521; mentioned, 31, 298n., 326, 500n., 539, 588-89, 646, 658, 702, 708, 726, 766, 782, 857 (*Re-prisal*)
 Wicomico River, Md.: 221
 Widah [Whidaw], African Coast: 578
 Wiggins, John: 238, 876
 Wight, Isle of, England: 81-82
 Wilbraham, —: 699
Wild Cat, schooner: captured by privateers, 461 (George Griffin)
 Wilfelsheim, Jean Henry, & Company: 779
 Wilkins, William: 246, 247
 Wilkinson, Amos (Capt., Continental Army): 192
 Wilkinson, John: 761
 Wilkinson, Thomas (Capt., R.N.): died at Antigua, 77, 150, 287, 295, 407, 430; mentioned, 72 (*Pearl*)
 Wilkinson, William (Capt.): 158 (*Hannah*)
Will, sloop: captured by *Boreas*, 161
William, Dunmore's Fleet Ship: 619
William, British Army Transport: captured by *Chance*, 520 (Bond)
William, schooner: captured by *Galatea*, 593 (Joshua Bunker)
William, schooner: captured by *Glasgow*, 160, 160n. (Nicoll Fosdick)
William, ship: captured by *Brune*, 1054 (William Russell)
William, sloop: captured by *Unicorn*, 1059 (Peter Bontacon)
 William V, Prince of Orange: recalled Johannes d'Graaff, Governor of St Eustatius, 711n., 757; memorial from George III of England, 710-11
William and Barbara, sloop: account of capture by *Freedom*, 843; recaptured by *Albany*, 163, 863n. (Martin)
William and Mary, British Army Transport: 327 (William Graham)
William and Mary, brig: captured by Americans, 801 (Edward Howe)
William and Mary, ship: captured by *Phoenix*, 459, 459n. (John Burrows)
 Williams, —, Boston selectman: 391
 Williams, —, merchant: 461
 Williams, Barnet: 86
 Williams, Benjamin: 961
 Williams, George (Capt.): from: Joseph Lambert, 18; mentioned, 54, 84
 Williams, James: 58
 Williams, John: 935
 Williams, John (Seaman, South Carolina Navy): 894
 Williams, John (Landsman, Continental Navy): 47
 Williams, John (Seaman, R.N.): 820, 821, 821n.
 Williams, Jonathan (Capt., New Jersey Militia): 31
 Williams, Jonathan, Jr.: ordered to send as many military cargos as possible, 811; to: American Commissioners to France, 533-35, 546, 586, 596-97, 604, 625, 708, 732, 766, 779, 811; John Bradford, 803; Committee of Secret Correspondence, 752-53; Silas Deane, 702, 770-71, 782-83, 815; Benjamin Franklin, 601, 635-37, 656, 722-23; Secret Committee, 665; from: Silas Deane, 573-74; portrait of, 636*; mentioned, 151, 786
 Williams, Prince: 45, 48
 Williams, Richard: 1047
 Williams, Samuel: 239, 876
 Williams, Timothy: 44
 Williams, William: 465
 Williams, William Peere (Capt., R.N.): from: Lords Commissioners of Admiralty, 676 (*Active*)

- Williams & Clinton: builders of *Thunder*, 307
 Williamsburg, Va.: inward bound vessels, 324;
 map of, 201*; mentioned, 11, 39, 94, 158
 Williamson, Dr. Hugh: 15, 16, 24-25, 75-76, 87,
 94, 130
 Williamson, John (Seaman, on board *Experi-*
ment): 774, 800
 Williamson, John (Seaman, Continental Navy):
 1032
 Williamson, William: 98
Williamson's Liverpool Advertiser: 1777: 24
Jan., 528, 855; 31 *Jan.*, 555; 11 *Apr.*, 752
 Williard, John: 129
Willing, Massachusetts Privateer Schooner: 376
 Willing, James: 913, 914n.
 Willing, Morris & Co.: 61, 61n., 235, 778
Willing Maid, brig: captured by *Pearl* and
Camilla, 300, 301n., 1057 (Roger Pye)
 Wills, Charles (Capt.): 323
 Wilmington, Del.: 129, 430, 927
 Wilmington, N.C.: privateering out of, 11;
 outward bound vessel, 1055
 Wilson, —: 177
 Wilson, Alexander (Capt.): 279 (*Duc de Char-*
tres)
 Wilson [Willson], Andrew: court martial of,
 152-53, 362
 Wilson, James (Pennsylvania delegate to the
 Continental Congress): 328
 Wilson, James (Capt.): 1055 (*Fly*)
 Wilson [Willson], James (Quartermaster, Con-
 tinental Navy): 43, 47
 Wilson, John (Capt.): 218 (*General Wolfe*)
 Wilson, John (Master, R.N.): 681
 Wilson, Roderick (Capt.): 858 (*Laing*)
 Wilson [Willson], Thomas (Capt.): 37, 101
 Wilson, Willis (Capt., Virginia Navy): 272n
 (*Caswell*)
Winchelsea, HMS: Log: 968-69, 998, 1004-05;
 sailed from Port Royal, 344; on convoy duty,
 460; captured: *Ann*, 968-69; *Lamulant*, 998-
 99, 999n.; *Lydia*, 161; *St. Ann*, 161; men-
 tioned, 127 (Nathaniel Bateman)
 Winchester, England: 610, 648, 649, 658
 Winchester, Elkanah: 465
 Winchester, Nathaniel: 925
 Windham, Conn.: 145, 146
 Windsor, Thomas (Lt., R.N.): appointed to
 command, 77, 485; appointment to command
 disapproved by Howe, 485, 486n.; as convoy
 commander, 371, 371n.; from: James Young,
 371; mentioned, 80, 371n. (*Falcon*)
 Windward Islands, West Indies: 297, 333
 Windward Passage, Cuba/Hispaniola: 667
 Winn, —: 707
 Winning, John (Capt.): 291, 292, 427 (*Min-*
erva)
 Winslow, Ezra: 43
 Winslow, John: 42, 45, 47, 48
 Winter, John (Lt., R.N.): 1048
 Winthrop, William: 378
 Winyah [Veniyar] Harbor, S.C.: 6, 378, 1059,
 1061, *See also* Georgetown, S.C.
Winyaw, ship: captured by *Brume*, 1054 (Sam-
 uel Harlow)
 Witham, Saunders: 961
 Witherby, Benjamin: 165
 Witherington, George (Capt.): 434 (*Rebecca*)
 Woggs [Wiggs], Samuel: 43, 47
 Wolcott, Oliver: to: Joshua Huntington, 84;
 mentioned, 411
 Wolf, HM Sloop: 511 (Arthur Kempe)
 Wolf, schooner: captured by *Phoenix*, 88, 88n.,
 1055 (Simon Elliott)
 Wood, Cato: 961
 Wood, Eliphalet: 207
 Wood, John (Private, Continental Marines):
 961
 Wood, John (Seaman, Pennsylvania Navy):
 1020
 Wood, Joseph: 42
 Wood, Dr. Robert (Surgeon, R.N.): to: Clark
 Gayton, 127
 Wood, Thomas (Lt. on board *Freedom*): 914
 Wood Creek, N.Y.: 136
 Wood Island, Mass.: 638, 1027
 Woodberry, Jacob: 109
 Woodberry, Thomas: to: Massachusetts Gen-
 eral Court, 349-50
 Woodberry Creek, N.J.: 137
Woodbridge, schooner: 84 (Samuel Dugard)
 Woodbridge, John: 348
 Woodbury, Cornelius: 961
Woodcock, British Army Transport: captured
 by *Diamond*, 546 (William Richardson)
 Woods Hole, Mass.: 310, 353
 Woodsides, John: 238
 Woodworth, Job: 45
 Wooldridge, Thomas: to: John Robinson, 564,
 564n.
 Woolsey, George: to: John Pringle, 192-93, 278;
 mentioned, 139
 Woolsey, William (Capt.): 139 (*Harlequin*)
 Woolspring, James: 720-21
 Woolwich, England: 518, 599, 814
Wooster, Connecticut Privateer Sloop: manifest
 of stores, 1020 (Enoch Staples)
 Wooster, David (Brig. Gen., Continental
 Army): fatally wounded at Danbury, 456, 483
Worcester, HMS: convoy broken up, 591; sea-
 man of court martialled on, 820-21, 840;
 mentioned, 810 (Mark Robinson)
Worcester, ship: engagement with *Wasp*, 76,
 76n., 800; arrived at Liverpool, 800, 805
 (Bentley)
 Workington, England: 878
 Wormstead, John: 480
 Wormstead, Thomas: 481
 Worth, Christopher (Capt.): 439, 1061 (*John*)
 Worth, James (Capt., R.N.): to: Philip Ste-
 phens, 547-48, 869-70

- Worth, Lillibridge (Gunner, Continental Navy): 42, 46
- Worthington, William (Lt. Col., Connecticut Militia): 407
- Wrentham, Mass.: 215
- Wright, — (Capt.): 591 (*Success*)
- Wright, Charles: 789
- Wright, Patience: to: Benjamin Franklin, 646
- Wright, Samuel (Private, Continental Marines): 48
- Wright, Samuel, underwriter of insurance of brig *Vine*: 555
- Wright, William: 774, 800
- Wyatt, Jacob (Capt.): 461 (*Splatt*)
- Wyer, John: 208
- Wyley, — (Capt.): 545 (*Alfred*)
- Wylls, George: 1022
- Wynkoop, Jacobus (Capt., Continental Army): from: Philip Schuyler, 187-88; mentioned, 366
- Wynn, Dr. —: 609
- Yankee*, Massachusetts Privateer Sloop: captured by prisoners on, 723 (Henry Johnson)
- Yankee Hero*, Massachusetts Privateer Brig: captured by *Milford*, 210, 638, 1044 (James Tracy)
- Yardsley, William (Capt.): 214n., 491 (*Spry*)
- Yarmouth, England: 500, 820
- Yarmouth, Nova Scotia: 196, 196n.
- Yarmouth Sands, England: 844
- Yates, Edward Vernon (Lt., R.N.): from: Lords Commissioners of the Admiralty, 849; mentioned, 652 (*Ranger*)
- Yates, Thomas (Capt.): 1061
- Yeaton, Hopley (Lt., Continental Navy): 241, 241n.
- Yeocomoco River, Va.: 948
- Yeomans, Christopher (Capt.): 761n. (*Favorite*)
- York, HM Armed Vessel (formerly *Betsey*): 231 (Thomas Walbeoff)
- York, ship: captured by *Brune*, 1054
- York, sloop: captured by *Phoenix*, 1062 (Samuel Talman)
- York, Me.: shipbuilding at, 358; John Paul Jones to inspect ship at, 398, 970; outward bound vessels, 1060; mentioned, 3, 4
- York, John: 49
- York River, Va.: inward bound vessels, 36, 175, 405, 774; mentioned, 424, 547, 555
- Yorke, Edward (Capt., Pennsylvania Navy): 182 (*Camden*)
- Yorke, Sir Joseph (British Ambassador to Holland): concerning privateers operating out of St. Eustatius, 743; concerning salute given to *Andrew Doria*, 700, 710, 711n.-12n., 743, 757; mentioned, 617, 833
- Youghall, England: 678
- Young, Henry: 47
- Young, James (V. Adm., R.N.): arrested on charges by Antigua merchants, 61-62; prize lists, 82-83, 490-91; disposition of squadron, 295, 342, 371, 383, 579, 902-05; orders to search all Dutch vessels, 383, 590; concerning privateering at Antigua, 411-13, 821-22, 1030-31; concerning officer appointments, 485-86, 486n.; to: John Ardesoif, 382-83; Marquis de Bouillé, 1030-31; John Brisbane, 382-83; Peter Carteret, 382-83; John Chapman, 382-83, 462-63; John Colpoys, 382-83; James Dacres, 382-83; Billy Douglas, 382-83; Thomas Dumaresq, 382-83; William Fooks, 382-83; Edward Garner, 382-83; James Hawker, 95-96; James Jones, 382-83; Philip Stephens, 62-64, 68-70, 70-72, 77-78, 90, 268, 900-01, 901; Francis Tinsley, 382-83; Thomas Windsor, 371; from: Marquis de Bouillé, 974-76; Hugh Christian, 12-14; Andrew Snape Hamond, 26; James Jones, 1029; Lords Commissioners of the Admiralty, 590-91; Philip Stephens, 498-99, 553-54, 590; mentioned, 80, 150, 407, 408, 565, 587, 612, 668, 685, 704, 794
- Young, James (Lieut., British Marines): 681
- Young, John (Capt., Continental Navy): arrived from Martinique, 955, 955n., 965, 966, 1036; from: Continental Marine Committee, 963; mentioned, 364 (*Independence*)
- Young, Peter (Capt.): 54n., 309, 649, 650n. (*Royal George*)
- Young, Peter (Capt.): 539, 595, 665, 752 (*Mary and Elizabeth*)
- Young, Walter (Lt., R.N.): from: Lords Commissioners of the Admiralty, 673-74 (*Lyon*)
- Young, William (Lt., R.N.): appointed first lieutenant of *Portland*, 77; appointed to command *Snake*, 900, 950 (*Snake*)
- Young, William (Capt.): 123n., 1053 (*Adventure*)
- Zachea Island, Hispaniola: 259
- Zephyr*, HM Sloop: captured: *Argo* and *Betsey*, 549 (Robert Man)

WESTERN HEMISPHERE,

EASTERN HEMISPHERE,

WORLD,

THE LATEST DISCOVERIES.

SAMUEL DUNN,
Mathematician.



OR NEW WORLD.

OR OLD WORLD.

LONDON:
R. SAYER, BENNETT,
Map and
N. 53, in
Street
Published as
Act directs
16 Jan